

# CHANGI**N**GEAR

September 2010 (3)

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## Duck steals the show



## Rally 2010 Report

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*the magazine of the NG owners club*

# THE NG OWNERS CLUB

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

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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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## South East Area Christmas Lunch



Sunday 5<sup>th</sup> December 2010

Kingswood Arms, Kingswood, Surrey KT20 6EB

This is at the usual time of 13:00 hrs. Meet in the bar from 12 noon. The price this year will be £25 per person. Unfortunately this is a substantial increase from last year but it should have been more in 2009.

Please call Bob Preece for further details or to book.

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

Next issue: Dec 2010

Deadline for submission of articles: 15th Nov

## Chairman's Letter

**T**he National Rally at Stratford-upon-Avon must have been a success simply because so many members told me so. Nevertheless it was somewhat disappointing, for those who had worked so hard to make the event happen, that there were not more cars on show - less than 40. Particularly as the weather was so glorious.

As an NG event however Stratford was a success for which all who attended do give their sincerest thanks to Paul and Donna Gray for all the hard work they did to secure the site and generally organize the weekend. Special thanks must also go to John and Barbara Hoyle for organizing and running the 'Driving Skill Games' which proved to be popular; taxing and a whole lot of fun.

Thanks indeed must also go to 'The Ladies' who provided a splendid

array of food and drink that guaranteed we all enjoyed a most sociable time.

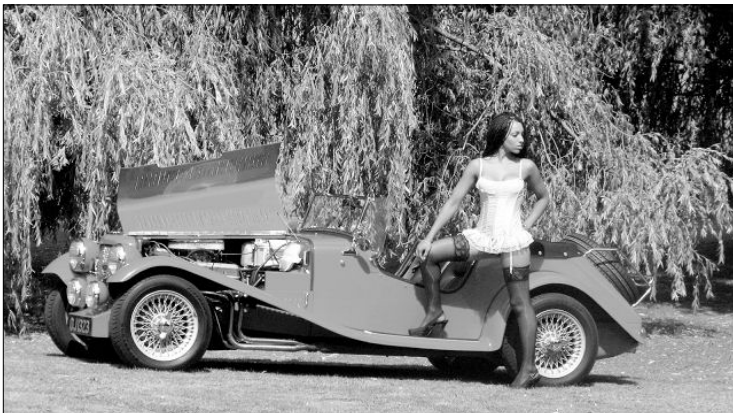
Finally my thanks to everyone who participated and contributed to a jolly good weekend.

We still have a good autumn to look forward to, according to the long range weather forecast, before our thoughts turn toward our Christmas and end of year activities. I have already been asked to fix a venue for the South East area do. Oh Boy! How time flies.

Peter Clark.



Editor's note: Can anyone explain what 'OJ' (Peter's TF) is doing in this photo? And, for that matter, why is Peter not there?



...answers  
on a  
postcard  
or email...

## Editorial

**H**ooray! We've finally been able to return to our full 32 pages as I have had a good supply of contributions for ChangiNGear. Mind you, it has been a long time since the June issue but if you are one of those who have sent me magazine fodder, give yourself a pat on the back. If you are not, please consider whether you could give something back to the club by spending a few moments penning (or typing) your thoughts and sending them in (with photos if possible).

I must apologise for the lateness of this issue as I have been very tied up with school related work these last few months. We have carried out a significant upgrade to our computer network and have had huge problems to solve. Please bear in mind that we do need a willing volunteer to replace me as Club Editor as it is increasingly likely that my work will continue to prevent me editing the magazine in a timely manner.

Since the last issue there have been several events, the highlight of which was the National Rally at Stratford. Read Paul Gray's excellent report and I suspect your appetite will be truly whetted for next year's event - which is a celebration of 30 years of the NG Owners Club. I have not been able to take Dobby to as many events this year as we

would have liked (a combination of School work and moving house) but Dobby has had regular use and some local events have been possible.



On 12<sup>th</sup> July, we finally moved house. The keen-eyed among you will have noticed our new address on the website and in the front cover of this edition. Dobby is now enjoying the open air instead of being stuck inside. He sits beside our bungalow in front of the garage door and watches the world go by. He says that after some appreciative comments about his 'Great Escape' story, he is going to write a bit more about his new home and the highlight of his summer when he became a model. Actually I think he is getting a bit big-hooded. Complete Kit Car did an article on Dobby's build in their July issue with a follow up in August so they did a photo shoot. Dobby insists on showing off two of his photos on the back cover and hopes you read about him in the glossy magazines. He also points out that he is sharing the front cover with Tiff Needell who is now a monthly contributor for CKC.

Since we moved into our bungalow, I have been seeking permission

to extend the rather narrow garage back into the garden where it can be wider and I will have room to work on the car(s). As I write this I have just received planning permission and building regulations approval so I hope something can be built before the winter sets in and Dobby has to shiver outside - otherwise he'll be writing another sob story.

Have you noticed how near Christmas is again! The next issue is

due in December and I will leave my Christmas wishes for then - however, if it is late again I may have to wish you Happy New Year instead. Then again, maybe some nice member will volunteer to edit the magazine before then? At the very least, PLEASE keep sending in your contributions.

Happy NGiNG

Chris Humphreys

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## Secretary's Notes

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**N**ot much to report on this time as we are coming to the end of the year NG meeting wise, but things are being organised for next year and are at first draft at the moment. Just a couple of meetings to mention though for this year.

First the Exeter kit car show in the south west, 23/24 October, at the WestPoint Exhibition Centre, Exeter, EX5 1DJ.

This is becoming a better show each year, its only drawback is the date it's on, getting so near to November and chilly conditions to drive an NG, however Amanda and I will be there on the Sunday.

The other meeting is the southeast Christmas lunch to be held on the 5<sup>th</sup> of December at our

usual venue of the Kingswood Arms, Kingswood, Surrey KT20 6EB. Meet in the bar from 12 noon to have

lunch at 1pm. The cost this year will be £25 per person, an increase over last year, I blame the government for every thing, but then I do read the Daily Mail.

If you attended last year I will automatically include you this year but give me a call if you can't make the date, and if you didn't attend last year telephone me on 01202 573644 and I will include you on the list.

Bob Preece





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## Events Calendar 2010/11

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<u>Date</u>	<u>Event</u>	<u>Contact</u>
11-12 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
11-18 Sep	NG Holiday in Brittany	Paul Gray
17-19 Sep	Revival Meeting Goodwood, Chichester, West Sussex PO18 0PX	Info only
18-19 Sep	Stafford Kit Car Show Staffordshire County Showground, Weston Road, Stafford ST18 0BD	Info only
23-24 Oct	Great Western Kit Car Show Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ	Bob Preece
7 Nov	London ~ Brighton Veteran Car Run Start: Hyde Park	Info only
5 Dec	SE Area Christmas Lunch Kingswood Arms PH, Kingswood, Surrey KT20 6EB	Bob Preece

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### 2011

15-16 Jan	Racing Car Show (Autosport International) NEC, Birmingham B40 1NT	Info only
1-2 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece



<u>Date</u>	<u>Event</u>	<u>Contact</u>
21-22 May	European Kit & Car Builder Show Kent County Showground, Detling, Kent ME14 3JF	Chris Humphreys
24-26 Jun	NGOC NATIONAL RALLY (30 Years of NGOC) Heyford Leys Camping Park, Camp Road, Upper Heyford, Bicester, Oxfordshire OX25 5LU	Bob Preece or Committee

## Musicians Wanted for National Rally 2011

As you already know, the club are planning next year's National Rally as a celebration of 30 years of the NG Owners Club.

It has come to our notice that there are a number of members of the club who are musicians and/or vocalists & we thought that it would be great to be entertained on the Saturday evening by some of our own members rather than hiring outsiders.

We don't currently have any fixed ideas other than if several members were to offer to do a short stint each, it could be great fun and help promote a brilliant atmosphere for the evening.

This letter is therefore a request for volunteers to let me know if they would be willing to help out during the event.

As a reminder, the rally is planned over a 4-day period from Friday 24<sup>th</sup> to Monday 27<sup>th</sup> June 2011 and we have again booked the whole campsite at Upper Heyford for the duration.

It would be great to hear from you by phone (01252 617175) or e-mail ([p\\_dgray@btinternet.com](mailto:p_dgray@btinternet.com).) if you can help.

Thanks in anticipation,

Paul Gray



## Regular NG Meetings

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

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

**Oxford - Monthly lunch-time meet:** date depends on interest, 12 noon  
The Six Bells, Warborough, off A423 Oxford/Wallingford  
(Bob Morrison 01793 783105)

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

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

**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 01794 340490 - Phone for current venue)

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

\*Note change of venue

## The Brooklands Club ~ Monthly Natter Meeting Dates 2010

Sep 14 Supper Night (Bangers &  
Mash) with Pianist

Nov 9 Early Museum Tour

Oct 12 Motoring Quiz

Dec 14 Enthusiast of the Year  
Awards

# Events Web Sites

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## Web Sites for Venues

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

## Other Web Sites

Autosport Int. (Racing Car Show)	<a href="http://www.autosport-international.com">www.autosport-international.com</a>
Greenwoods Exhibitions (L2B etc.)	<a href="http://www.greenwoodsexhibitions.com">www.greenwoodsexhibitions.com</a>
Grosvenor Exhibitions (Stoneleigh)	<a href="http://www.grosvenorexhibitions.co.uk">www.grosvenorexhibitions.co.uk</a>
Hampshire Pageant of Motoring	<a href="http://www.hpom.co.uk">www.hpom.co.uk</a>
Jaguar Enthusiasts Club	<a href="http://www.jag.org.uk">www.jag.org.uk</a>
Kit Car Shows (Detling & Exeter)	<a href="http://www.kitcar-shows.co.uk">www.kitcar-shows.co.uk</a>
London~Brighton Veteran Car Run	<a href="http://www.lbvcr.com">www.lbvcr.com</a>
Newark Promotions	<a href="http://www.kitcarshow.co.uk">www.kitcarshow.co.uk</a>
West Midlands MG Owners Club	<a href="http://www.mgocwestmids.co.uk">www.mgocwestmids.co.uk</a>

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

## Members' Letters & Articles

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### National Rally July 2010

What a glorious weekend with virtually wall-to-wall sunshine throughout - just the job for a mix of open-top motoring and camping. As the dry weather continued during the weeks leading to the weekend our fears of the River Avon overflowing, as it did during our planned 2007 rally, gradually receded (forgive pun).

Donna & I arrived on site mid Friday afternoon and were amazed at the number of people already on site and busily pitching tents etc. The 15m x 9m marquee was already in position and, thanks to Manda & Bob, the hot-water urn was simmering away in instant readiness for a timely cuppa. On the way in to the site we noted the NG direction sign that Jeff Stretch had very kindly made and discreetly tied to a lamp-post on the main road - a nice touch for visitors uncertain of the correct turning.

One of the early preps was to

create a partition across the field so that we would have a designated area for the driving challenges that was entirely separate from the camping area. This allowed the driving skills maestros (John & Barbara Hoyle) to lay out their props on Friday afternoon in readiness for the first competition on Saturday afternoon. Alan Goodbun used his TC to dry-run the course to make sure that the layout wasn't too tight in terms of turning circles (a TC with wide tyres generally being acknowledged as the worst-case in this respect).

During the remainder of Friday



afternoon, Mary Clark was busy organising her band of helpers in preparation for the cheese-and-wine evening - actually it was more of a full meal and many people expressed their surprise and delight over the variety and quantity of food that had been prepared. Many thanks to Mary for all her hard work. The





food was washed down by copious amounts of wine very kindly provided by John & Barbara Hoyle. There was a great atmosphere in the marquee with 'every seat taken' and it was especially nice to see so many families enjoying the evening together - what a great start to the weekend!

Saturday morning dawned bright and sunny and we lit the BBQs in good time for the anticipated rush for cooking breakfast. After a while, when our bacon was well & truly cooked, we began to realise where everyone had disappeared to. The lure was the 99-pence breakfast deal at the café that was positioned just outside our rally field and there could be found a good number of NGOC members in the outside seating area tucking in to hearty breakfasts.

After breakfast, the site became fairly quiet as a lot of members either walked or took the water-taxi into Stratford. Others took the opportunity to visit some of the local sites, Angela Morrison having very kindly obtained a number of brochures from the local tourist

information office. A few more visitors turned up but it was amazing that the majority had arrived on Friday, attracted by the opportunity to make a weekend of the event.

On Saturday afternoon, a lot of members took part in the driving challenges and great fun was had by all. The challenges included driving



past a series of 'quackers' whilst the passenger had to pick them up on a hooked pole (& then put them back whilst reversing back to the start). A width 'limbo' was followed by driving into a series of 'garages' sequentially, either forwards or backwards, and then reversing the order, all against the clock. A dished plate was then placed on the bonnet with a tennis ball and the challenge was to drive around a slalom course as fast as possible but smoothly so that the ball was retained in the dish. The final test was for the driver to drive 'blindfold', i.e. with a bucket on his/her head and drive a slalom course steering as directed by the passenger - definitely caused disharmony in some cockpits! Great fun and re-



flected the large amount of planning and preparation put in by John & Barbara. The final winner, by a large margin, of the driving challenge award, was Sophie Bennett who at 17 was the youngest competitor by miles but who showed remarkable car control throughout. A very popular and well-deserved win.

During the weekend a number of the youngsters amused themselves with various games kindly provided by Angela Morrison. We had thought that the activities might have to be supervised but the children were quite happy amusing themselves!

Also during Saturday afternoon, Donna organised her band of helpers preparing salads, French sticks etc to accompany the evening BBQ. No



question of deserted BBQs this time - the 3 large gas BBQs were soon surrounded by keen culinary experts and a huge smoke haze. During the ensuing meal, the band arrived to set up for the Barn Dance. Whilst the 2 musicians set up their equipment, the caller was volunteered to cook for the three of them and, despite much protesting to the contrary, produced a fine plate of cooked meats for the band.

The Barn Dance started at about 8pm and, as expected, a great time was had by all present, including some of the children. During the interval, 'happy birthday' was sung to Dave Holland for that day and for Jeremy Bennett who was to be 21 on Monday. Donna presented each of



the 'birthday boys' with a cake lit by candles, much to the surprise of both recipients. After the break, the dance finally ended in time to meet the 11pm cut-off agreed with the site managers.

On Sunday morning there was another opportunity for people to try the driving challenges and the

event saw some spirited driving from people such as Dave Woolgar who, despite a valiant attempt, couldn't match young Sophie's times.

In parallel with all this, Sue Stretch beavered away making sure that all the campers and visitors had paid their dues followed by sorting out the final cheque to pay the site owners. Charging a small attendance fee this year has helped to defray the club's costs for the event & everyone attending seemed happy to make a small contribution - excellent value for money we thought!

Mark Staley set up his 'stall' in the marquee on Sunday morning selling club regalia etc. - I don't know how many items Mark managed to sell but there always seemed to be a lot of interest in his wares. It was in appreciation of Mark's efforts to support the club that Mark was subsequently awarded the 'Clubman of the Year' trophy on Sunday after-

noon.

After the driving challenges, Peter Clark & Bob Preece made sure that all the cars were lined up neatly for inspection and judging. I think that the total number of cars seen over the weekend was approx 40 with numbers of people attending on each day in the region of 80-90. An excellent turn-out.



Sunday afternoon ended with the awards ceremony - see the Prize Winners box.

During the awards ceremony,

## National Rally 2010 Prize Winners

Best TA	Paul Deedman	OBG 606J
Best TC	Paul Gray	330 UKT
Best TD	none	~
Best TF	Jeff Yardley	HOO 8N
Best Henley	Peter Towner	PJT 446J
Concours Cup	Dave Woolgar	XNG 845
Cheetham Cup	Mick Greenland (cross-flow head & m/cycle carbs mod to 1800 engine - see June issue)	1320 DH
Peacock Trophy	Mark Staley	
Editor's Cup	Keith Baker	
Driving Skills (Duck)	Sophie Bennett	

Peter Clark made a plea to all members to try to put pen to paper (or fingers to computers) to write something for the club magazine. We know from talking to members that there are all sorts of stories of holidays, trips, technical issues, etc. that members have recounted to us; please try to make an effort to send some notes to our excellent magazine editor, Chris Humphreys, who does a superb job but is entirely dependant on members sending him articles. Please don't hold back if you are worried about your ability to express your thoughts via the written word - just send it to Chris and he will sort out the rest!

After the event, a few of us stayed Sunday night to keep an eye on the marquee, BBQs, etc. before the hire company came to collect on Monday morning. We had an uneventful run home after that except for hitting the most enormous pot-hole with the nearside front wheel

that sent a shock-wave through the car. A modern car would probably have suffered suspension damage but the only problem we had was that the shock sprung one of the riv-nuts out of the body tub that retained a lower bonnet panel fixing screw. Easily fixed but still a pain.

If you want to see a great range of photo images of the event, go to the club's website and enjoy some super quality pics taken by Mike Peel (& uploaded by Mike as the club's webmaster).

Thanks to all who helped to make the event such a success - a real team effort. I should also like to say a big thank you to Peter Clark for all his efforts not only in planning & running the national rally but also in ensuring the smooth running of the club in many ways that are not immediately apparent.

Next year's rally will be held at the site of our 2009 rally, i.e. at Upper Heyford, during the period

Fri 24<sup>th</sup> to Mon 27<sup>th</sup> June. Please save the date & we'll bring you more details of the event in future newsletters.

Paul Gray



Cars, good company, BBQs, relaxing in the fresh air—it's what the National Rally is all about!



## LAON CIRCUIT HISTORIQUE 2010

I had not taken the NG abroad since 2008 so decided it was time to stretch her legs again. I'd always wanted to attend the Laon "Circuit Historique" since it sounded fun and was not so far to drive as the Le Mans trips I'd done previously. I booked for 2010 with Continental Car Tours, the package offered various options but I chose the crossing from Dover with P&O on Friday 21<sup>st</sup> May so it did not have to be a very early crossing and a mad rush to Laon for the start on Saturday morning.

After the cold of the previous week when I'd turned the central heating back on, the forecast for the Laon weekend seemed incredible. However, thankfully it proved to be correct. I left home at 06:30 on the 21<sup>st</sup> and had a quick run to Dover where I met my companion for the trip and enjoyed a relaxed "Full English" in the sunshine outside "Chaplains Café" before we headed for the Ferry. The great atmosphere that was to be such an enjoyable part of the trip started right there with other classic and kit car crews and general travelers showing great interest in the cars heading for the event.

Laon is close to the A26 that runs from Calais to Rheims and only 140 miles from Calais so navigation is very simple. However, we had plenty



Gas guzzler outside a French piza cafe

of time and motorways are not the way to enjoy the best of NG motor-ing, so after about 90 miles we left the auto route for Cambrai with the intention of having lunch there and then completing the journey on smaller roads. I managed to miss the town centre, so as we were routed around the town we decided to find somewhere else and headed on southwards. It soon became obvious that there are few places to stop for food and refreshments away from the auto routes now, but we were lucky and found a small café in Guise. It was most enjoyable to head on to Laon on the country roads and although we put on a few miles we were actually still cruising at 50mph a lot of the time. We arrived at the Laon Ibis around 6:30pm, the car park already resembled a good classic car show and a great surprise was to see Roy du Bois's NG TD amongst them. Neither of us knew the other was going so given the 540+ entries it was remarkable that we found ourselves there and in the same hotel. We met up with Roy and

his friend Chris in the evening while inspecting the car park display.

The event began at 10am the next day when the cars had to be presented for registration at the entrance to the beautiful Cathedral. It was already very hot and we joined the line of lovely machinery snaking up the zig zag hill to



Cathedral

the Cathedral. As we waited our turn the TR3 next but one ahead suffered an engine fire, thankfully an alert marshal spotted the smoke and called for extinguishers which after a few goes worked. I had managed to leave our registration number in the hotel room, but "non problem Messieurs", we were quickly identified and accepted. As we drove on around the Cathedral we were issued with maps and instructions for the event along with a "goodies bag" and an umbrella. The cars were then parked up either side of the road and all photographed with their crews for the very nice prints with which we were presented later.

The rally notes were extensive and very well prepared with a general notebook that included Xeroxed maps and then another route book with every turn and junction defined

in true "rally style". It looked a bit daunting at first, but soon proved to work well. It seems the event goes from strength to strength and as the previous year the rally route became a 500 car traffic jam at times, this year 3 routes were planned and cars designated to each. We got the

longest one of all and

enjoyed a total of around 80 miles rambling through tiny French roads and villages. It's very much a tour rather than a rally and speeding was discouraged and would have spoilt the laid back atmosphere of it all. By far the most difficult part was escaping Laon on the small road that we had identified as the first leg of our route. I made a bad error in leaving the town on the right road number, but the wrong direction, but even when we had established ourselves in the correct area for the required road we could not see how to cross the bypass to get to it. I realized then that a good large scale map would have been most useful, and that I should have studied the mass of literature given to us at the start better before leaving. We had got seriously behind the flock by now, so elected to take the fastest route to the first significant village

on the tour route and start again from there. We had set off with Roy and Chris, but due to my error had lost them early on. What a surprise then, that having reached our village and stopped to study the route instructions within minutes I heard the distinctive note of Roy's NG approaching, sure enough they came bowling around the corner and stopped behind us. It could never have worked so well if we'd planned it as there must have been about 12 miles on that first leg. From then on navigation was much easier and worked well, we stayed with Roy and Chris for some of it, but also got split up a few times and did sections on our own or with other cars. All the 3 rallies met at Vailly-Sur-Aisne for lunch and the line up was amazing. That term suggests order of which there was definitely none due to the incredible number of vehicles. The large car park was completely log jammed with interesting and lovely cars as was the adjacent road and every bit of grass or free space

Town square filling up



around. All sorts of interesting types, we were at first sorry to see a Citroen Light 15 (a'la Magrait) with severe frontal damage suspended from a breakdown truck at this stop and were feeling sorry for it's crew until, having noticed it followed the tour route for the afternoon section, we realized it was a classic breakdown truck entered in the rally and the car had clearly been crashed long before the event. The full range of vehicles in the event was apparent at this stop with a surprising number of large American cars, but also more classic French vehicles than I have seen before.

Lunch in the classic baguette style was provided free along with drinks that were much needed and we had to abandon my TD to find a shady patch to escape the blistering heat for a while to eat our food. Remarkably the seemingly hopeless confusion of vehicles quickly got under way again for the afternoon and we were soon back on the road. Probably around 75% of the vehicles

were British, although some were registered in France or other European countries. It was interesting that at times we were cruising along on our own and then would find ourselves in a small line of TR's, Healeys and other interesting types. Due to the 3 routes we would often find entrants emerging from many sideroads, either lost or on a different

route. It was also good to see some lovely vintage motorcycles at times who were on a vintage rally of their own in the same area. Piccardie is predominantly rather flat, but the route planners had found some very pretty exceptions and villages for us to pass through and I was surprised at how lovely it all was. Best of all was the joy of driving on quiet French roads in an open car in wonderful sunshine. The routes again came together at the finish in the Laon stadium where there was an evening BBQ scheduled, however, like many of the crews the heat and distance covered was beginning to tell so we retired to the Ibis for a lazy supper and beer.

Event day two (Sunday) began with all participants requested to drive into the old walled town and park for general review. In trying to find the specified car park we happened to pass the main town square and to our surprise were ushered into it to park. It seems one is very lucky to get that option as usually only selected cars do so, a lucky case of being in the right place (albeit by accident!) at the right time. It looked hopeless, but we were soon parked up as close as was reasonably possible, bumper to bumper, but we were getting used to that by now. All crews were then invited into the ornate town hall for champagne, nibbles and a welcome speech from the Mayor, other dignitaries and the organizers. It was all



Square near cathedral with great ice cream cafe

quite short and light hearted and we were made very welcome. We were then free for a couple of hours so as our good fortune left us very conveniently situated to view the town we wandered off to enjoy a lazy al-fresco lunch and a stroll around. The old town is quite small with some lovely streets and buildings crowned by a truly beautiful cathedral which I believe is a mixture of Gothic and Cistercian design. The open buttress work and the numerous and beautiful animal stone carvings all over the building even at the highest levels were amazing.

For the afternoon the entrants had been divided into two groups and each took it in turn to drive around a closed street circuit that involved slow and very narrow single track parts as well as the exciting zig zag up to the Cathedral car park again. We had been asked not to speed, but it was still possible to get much fun from the parts on the wider sections, although as ever some show offs had to try and make a



Street circuit parade

race of it. Notably it was the modern, expensive vehicles that were most prone to this, but as we had been briefed that all the roads were closed and we could use all the width it was very dangerous for anyone not watching their mirrors or expecting overtakers. This was a really fun event with the French lining much of the route cheering, shouting and photographing us. After our two laps of around a mile each we were parked up in the square again and got out to watch the other "team" have their moment of glory. The Mayor, by now resplendent in kilt and tartan (not sure what the significance of it was) had been driven around his town standing in a sports car and was looking a little worn when we were again invited to the town hall for more champagne, the prize giving and final speeches. The event was now over although many classics continued lapping the streets for a while, we visited the cathedral and enjoyed coffee and ice cream in a nearby square before making our way back to the hotel

again.

We had a 15:45 ferry booking for the following day so were able to cruise gently at around 50mph most of the way back along the auto route. How lovely it is when even on a major road there is so little traffic since one does not feel forced to cruise faster than is comfortable or sensible in the older types that took part. We were going to arrive 2hrs early for the ferry, so stopped in the main square at St Omer for a light lunch and break. Pressing on we arrived as planned 1 hour before the sailing time to find ourselves in a long queue. This was where the umbrellas we had been given at the start became most apparent as there was a line of sports cars with them up as sunshades that looked rather comical.

The Calais Ferry terminal was to be the only tiny glitch on the whole trip, it was a French Bank holiday and although the traffic volume did not seem to be that great to me the UK manned customs were pitifully inadequate and slow. We sat and fried for most of the next hour and it was particularly irritating that as usual I managed to pick the line that proved to be moving at less than half the rate of the others. They must have been training or using inexperienced personnel as it did finally speed up when we were 3 cars back. The end result was that the Morgan in front caught the ferry and we were slipped to 16:15 with



Roy Du Bois and my TD's after the event

another hour to wait. Never mind, it had been an otherwise perfect trip, my 16 year old NG never missed a beat although the sidelights did seem to have developed a mind of their own and switched on and off randomly, later traced to a fatigued switch contact. As I dropped my friend at Dover and headed home the first cool of the holiday became apparent and the dream faded, but it was still comfortable with the hood down when I arrived home at 9:30pm and put the TD to bed.

I would very much recommend the event to others, but as next year will be the 20<sup>th</sup> anniversary with an extra "All British Day" added and up to 1000 cars expected my advice is book early. Continental Car Tours sent a letter soon after the event offering free reservations with deposit to be paid in January so if you want to go book soon. The Ibis was a good choice as it was as close to the centre as one could get and had good parking facilities. I'm already booked in!

John Coker

## Old Parts, New Parts

In May this year, we took our TF to the Henham, Suffolk, Wings and Wheels show and stayed with relatives for a few days. During that time, my red ignition light came on - so battery not charging. Several people looked over it and when they knew that the dynamo had only covered some 2500 miles in the 15 years since being fitted, so effectively little wear, they all indicated that it can only be the control box. Since being in the country there were no garages around that stocked this age of spares, so we decided to drive home to Worcestershire with trusty AA Relay at the ready - just in case. TF was able to get us home with no problems so next day off to MG spares place in Oldbury and new control box was purchased and fitted in no time. TF started first time, but light stayed on!!! Off with the dynamo and while walking to my workshop, I was spinning the pulley and noticed that there was no contact noise from the brushes - surely the brushes had not worn out in such a brief mileage?

On removing dynamo end plate the brushes did not spring out of their housings. What had happened was that the brush housings had corroded and the rust had expanded and gripped the brushes tightly and prevented them from moving towards the commutator as wear to brushes commenced. A quick clean

up and smear of oil and all OK.

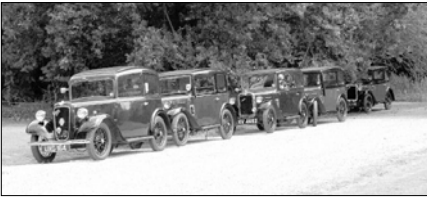
I suppose the moral of this story is do not assume that low mileage new items fitted long ago will not be prone to the same problems as high mileage parts.

Peter Dyble

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## Ken Wallis & The Autogyro

On Sunday 18<sup>th</sup> July I went as a guest with a group of East Anglian Austin 7 owners to Reymersston Hall, 5 miles SE of East Dereham in Norfolk; the home of Ken Wallis.



Ken is internationally well known for the Autogyro which appears in "You Only Live Twice", the James Bond movie. I expected that he might have more than one autogyro about the place but to my amaze-

No hands and 94 years old!!!



ment the sliding door to his "hangar" revealed nearly 20, most of them complete and working. Ken was unstinting of his time and during our stay there he revealed an apparently total recall of the events and personalities of his life in the R.A.F. and later as an inventor. His "hangar" and workshop are Aladdin's caves for anyone who has an interest in engineering. The man is truly a "one-off" and at the age of 94 there can only be so much time left before the authorities stop him from flying his autogyros. He reckons that C.A.A. stands for "Campaign Against Aviation". If you get the chance to visit him please do yourself a favour. I understand that he welcomes groups of like minded souls but it needs to be by prior arrangement. If there is enough support I will be happy to try to arrange a visit sometime next year.

David Edwards

*(As an ardent fan of James Bond, count me in David. I am sure many more would be interested too. Ed)*

## Supercar Sunday

Sunday 6th June I was awoken rather suddenly at about 6.30 by Susan saying "Jeff, it's a nice morning, are we going to Goodwood?". Well having eventually got my bleary eyes open what could I reply but "Yes".

We had talked about going to the Breakfast Meeting the previous evening but the forecast was for possible showers which would not have bothered us with the TF but as it was Supercar Sunday it just had to be the TCV8. With aero screens and no hood it would be a gamble as to whether we got wet or not. Having had our customary cup of tea in bed and then breakfast we were away by 8.00.

It's a really nice run for us via Hook, Odiham, Alton, Liss, South Harting and Lavant. There was little on the road making for a good brisk run. To be honest I don't drive the V8 much faster than the TF, mainly because of the howling gale in my right ear! But the acceleration is great and when you want to pass something, boy does it go!

When you approach Goodwood from Lavant you come to a roundabout, turn right, carry on past the entrance on your right to the next roundabout, turn back on yourself to the entrance which is then on your left. Well on Sunday we came up to the first roundabout which was jammed with loads of traffic from

the right going straight across towards the public car park. What stumped us was that most of this traffic consisted of Ferraris, Astons, Cobras etc., nothing from our direction appeared to be going right towards the entrance. We tossed up for a moment or two and decided to go for the entrance thinking we could always backtrack to the public car park if turned away. After a short queue at the entrance we were waved straight in. "Phew". I guess the TC qualifies as a Supercar!

Having parked up on the circuit with the exotica we had a coffee and then went walkabout.

Well I've never seen so many Ferraris of all vintages but mainly modern and brand new ones, Maseratis, Astons, Lamborghinis, Audi R8. Bentleys, a smattering of Healeys, TVR's, Cobras etc. (I didn't see one MGB!). Notable cars:- Mercedes SL AMG BLACK Series, a new Jaguar XJ, which looked massive, Porche PDK Turbo finished in matt black which showed all the greasy finger marks!, Mercedes 300SL Gull wing, Rolls Royce Phantom drophead and a Shelby Le Mans Cobra.

It was amazing how much interest our TCV8 created considering the very expensive machinery around us, I guess it's because it's so different, the only other open cycle winged car I noticed was a 4½ litre vintage Bentley!

Having gazed at lots of the beautiful machinery we came across a



brand new Aston Martin V12 Van-tage. The owner was only too pleased to talk about it, he considered it quite practical as it had a hatchback and storage behind the seats. He then opened the door and suggested I sat in. Well I must admit I did prefer it to the TC! Everything around one was so snug and the seat fitted perfectly, the steering wheel was suede covered and felt really nice. The gearbox was a 6 speed manual rear mounted transaxle. The whole car looked beautifully compact and balanced and was certainly the car I would have taken home, given the chance! But Susan spoilt it all by saying that I got out of it like an old man!

The show stoppers were two Bugatti Veyrons, I'd never seen one before let alone two, one open and one closed. There were crowds three deep around them for most of the time and there must be thousands of photographs of them sitting in digital cameras now.

By 12ish our eyes were beginning to glaze over, along with everyone else it seemed, so we decided to head for home. It was another good run with little traffic and it didn't rain once.

Jeff Stretch

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## Geraldine

We bought Geraldine last summer (a beautiful racing green NGTF) and promised ourselves that this year we

would take her, complete with tent and suitable supplies on a trip to France.

Having previously built both a Marlin and a JBA Falcon, then selling both to finance various renovation projects, we decided this time to buy a car "ready for requirements!"

We had only taken Geraldine on short trips here in East Anglia, so to decide to go across the Channel was, we guess, more of an adventure. We had often biked overseas in countries such as Croatia, Italy, India, Madagascar and Malawi, and were quite use to travelling extremely lightly and sleeping in very, very basic conditions. Therefore, to travel with a tent with the mod cons of blown up



mattresses, cooking equipment and a few changes of clothes was a reasonable luxury.

Everything that we took with us had to be very precisely packed as space was at a premium. We also took tools for mechanical repairs, spare petrol can, warm coats, and even a fold up table and 2 foldup

chairs.

From our village home near Colchester to Dover Ferry Port was without mishap, and we celebrated on board the very calm Channel with breakfast!! Arriving at Dunkirk, and as we hadn't booked any camp sites at all, we decided to travel to our first stop in Mons. We felt that to plan too much of a schedule might not work out, so to stop where we wanted, continue when we wished, and explore along the route was ideal. The only real concern was when we encountered a couple of traffic jams and the possibility of overheating, but this was overcome by switching on the heater. Although a bit overpowering with heat blasting on your legs, as well as outside temperatures of just over 30C, this did the job.

At all the camp sites fellow campers, who were mainly in luxury caravans and campers, seemed fascinated with Geraldine. Dutch, German and French alike often mistook Geraldine for a Morgan - quite understandably. By the end of the trip, my wife could recite on the merits of the NG and her history!

From Belgium we drove through the most wonderful green and scenic countryside to Luxembourg where we explored both the villages and city. Each evening the map was perused and the next day's decision was made. Sometimes we would stay for two or three nights on one campsite, or just decide to move on

in the morning,

From Luxembourg we planned the area of Alsace in the Balloon mountains would be our next destination. Here we spent two days by Le Lac, with its amazing alpine scenery and wonderful walks, but it was proving pretty cold for tent occupation, so we headed east into



the Burgundy area. Each drive was amazing, and to have the smells of the countryside as we poodled along was generally a bonus! The medieval villages, stops for ice creams, and the huge areas of wine growing countryside, plus the cleanliness of the region was a delight.

In all, after two weeks of the most wonderful days and plenty of traditional french sticks, cheese, meats and wines, we headed back to Dunkirk. We are already planning next year's trip to either the Moselle or Rhine valleys of Germany, and if there are any readers who can help towards this mapping, then please let us know.

We found the driving fantastic, everyone we met extremely helpful

and enthusiastic of our adventure, (or was the lure purely Geraldine?) or maybe the thought of two "nearly 60 year olds" emerging from a little green car, loaded with so much equipment and then proceeding to erect a tent! The only mishap on the whole journey was when Geraldine's fuel guage gave up the ghost, but as long as we filled up with fuel around every 130 miles, all was good!!!

Well recommended by Chris and Jill Hazell (and Geraldine!) ...

Jill Hazell

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## Rally Driving Test



I have always camped at the annual NG weekend from a very young age and I must admit that the highlight for me was always the driving test and watching my dad (and sometimes mum) participate.

So obviously I was gutted when they were suspended for a few years as I was desperate to take part! Excitement was the only word

that could describe my mind when I found out that not only were the tests scheduled, but I was able to have a go!

My brother and I teamed up and passengered for each other while we dived between poles, fished for ducks and had buckets on our heads. I honestly never thought I'd be doing that on a sunny Saturday afternoon! Sadly I couldn't stay around on the Sunday to hear the results due to another driving event. However, my brother sent me a text message to tell me I had won. What an amazing end to a lovely weekend. I would like to say a huge thank you to Barbara and John Hoyle for their imagination and creativity and to all the helpers. I will treasure my winning toy duck and I hope to see you all next year.

Sophie Bennett



## Capel Classic Car and Bike Show 21<sup>st</sup> August

Having a rare Saturday off work and feeling it was time Ray sand blasted my face and re-arranged my hair we decided to give the above show a try.

Although we had not registered I



called the day before and was assured we would be welcome, and we certainly were. We found the organisers all friendly and enthusiastic despite the damp weather.

Although a small show it is growing every year, with a variety of motorcycle and car exhibits, this year's Marque was Porsche. Also some autojumble, stalls and rather nice

bacon rolls. Even a show photographer to capture each exhibit as they arrive.

The show is on grass and open to the public from 12 until 4. Entry is by donation, in aid of the Friends of the Church, and you receive a small commemorative plaque and souvenir. In view of the Charity I asked if they could have a word with above and arrange sunshine next year.

Next year's show (their 13<sup>th</sup>!) is August 20<sup>th</sup> [www.capelcarshow.com](http://www.capelcarshow.com)

Before you ask, yes Ray did arrive with all his nuts.

Sue Boulton

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Here are three pictures of my TDV8 bought from Findhorn.

Ray Blanks





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## New Members - Welcome

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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

Nigel Cummings (1460) (TF)  
Saltash, Cornwall

Stephen Foster (1461) (TC)  
Barton-Upon-Humber, N Lincs

Andrew Sawyer (1462) (TC)  
Exeter, Devon

Greg Musgrave (1463) ()  
Chichester, West Sussex

Philip Hamson (1464) (TD)  
Loughborough, Leics

Allan Wood (1465) (PASTICHE HENLEY)  
Leicester, Leics

Greg Hickman (1466) (TC)  
Wallingford, Oxon

## 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.*

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### For Sale



**NG (MG) TF** Roadster 1800cc, Old English White. This lovely NG Roadster has always been stored in a dry garage. The car was put on the road in 1987 and had a total rebuild in 2001, since then it's done approx 20k miles but total mileage is 42k miles. The tax is exempt and it runs on unleaded fuel. It has 11 months MOT and has Dunlop wire wheels which are in very good condition. The interior is brown carpets and the seats are cream. This car is a real head turner and in very good condition. It only gets used for a couple of months throughout the summer and a bargain price of **£3750 ono.**

Mobile: Stuart Hook 07702 456813 (Chippenham, Wilts)



**NG TF.** Colour British Racing Green. Hardly used since I bought it 3 years ago, stored in dry garage. Standard 1800cc MGB overdrive engine, new floats and choke cable recently added, new starter motor fitted last year. I'm only the second careful owner, only driven for 5733 miles since being built. It starts up but when engaged in gear cuts out, it has full roof and side windows in good condition. Taxed till January 2011. Bodywork in very good condition. **£3500.** Tel: 01482 873094 (E. Yorkshire) Mobile: 07512 035296 E-mail: [garyshores126@hotmail.com](mailto:garyshores126@hotmail.com)

**NG TA** Registration No ONW 426B (formerly 6565 LV). Donor Car:- 1964 MGB Roadster. First regis



tered April 15<sup>th</sup> 1964 as an MG Saloon. The car was used until 1972 when it was badly damaged. This car was rebuilt over a period of 9 months between July 1982 & March 1983. It is made from the mechanics of an MGB and a new body and chassis. The only other non MGB parts are the radiator and petrol tank. All the braking system is new and all the hydraulics use silicone fluid. All suspension and steering is either new or rebuilt to new spec. Special down-rated front springs have been fitted as the overall weight has been reduced from 23cwt to 15cwt. Spax adjustable shock absorbers have been fitted on the rear. The wheels were rebuilt and fitted with new Pirelli CA67 tyres 165-14. The engine is standard MGB 18G three bearing engine completely rebuilt. The oil filter has been modified to accept the later cartridge filter. The gearbox is a standard MGB three synchro overdrive box as fitted to the later five bearing engines but converted during rebuild to fit the three bearing engine by changing the first motion shaft. (Later gear-

boxes had a larger lay-shaft and better lay-shaft bearings). The rear axle is the only part of this car that has not been stripped and rebuilt. It is a standard banjo type axle with ratio of 3.909:1. The electrical system has been converted to negative earth and the wiring loom was stripped and reformed to give a tidier layout. The main body shell, radiator cowl, headlight pods and wings are made of GRP. The bonnet is aluminum. Paint:-Jaguar Old English White. MG Purchase 24.05.82, Kit Purchase 17.07.82. First MOT 23.03.83. 58837 miles. **£4,000 or nearest offer.**

Tel: (Ken Winter) 01964 670102

Mob: 07802 889039

**NG TA rolling chassis** with good engine (MGB) and MG tax exempt logbook. Exempt from SORN at the moment. 4 synchro box with overdrive 18V engine complete with ancillaries. Has been steam cleaned with all orifices sealed so no grimy work to do. Front end fully refurbished, etc. and a new rear hand-brake cable included. Wires need a clean, can do this if the price is right! Will also include a pair of black seats, can arrange delivery. **About £650**, Gwyn or Ed Powell.

Tel: 01886 833214

Mobile: 07897 776904

E-mail: [spannerman@powellcars.net](mailto:spannerman@powellcars.net)

**Mk5 Ford Cortina based Henley.**  
Non Q reg. Chassis no1, bodyshell



no1. Built by me in 1991, full photographic record of build and original receipts and build manual. 2.1L Ford engine totally rebuilt, only 11,000 miles from new. Piper 285 fast road cam Kawasaki zzr1100 carb conversion produces around 145bhp at the flywheel, 125 at the rear wheels (set up and dyno done by Bogg Brothers). Yet it is perfectly capable of being driven sedately. 50mm stainless exhaust and Morgan silencer. Double duck roof and side-screens, stainless luggage rack. \* spoke chrome Mangles with wire basket inserts, stainless fuel tank, Sony 4 speaker CD player, 11 months test, 5 months tax. **£5800 ovno**. No Time wasters please.

Tel: 01904 767171

Mobile: 07809 870560

E-mail: [kev.brookes@virgin.net](mailto:kev.brookes@virgin.net)

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



MOT. **£9500** - to see is to buy.

Tel: 01306 611330 (Surrey)



**NG TF Luggage/Boot Rack**. New and unused (not the one in the photo but identical). Tig welded and polished, made from marine grade stainless steel with 4 pivot points, with s/s bolts and wing nuts to give access to spare wheel. Rubber anti-vibration and stainless washers plus nylock nuts supplied for rack fixing. **£185 plus postage (about £10)**.

Tel: Eric 01634 861608 (Medway)

**NG TC V8 BRG**, Tax & MOT till March 2011. Rover 5-speed gearbox, Holley carb, new front pipes & silencers, full hood & full tonneau cover, full windscreen & aero





screens. Tan interior, new tyres.  
**£8750 ono.**

Tel: 01293 614754

Mobile: 07889 765374

E-mail: [erichorton32@btinternet.com](mailto:erichorton32@btinternet.com)



**NG TF 1800 (MGB Base).** Over-drive, oil cooler, etc. Correctly registered on V5C as NGTF Roadster WAR345E (Tax Exempt). Date of

first registration 17/05/67 (i.e. donor). Bought from original builder in 1999 and garaged ever since. 95% complete. Dash and interior trim to finish. Full fawn hood and side screens, doors, 4 seats, 5 Rostyle wheels and 5 wire wheels and hubs, 2 spare front wings and other spares. Car in white gel coat. No SVA required for on road, only an MOT. (It has never been on road). Brakes dry as built (no fluid). I am 73 and have an NG TC V8 and a Reliant Scimitar V6 and a house under renovation in France so no time to finish the car and can't afford to give it to son! Wonderful opportunity to obtain a tax exempt NGTF kit ready built and unused for a good price **£2300.**

Tel: 01494 782795 (Chesham, Bucks)

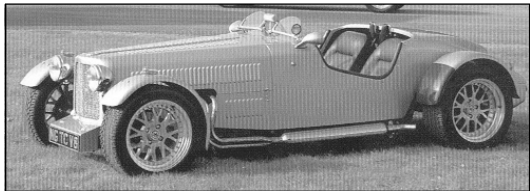
**Lots of MGB spares,** bits and pieces, including 'B' series engines/gearboxes and Rover V8 engines/gearboxes. Please call to see if I have what you want.

Tel: Sid 07759 691529 (E. Sussex)

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from chassis to brake pads

## Wanted

I've just brought my old TA back! I would like to fit a single carb to it. So do you have a Single carb and manifold ex Marina or 1800 land crab? Graham Hester.  
Tel: 01647 440055  
Mobile: 07792 939876

I require a hood and side screens for NG TC or just a hood.  
Please e-mail me or telephone eve-

nings thanks.

Tel: 01652 661317 (eve)

E-mail: [steve.foster149@live.co.uk](mailto:steve.foster149@live.co.uk)

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

E-mail: [KC@southampton-city.ac.uk](mailto:KC@southampton-city.ac.uk)  
or [Suke1202@Hotmail.co.uk](mailto:Suke1202@Hotmail.co.uk).

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



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£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

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## 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](http://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.

# CHANGING GEAR

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Dobby poses for Complete Kit Car by the Abbey Gateway in St Albans



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*the magazine of the NG owners club*