

CHANGING GEAR

March 2009 (1)

2009 Celebrates 30 Years of NG



A Blast from the Past!

NGOC National Rally 2009 - details inside

the magazine of the NG owners club

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:
June 2009

Deadline for
submissions:
15th May

(Celebrating 30 years of the NG marque)
NGOC National Rally 2009
Friday 3rd July to Sunday 5th July

As announced in the last issue of ChangiNGear, this will be held near Upper Heyford in Oxfordshire. Arrangements are now well under way and plans are being put together for an outstanding time which the rally committee is sure you will all enjoy.

Chairman's Letter

In the Surrey/Hants area the 2008 season was successfully closed with a superb Christmas lunch. Now having digested that and all the seasonal fare that followed it is time to bend our minds to the NG activities for the New Year.

The most important event will be the **National Rally** to be held at Upper Heyford over the weekend of the 4th and 5th of July. I would like to remind you all that this year is the 30th anniversary of the birth of the NG.

In these times of the so called 'credit crunch' it is important that every effort is made to ensure that our club survives. Therefore it would be much appreciated if you would note this date in your diary and join

in. It will be worthwhile and be a tribute to Nick Green for giving us all so much pleasure.

Finally, the 26th of April is the F.B.H.V.C. (Federation of British Historic Vehicle Clubs) Drive It Day. Members are encouraged to get their classic and historic cars out (this includes NGs) and drive them. It does not have to be at an organised event, just get out on the road and let the public see that these cars do exist and really mean something. Good Luck.



Peter Clark

Editorial

Despite my suggestions last time, we didn't get a white Christmas but we certainly got some white stuff in February! Enough, it seems, to bring the country to a standstill - even I had a couple of days off work as my school was closed. With the snow, one's sense of adventure in the NG tends to turn to caution. After all we do not want to risk destroying our pride and joy. Since half term, however, my NG has been out several times and, despite the

cold, the joy of open top motor-ing thrills once more.

I am sure every member is fed up with hearing about the recession. Equally, I am sure everyone has been affected by it in some way to a greater or lesser degree. Some have lost jobs, some have lost financially with invest-



ments, and some may have lost part of their pension or even their homes. A recently advertised post for ICT Technician at my school drew 47 applications – rather more than the normal half dozen. It is a very difficult time for some while others are less affected. Whatever your personal situation, I wish you well and hope that you are able to continue to enjoy your NG passion.

At least the membership fee has not gone up – just £12 (or £10 by standing order). Please check you (or your bank) have paid your renewal (due on Jan 1st) so you don't lose out on receiving ChangiNGear and other mailings. Speaking of which, you should receive an invitation to the National Rally celebrating 30 Years of NG. Do look out for this and let a committee member know if you don't receive it fairly soon. Incidentally, to help in future, we will announce the latest mailings on the website (www.ngownersclub.org.uk) so you can always check if you are up to date or have been missed.

The National Rally promises to be a super event (see centre pages) so please make every effort to attend for all or part of it. I always find members of this club to be genuinely friendly and the ladies make sure we don't hide our heads permanently under the bonnets. There is also a good spread of events throughout the year (see pages 6 & 7) and I hope you can also find some of these near enough for

you to join in.

Having an NG in the garage can be a good standby when the "tin top" decides to breakdown. My 4 year old MG ZR decided to stop charging the battery one day when I left school. Of course it was raining but the RAC man arrived in less than half an hour. He confirmed my diagnosis that the alternator had died, set me up with a big jumpered battery in the passenger footwell and followed me home – about 13 miles – what a very nice man! No problem, I thought, I'll just use the NG.

On arriving at school in the NG on the second day – guess what – the ignition light came on. I later tested the charging voltage (which was fine) and drove home via the car shop to collect the alternator for the ZR. On leaving the car shop, the warning light came on again and when I got home and re-checked the charging voltage it was only about 11 volts. So alternator number 2 had to be ordered (I know I can get brushes and mend it but I'll do that later and keep it as a spare)!

I don't know about you but I haven't had to change many alternators in my whole motoring life so to get 2 go within 2 days of each other is weird. Of course the NG's one cost less than half the ZR's and took much less time to fit but both cars are now back in service again.

Happy NGiNG!

Chris Humphreys

Secretary's Notes

I am writing these notes in the second week of February. The snow has all gone now, not that we had very much down here on the south coast, but it does make the coming of warmer weather something to look forward to. This leads me to the National Rally in July this year. You will be receiving an invitation inviting you to the event including a small questionnaire. We would appreciate it if you would complete this and return it to Bob Morrison. This will enable us to get a good idea of how many of you will be attending. We would like to see as many as possible.

Events

April 12-13

European Kit Car Show

Kent County Showground Detling Kent.

This show has been improving over the years after the move from the Chatham naval yard. I have not visited the event since moving to East Dorset, but I did enjoy it the few years I did go. If you do decide to attend then give me call so that I can put you in touch with other NG folk who will be going.

May 3-4

National KC Show

National Agricultural Showground

**Stoneleigh
Warwickshire
CV8 2LZ**

This show is a great venue for clubs to meet, but I have noticed in a



reduction in size of the show itself over the years. This is probably due to the ever increasing cost of exhibiting, however Manda and I hope to be on the club site, No. 40A on the corner of Avenue H and 4th Street, on the Sunday the 3rd only, with the club tent and all the tea and coffee equipment. In the event of bad weather i.e. heavy rain, I'm afraid we will not be there, as we cannot use the tinny to transport the tent, etc. to the show. The organizers have seen fit to ban any support vehicle from the arena, and driving an NG with a trailer for just one day is not much fun in the rain, however it's not going to rain is it?

If you intend to camp I will send you a booking form which has to be returned to the organisers.

Directions: From junc 15 of the M40 take the A46 towards Warwick and Kenilworth and then lookout for signs to the NAC.

I have given you the postcode for the site in case you wish to use a SatNav.

May 4th

**Aero/Auto jumble & Classic
Vehicle Rally & Fly In
Pophams Airfield Coxford Down,
Winchester**

Keith Baker is the contact member for this event. You can contact him on 02380 864310, not the number in the membership list which has the wrong code.

I intend to go to the airfield providing the drive back from Stoneleigh on Sunday is not too difficult i.e. traffic jams.

June 6th

**Classic & Sports car Action Day
Castle Combe Wiltshire SN14 7EY**

Just a note in case you are interested. I do not have any information on this meeting.

June 20-21

**National Kit Car Festival
Newark & Notts Showground
Newark-on-Trent, Notts, NG24 2NY**

Denis Roberts, our contact member in Yorkshire, is the one to give you info on this show. You can contact him on 01142 878515. Be aware that this is the weekend of the British GP at Silverstone. It may affect your travel if you have to use the M1 although the A1 should be ok.

June 27-28

**Wings, Wheels, & Steam Country
Fair
Rougham Airfield, Nr Bury St
Edmunds, Suffolk.**

This is for info only as we don't have a contact member as yet, but it sounds like a great day out with the NG.

July 3-5

**NGOC National Rally
Heyford Leys Camping Park, Camp
Road, Upper Heyford,
Bicester, Oxon OX25 5LU**

This should be on your calendar now, as it is our big club meeting, celebrating 30 years of the NG marque.

You will find more information within this magazine.

July 3-5

**Festival of Speed
Goodwood, Chichester, West
Sussex. PO18 0PX**

You will notice that this event takes place on the same weekend as our National Rally, so enough said.

Bob Preece

2009 Membership Renewals

Please note that subscriptions were due on January 1st. Please check that you have paid £12 (or £10 standing order). Note: we are not able to take direct debit.

Cheques, details and queries to:

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

Events Calendar 2009

<u>Date</u>	<u>Event</u>	<u>Contact</u>
12-13 Apr Note: Sun & Mon	European Kit Car & Builder Show Kent County Showground, Detling, Kent ME14 3JF	Chris Humphreys
3-4 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece
4 May	Aero/Autojumble & Classic Vehicle Rally & Fly-in Popham Airfield, Coxford Down, Winchester SO21 3BD	Keith Baker
10 May	Thames Valley Classic & Sports Car Day Hambleden Village, Henley-on-Thames, Bucks RG9 6RP	Jeff Stretch
17 May	West Midlands MGOC Regional Event RAF Cosford Museum, Shifnal, Shropshire, TF11 8UP	John Roden*
6 Jun	Classic, Retro & Sportscar Action Day Castle Combe, Wiltshire SN14 7EY	Info only
7 Jun	London ~ Brighton Kit & Sports Car Run Start: Mercedes-Benz Museum, Brooklands KT13 0SL	David Holland
20-21 Jun	National Kit Car Festival Newark & Notts Showground, Newark-on-Trent, Notts. NG24 2NY	Dennis Roberts
27-28 Jun	Wings, Wheels & Steam Country Fayre Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only

* John Roden is a WMMGOC contact on 01384 373888

ChangiNGear March 2009

<u>Date</u>	<u>Event</u>	<u>Contact</u>
3-5 Jul	NGOC NATIONAL RALLY (30 years of NG) Heyford Leys Camping Park, Camp Road, Upper Heyford, Bicester, Oxon OX25 5LU	Bob Preece
3-5 Jul	Festival of Speed Goodwood, Chichester, West Sussex PO18 0PX	Info only
17-19 Jul tbc	Running Board Rally Henley-on-Thames, Oxon	Info only
15-16 Aug	Heart Air Display & Classic Car Show (inc. Sports Car Day on Sunday) Rougham Airfield, Nr. Bury St. Edmunds, Suffolk	Info only
30-31 Aug	Hampshire Pageant of Motoring Broadlands, Romsey, Hampshire	Info only
30-31 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG3 6PY	Chris Humphreys
12-13 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
18-20 Sep	Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX	Info only
1 Nov	London ~ Brighton Veteran Car Run Start: Hyde Park	Info only
21-22 Nov	Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ	Bob Preece

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 Boot Inn, 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)

Kent - Monthly lunch-time meet: every 2nd Sunday, 12.30pm

(John Jewsbury 01622 890992 - Phone for current venue)

New Forest - Monthly lunch-time meet: every 1st Sunday, 12 noon

(Keith Baker 02380 864310 - 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 2009

Apr 14: Easter Natter

May 12: Ladies' Spring Fashion
Parade, with Jazz

Jun 9: Pride of Ownership &
Concours

Jul 14: Barbeque (pre-booking only)
& Jazz

Aug 11: Summer Natter & Noggin

Sep 8: Oddments Identification
Challenge, with Jazz

Oct 13: Motoring Quiz

Nov 10: Early Museum Tour &
Remembrance Natter

Dec 8: Enthusiast of the Year
Awards

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
Lavenham	www.lavenham.co.uk
Mercedes-Benz World	www.mercedes-benzworld.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Rougham Airfield	www.roughamairfield.org
Shrivenham	www.shrivenham.org
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
Greenwoods Exhibitions (L2B etc.)	www.greenwoodsexhibitions.com
Grosvenor Exhibitions (Stoneleigh)	www.grosvenorexhibitions.co.uk
Hampshire Pageant of Motoring	www.hpom.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
West Midlands MG Owners Club	www.mgocwestmids.co.uk

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

NG OWNERS CLUB ACCOUNTS TO 31.12.08

Bank Balance as at
31.12.2007

£3,880.56

Income 2008

Subscriptions	3433.00
Club Sales	286.00
Advertising - C.G.	240.00

Expenditure 2008

Stationery	72.77
Printing	1961.50
Postage	553.23
Club Equipment	-
Club Regalia	279.00
Trophies, prizes - and tributes	32.00
Event Expenses	1999.36
P.L. Insurance	150.00
Admin. Expenses	42.19
Web Site	38.60

£3,959.00

£5,128.65

Bank Balance as at 31.12.2008

£2,710.91

£7,839.56

£7,839.56

The printing and posting of the club magazine/membership list is still our main expense.

Event Expenses reflect the fact that in addition to 2008 National Rally expenses we have already paid site and marquee/BBQ deposits for this year's National Rally. We will be celebrating 30 years of NG so please be sure and join us on 3/5th July at Upper Heyford, near Bicester.

Any queries please contact me.

Susan Stretch
Treasurer

News from Findhorn Cars

Italia – Roma 2008 Sports Car Challenge 15th to 19th September 2008

Continued from last issue...

We continued on through Alpine countryside around the top of the Ligurian Sea and on towards Tuscany. The route continuously took us above the tree line. I have never driven so many hair pins in such a short period. One very quickly learns when to glance up or down as the case may be to check that nothing is coming so that as much of the bend as possible can be used. The big wide tyres soaked up the bumps at the edge of the tarmac. There were incidents of course, usually accompanied by blasts of Italian horns well used to sounding off at their compatriots. The latter may be marginally better at keeping to their side of the road, but only marginally so judging from the pine needles on the outside of the bends showing where the corners had been cut. There was one indignant little Panda who blared at being overtaken on the inside at a hair pin. Well I was on the overtaking side of the road!

The countryside was amazing, not at all like the chocolate box version of Tuscany. Great pine woods up the

mountains, oak filled sweeping valleys, glacial river beds, and all of this bathed in warm sun, except of course where Peter had provided fewer than usual tulip diagrams on a mountain top covered in cloud. He had found sand washed roads to catch out the unwary and unmade up pieces to frustrate efforts to make up time.

No account of the event would be complete with mentioning the marshals, all volunteers giving up their holiday time. We saw them only in the time controls, with their clocks and stamps. In between controls, they were hurrying to their next allotted control, driving as vigorously as us no doubt. Without fail, they were there on time to clock us in. They were great.

Drew's navigation from the road book was impeccable, with a constant stream of information coming through the intercom, allowing me to concentrate on the road ahead. The car seemed to get quicker and smoother, as much due to wearing the brake discs smooth as anything. Perhaps I grew braver.

Then all of a sudden, no accelerator pedal. The cable had snapped and what on earth was going to hold onto the end of it?? The answer was an electric cable connector crimped

There were incidents of course, usually accompanied by blasts of Italian horns

on. Well that worked to lunch and through the afternoon, but the cable was sticking and the connector pulled off again just as night was coming on half way round a big mountain loop. We were already late having been led astray by the road book referring to "ugly tower" when we should have read the tulip more thoroughly. So it was a question of a proper job. But what was there to move the hole with - a pair of disassembled tin snips. So it was head first down the foot well again and wrestle with the crimpers again which threatened to latch on and never let go. At last the job was done and completed with a large spare gear knob taped to the accelerator pedal to prevent me from stretching the connector off the cable once again. We were hopelessly late by then. Having insisted on following the road book the night before when a route change meant real navigation through an impossible town whose bridge bit the rear cycle wing - why on earth did I go to the trouble of narrowing the XJ40 front suspension and setting the front wheel in so that the back one stuck out, I don't know - after what was threatening to be a night on a cold mountain, we took to the main roads. That was a mistake too! To find the hotel, we had to follow the road book from a mediaeval tower, which had to be found. Finally, we made it though, but no dinner. A pathetic little boy act produced a plate of

cheese. Next morning we woke to a mini-Tuscan landscape stretching to the Aegean Sea. Tiny farms with vineyards in the middle of arable fields and olives on the bank at the top of the field.

Off we set again, not knowing that our rally was effectively over. George and Johannes had worn their tyres to slicks and planned to look for new ones at lunch time, but we met them at the side of the road after 10 miles. An Italian had overtaken George turning left (we were driving on the right, remember). The Massey Fergusson engineered NG wishbone had not done a Westfield bend double act, but the Italian had called the police. However the kindly Italian policeman with good English realised what had happened and after much form filling announced "It is finished". He directed us to a tyre depot. Two new rear tyres and a refitted front one on a straightened rim and we were away by mid-morning. However it was coming on to rain and an early lunch was a full morning's driving away. Somehow Johannes got them there. We were more cautious, having explored the limits of the grip on a particularly slippery bit of road. Then as soon as the road surface had lulled me into a false sense of security another slippery bit and another wayward back end. So we made a wet and slow way through the hills. And just as well it was slow. The third incident was a complete refusal to turn the corner.

We drifted to the far bank and stopped just short of it.

We did get to lunch – well where lunch had started four hours earlier. Surprise, surprise no-one in sight. So that was two missed meals in 24hrs! Back down the hill and the engine politely declined to go any where until it had sat and dried out for 20 minutes. Just long enough to hear from Mark that the wiring loom in their car had melted away, with a wiring fault. A little Panda drove past and back. A lovely old boy appeared under his umbrella. Did we want help? I explained the problem. He indicated to switch everything off and try again. She was dried out and burst into life. Big grins and waves.

Then the most unpleasant drive ever, bar driving in snow. Two hours of autostrada in pouring rain. My shorts were still wet two days later when we got home! Finally after all sorts of wrong turns on the outskirts of Rome we found the hotel, to be met by Robert enquiring about “my brother”! He had seen George and Johannes arriving in a taxi. Peter told me with a great grin that “It was very spectacular Nigel. They were on the slowing down lap of the kart track when there was a loud bang and they went sideways. They had broken a half shaft”. Well you can imagine that one very cold and wet Daddy, having rescued his little boy off the side of the road, been

allowed to buy two new tyres, was off hot foot to find out about his “broken motor car”. Will it be lines this evening asked Richard? – “Yes five hundred lines at least – I must not break my Daddy’s motor car”.

It transpired that Johannes had been driving and just testing whether a Sierra half shaft could take a Rover V8 torque. Obvious answer – NO. However, the TC had turned out to be an excellent car for the event. For those who know my misgivings about the suspension, rigorous elimination of steering friction had restored self-centring and stiff rear bushes evened the rear tyre wear. I have also to applaud the boys for an electrical repair to an injector. I would have persevered with only 7 cylinders, but they managed enough contact to get 8.

Meanwhile Francie had just witnessed all the toys going out of the pram and was making naughty dares on the back of it.

The final dinner was great. Team Lotus Racing were all kitted out in uniform – well we could talk, George having issued me with a Findhorn Cars polo shirt. So Spike and the extended Sterling family table were practising Mexican waves. Next thing they were under the table with a drinking game. They were only restrained from rising up with the table at Mexican wave height by a very disapproving glare from the wait-

*A lovely
old boy
appeared
under his
umbrella*

ress.

Prize giving was not all Lotus. The Flying Finns from Sweden won the smallest engine class. Peter Jaggs minus his shoes as per his driving won the largest engine size. Francie was the best Seven car. The "Spirit of the Event" trophy was awarded to marshals Louisa and Dick; it was very well deserved. And a Lotus husband and wife team were overall winners.

Three cheers indeed to Peter and Carol!

Nigel Brooks

Back Issues of ChangiNGear

Back issues of ChangiNGear are available from February 2004 to the last issue. If you would like any, please let me know - you will just be charged for the postage.

Alternatively, you can now download a PDF version of any back issue of ChangiNGear since Feb 2004 from the NGOC website.

www.ngownersclub.org.uk

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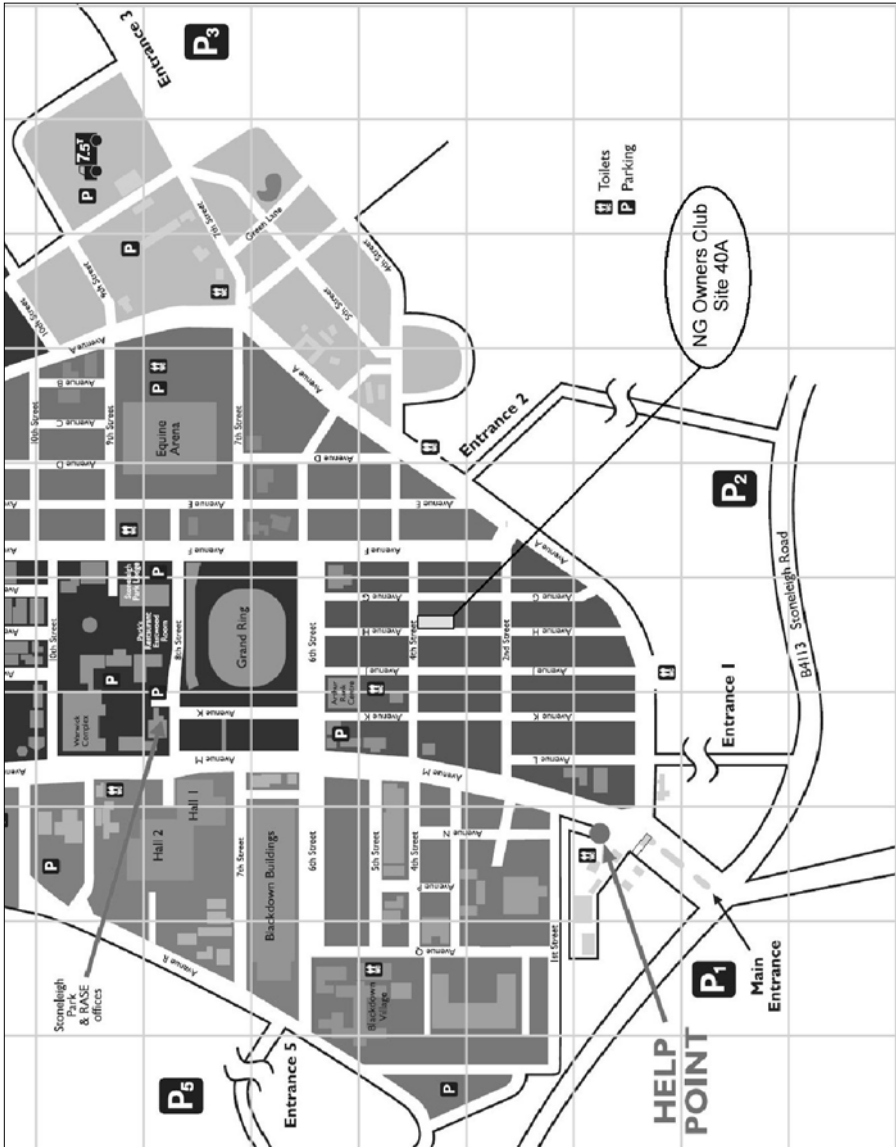
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Stoneleigh Map (3-4 May 2009)

Directions: Go straight from the gate entrance and then take 2nd right (4th Street) and then 3rd on the right you will see our site 40A. It is on the corner of 4th Street and Avenue H (same site as last year).



Courtesy of www.nac-stoneleigh-park.co.uk

NGOC National Rally 2009 (3rd - 5th July)

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

Have you reserved the dates in your diary yet? If not, do it now! The NGOC National Rally is always an enjoyable time and this year's occasion promises to be very special as we celebrate 30 years of the NG marque. You really won't want to miss it!



Paul & Donna Gray and other members of the committee are organising a number of extra features for this year's rally and we hope that as many of you can come as possible. We have a new central venue featuring level fields and a quiet environment.



Celebrating 30 Years of NG

Key Points:

- Look out for your personal invitation which should arrive soon after this magazine. If yours does not arrive, please let us know.
- Welcome packs will be issued on your arrival listing events for the weekend with details of local shops, walks etc.
- Camping/caravanning on the site is the best way to join in the festivities (doesn't matter if your tent is only big enough to sleep in). There will be a discounted fee of just £10.50 per pitch per night (available for nights of Fri 3rd and Sat 4th). The site has good facilities including toilets, free showers, dishwashing, electric hook-ups and fishing lake. Dogs are allowed.
- Day visitors are also very welcome (no charge) and there is a list of suggested nearby accommodation over the page.
- The club will be laying on a free 'cheese and wine' reception for those arriving Friday evening.
- The club will be providing salad items and bread rolls to accompany your Saturday evening meal (which you can cook on the barbecues provided).
- There will be a Humorous Quiz on Saturday evening in the marquee.
- There will be a Motoring Treasure Hunt during the weekend.
- As always there will be a large lit marquee (12m by 9m) with tables and chairs, a water boiler for a copious supply of hot drinks and 3 large gas barbecues to cook you own food.
- Nearby attractions include Blenheim Palace, Bicester Outlet Village, Silverstone Race Circuit, Cotswolds, Sulgrave Manor, Waddesdon Manor, Oxford , Banbury , Cherwell Valley.



NGOC National Rally 2009

Some Useful Information (courtesy of John Hoyle)

Hotels

The Best Western Jersey Arms Hotel, Middleton Stoney	01869 343234
The Deddington Arms, Deddington	01869 338364
The Holcombe Hotel, Deddington	01869 338480
The Holt Hotel, Steeple Aston	01869 340259
Weston Manor Hotel, Weston-on-the-green	01869 350621
Bignell Park Hotel, Chesterton	01869 326550
Cherwell Valley Travelodge, M40	08700 850950

B & B's

Earls Farm, Deddington	01869 337567
West Farm, Stratton Audley	01869 278344
Susan Miles Weston Grounds Farm	01869 351168
Westfield Farm Motel B&B, Steeple Aston	01869 340591
Tower Fields B&B, Souldern	01869 346554
The Old Post Office B&B, Ardley	01869 345958
Home Farm House B&B, Middle Aston	01869 340666

Self Catering Accommodation

Pimlico Farm Country Cottages (Tusmore)	01869 810306
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Eating & Drinking

The Barley Mow (Upper Heyford)	01869 232300
The George & Dragon (Fritwell)	01869 346738
The Kings Head (Fritwell)	01869 345221
The White Horse Inn (Duns Tew)	01869 340272
The White Lion (Steeple Aston)	01869 340307
Red Lion (Steeple Aston)	01869 340225

Tourist Information

Bicester	01869 369055
Banbury	01295 25985

**NGOC (30 Years of NG) National Rally
3rd to 5th July 2009—Don't miss it!**

Thames Valley Classic and Sports Car Day Sunday 10th May

(Hambleden Village, Henley-on-Thames, Bucks RG9 6RP)

Last year Susan and I went to the Thames Valley Classic and Sports Car Day organised by the Jaguar Enthusiasts Club. The weather was beautiful and there was a great selection of interesting cars and a number of clubs.

Hambleden is frequently used in film locations as little has changed since the early 1900s and the surrounding Chilterns countryside is simply superb.

Last year we were told more NGs would be welcome so I thought it would be nice if we could have something of a club presence this year.

Note there is a pub but it gets extremely crowded so if you do intend going it would be as well to take a picnic.

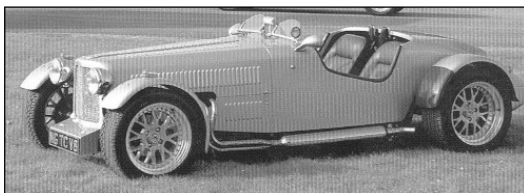
This year's event is on Sunday 10th May. Hambleden is situated approx. 1 mile north off the A4155 more or less midway between Henley-on-Thames and Marlow.

Jeff Stretch (0118 969 3355)

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Petersfield, Hampshire
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web: www.ngcars.co.uk
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Members' Letters & Articles

Blast from the Past (Cover Story)

With the 30th anniversary of the NG Owners Club in 2009, I strangely have a 20th anniversary in the same year of interest to NGers, namely a "BLAST FROM THE PAST".

In August 2008 I purchased an 1800cc Marina based TA International via the internet which has revealed an interesting history... the car is a 1989 TA Motor Company built demonstrator [commission no. Int O05] featured in the "Kit Car Magazine" in April of that year. The double page spread photograph and further photographs within the road test article show the car virtually unchanged to this day. Other than the "Aero" screens being replaced by a full width screen and a change of Registration No. to something more age related nothing has

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changed. It would appear that in the intervening period the car had covered approx 2500 miles and must have been kept in cosseted surroundings because the brilliant red

paintwork and chrome is near to perfection, as are the original cream leather seats and trim. Prior to purchase it had been off the road for 5 years, however, after a few tweaks it flew the MOT and is now up and running and being used, providing the roads are dry! In fact, I bought

the car from a chap in Cheltenham and had never even sat in it, before driving back 50 miles [with a big smile on my face] to North Worcs without it missing a beat.

Having spoken to Ed Powell [Midlands Area Contact], he has produced original TA Motor Car Company headed literature which shows the car as a feature on the promotional specification sheets signed off by Mr Peter Fellowes. With the enclosed photographs and various copies of the Kit Car Mag article, etc. is it worthy of a ChangiNGear front cover entitled "Blast from the Past" and a brief cover story?

Of further interest I was an apprentice at the Austin Motor Company from 1952 until 1957 and spent 30 years through thick and thin of the BMC era [debacle] as a Chief Design Engineer before leaving for pastures green. However, the Marina mechanics and 1800cc 'B' Series Engine in the TA are like old friends and take me back to my engineering roots!

Paul Dales

A First Trip to Le Mans

Day 1

Friend's reactions when I told them I was going to Le Mans 24 hour Classic ranged from incredulous to envious. No one quite believed that I would really go... female friends advised me to take some good books

and some earplugs... and male friends wanted copies of any photographs! So what was it like for someone who, until recently, when asked what sort of car had passed her by would reply "Err... it was red!"?

The experience began when I was asked to squeeze into an over packed small sports car, although it seemed that the NG TD actually has capacity for plenty luggage for a week in France ... there was even room for two cans of spare fuel * *(more about this later)**.

The rain lashed down as we started on our trip to Portsmouth. We arrived to find the rest of the convoy in the ferry queue along with more sports cars than I had ever seen. The challenges of travelling in a sports car with no roof were illustrated by enthusiasts putting up their golf umbrellas over their cars as they waited in the queues for the ferry - but strangely everyone seemed in a good mood! Greba Padbury bravely sat in the TC with her umbrella up - cheerfully facing the elements in her flying helmet. Colin



appeared slightly more protected against the weather with his motor-cycle helmet! I felt rather pampered by the roof on the TD - Dave had told me that we would be roughing it!

The cars all processed onto the ferry, directed by drooling employees of Brittany Ferries.

After a bracing walk on deck it was time to relax in the cabin, but all too soon we were woken by carefully chosen music designed to get even the sleepest motorists back to their cars. Unfortunately the weather had not improved and I felt very sorry for our companions who had no roof - on days like this a convertible car is not the best option! Whereas one day of rain is bearable with the prospect of sunny France ahead, the weather seemed to have turned worse and I really think those of the NG owners who drove in the teeming rain with no roof deserve a medal - that is true devotion to the cause! Travelling in convoy to Le Mans was great - there is something magical about being part of a group of cars like these... that is until the gendarmes accused the TC of passing through a red light... and so we had an unexpected break in our journey and the Padburys had an annoying start to their holiday. It seemed that the gendarmes were rather over vigilant at this time!

Le Mans itself proved to be an interesting town - close to the hotel is the river and a short walk over



the river is the Old Town. What a beautiful place - narrow cobbled streets lined with a variety of architecture, old buildings with amazing brickwork and strange painted street lamps... all leading up the hill to the cathedral.

Already my rather cynical friends' predictions were being proved wrong... just because I was going to a car race did not mean the trip all had to be about cars! A very nice meal (traditional fare of a homemade pork meat paste, variety of wonderful cheeses and homemade bread washed down by a very palatable wine) in a small bistro with a friendly French waiter was a wonderful first evening - the French know how to make a simple meal delicious!

We then walked back down the cobbled streets; finding that the strange painted street lights



were illuminated to create beautiful shadow art work on the floor.

Another surprise as we walked home were the illuminated city walls these seemed to be a slide show of an art piece and the river side was alive with people watching the display.

So with thoughts of what the actual race circuit would be like we retired...

Day 2 The Race Track

Sitting over coffee and croissants the next morning, serious discussions began by club members about going to the Race ground... most were driving but we decided to try public transport for a change. Le Mans has got a tram service that meant that it was really easy - a credit card machine at the tram stop provided a ten trip ticket and a fairly frequent service ensured that traffic jams were not a problem and a drink could be enjoyed by driver and passenger. We arrived at the Race track and went on the rather surreal train around the track to the paddocks... giggling all the way! Who had decided to use this as transpor-



tation around the track... was there some joke involved? The French muzak played as we sped (not!) around the track on this rather unexpected form of transport. I had definitely not expected this!

The circuit was alive with people walking, moving their cars, travelling around on scooters and generally an atmosphere rivalling that of a busy ants nest. People all seemed to know where they were going... except us. Still rather bemused about the train, we alighted and found ourselves in a small village of trade stands. We

could have bought everything from souvenir polo shirts to a vintage petrol pump - useful for the spot in



the garage next to the NG that you had not quite filled yet with tools... but no... not this year - there was a rather prohibitive price tag on these!

Following signs to "The Paddocks" I recollected that it had said in the literature that certain dress conventions were expected; including men in ties... would we get in? But there was no problem. I felt that if we had been better dressed we might have been treated better but we had opted for comfort and pro-

tection from the rather inclement weather when we left the hotel!

The paddocks seemed to be a large collection of cars in tents. Even to the uneducated eye these were incredibly beautiful – showing the pure beauty and skill of design! Modern cars are just not the same!

They had sorted the cars into year groups and each group would compete with each other on the day. The Friday seemed to be a registration day and practise so all hands were mending and primping and polishing. For some people the smoking ban was yet to be adhered to! I did wonder whether his engine would catch fire – but this mechanic had no such worries.

Meanwhile in Paddock 1 we arrived just as the cars were getting ready for registration and a practise run... it was alive with action... and emotion. One group of Bugatti owners had a disaster when their beloved car caught fire... So I saw a grown man cry as he realised that his dreams of driving around the historic racetrack had in fact gone up in flames.



We watched for a while from the stands but then got driven away by the noise... not of the cars racing but of the rather loud commentary!

So more wandering around brought us to the starting area of the race... here we could go close to the cars as they revved up ready to go... and even with my meagre knowledge of cars it was exciting to be able to walk between cars only previously seen on James Bond films.

So, tired and pleased with how much we had seen, we made our way back on the tram to the hotel – far easier than trying to tackle the traffic jams leaving the racecourse!

Back to our favourite restaurant in town, to a beaming welcome from our friendly waiter... and several other NG owners at the next table... The waiter was keen to try to keep us for extra English practise after the meal with free liqueurs and Crème Brûlée made with lavender but after extracting the name of his favourite vineyard we left to ensure we made the best of the next day.

Day Three... to be continued.

Liz Cooper



Gauges Limerick

E-bay's tempting array of gauges
Caused excessive consumption of wages
Nightly he bid
Then parcels he hid
To avoid his partner's bad rages.



Liz Cooper

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West Midlands MGOC Regional Event (17th May 2009)

We would like to extend an invite to any of your members, cost is £10.00 with all proceeds going to the County Air Ambulance.

Four runs in are being organised – see flyer.




The MG Owners Club

West Midlands Regional Event & Gathering
RAF Cosford, 17th May 2009


After a long break...

The West Midlands Regional Event is back again with a vengeance!
We have adopted the same winning formula as before, where four road runs from points around the region, will converge on the RAF Museum for the Regional Gathering.

Entrance fee will be £10 per car with all profits going to the County Air Ambulance



- Choose from one of **four road runs**
- Concourse competition
- Trade stands
- Refreshments
- RAF Museum



For more information call **John Roden** on **01384 373888** or email ajroden@btconnect.com

Watch out for more details in Enjoying MG and on the regional website www.mgocwestmids.co.uk

A limited number of spaces for trade stands will be available, please book early to avoid disappointment!

John Roden, Bromsgrove and District MGOC
5 Glenelg Drive, Pedmore, Stourbridge, West Midlands DY8 2PF

Email: ajroden@btconnect.com

Tel: 01384 373888 Fax 01384 395712

Holiday Weekend – Redruth, Cornwall

How about a long weekend in Cornwall (probably in September 2009), in a plush Hotel with a pool, sauna, steam bath and fitness centre?

The Hotel is a Georgian Mansion on the outskirts of Redruth. It is a good position for trips out in the day, to places like Truro, Falmouth, St Ives and Lizard Point, to name but a few. The Car Park and Hotel are completely hidden from the main road so it is quite secure and the website is www.penventon.co.uk, so you can view it on the internet.

If you are interested please contact me, Tony Pearce on 020 8894 3021 and not the Hotel as I need to know numbers to negotiate the cost and special rates.

I look forward to hearing from you.

Tony Pearce

Book Review

Car Science

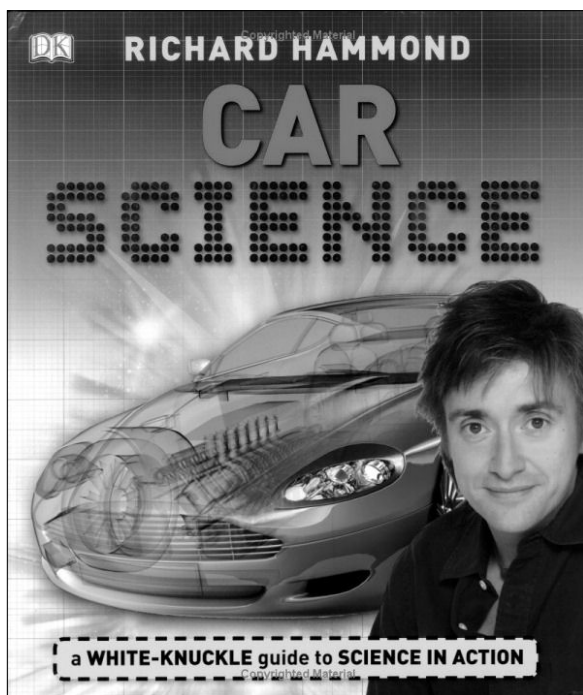
Author: Richard Hammond
Chief Editor: Ben Morgan
ISBN: 978-1-40533-200-2
Publisher: Dorling Kindersley Limited
Supplier: Waterstones
Price paid: £7.50
(½ Price in the pre Christmas sale)
Physical size: 310x 260x 11mm

I will start to say that this book is for anyone and for everyone. It is

interesting for young people of 9-12 years right up to adults who don't know anything about cars. This book is put in a casual format and is also easy to read. It explains everything about cars you need to know from the distillation process of crude oil to petrol and the working of a combustion engine.

There are four sections to this book, Power, Speed, Handling and Technology.

Starting with Power this section



is interesting because it tells you about horse power. It also tells you about what they used for power in 10,000 BC. There is information about energy and how we humans convert spaghetti to energy and how the car converts petrol to energy. It tells you what makes a car go and about motion and forces. It explains about levers, gears, wheels and hydraulics. There are things you can make including a gear box made of potatoes!

Speed is another great section; it contains information about acceleration and the science of speed. I found out that racing drivers really need to understand the science of speed because otherwise they would

not achieve their full speed. There is detail and photos to show how car design has changed to make cars go faster by creating a more streamlined shape. I learnt about the science of air flow which affects a car's speed and record breaking speed in different cars. The current land speed record is held by Thrust SSC which became the first supersonic car when Andy Green drove it to 766 mph in October 1997!

The next section is all about Handling. Handling is very important be-

cause if you do not understand it and its relationship with science you may find out that you will be driving dangerously. It's about friction and tyre grip, inertia, thinking and breaking distance and forces. I found out that there is a never ending battle between the car's tyres and inertia which can cause skidding when tyres lose their grip. It gives you information about getting out of skids and how stunt drivers get into them deliberately. It explains car crash science and how manufacturers make cars safer.

The final section is about technology. It explains how different materials are chosen to make a modern car operate as efficiently as

possible. There are new ideas to help combat global warming and stop the dependence on petrol engines. There is a great section on the top 10 mad car ideas that scientists and inventors have come up with in the last 100 years. My favorite is the Mazda Taiki which is a super-spacey sports car and has lots of design features to stop it wasting energy. The book ends with an excellent glossary which explains all those complicated car words.

This is an amazing car book which

I like to pick up any time to find out new things about cars. I think you should get this book because it is easy to read and to pick up from any point and it will explain everything you need to know about cars even if you know nothing to start with.

Andrew Holland

(with help from Liz Cooper who also thinks this is a great book and very helpful when suddenly involved in the world of cars!)

New Members - Welcome

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

Membership is £12 per year or £10 if you set up a standing order (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

MR GARY TABBERER (1422) (TA)
KIDDERMINSTER

MR ANTHONY WOOD (1423) (TF)
SKEGNESS LINCS

MR STEPHEN LANE (1424) (TF)
BLANDFORD FORUM DORSET

MR IAN MCROBBIE (1425) ()
HITCHIN HERTS

MR PHIL JOHNSON (1426) (TF)
STOKE-ON-TRENT STAFFS

MR DANIEL O'HARA (1427) (TF)
KIRKBY-IN-ASHFIELD NOTTS

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 £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



NG TA Marina based, unbuilt-never been on road. CORRECTLY REGISTERED as NGTA on log book (only needs MOT on completion to put on road). Chassis, engine, gearbox, propshaft, Brooklands green fabric covered body, doors, solid walnut dash and cockpit surrounds, glove box, wire wheel hubs and set of 5 powder coated wire wheels and tyres, new carbs, distributor, wood rim steering wheel.* Selling due to ill health and unable to complete. Grab yourself a bit of history, and put the last TA on the road. Car situated in Lancashire. **Best offer over £3750** secures. Contact Nick Earnshaw.

Tel: 01254 761953

Mobile: 07771 807250

E-mail: nick.earnshaw@omsl.net or nngnut@hotmail.co.uk



NG TC V8, Monaco blue, one owner, 1350 miles. Pro built in 2004. Rover 3.5 V8, Weber carb, offenhauser manifold, Mallory dizzy. Image splitrim alloys, disc brakes, IRS suspension. Lovely condition with full history available. **£11,500**. Ux-bridge Kitcars, P/ex possible.

Tel: 01895 624554

Mobile: 07798 866071

Four octagon heavy chromed spinners to fit MG/NG wire wheels plus spanner, **£40.00** the set. They are SVA compliant and can be described as new, having completed only one journey. If any interest shown, I will have to make enquiries regarding the cost of post and package, the items are located at Lichfield and of course anyone would be made wel

*Further details omitted due to space available at www.ngownersclub.org.uk



come should they wish to collect personally. Contact John Williams.
Tel: 01543 263204



For sale due to bereavement. **Unfinished NGTF** kit car. All major components required to complete the build are here with the exception of the seats, some soft trim and the original dash. Donor car log book included. Chassis assembled. s/h wire wheels and hubs in good condition. The engine has been re-machined throughout and re-built. Body complete, as new and unpainted. All invoices available and totalling 5K. Offers invited in the region of **£2500**, buyer collects. Vehicle currently in Yateley, Hants area.
Please contact for further details.

Tel: 01455 212679 evenings

E-mail: ericweight@btinternet.com



NG TA 1800. 1966, MOT 'till July 09, taxed 'till June 09, tax free. Overdrive gearbox, translucent paint, new hood, front and rear bumper, tow bar, new rally seats. **£16,000.** Will part exchange any V8 model.

Tel: Sid 07759 691529 (E. Sussex)



NG TA Unfinished kit car. It only needs a little work to finish and almost all of the components needed are there, including hood bows but no hood. The kit is MG based and has a new engine and clutch, new prop shaft, walnut laminate dash and large chrome headlights. I have so far spent nearly £3000 on the car and have to reluctantly sell it after

recently getting married and needing the space for all of my other hobbies. £2250

Tel: 01908 614676

Mobile: 07986 550767

E-mail: cliveatjetage@aol.com

NG TA Roadster (1968 donor), 1800cc, navy blue, excellent condition. Documentation including build manual, DOT pass sheet, all MOTs, receipts and info about the car. Californian imported engine, reconditioned, unleaded. Four speed gearbox, stainless steel exhaust, 15"



wire wheels, 4-seater if required, new full hood and half tonneau cover. Tax exempt, MOT to Jan 2009. £4500

Tel: Malcolm 01708 688044

Mob: 07721 415227

Wanted

Combination of a set of **Brookland aero screens together with a folding screen**. Are there any members who do have any experience with the combination of a set of Brookland aero screens together with a folding screen? Is it possible to get a fitting hood and a full weather gear for the folding screen? I need it for my NG TF. All information will be welcome.

Wally Soute, The Netherlands

E-mail: w.soute@worldonline.nl

NG TF in excellent condition with full documentation regarding SVA, MOT, V5, etc as appropriate. Must have hood, side screens, etc. Engine and gearbox specs should be as designed. Mileage and age of lesser importance to overall condition. Have cash available and can view within 120 miles of Grantham. Please

email pics and full details.

E-mail: donald.werner@virgin.net

I would like a hood for an NG TF. It needs to be the one for the SVA windscreen. Condition is not important as it is primarily the frame that I am after.

(Peter Bambrook)

Tel: 01530 274575

Mobile: 07970 449528

I am looking for a hood for my NG TF. The car is an older version and does not have the slotted windscreen to accept the hood, but has the older type where the hood has holes which clip onto little spigots all around the windscreen and other edges. Many thanks,

(David Glinn Davies)

Tel: 01639 768049

E-mail: davies352@ntlworld.com

Club Products & Regalia - available from Mark Staley

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

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

The following items are now available (logo is contrasting silver/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.

An NG Braves the February Snow!



Paul Gray

**But did it actually go for a drive?
Study the tracks**