



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

October 2011

The Best TC - Superlative!



NGOC 30 Year Celebration Rally Report

the NG Owners Club magazine

THE NG OWNERS CLUB

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NGOC Rally 2012
Stratford-upon-Avon
15 - 17 June
See page 28

Christmas Lunch
The Star
11 December 2011
See page 4

Next issue: January 2012
Deadline for
submissions: 15th December



Chairman's Letter

DONE and DUSTED, the Club's 30th Anniversary. Not bad at all when one thinks of the multitude of Kit Cars that have come and gone during that number of years. So to all of our NG Owners wherever you may be I would like to thank you all for supporting the Owners Club and for helping to maintain a strong and worthwhile establishment.

The celebratory weekend at Upper Heyford was again a social success due to the efforts of the committee members and the support of many stalwart helpers. I know that I expressed my appreciation on the rally Sunday, however, I think it appropriate to say Thank You to everyone for a great event. I include also all our members who would have liked to have taken part but for some reason were unable to make the journey. Let us hope that we shall see you at next years' event.

Talking of which, negotiations are already in hand with the Management of the Riverside Park at Stratford-upon-Avon, the

campsite that we have enjoyed several times before, for our 2012 Rally.

Although I have said that the 30th was successful, the total number of cars that attended was a little disappointing being down on the previous two years. This may be due to the current economic situation, to a clash of dates for other major sporting events or even our unstable weather - all quite understandable. It was therefore wonderful to see that the cars that did turn up were of such a high quality of build and presentation. Very well done.

I hope you had a chance to enjoy the recent Indian Summer at the start of October, that was a great bonus. There is still the rest of the year in which we can enjoy driving our NGs. Happy Motoring.

Peter Clark



Editorial

Another apology is in order as this issue is late once more. The observant ones among you will notice that the month has moved on one so this is the October issue. In fact I plan to make all the issues one

month later so the next issue will not be until the New Year. Sorry for being a bit blasé about this but I have been a little pre-occupied - my daughter just got married (more of that later).

Although late, the magazine is still full of its usual items of interest so I hope you enjoy it. There is a great report about this year's 30th Celebration Rally and details to whet your appetite about next year's Rally. There are members' letters and articles and an encouragingly long list of new members.

Please make sure you don't miss the information about the SE Area Christmas Lunch at a new venue and don't delay but book your place(s) immediately.

Please also notice there are new contact details for Bob Morrison, our Membership Secretary inside the front cover.

You should find enclosed with this issue a letter outlining the regrettable but necessary increase in subscription rate to £15. I hope you will agree this is still good value for money and it would help our administration greatly if you would arrange with your bank (in many cases this can now be done on-line) for the standing order to be changed in good time for January and to include your NGOC Membership Number as the reference. We are no longer distributing a published membership list but if you require a list of current members, Bob Morrison will be pleased to send you a copy.

We are still in need of an editor to take my place at the ChangiNGear helm. If you feel you may be able to help in this regard, please do get in touch. I will not be able to continue

it *ad infinitum*.

Last time Dobby told of his new garage and this has been put to good use in preparing him for his wedding de-



but. Sarah, my daughter, had decided she would like to use Dobby as her wedding car and despite the uncertainty of English Autumns this has been the plan for over a year. Imagine our delight (and Dobby's) as we approached the weekend of October 1st that the forecast was for the most gorgeous weather and in the event was one of the hottest October days on record. I have a feeling Dobby will want to tell it in his own words but suffice to say the day went really well but Dobby had to share the limelight with my stunning daughter and her dashing husband (who was allowed to drive Dobby from the Church to the Reception). So if you don't want to be bored by lots of wedding photos next issue, please send in your articles and contributions for ChangiNGear!

I am going to try to organise a trip to Holland sometime in 2012 to see some of our Dutch members. Once I have some dates I will let you know.

Happy NGiNG!

Chris Humphreys

Secretary's Notes

Forthcoming Events

Oct 22nd/23rd

Not much to report on forthcoming events, just the Exeter Show at the WestPoint Exhibition Centre Devon EX5 1DJ. It is the last show of the year and if you live south and west worth a visit.

Kit cars and driver get in free; everyone else has to pay £11 at the door.

Dec 11th

SE Christmas Lunch at the Star PH Malden Rushett, just outside Leatherhead Surrey KT22 ODP. Off junction 9 of the M25. Sue Bolton has volunteered to organise this meeting this year (see the information below).

You will see from other articles

in this edition that inflation has caught up with us and the committee has very reluctantly decided that rather than reducing the number of

magazine editions per year (our greatest cost is the printing and postage) we would increase the membership fee to £15. Even with this rise we are still one the most reasonably priced car clubs and we have held the previous fee for many years.

Hopefully this will not put you off remaining a club member. We do value your support.

Bob Preece



SE Area Christmas Lunch

11th December 2011



New Venue - The Star

Kingston Road, Malden Rushett, nr Leatherhead, Surrey KT22 ODP
(situated on the A243 close to the Leatherhead turn off of the A3
and even closer to Junction 9 on the M25)

Meet in bar from noon, Lunch at 1pm

See opposite for Menu and Booking Details

The Star - Celebration Christmas Menu

Chicken liver paté, red onion chutney, ciabatta
Prawn & crayfish cocktail
Loaded potato skins, red onion & cheese, sour cream dip
White onion & stilton soup



Festive roast turkey, spiced bacon, cranberry & walnut stuffing, roast potatoes,
cranberry sauce
Roast topside of beef served in a rich gravy, Yorkshire pudding, roast potatoes
Fillet of salmon, roasted new potatoes, lemon & caper butter sauce
Chicken breast, colcannon mash, red wine & mushroom sauce
Butternut squash, feta, sage & chestnut wellington, roasted new potatoes
Lamb steak, redcurrant & mint sauce, roasted new potatoes
Char-grilled loin of pork, peppercorn sauce, creamy mash potato
All served with fresh seasonal vegetables



Traditional Christmas pudding, brandy sauce
Chocolate fudge cake, Baileys cream
Lemon posset, light, zesty and lemony
Chocolate & vanilla ice cream with pour your own hot chocolate sauce

.....

LIMITED to 40 - Book your place now - Choose from Menu above

**Please send cheque made payable to N G OWNERS CLUB
for 2 COURSES £16.95
or 3 COURSES £19.95
together with your MENU SELECTION
to arrive BEFORE 27TH NOVEMBER**



**MRS SUE BOULTON
5 COLLEGE GARDENS, NEW MALDEN, SURREY KT3 6NT
For further information contact Sue Boulton
on 020 8949 1065 or 07752 721121**

rayboulton744@btinternet.com

Events Calendar 2011-12

2011

<u>Date</u>	<u>Event</u>	<u>Contact</u>
22-23 Oct	Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ	Bob Preece
6 Nov	London ~ Brighton Veteran Car Run Start: Hyde Park	Info only
11 Dec	SE Area Christmas Lunch The Star, Kingston Road, Malden Rushett, Surrey KT22 0DP	Sue Boulton

2012

<u>Date</u>	<u>Event</u>	<u>Contact</u>
14-15 Jan	Racing Car Show (Autosport International) NEC, Birmingham B40 1NT	Info only
8-9 Apr	Detling (European) Kit & Sports Car Show Kent County Showground, Detling, Kent ME14 3JF	Chris Humphreys
6-7 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece
15-17 Jun	NGOC NATIONAL RALLY Riverside Caravan Park, Tiddington Road, Stratford-upon-Avon CV37 7AB	Bob Preece

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

Next issue: Jan 2012

Deadline for submission of articles: 15th Dec

Regular NG Meetings

Sheffield, Leeds, Yorks area: various meets & activities

(Dennis Roberts 01142 878515 - Phone for details)

Midlands - Monthly evening meet: every 1st Tuesday, 7.00pm

*The Red Lion, Repton, nr Burton on Trent, Staffs

(Mark Staley 01332 723927 - Venue adjustable, phone for details)

Oxford - Monthly lunch-time meet: date depends on interest, 12 noon

The Six Bells, Warborough, off A423 Oxford/Wallingford

(Paul Bennett 01865 735711)

East Anglia area: various meets & activities

(David Edwards 01284 788118 - Phone for details)

Surrey - Monthly evening meet: every 2nd Tuesday, 7.30pm

The Club Room, Brooklands Museum, Weybridge, Surrey

(Peter Clark 01737 832367 - See also "Monthly Natter" panel)

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

(Keith Baker 01794 340490 - Phone for current venue)

Cardiff (Sth. Wales) meet: by arrangement

(Brian North 02920 341671 - Brian also does engine reconditioning)

The Brooklands Club ~ Monthly Natter Meeting Dates 2011

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

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.

Rally Report 2011

30 yrs Celebration Rally

Returning to the same site where one has had a good time seems risky - would we be able to have such a good time again? The answer, I think, was a resounding yes!

As before, the club had booked the whole site for the period of the rally, i.e. from Friday afternoon until Monday morning and we were therefore committed to pay for all the camping pitches to ensure exclusive use for our members. We obviously hadn't upset the site owners 2 years ago because they readily accepted our repeat booking for this year's rally. Mind you, you can't please everyone because there were 2 couples on the site when Donna & I arrived on the Thursday afternoon who had been resident for almost 2 weeks, complete with large caravans and awnings. When we had pitched I walked over to say hello and one of them said, "we're not talking to you!" I asked why not and they replied that they had to leave on Friday morning "because of you". The comment was (slightly) tongue-in-cheek but we did end up having a friendly chat but there was no way we were going to weaken and let them use up valuable space on "our" site! I did think, however, that if we had ended up with fewer NG campers we might have been glad of some help in pay-

ing for the site. As it happens, we had a good number of club-members and their families camping and just covered our costs for the campsite.

I mentioned that we had arrived at the site on the Thursday and that was for two reasons. Firstly, we wanted to spend Friday morning at a major MG event at Silverstone - only 17 miles from the site - and secondly, the marquee suppliers were so fully booked for the weekend that they insisted on delivering the marquee a day earlier than we had requested. Luckily, the 2 pitches where we intended to erect the marquee were not booked for the Thurs night so the earlier delivery was OK. Incidentally, the site owners very kindly waived their fees for the extra night.

Early on Friday afternoon, the furniture, BBQs and, most importantly, the boiler were delivered and people were rapidly deployed to assemble all the tables and get ship-shape for the evening. At this stage,



the site owner delivered 3 large paving slabs and asked us to place them under the gas bottles for the BBQs. Apparently, after our departure 2 years ago, three brown rings appeared where the grass had died under our gas bottles and the site-owner was keen to try to avoid a repeat.



During Friday afternoon, Mary Clark and her band of helpers prepared the most wonderful array of food for the cheese-and-wine evening meal. All the food was laid out on tables in the centre of the marquee and was absolutely delicious. Many thanks to Mary.

In the background, Jeff Stretch had been busily erecting signs on the approach road and at the entrance to the camping-site to make the final stages of navigation a bit clearer - many thanks to Jeff for making & installing all the signage.

In parallel with all these activities, Bob & Manda Preece were busily unloading all the goodies for making teas and coffees during the weekend. It's amazing how much kit

is required for this to be viable and Bob has to tow a trailer behind his TFX8 just to get all this kit to the site. Bob & Manda had put in a lot of work in the background, including transporting a gazebo for the BBQs in case of rain, and members were very grateful for their sterling contribution.

Whilst on the subject of refreshments we owe a vote of thanks to all those who kindly baked or bought cakes for everyone to share - great stuff!

Friday afternoon was dry and cool and most campers managed to arrive and pitch in time before the rain arrived. We had a total of 18 family units booked for the Friday night with a few more due Saturday



making a total of 22 units, excluding those who intended to come but hadn't returned their attendance forms to Sue Stretch in advance (naughty!). Before moving on, I would like to extend a big vote of thanks to Sue who worked hard to collate the attendance list and to ensure that she had collected all the camp-

ing and attendance fees, not to mention making sure that all the bills were paid! Prior to the weekend, Sue had even phoned around some members to check that they would be attending - a great effort and much appreciated.

Back to the camping; unfortunately, those arriving later on Friday were faced with erecting their tents in pouring rain whilst other members were enjoying a convivial evening in the nice dry marquee!

In the meantime, once the meal was finished, quiz-master extraordinaire Mike Bond, ably assisted by Hils, posed many questions ranging from the relatively easy to the "how on earth are we supposed to know that" variety. As is usual with Mike's quizzes, there was much hilarity and a good time was had by all. Thanks again to Mike and Hils for rounding off the evening nicely & for providing a superb prize, namely a tiny clockwork NG!

The heavy rainfall lasted most of the night; in fact it was so heavy that I had to resort to earplugs to escape the incessant noise on the

canvas. However, once Saturday dawned, the rain had stopped and the remainder of the weekend stayed fine, perhaps a little too hot for most people, especially on the Sunday.

One of the highlights of the weekend was the motoring treasure hunt compiled by Paul & Bernadette Bennett. This was the first time that Paul & Bernadette had undertaken such a task and they made a fantastic job of it for which everyone who took part was very grateful. The idea was that people could take part any time on Saturday or on Sunday morning and there were plenty of potential refreshment-stops and places of interest along the way - excellent! The prizewinners - not for the first time in this event - were George and Imogen Gate. The top three entries were apparently very close but George & Imogen pipped the others by being more explicit with their answers - something to note for another time. The prize was well worth winning. Bernadette had baked a fantastic cake complete with a picture from a



previous NG rally in the icing on the top - truly a work of art. All involved were very grateful that Paul & Bernadette had come forward to volunteer to help with the rally - much appreciated.

As usual with this event, the BBQs were in action most of the weekend, providing a very convenient, and sociable, central point for



the gourmet (& other) cooks among us.

Later on Saturday morning, daughter Kate, ably assisted by daughter-in-law Nina, held a sketching/drawing class for all those young people who wanted to take part. Kate, as a primary-school teacher, was well used to holding such classes and Nina, as an artist, was well qualified to help. The club provided plenty of drawing pads, pencils, crayons, etc and it was good to see some of the youngsters popping in during the remainder of the weekend for a bit of spontaneous sketching or other creative activity with the paper, including origami.

Late afternoon on Saturday, the

local Autoglym rep Rick turned up with his large van full of goodies. We had originally requested that Rick attend early afternoon but Rick subsequently asked whether we'd mind a change to late afternoon. Reason for the change was that Rick had been asked by the Bentley Owners Club to attend their show in the same area and Rick was keen to attend both events. As it happened, the late-afternoon slot was probably better for us because most people had returned from their outings by that time and were getting ready for the evening BBQ. This time, the demo started with use of a clay-bar, something that I had only recently discovered and used to great advantage on our hatchback. The clay-bar is certainly a very effective tool for removing environmental deposits from paintwork before applying polish or wax. Rick demonstrated the effectiveness of the clay-bar by applying it to one half of a bonnet and then getting people to feel the difference between the two halves. After cleaning, an application of super-resin polish completed the



process, this latter product having been available from Autoglym 'forever'. The polish has a slight 'cut' and can be followed by application of one of two products that Rick assured us would give protection to the paintwork for several months. We were informed that most people make the mistake of applying too much of the product whereas only a thin coat is required, making an expensive product seem much more cost-effective over the long-term. Although we had watched Rick's demo two years ago, there were still tips to be picked up. I had previously missed the fact that polish was better applied by a thin sponge than a folded cloth and was also impressed with the efficacy of the micro-fibre



cloths that Rick was using. After the demo Rick managed to sell a reasonable amount of his wares and was satisfied that his visit had been worthwhile. Unfortunately, Rick's van wouldn't start when he came to leave - the last thing he wanted after a long day. Luckily, the Woods family came to the rescue with a

battery booster/charger and the engine was readily started.

During Saturday afternoon, members Geoff Fry & Sue Walker arrived in their recently acquired classic camper-van, complete with a comprehensive set of guitars, amplifiers, mikes, stands, stools, extension leads etc. - definitely not transportable in an NG! Following our request for members to come forward, Geoff & Sue had very kindly offered to provide some musical entertainment on the Saturday evening. Mike Robinson had also got in touch and offered his services and duly turned up for the weekend with his guitar, amplifier etc. Mike brought his camper van in addition to his NG and was therefore able to bring the extra gear. Geoff and Mike had not met before the Saturday afternoon and they got together to 'compare notes', concluding that they could 'probably put something together!' This turned out to be quite an understatement; when they started playing, you would have thought that they had played together for years. Geoff & Sue did the vocals whilst Geoff & Mike provided the accompaniment.

Prior to the musical entertainment, as has become traditional for these events, we started Saturday evening with a DIY BBQ where members bring and cook their own food on the BBQs and the club provide the salads, bread and fruit salad. During the day, Donna & Nina had



paid a visit to the nearest Tesco superstore and bought all the ingredients and, on their return, a working party of willing helpers prepared it all in a very efficient manner. As it was such a pleasant warm evening, a number of campers brought their picnic tables and chairs and sat outside the marquee in the evening sun that had the advantage of taking

the pressure off the limited seating inside.

After the BBQ was finished and some clearing-up done, there was a slight hitch with power for the microphones. We found that the amplifiers were voltage-sensitive and that, if we turned off the marquee lights, the mains supply would recover enough for the amps to work. Strangely, towards the end of the evening when Geoff announced that it was either lights on or they would have to stop because they couldn't read the music, we tried switching the lights back on and everything still worked.

A very enjoyable two hours sped by and all present were grateful for the entertainment, particularly as it



was provided by club members for club members - fantastic. All three were fantastic performers and the audience had a most enjoyable evening - many thanks again to Geoff, Sue & Mike.

Sunday morning dawned dry and temperatures rapidly increased - one of those days when you can have 'too much of a good thing'.

Whilst some went out on the treasure hunt or walks by the canal, others started the process of packing away camping gear and preparing for the run home. During the morning there were also further NGs arriving for the day and we soon had a varied selection of cars on display in the rally-field. As usual, this provided a great opportunity for members to admire each other's cars, swap ideas, or glean tips from more experienced NG builders.

During this time the marquee was put to good use as a shelter from the fierce sun and, with the sides opened up, it was possible to get a cooling breeze to flow through - what a complete change from the torrential rain of Friday evening.

Mark Staley was also busy selling regalia from his table in the marquee and seemed to be doing a good trade in clothing and particularly peaked hats to keep out the sun! I was lucky to buy number eight of ten 30th-anniversary editions of the hat that I shall keep as a memento of the weekend. Thanks are due to Mark for beavering away in the

background ensuring a good supply of club products and regalia at reasonable prices. Don't forget also that Mark is very knowledgeable on SVA/IVA matters and it's well worth giving Mark a call for advice.

By mid afternoon, it was time for the awards ceremony, managed and presented by our chairman Peter



Clark. I would like to stress at this point that the club is very lucky to have such an able and experienced chairman to keep us on the straight-and-narrow. Peter has been involved in the management of car-clubs for many years and we are grateful for his stalwart support to the club. The work that both Peter & Mary put into making the annual National Rally a success is largely hidden to most of us but much appreciated.

A worthy winner of the editor's cup this year was Sue Bolton. Sue has written a number of amusing articles and we look forward to more of the same...! However, this is a good opportunity to add a plug for our hard-working Editor. Chris has produced many excellent editions of

the club newsletter and really would like someone else to take over - please consider whether you might be able to take on this very important job for the club - the newsletter is the life-blood of a club such as ours and its continuation is absolutely vital. Even if you don't feel able to take on the overall task, there is always an ongoing need for articles from members. I know that lots of you out there have made all sorts of clever mods and upgrades to your cars that other members would be delighted to read about, not to mention trips/holidays in your NG. As we've said before, don't worry about your ability to write or spell - that's what the editor does! With several hundred members, it shouldn't be too difficult to fill each edition with ease - please help!

During the awards ceremony it was no surprise to find that, by a convincing margin, our friends Ad &

Joke from The Netherlands had won the 'longest distance traveled' award. Mind you, they might have had some competition if Pierre & Mireille had managed to attend from Brest. Unfortunately, Pierre had to cancel his trip at the last minute because his mother was taken ill. We wish Mme Sabatier a speedy recovery and hope to see Pierre & Mireille at next year's event.

The awards were as outlined in the box - many congratulations to all the winners.

By early evening Sunday, most people had started their journeys home leaving a few of us to get together and plan an impromptu meal together in the marquee. Everyone prepared what food they had left and we piled it all on tables in the marquee, ending up with quite a spread.

Janice Cheetham had worked hard to clean two of the BBQs ready

Prize Winners 2011

Best TA	Ed Powell	FAW 195D
Best TC	Jeff Stretch	YAX 503J
Best TD	Mike Carter	XJB 953H
Best TF	Ad van Shaik	AL 96 59
Best Henley	Peter Towner	PJT 446J
Concours Cup	Paul Gray	330 UKT
Cheetham Cup	Graeme Lacey	EUF 919L
Peacock Trophy	Dave Holland	
Editor's Cup	Sue Bolton	
Furthest Distance	Ad & Joke van Shaik	
Treasure Hunt	George & Imogen Gate	

for collection and we left one for use in preparing our evening meal. After a final bout of gourmet cooking on the BBQ, a total of 15 of us sat down and enjoyed a very relaxing and convivial meal together.

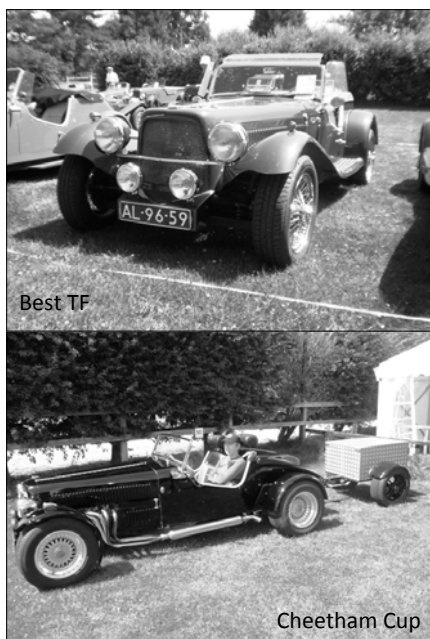
Monday morning dawned hotter than ever and we were forced to get up early because the interior of our canvas trailer-tent was roasting. The equipment suppliers arrived mid-morning and took away everything, leaving the shell of the marquee to be collected later. We all left before midday, the site owner saying that he would be happy to stand by for the marquee collection so that we could start for home in reasonable time.

On the way home, Donna took a call from a salesman from new company 'MG Motor UK' whom I had met at Silverstone on the Friday morning. The call was offering a drive in the new MG6 at the Goodwood Festival of Speed the following weekend. The icing on the cake was that the drive would be up the hill-climb circuit on the Thursday just before the Festival opened. Obviously it was a 'no-brainer' but that's another story!

In conclusion, a great weekend that worked because we have a great club with many friendly and skilled members who seem able to mix together socially like the old friends that so many of them are. Even though new kits are not being built at the rate they once were, the

club remains viable and vibrant and long may it continue. I believe that we celebrated 30 years of the owners club in style and it's quite sobering to think that many of the original NGs are now classic vehicles in their own right. Of course early buyers of the clever design by Nick Green must have been convinced that they were building a classic-in-the-making and how right they were! Unfortunately, Nick was unable to attend the rally this year - it is quite a trek from Oz - but I would like to take this opportunity to thank Nick for all the enjoyment that his designs have given to so many people over the years and will, I'm certain, continue to do so for many years to come.

Paul Gray



Members' Letters & Articles

The Agony and the Ecstasy

We were excited that we could make the Rally this year, and we quickly packed up the car after work on the Friday. All extremities well covered, we set off down the A3. 10 minutes later we arrived to find the M25 solid, our little chins dropped and we looked at each other. We decided to pull into the lay-by and rethink. Shall we carry on the A3 and cut across from the A31? Solid! What about minor roads to Bagshot and across? Solid, solid, solid!! After three hours the NG was almost at boiling point, Ray had passed boiling point by now, the rain had started and with the traffic still not moving we made for home.

Saturday we left early and arrived at the B & B for breakfast. Car unpacked, I nestled into my seat ready for my egg and bacon, I gently sighed; nothing else could possibly go wrong now. Ray's coffee arrived; he pressed the plunger on the cafetiere once - nothing; twice, harder this time - nothing; third time even harder - up the coffee shot like champagne its contents showering the table and, yes, me!!

Except for a near miss with Chris Humphrey's sauce bottle and my tripping out of the breakfast room, what a fabulous weekend.

Peter said that without the mem-

bers we would not have a club. I think we feel that we would not have such a great club and event without our current committee and their partners.

The Ecstasy, you all know - the Editor's Cup taking pride of place in our home.

The journey home? Well, left my charger at the B & B, lost my brand new NG cap within 5 minutes of getting on the motorway, traffic slowing, what's that sign, 'animals on road', shall I go on...

Sue Boulton

Rally Thoughts

And this one's a V8! But can you guess who's looking? (Not for you Chris 'cos you were there at the time.)

What I am really putting fingers to keyboard for is to thank all involved in the making of yet another great weekend. Susan and I enjoyed



ourselves immensely. We would particularly like to thank Mary for the spread on the Friday evening. The range of cheese mind was just mind blowing. I doubt if our local super-market could have come close. The entertainment on Saturday night was just great. It just shows what unsung talent there is about. Long may they continue!

To share the weekend with our Dutch colleagues at the same B & B was another highlight. That's the first time I've ever seen a left hand drive TF. Well done Ad and Joke. Look forward to seeing you next year.

Even the weather did us proud in the end (just ignore Friday night). It was good to travel home on Sunday minus the hood and still feel warm for a change.

So, thanks again to the committee and all involved. I think that we can count that another successful weekend.

To end on a slightly sadder note... Where was everybody?

I don't know for certain how many cars made it to the site at some stage but I would guess only about 50. Surely there must be more than ten times that on the road.

I know motoring is getting more and more expensive but come on you NG owners where are you all. You don't know what you're missing.

Susan and Jeff Stretch

Rally Comments

Having been in the owner's club for more years than I care to recall (membership number 78), I felt the urge to put in an appearance at the annual rally this year. Unfortunately time was tight and so I could only stay for a few hours but just wanted to say how welcome I was made to feel. Thank you to Peter and Bob and to the many others who took time to chat.

My current situation is that I am in the process of rebuilding my TF for the third time. Having owned the car for many years (I think it is chassis number 007 from the Nick Green days), I have had many happy days of great motoring from the beast but on the way back from an MOT (it passed by the way) about 6 years ago I thought there was a slight problem with the rear end - broken spring or something. So I started taking the rear panels off so I could get to the bottom of the problem. Well one thing led to another - like "whilst I'm at it I might as well get it converted to unleaded" and "I'm not as young and agile as I used to be so why don't I try putting some doors on it?" and "That wiring looks a bit suspect, why don't I just rewire the whole thing and redesign the dashboard in the process?", etc. etc. It ended up in many many bits.

It's *slowly* coming back together again but I refuse to rush it or set a deadline as it then stops being fun

and becomes a chore. And half the fun for me is the build.

So apart from supporting the club on their 30th anniversary, part of my reason for going to the rally was to pick up a few hints and tips on the various engineering challenges that present themselves when you start tinkering with the basic design and adding your own modifications. The help afforded to me by those I spoke to will be of great assistance to me in moving matters on - like how to sort out the handbrake mounting - I had an MOT failure in the past for mounting it where everyone has theirs mounted - on the transmission tunnel. I was told it had to be affixed to the chassis and not to the body! However my solution will be to put it back where Nick Green said it should be (like yours) and be careful who does my next MOT!

When I originally built the car, the various donor bits you had to glean from other vehicles were two a penny. Popping down to the breakers for an Austin/Morris 1800 radiator was no problem at all. They practically threw them at you. My radiator, having been sitting for a few years now, has rusted through and of course nowadays you can't just go and pick up a second hand one - they're as rare as hen's teeth. I had a long discussion with one attendee at the meeting (sorry I didn't get your name) but the answer will be to get my one re-cored and at

the same time I am now aware that I can specify my own variations such as extra cores and/or extended length to increase the overall capacity.

The quality of the finish on the cars I saw at the rally was exceptional and I will have to work hard to achieve the same level but it is certainly something to aim for. Perhaps I'll write another "short" note to let you know my progress (if anyone's remotely interested) and I'm more than likely to be seeking assistance and guidance from others as the rebuild progresses.

I was only sorry I could not stay at the rally for longer but thanks for making me feel welcome and for all the help.

Robin Eatwell (BML545A)

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

(Part 3—Conclusion)

Hebuterne

This village doesn't see many visitors as it is very much off the 'beaten



track' for visitors. Sitting between the diversionary attack made on Gommecourt Wood and the disastrous attack by the 31st Division on Serre to its south it was the first area to be taken over by the British in July 1915. This doesn't mean it isn't a place worth visiting. Tucked at the back of the village is a cemetery- built in what was an orchard - that, probably more than any other, reflects the dangers of life in the trenches even when there was no 'fighting' going on. All most all of those buried here are of those who were killed during day-to-day life in the front line. A few later burials, notably those of New Zealanders killed in 1918 can also be found.

Sheffield Memorial Park

The Sheffield Memorial Park - accessed by following the track from the Serre road to its end - contains a number of memorials to the 31st Division. The 31st Division was made up almost entirely by 'Pals Battalions' from Yorkshire. Here amongst the dappled sunlight of a still summer's afternoon, we sat and ate a late lunch. With John deciding the light was good enough, I left him to shoot the memorial park while I followed the old trench line further into the woods. Coming back out somehow further down I walked back to visit each of the four cemeteries that stand in what had been 'no-man's-land'. These are particularly poignant as almost all of the graves are from the 1st July 1916 assault.

Serre Road

Taking the track back to the main road we turned right and visited the last three cemeteries near Serre. The two British cemeteries, Serre Road 1 and 2, and the French Cemetery that lies halfway between them really bring home the sacrifices made by those who fought. There are over 9,500 graves between the two British cemeteries most of which are marked as unknown.

As it was now getting late, with our plan now firmly in hand, a refueling and pit-stop check for the NG, a good dinner and a relatively early night meant we should be ready for the final day's very early start. If all went to plan we would be able to get through the list before making the run back to the coast.

Day 3: Friday 2nd July 2010

4 am, dark & cold, Arras

More alarms wake us. There is fumbling about while we get things packed, but this morning we are more organised. The car is checked; water topped up and started without any fuss. We had worked out that we would probably miss breakfast, but luck remained on our side as we found the night porter was putting the breakfast stuff out when we came down. Coffee, croissants and ham baguettes in hand we scrambled into the NG and left the hotel car park.

Taking the same route south as we had done to get to the crater

ceremony we were soon at our first stop of the day.

Butte de Warlincourt

From the road side it is difficult to see the importance of this mound of earth. Then, when you have made your way to the top the view of the surrounding area is quite incredible. Anyone who remained in possession of this piece of land would have been able to dominate movement for miles around. The Butte de Warlincourt, or Hill 122, should be visited by anyone coming to the Somme area because it marks the furthest point of the British advance before the fighting came to a halt on the 20th December 1916. It also has another place in history, because it was here, that the then Lt-Colonel Boys Bradford was awarded the Victoria Cross. A year later he was promoted to the rank of Brigadier-General and so became, at the age of 25, the youngest ever General in the British Army.

Pozieres - Windmill & Tank Corps Memorial

Pozieres was an incredibly important place in 1916. As one of the villages on the ridge that dominated the British front line, another is Thiepval, it had to be taken if the Germans were to be beaten. Pozieres was particularly important to the Germans because from the site of the windmill observers would be able to see across the whole of their rear area, and therefore the ground over which they would have to fight

if the village was taken. Inevitably the Germans turned the village into a number of interlocking fortresses through 1915 and the early months of 1916. At the beginning of August 1916, the Australians, in their first battle in France were given the responsibility of capturing the village. After several days of tough close-quarter fighting the Australian's managed to secure this site and most of the village. By the time they did they had suffered more than 6,500 casualties. Opposite the Australian memorial is the memorial to the Tank Corps which used the area to form up before the first tank attack at Flers on the 15th September 1916.

Pozieres - Gibraltar block house & 1st Australian Division Memorial

The 1st Australian Division were the first to secure the southern side of the Alber-Bapaume road - the same side the Tommy Cafe now stands on - and the area around the Gibraltar block house. The remains of the blockhouse are now hidden by trees but you can now climb up onto a platform which gives you a fabulous view



over 'Mash valley' and the old British front line at its bottom.

A similar view can be had from across the valley if you continue on towards Albert, turn round at the Bapaume Post Cemetery and then drive back until you top the crest of the hill. Near here were twin redoubts from which the British observed the German lines. It is also from behind these that the Tyne-side Scottish and Irish Brigades advanced to their destruction in the attack on the 1st July.

Passing back through the centre of Pozieres we turned left and sped on past Mouquet Farm - another famous Australian land mark - and into Thiepval.

Thiepval Memorial

As the most iconic British memorial to the dead of World War One in France, I have always found it never fails to move those who visit it. Apart from its massive structure it isn't until you come close to its stark white panels that you realise each is covered in the names of the missing - in total there are 73,357 listed. For those willing to get up early enough there is a memorial service held here at 7:30 am every 1st July.

From Thiepval we drove past the Ulster Tower Memorial - Thiepval was the objective set for the 36th (Ulster) Division on the 1st July 1916. The Ulster Memorial itself is built on top of the old German front line - through Beaumont-Hamel and onto the Newfoundland Memorial Park.

Newfoundland Memorial Park

This became our last site visit of the day although we did return to the Ulster Tower for a late lunch before making the run for home. The memorial park covers an area of approximately 84 acres and was purchased just after the war by the Newfoundland's Regimental Chaplain



using funds raised by the women of Newfoundland. In July 1916, the Newfoundland Regiment - as an independent dominion of the British Empire it wasn't part of Canada - formed part of the 29th Division's reserves. The 29th Division called their reserve up after the first attack the German line around Beaumont Hamel had failed. Within half-an-hour of leaving their trenches the Newfoundland Regiment's attack was over. Of the 801 men who started only 68 survived unwounded. Today, apart from the passage of time, the area is still pretty much the same as it was when the Newfoundlanders set out on the 1st July 1916 and it is well worth taking the time to walk as much of the park

as possible.

Home

We were now running out of time, so there was little left to do other than refuel, make a final check of all the NG's vital fluids, grab something to eat and head north. Surprisingly the return journey ran smoothly enough and, as always, seemed to pass very quickly. I have no idea what we looked like as we headed clockwise round the M25. The NG was covered in fine dust... as were we... and loaded down we must have looked like we had just returned from the Paris-Dakar rally. Still, we made it back to the Cotswolds under a darkening sky without a raindrop falling. One last stop to share a beer and begin talk of a return run in 2011 and it was back to the world of reality. A cold hour later, after rumbling along dark country roads up through Banbury and across towards Silverstone MHK 1J made it home. There wasn't enough light to clean her before rolling her into the garage, but the following day was spent returning her to her clean self. As it turned out I had little to worry about. Since we set out on the journey we had covered nearly 1,000 miles in just under 3 days. Mechanically everything had worked without a hitch - you could say she might even have enjoyed the whole experience - so all I have to do is sort out the indicator stalk and begin wondering where we might try to go this summer! Until then there are all

these pictures to sort out...

Should anyone in the club wish to visit the battlefields of either Normandy or the First World War, I am more than happy to share my experiences from running a number of small private tours with any club member. If there is enough interest from members I am happy to arrange a club pilgrimage to the region. In the meantime, If you want to see some of the first results please visit our website at: www.fieldofbattle.co.uk

Tom Buck

Bone-shaking?

Maybe it's our age, but we seem to notice that the ride in our TF is becoming bone-shakingly hard. We know that the NG body is lighter than the original MG steel body, so maybe that is a factor. The roads seem to have more uneven surfaces and potholes after last winter and also myself turning 60 does not help. I wonder if it's me or whether other members notice the hard ride?

I have been told to remove the smaller leaf spring from the rear and also to get softer springs for the front. Someone also mentioned about changing the shock absorbers on the front. People have said that by doing these changes, it would affect the cornering characteristics, but that would not worry us as we are satisfied just tooting along. Has anyone done such modifications

to their NGs and what was the outcome? Appreciate anyone's thoughts on the subject. Many Thanks.

Peter Dyble
(peter.dyble@tiscali.co.uk)

Suspension Questions

I own an NG TC 4.6V8 which was DVLA registered in 2004 and was built by Findhorn as their test track show car from all new parts.

It's only covered 6000 miles. I've owned the car since April and whilst cleaning around the lower wishbone bushes (which it transpires seem to be of an extremely high standard) I noticed that there are rubber dust caps one at either end of both bushes, all of which have 'jellified'. These caps are fitted over stainless steel dishes, presumably to maintain the integrity of the shape of the cap in maintaining a seal to prevent ingress of dirt into the bushes.

In a fit of somewhat misguided excitement I stripped the offending unit down on one side before noticing too late that there are also off centre washers on the bolt which passes through this bush. These, when turned, have the effect of adjusting the camber angle of the disc, and of course I've lost this setting.

I could use the camber angle on the other side but both tyres are wearing slightly on the inside edges

which I was told was most likely down to the wrong camber angle having been put on in the first place (and/or the tracking needs doing).

Could anybody tell me where I can purchase new dust caps as above?

What should the camber angle be?

George Waddington

Since sending in this enquiry, it has been discovered that the suspension is one of John Hoyle's and John has kindly answered the queries. However, I include it as an example of enquiries we receive. Ed

MG 'TT' Special

Thought you might be interested in a rather special car.

John Carr, who is a very old friend of mine, emigrated to Canada some 30 odd years ago. In the late eighties both he and I ordered a chassis from Nick Green, and it was not until some years later that we realised the coincidence. Whilst I had built my first TF John had different ideas, he was just using the chassis and the MGB underpinnings to build a 1930's style MG. Wanting to create a car using traditional materials and methods he went to "night school" to learn how to construct an ash frame. I think you will agree that after 20+ years in the making, the result is a stun-

ning car. Below is John's brief description which he uses when displaying the car at various events.

John Hoyle

MG "TT" Special

Owners: John and Evelyn Carr

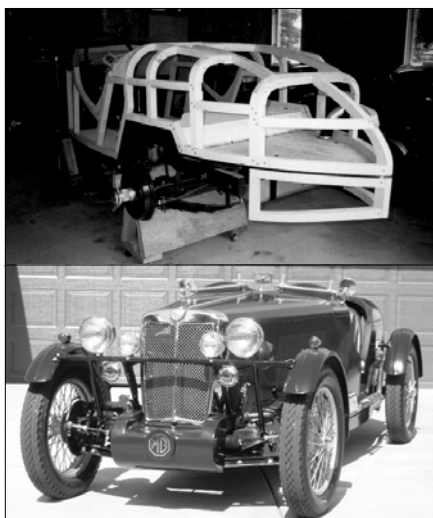
Created out of the remains of an MGB, the "TT" utilizes a custom-built steel chassis from NG Cars in England, and a hand-crafted wood framed body, with the engine, transmission, suspension, steering, etc. from the MGB.

The "TT" is designed to evoke the spirit of the 1930's racing MGs: the K3 and J2 series. The K3 was famous for winning the 1933 Mille Miglia at the hands of Tarzio Nuvolari. K3 and J2 models competed successfully in UK and Isle-of-Man Tourist Trophy (TT) races.

The design incorporates a wheel-

base extension of 10 inches, allowing the engine to be set behind the front axle line; a very rigid box section chassis frame, with a panhard rod installation for improved rear axle location; a body tub fabricated from marine plywood; a body frame hand-crafted from American ash; an MG T-series radiator shell, bonnet and scuttle cowl, and custom fabricated steel body panels. The wheels are 19 x 5.00 MG outer-laced pattern, with authentic vintage Good-year "diamond tread" tyres. The seats are MG J2 style, and together with the cockpit trim, are covered in British Connolly hide. The instrument panel is custom made, and incorporates various MG instruments and switches.

The TT Special was built over a period of 20 years, and is a fully useable vehicle in the style of the 1930's racing MGs.





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NGOC National Rally 2012 (15th - 17th June)

- We have again managed to secure a large rally field at the superb Riverside Park near Stratford-upon-Avon.
- A reminder of our last visit can be found under 'Events' on the club's web-site.
- **Please make a note in your 2012 diary, or at least in the back of this year's, to reserve the weekend from Friday 15th to Sun 17th June 2012.**
- We will again be holding the very popular driving tests in part of the field - let's see if some of us 'oldies' can beat the youngsters this time! These are of course tests of skill, not races!
- As previous visitors to the site will remember, there are static caravans to hire to save hunting for local B&B's and, in particular, within the same site for a more relaxed evening without having to drive afterwards. For information on caravans to hire, the site telephone number is 01789 292312.
- We are obviously hoping for lots of campers because not only does it make for a great clubby atmosphere with lots of members and their families staying on site, but also because we can only continue to utilise campsites for our rallies if we can encourage enough campers to make it worth the site owners letting us have their field for no additional cost to the club.
- We haven't worked out the fine details of the weekend yet but will let you know more in the Spring newsletter. Whilst on this subject, the committee would be grateful for any offers of help to organise the weekend; for example a volunteer to create a scenic run or treasure-hunt in the Stratford area. Any other ideas for activities for the weekend would also be appreciated - we can't change or improve the format of the event if we don't know what people would like! Any thoughts along these lines, please contact a committee member and let them know your ideas.
- As a reminder of some of the features of the site, the location is a mile from the centre of Stratford and there is an electric river-taxi running a return service from the site to Stratford for those wishing to take in the rich cultural heritage available in the town.

- There is also an on-site café serving cooked breakfasts at extremely reasonable cost although there will also be the hired BBQ's on site for keen DIYers. A small convenience store on site is available for the more basic provisions whilst the village of Tiddington is only a short walk away with a Post Office, wine shop and small supermarket.
- The site's location is perfect for exploring Shakespeare Country and the picturesque Cotswolds villages including Stow-on-the-Wold, Moreton-in-Marsh, Broadway and Bourton-on-the-Water.
- The rally field has plenty of newly-installed electric hook-ups so anyone who would like some power to civilise their camping should be able to be accommodated. Yes, you really should be able to bring along that electric blanket!

Reserve the dates!!!

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New Members - Welcome

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

You will be joining one of the most friendly car clubs around!

Ed

Neil Underwood (1480)
Kettering, Northants

Amanda Mathieson (1481)
Earl Shilton, Leics

Mike Ridley (1482)
St Neots, Beds

Jim Ellingham (1483)
Biggin Hill, Kent

John Horrell (1484)
Exeter, Devon

Keith Shaw (1485)
Yeovil, Somerset

George Waddington (1486)
Welshpool, Powys

Rob Ter Keurs (1487)
Amsterdam, The Netherlands

Geoff Pearson (1488)
Newark, Notts

George Arnold (1489)
Formby, Merseyside

Christopher Hore (1490)
Horsmonden, Kent

Chris Miller (1491)
Pleaux, France

Sales & Wants

Reminder: unlimited advertising is free to members but ads may be removed after 2 issues unless I am notified that you wish to re-advertise, (For non-members there is a charge of £10 for 2 issues). Ads will also appear on the NGOC Web Site unless you specifically request otherwise. Ads may be accompanied by a single photo and may be sent to me by post or email. Ed.

For Sale



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

Tel: Eric 01634 861608 (Medway)

Clearout of **MGB parts**, complete engine (or split short engine, cylinder head etc), starter motor, alternator, twin SU carbs on manifold. All need rebuilding but ideal for use as exchange units etc. Also set of lever arm dampers and rear axle from rubber bumper car with rear anti-roll bar mountings, complete with anti-roll bar in good order. Space

needed so no reasonable offer refused. Smaller items free if you can collect from Norfolk. For details please call.

Tel: 01953 850434 evenings

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

Tel: 01509 237750 (Loughborough)

Mobile: 07930 555237



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

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)



Wanted

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

Mobile: 07798 866071 (David)

I am looking for an **NG TA**. MGB or Marina based. Any condition, running or in parts - but it must be tax exempt and correctly registered on the V5 as an NG TA.

Tel: Dave Holland 01420 80330

Mobile: 077653 40482

E-mail: david@hollandfamily.f2s.com

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

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

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*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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**(with Chauffeur
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