

# *Changi***NG***ear*

Autumn 2016

**Peter Clark**

— 1931 to 2016

*A Very Sad Time  
for the Club*



*the NG Owners Club magazine*

# The NG Owners Club

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## ***Editorial***

For those of you who have not already heard the sad news, by website, Facebook or word-of-mouth, you will be dismayed to read of the death of Peter Clark in mid-September, after a short illness.

It was only in October 2013 that we bought Rocket and joined the Owner's Club, so sadly we did not know Peter for very long. He was always very kind to us and was extremely supportive when we took over as Editors from Chris Humphreys. We, amongst many, will miss him greatly. We are sure that we can all best serve his memory by keeping the Club active and buoyant in the coming years.

You will find that this issue is one of bumper size. Apart from the unavoidably sad content we have tried to maintain the usual upbeat approach. There are newsy bits of recent events, information about various future activities, the usual offering of articles and not to forget a bit of humour here and there.

We again thank all contributors for this issue's content which is quite widely diverse and which will we hope be of general interest to everybody. With this issue you will also find a 'provisional' Membership Listing. The Committee asks that you check and update your entry, so that a definitive issue can be made in the Spring (See page 19)

As for our own activities, not much has happened since the last issue. Chris's recovery continued satisfactorily but we did not push our luck by bouncing about in Rocket too early. We did however take Rocket to Peter's funeral, as our tribute. We did do a couple of exploratory local drives beforehand, and as the Hoyle's had offered us a bed for the night, we were able to avoid the drive back in the dark and Friday traffic — which was nice. Going back home on Saturday morning was a 'breeze' by comparison— so a BigThanks to John and Barbara.

We appreciate that Autumn/Winter is the 'quiet season' as regard Nging but please try to keep the contributions flowing in for the January Edition.

***Thank You — Chris and Su***





## Vice-Chairman's Letter

You will find many tributes in this issue to a true Gentleman - Peter Clark, my close and dear friend.

It has been a privilege to have known Peter for almost 30 years. I remember when attending my first club meetings he gave me encouragement and advice as I was building my first NG.

He became chairman of our club in 1994, the year after I took over the running of NG

Cars. He would regularly visit my premises in Epsom, taking a real interest in the business and offering his support in the various activities in which we were involved. Under his leadership the club flourished, the membership exceeding 500 in the late nineties, this was tremendous support for my business. It was a relationship that blossomed, for which I was truly grateful, but also one that was very enjoyable.

Peter became a very close friend - I will dearly miss him. At his side Mary has been very involved in our club, she is a member in her own right, and I am delighted that she wants to continue her involvement with the club. Having been more and more involved in club activities over the last few years Peter asked me some months ago to become his "right hand man", a responsibility I was very pleased to accept.

Together with this magazine you will find a draft copy of the current membership list which Peter referred to in the last issue. It is important that you all check your own details please and update them as necessary. We would like to place particular importance on telephone numbers and email addresses, I know some of us tend to change these for various reasons but the club hopes to start using them to notify you of specific information and various events.

Mike Peel has done a fantastic job developing and updating our club web site, together with Paul Bennett who oversees the forum, and Jeremy Evans who looks after the club Facebook page. Please take a look at these facilities if you don't already, they are very interesting and can be ex-





tremely useful.....

I look forward to seeing as many of you as possible at the SE Christmas lunch. Barbara and I will be there topless, weather permitting....!!!

Whilst on the subject of weather - winter is approaching and I know many of you take your NGs off the road for several months, but do think about the perils of "laying up" your car.

If in doubt or need a reminder of the basics take a look at this useful page on the AA website: [www.theaa.com/motoring.advice/laying.up](http://www.theaa.com/motoring.advice/laying.up)

I keep my car on the road all year round and enjoy using it on cold bright wintery days (salt permitting), if you are well wrapped up it is quite exhilarating "

— *So here's to some Autumn and Winter motoring !!*

**John Hoyle**



## Secretary's Notes

My first met Peter Clark a good few years ago, at the time when I had just completed building my NG-TA, around 1984/85. Peter and Mary held a meeting for the Jaguar Owners Club and members of the NGOC. At the time they owned and ran their Crossways Kennels after taking early retirement. I found him to be a very sociable and welcoming man. From then on he became and continued to be a leading force within the NG

Owners Club. There was the time when Amanda and I were in France with some other members of the club, including Peter and Mary, when Peter surprised us all with his antics and sense of fun. A certain dress comes to mind !! He was always fantastically supportive towards the club and its members. A true gentleman in every sense and a good friend to us. Amanda and I will miss him.

Given the time of year I guess not much will happen now, in NG terms, until Spring but I hope you will all be making the necessary plans over winter in order to make the most of next years NGing

**Bob Preece**





## TRIBUTE : Peter Clark — 1931 to 2016



Peter was born on 18<sup>th</sup> January 1931 in Carshalton.

His father, known as Nobby, worked in the aviation industry making aircraft for the first world war. Then as Design Office Manager he was involved in designs for the Dambusters aircraft. Peter had happy memories of growing up in the war years. Living on the outskirts of London his schooling was sometimes disrupted, and he spent time climbing on bomb sites and collecting shrapnel. He was a boy scout and enjoyed making model aircraft. Being a very bright lad he benefitted from going to Ashcombe Grammar School.

He always had a strong work ethic and was taken on at Vickers doing a full apprenticeship in instrumentation engineering, obtaining a City and Guilds qualification at night school. As an apprentice when he was tasked to make a two-stroke engine; his teacher said it would never run, — but it did !!

This was one of his favourite stories to tell.

His time at Vickers was interrupted by National Service, where he was proud to be attached to the RAF Regiment. During this time he taught servicemen how to drive, although he himself did not have a driving licence. On leaving the RAF he took a civilian driving test — and failed at the first attempt ! He also failed on another occasion while he and Mary were living in Texas, which caused great amusement in the family. Peter reckoned it was a 'conspiracy'; - he reckoned they automatically failed 'Brits' first time round.

At Vickers he loved his work and was considered a "high flyer". He was involved in flight testing of Viscount, Vanguard, and BAC 111s all around the world in various climatic conditions. These experiences generated many of Peter's famous stories. One of his other roles was as Sales Team Project Manager for Concorde. Another claim to fame was his decision to paint the 'black box' flight recorder orange, 'it would be easier to locate' he thought; today all 'black boxes' are now painted orange.

His work brought him into contact with a young lady in the managing director's office and she was later to work on a project with Peter. That young lady was Mary who was to become the love of his life. Though it almost did not happen. When Mary heard she was to be attached to a project run by this "High Flyer" - she said "well he's nice enough, but I'm not working for him...!!!" But Yes, they did hit it off and after six years were finally married on 11<sup>th</sup> August 1986 at Poole in Dorset. >>>>>



Eventually Peter and Mary decided to take early retirement from Vickers (now British Aerospace), by which time he had risen to Chief Project Manager. He was then head hunted by Dee Howard Company which required him to work in America. So they upped sticks and moved home to Texas with their three cats and a dog — for a year.



On returning to the UK the couple set up their own business, Crossways Kennels and Cattery in Betchworth, Surrey. Having always enjoyed each others company they worked well together and developed a very successful business caring for up to 70 dogs and 30 cats at a time. And as Pete used to say "I've been in the 'brown stuff' most of my life and now I have to shovel it !"

In 1999 the couple finally retired to their home in Kingswood, Surrey, where Peter very quickly enlarged his garage to be able to spend more time on his passion for cars.

Peter was a very proud family man. He leaves two sons, Ian and Colin, and two lovely grandchildren, Jessica and James, whom he adored. Ian was born somewhat earlier than expected, supposedly because Peter had only fitted the driver's seat to his first kit car, a Falcon Carribean, so on the first test drive his unborn son was bounced around on the floor !!

Ian has some wonderful memories working with his father on projects from an early age. He remembers being taught, along with various neighbours, how to set up and tune twin and triple SU carburettors.

Peter was very much a self taught intuitive engineer who could work out solutions to problems from first principals. Peter's creativity also manifested itself in the many pictures he drew and painted

He loved to tour the Brooklands Museum with his sons. He would take great pride in



pointing out various artefacts. Ones in which not only he, but also his father, had been involved. He also took great pride in the fact that Colin's work in aviation also features in the museum. His ambition was to build a boat, a car, and a plane. He achieved the first two and son Ian took up the mantle and built the plane, which Peter eventually flew. In fact he had taken flying les-



sons in his early days and even graduated to flying solo, but his wings were clipped when a young family took priority.

Peter's interest and passion for cars started with his racing pedal car and, when old enough to drive, his first car was a Wolseley Hornet open sports, the first of many. He has since owned in excess of 20 cars including, Wolseley Hornet Saloon, Ford Zodiac Mk2, Triumph Vitesse, Wolseleys 6/110 and 6/80 (x2), Gogomobil Coupe

(remember them ?), Hillman Minx, Ford Capris 3.0E & 2.8ltr, Ford Granada, and company Cortina and Cavalier, Jaguar XJS coupe (white), and Daimler (Jag). Finally in the garage are the Jags, the red XJS V12 coupe and XJ V8 saloon, plus his two NGs, 'Sheen' the white 1800 TD and 'OJ' the red TF-V8.

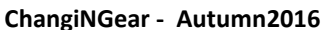
Sheen was Peter's second kit car build in the early 80's, and in between times he had helped many friends building various models; he was always so ready to help others .

With his particular enthusiasm and interest in the Jaguar and NG marquees he has served as Chairman of the Jaguar Enthusiast Club, Surrey Region, and has been Chairman of the NG Owners Club for 22 years. He was also the Membership Secretary of the Surrey Vintage Vehicle Society. Additionally, back in the 70's, he was Commodore of the Byfleet Boat Club, having a yacht that he had extensively rebuilt himself.

Peter and Mary also enjoyed the social aspect of the various clubs, through which they made very good friends. The Brooklands Car Club has made a very special tribute to Peter and so he will be remembered on an annual basis. The family describe him as dignified, and fastidious with regard to his dress. He loved a crisply ironed shirt, a sharp suit, and a pocket handkerchief. He will be remembered by most for his grace, his dapper, stylish & charming manner and his friendly character - an absolute gentleman.



*He will be missed by us all — John Hoyle*



Peter Clark's funeral was held at Randall's Park Crematorium in Leatherhead, at 2.00pm on Friday 7th October. As might be expected of such a popular man his funeral was well attended, with standing room only in the chapel and overflowing into the hall.



Apart from relatives and friends in general there was a good attendance from the various Clubs with which Peter was associated - Brooklands, Surrey Classic Car, Surrey Jaguar Owners and not least the NG Owners Club (counting some 20 or more heads and 5NG in the car park). Also in attendance were OJ and Sheen, Peter's beloved NGs, accompanied by his XJS. The proceedings were conducted by celebrant Peter O'Brien who gave the eulogy covering the many aspects Peter's life - his family, his career in the aircraft industry both in the UK and USA, after early retirement his venture with Mary in Cattery & Kennels and after final retirement his many and varied activities in various Car Clubs etc.

The eulogy was followed by son Ian's own tribute, asking those present to close their eyes and picture various occasions from Ian's memory of his father.

Then son Colin read a poem, 'Remember' by Christina Rossetti . Followed by Granddaughter Jessica reading her moving poem 'Granddad' ( a poem of her own composition - aided by her mother Janet).

After the committal everybody was able to assemble in the Garden of Remembrance, in the autumn sunshine, to offer condolences to the family, inspect the many flowers and tributes, and chat amongst themselves.

The NG Owners Club had sent a wreath in the form of the NG logo, in red and white flowers, which had been kindly arranged by John and Barbara Hoyle. >>>>>>>>





Mary, with her 'business hat on', had kindly arranged refreshments for the many present, with a substantial 'afternoon tea' laid on at the nearby Woodlands Park Hotel, where guests could chat further and browse over a substantial 'picture montage' of Peter's life.

It was both a very sad but yet cheerful occasion. Naturally sad on the loss of Peter but cheerful in the memory of this much loved friend.



*Chris and Su Hore*

On behalf of all NGOC Members *ChangiNGear* offers deepest condolences to Peter's wife; Mary, his Sons; Ian and Colin and their respective families.

Peter was a true gentleman and he will be sorely missed by us all. — Eds

Anybody who would like to make a donation in Peter's memory may do so by posting a cheque, payable to 'Brooklands Museum Trust', c/o WA Truelove & Son, 215 High Street, Dorking, Surrey, RH4 1RU.

- Thank You

## CONTRIBUTIONS PLEASE

Contributions for the January issue of *ChangiNGear*  
by 10th January

Please

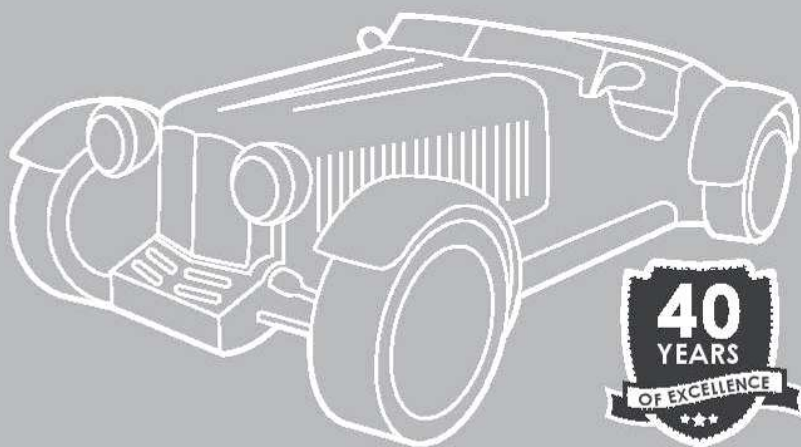
## EVENTS CALENDAR

<b>Date</b>	<b>2016 Event -- What, Where</b>	<b>Who</b>
28 to 30-Oct	Classic & Sports Car Show Alexandra Palace ( <a href="http://www.classicandsportscarshow.com">www.classicandsportscarshow.com</a> )	
06-Nov	London to Brighton Veterans Run	Chas Killick
08-Nov	Brooklands - Evening Natter ( see page 15)	John Hoyle
<b>04-Dec</b>	<b>NGOC SE Christmas Lunch</b> ( see page 12)	<b>Sue Bolton</b>
13-Dec	Brooklands - Evening Natter ( see page 15)	John Hoyle
<b>Next year - 2017</b>		
<b>14-May</b>	<b>Valence Hill Climb, Sevenoaks</b>	<b>Chas Killick</b>
<b>May</b>	<b>Wallingford Rally and Parade, Oxon.</b> ( see page 30)	<b>Paul Bennett</b>
May	Jorvik Classic Car Run Castle Howard, Yorks, YO60	Steve Tyler
May	Glossop Car Show Manor Park, Derbyshire, SK13	
June	London to Brighton Kit Car Run	Graeme Lacey
17-18 June	Le Mans 24hour	Charlie Killick
<b>23 to 25-Jun</b>	<b>NG Annual Rally, Stratford</b>	<b>Paul Gray</b>
<b>Early July</b>	<b>NG Trip to Normandy</b> ( see page 14)	<b>Angela Morrison</b>
Early July	Caux Retro Allouville Bellefosse, Normandy	John Coker
July	Flywheel Festival, Bicester, OX26	Paul Gray
17 July	Le Mans Classic	
<b>22 July</b>	<b>Dogmersfield Fete</b>	<b>Paul Gray</b>
<b>Mid August</b>	<b>Old Timers Grand Prix</b> <b>Nurburgring, Germany</b> ( see pages 25&31)	<b>John Watson</b>
Late August	VSCC Welsh Speed Weekend Pembury, Carmarthen ( see page 34)	Jeremy Evans
8-10th Sept	Goodwood Revival	
<b>10th Sept</b>	<b>Otley Vintage Extravaganza</b> <b>Otley, West Yorks</b> ( see page 43)	<b>Ken Elliott</b>
<b>Sept ?</b>	<b>NG Trip to Ireland,</b> <b>Wild Atlantic Coast</b> ( see page 17)	<b>Jeremy Evans</b>
Mid-Sept	Lamerton Country Fair, South Devon	
20th Sept	Selkirk Classic Car Show and Rally	





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# NGOC Christmas Lunch

4<sup>th</sup> December 2016

at

BEST WESTERN  
REIGATE MANOR HOTEL

Meet in 'The Study' Bar 12am

Followed by lunch in

The Garden Room at 1pm

**We need to know numbers as soon as possible and if you wish to attend it would be appreciated if you would book immediately by phone or email.**

Menu is opposite and I would ask everybody to forward me your menu selection and cheque for £25.00 per person, made payable to NG Owners Club - **Urgently** please.

If you want to pay by BACS please advise and I will forward you the details.

Thank You

Sue Boulton, 5 College Gardens, New Malden, KT3 6NT

Phone : 0208 949 1065 email : rayboulton@btinternet.com



Best Western Reigate Manor Hotel is on the A217 only 1 mile from junction 8 on the M25.

The address is Reigate Hill,  
Reigate, RH2 9PF

Tel : 01737—240125



# NGOC Christmas Lunch

## Menu

### Starters

Ham hock and mustard terrine, plum chutney, toasted ciabatta

Roasted pumpkin and sage soup, olive oil and herb croutons

Smoked trout pâté, pitta bread crisps, fennel and caper salad

### Mains

Roast turkey with all the trimmings

Baked salmon supreme, dill and lime butter

Braised lamb neck fillet, red wine jus

Spiced aubergine, blue cheese and spinach filo parcel,  
with cranberry dressing

*All mains courses served with roast  
and new potatoes and seasonal vegetable medley*

### Desserts

Christmas pudding with brandy sauce

Triple chocolate torte, peanut butter ice cream

Winter berry fool, vanilla tuile biscuit

### Coffee and mints

Nothing is foolproof to a sufficiently talented fool.

If the shoe fits, -- get another just like it.



## Seven NGers are going on the NG Normandy Trip 2017

### -- Why not join them for a Great Outing ??

It wasn't until I read Teresa Goodbun's article in the last issue of ChangiNGear that I learned that a few NGers had gone to Caux Retro in Allouville-Bellefosse. If only we had known that prior to our Normandy trip this year, we could have joined them.

Particularly interesting as our French car enthusiast friends have suggested that we go there next year as part of the NG Normandy 2017 visit. Caux Retro is usually scheduled the first weekend in July, therefore, the NG Normandy trip 2017 will most likely be the first week of July to match. The town of Caux is only 47km or a 42 minute drive from Veules-les-Roses, where we will be staying.

I can confirm that currently there will be 7 NGers in 4 NGs

In addition to ourselves AND our NG (no laughing or smug remarks please), there will be Charlie Killick, Chris and Su Hore, and John and Jane Watson.

***It would be wonderful if others of you could join us.***

We are assured of a very warm and friendly welcome in Veules-les-Roses by Yves Lecointre and other car enthusiasts (see the article about this year's visit in the July issue of ChangiNGear, Pages 12 to15). And see Page 44 of this issue.

Depending on numbers, we plan to stay again at Le Clos Saint Vincent which has 5 rooms, all currently available. See details on the web-site <http://www.le-clos-saint-vincent.com/> .



I would like to book rooms as early as possible, therefore, for all who are interested in going, please let me know ASAP and **by 20<sup>th</sup> December 2016 at the very latest.**

email: [angela@bobmorri16.plus.com](mailto:angela@bobmorri16.plus.com) or Tel: 01323-843769



## Brooklands Monthly Natter Evenings

Meets on the Second Tuesday of each Month  
At The Brooklands Club Bar at The Brooklands Museum  
(use the Campbell Gate Entrance, off Brooklands Road –KT13 0QN)

These events may be subject to change  
Please check with Danny Bryne, Brooklands Club, 01932-829814  
or John Hoyle, NG Owners Club, 0208-393-2555



MONTHLY NATTER

*Meeting Dates and Events 2016*

**November: 8<sup>th</sup> – Remembrance Natter and Noggin.**

**December: 13<sup>th</sup> – Enthusiast of the Year Awards, Gentlemen & Ladies Competitions, Hot Sausage Rolls and Mince Pies.**

*On all nights there will be a Raffle (with prizes, of course).*

I was driving to work the other morning when I saw this RAC van parked up.

The driver was sobbing uncontrollably and looked really miserable.

I thought to myself  
— *that guy's heading for a breakdown.*

(Dave Woolgar)





## NGers Trip to Ireland — 2017

I thought I would quickly offer up a few options for the Ireland trip planned for September 2017.

The basic idea is to take a circular route in the south of Ireland catching the ferry from Fishguard to Rosslare on the outward leg of the trip and returning via Dublin Port (or Dun Laoghaire) to Holyhead on the Isle of Anglesey in north Wales.

The outward ferry takes about 3.5 hrs and both Stena Line and Irish Ferries offer a service. This costs between £120 and £160 at the moment. (the return ferry is similar in price and time)



### Day 1

From Rosslare we would drive over to Cork (125 miles) where we would stay the night.

### Day 2

The following day we would drive down to Mizen Head the most south westerly tip of Ireland. From here we head north past Bantry Bay to Kenmare via the Tim Healy Pass on the Beara Peninsula. This day's drive would be around 150 miles.

### Day 3

From Kenmare we drive a circular route around the ring of Kerry. This is best driven anti-clockwise so we will drive to Killarney, then to Killorglin before following the road around the peninsula to return to Kenmare for a second night. This day's drive is around 120 miles depending on how many little exploratory detours we take.

### Day 4

From Kenmare we then head north to Castlemaine before turning westwards again to visit Inch Beach and the Dingle Peninsula. From Dingle we head back east to Tralee and then northwards around the coast towards Tarbert and Foynes.

This day's drive being around 150 miles.

### Day 5

From Tarbert and Foynes and perhaps a visit to the Flying Boat Museum (11euro entry per person) we will get the ferry across the Shannon (17 euro per car)





and head towards Kilrush and north toward the Cliffs of Moher and Doolin. Where those that wish can take a ferry to the Aran Islands (day trip 25 euro per person) ([www.doolin2aranferries.com](http://www.doolin2aranferries.com)). This day's drive, which is shorter to allow time for the visit the Aran Islands, is around 60 miles

### **Day 6**

Having toured the Burren's limestone formations and headed back towards civilisation we reach Galway before striking out for Dublin some 130 miles east and the ferry to Holyhead.

We could stay one last night in Dublin, probably south of the city (connections into the city by tram are good)

### **Day 7**

Getting an early ferry to Holyhead to ease the return journeys home.

I have not researched hotels yet in any detail but it is probably best to budget around £100 per night B&B plus other food and fuel.

Total drive in Ireland is around 750 miles.

### **Provisional Cost Summary :**

Ferry return crossing - £300 (car and two passengers)

Six nights hotel - £600 (2 people sharing)

Other food and fuel (say) - £360ish (for 2)

Various excursions - £200

Fuel - £200

Total approx - £1600 per car based on 2 sharing.

**Jeremy Evans**

***Would those interested to tag along with Jeremy please register your interest with him immediately. — Eds***

Email him at [ngmrtoad@gmail.com](mailto:ngmrtoad@gmail.com)

Places are probably limited to 4 to 6 cars. It is not essential that you come in an NG, though obviously preferred.

### **Badges of Office ?? :**

*Doctor speeding to visit a sick patient one evening 'screeches' to a halt at traffic lights.*

*Realises that he is beside the local panda car.*

*Doctor winds down the passenger window and waves his stethoscope.*

*Mr Policeman winds down his drivers' window*

*— and waves his handcuffs !!!!*



## **NG National Annual Rally 2017**

### **23rd to 25th June**

A booking has already been made to hold next year's Rally at Riverside Park, Stratford-upon-Avon. Further details in due course.



*Pease book this in your calendar for next year and try to be there.*

## ***New Members - Welcome***

We are always pleased to welcome new members.

Membership Fee : £15 per year (reduced if you join mid- year).

Membership includes quarterly issues of ChangiNGear

and some Insurance Companies offer reduced rates for NGs.

Most of all you will be joining one of the most friendly car clubs around !

Contact Bob Morrison, Membership Secretary — details inside front cover

***The following have recently joined the ranks of NGOC :***

**Colin Chapman** (1599), Croydon, CRO 7US

**John Goode** (1600), Blandford Forum, Dorset, DT11 8RX

**Sue McCloud** (Mrs) (1601), Great Clacton, Essex, CO15 4JG

**John Shepherd** (1602) Whitfield, Dover, Kent CT16 3LH

**Paul Clark** (1603), Watertown, MA 02472, USA

*ChangiNGear is once more delighted to see a good batch of new members and extends a very warm welcome to you all.*

*We look forward to hearing from you in due course with 'your news' to publish in ChangiNGear*

***- Thank you and Welcome***

***Chris & Su : The Editors***





## **Your Attention Please — Membership List**

Mailed with this issue of ChangiNGear you will find a separate Membership List. We have not issued such a list for some years and recent club activity has demonstrated that what information the Club holds is often somewhat out of date — particularly for Phone numbers and Email addresses.

This issue of the list is intended as 'provisional' for the purposes of updating with a view to having a definitive List in the New Year.

The Club is expecting to put more emphasis upon encouraging NGers to attend local events. It is thus the more important that contact details are up to date so that Members can be kept fully informed of what is going on. ChangiNGear is particularly keen to promote such events because then there will be more 'Activity News' input for future issues.

**Please take a moment to check your details in the accompanying list and advise Bob Morrison of any update needed right away.**

***Thank You — The NGOC Committee***

**Bob Morrison**—NGOC Membership Secretary

105 Battle Road, Hailsham, East Sussex, BN27 1UD.

Phone : 01323—843769    :: Email : rmorri1847@aol.com

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## News Snippets from **facebook** — and other sources

**August 2016 :Michaela Munch**

### **INVITATION !**

Due to some postings here (British are indeed a journey joyful people) I want to invite all NG owners who are in transit or on station in Frankfurt. I offer (motorhome) parking in my yard and there is also a guest room ! and for decorum and etiquette, my mother and my son live in my house!  
— You are very welcome!



**Thursday 25th August**

**Simon Camsell**

A good friend of mine just got caught speeding today whilst driving back from his holiday in Italy  
....take care - they **will** catch you !!!

*Bl\*\*\*y unsporting !!*

*— is this more Brexit Revenge ?? — Eds*



**Sunday 28th Aug**

**Paul Bennett**

This is a bit of a tenuous connection to NG's but please endure me.

Earlier this year at the national rally Richard Wold shared with me some beer he had picked up from the Castle Combe Brewery in Wiltshire. Today we visited the Nag's Head pub in Abingdon where Richard and Sue Wold, Geoff and Sue Yarley (NG owners) went for a meal before the Wallingford Car Rally earlier in the year (May). They had the very same beer on tap. We had cycled there so needless to say the first one didn't touch the sides !! - so thought I'd better have another one to check quality and taste.



*Hopefully we might get a few more NG's attending the Wallingford Rally next year*

*See Sue Bolton's write up of the 2016 Rally on Pages 30 --- Eds*



**Thursday 15th Sept.**

**Ken Smith**

Hi Chris and Su, Ken Elliott organised a get together at the Otley Show on the 11 Sept. and what a great day it turned out to be. My first meet of some members and they were a brilliant crowd, a mature and knowledgeable people— from how to make a cup of coffee to flying an aeroplane.

One blip on the way home a speed camera flashed I was at the rear of three cars. So am crossing fingers the two club members in front will get done and not myself (sorry lads !!). Will just have to see what drops in the post.

We all went back to Dave's place beautiful home for food and drink.

My thanks again to Ken and his wife for a cracking day out

( See Pages 43 - for Ken Elliott's report of the Otley Show — Eds)



**Sunday 18th Sept**

**Hubert Regenscheit**

Unfortunately too wet for the Bodensee Tour.

..... but after rain comes again sunshine



**Sunday 25th Sept**

**Hubert Regenscheit**

Sunny Greetings from Faschina

— Fontanella, Austria.



**Sunday 18th Sept.**

**John-Jamie Edmunds**

NG-TF at Lamerton Fair South Devon





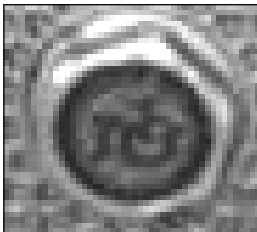
## News Snippets continued ....

**Sunday 18th Sept**

**Ian Francis**

New wheel centres fitted

(Thanks Andrew) and had a great day at the Manchester Classic Car show at Event City.



**Monday 19th Sept**

**Andrew Brooks-Holmes**

upon selling his NG (very sad !)

Last morning with my old friend.

We had one last drive yesterday evening into a fabulous sunset. New owner is a thoroughly nice chap which always helps



**20th Sept**

**Liam Cooledge-Clough**

Three NGs at Selkirk Vintage Show

18th Sept—Sunderland Hall, Lindean

Sponsored by Morris Leslie Vehicle Auctions Ltd

Well another great show has been had, great to see some new faces from all corners of the UK Pictures of the 2016 rally will be posted as soon as we get the show field back into shape

On behalf of the Selkirk Vintage Rally a massive thanks to all. without your support we would not have a show to put on.





**Sunday 19th Sept**

**Matt Whiteford**

Good day at Selkirk Car Show on Sunday,  
1st in Kit Car Class !!

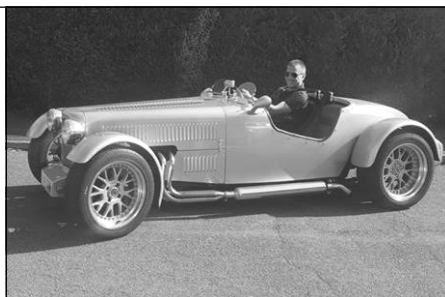
*Well done Matt !! - Eds*



**Sunday 25th Sept.**

**Richard Wold**

Alex making the most of the sunshine  
again !! Enjoy!!!



**7th October**

**Richard Jones**

My Nephew loves my NG ,  
shame my girls do not feel the same!



**Saturday 8th October**

**Graham White**

Hi All , am a new NG member and this TA  
above is now mine. I got it for less than 5k  
and picked it up from Birmingham yesterday  
and drove it 160miles home to Cumbria with  
the top down and enjoyed every hour (it took  
3 and a half). Have done nothing but drive it  
round the local area today,  
.... getting great reactions from people.





**... and there's More !!**

**8th October**

**David Fairburn**

**—on parting with his NG-TF V8**

Hi Chris — thanks for your prompt response, yes a very sad day indeed, this ends 40 years of NG ownership - I also had a TC for 30 years - 10 years as my only car !!! which I think proves that I am '4 wheel certifiable' as my tame welder said when he found me out and about in the V8 the day before Christmas !!

Yes she went to a very good home, to a very nice guy called Jon Goodson who has great plans for her, and clearly the wherewithal to do so - as he said 'he likes his cars to be right' so she will be re-sprayed and generally fettled back rude health which makes me very happy - all in all a good result - I really hate selling my cars to people I don't like !!

Clearly the chap and his wife are total petrol heads. They also have a factory proper MGB GT V8 & a TR7 V8 , Yes as he freely admitted he has V8'itis !!

As to club membership I couldn't say, they do like to show their V8 GT , and he found Beauty via the owners club website .....



**From Jeremy Evans upon hearing about Peter Clark**

*— so very welcoming and so much a champion of NG and the club. Peter always found time to welcome me to each summer rally and also found time to chat and pass the time. He will indeed be missed.*

**John Hoyle**

**— Hondo Promotional Video**

One has to wonder at the ingenuity of how this was put together. Fantastic ! I would love to know how many man/woman hours it took to produce this outstanding commercial.



Don't miss looking at this one. It's a real treat.

[www.youtube-nocookie.com/embed/Dxy4nOUT82o?rel=0](http://www.youtube-nocookie.com/embed/Dxy4nOUT82o?rel=0)

(Copy this link carefully, it's worth the effort !! —Eds)





## Event Reports :

### 44th Annual Old Timer Grand Prix

#### Nurburgring, Germany

12th - 14th August 2016

Way back in 2006 my mate Huw (with the Marlin, from Aberystwyth) and I went to the Classic Le Mans event. At that time I had a RAW Striker (Lotus 7 look alike) and I drove over with my son but with most of the luggage in Huw's Rover 45 (remember them?) as the Striker was a bit limited for room. It was a fabulous event and we vowed to repeat it when the event was run again. Well we did - in 2008. By that time I had a 1947 MG-TC and we had finished the build of Huw's Marlin. Again with kids in tow we had a great weekend watching the racing - vintage Bentleys running around in the dusk and loads of other vintage and classic cars too. Needless to say we vowed again to go the next time. Well to cut a long story short we haven't been since - the events clashed with our NG club summer rallies, for one, and I wasn't going to miss those!

With a move in date of the summer rally the July 2016 Classic Le Mans looked a real possibility - however unbeknown to us the event had become increasingly popular, with more than double the crowd numbers and a substantial hike in price. Add to that the fact that whilst Huw had a travelling companion this time around I did not. Whilst talking to Travel Destinations (<http://traveldestinations.co.uk/>) who arrange these sort of trips the chap on the phone suggested the Old Timer GP as an alternative. So what was there to lose - a booking was quickly made.

As Nurburgring is further away than Le Mans and as Mr ToAd had been more than

a little unreliable this year I thought that it was more sensible to take a modern tin top. From Aberaeron, Dover is a good 320 miles on its own, and Nurburgring is an equal distance the other side of the Channel. In all we drove over 1300 miles over the weekend.

On the way through Kent we called in for a cuppa with Chris and Su (Hore)





and passed a very comfortable few hours catching up with news since the summer rally. While we were there Su mentioned that John Watson was going to Nurburgring too, so we quickly swapped phone numbers with the thought of meeting up at the track. John was being much braver than me and taking his NG - I was beginning to feel like a whimp !

The ferry crossing was quick and easy but we were released onto French roads in quite revolting weather. The bad weather continued all across Belgium and into Germany and the tents had to be pitched in the wet. However the forecast was promising.

Friday was practice day so we watched a few sets of cars circulate and wandered around the paddock area. There were only a few club cars about in the display areas but the atmosphere was building as we got our bearings.

Saturday morning's weather was a distinct improvement on Friday and we settled by the track to watch the racing. I sent John a text and tracked him down to the grandstand at the end of the start finish straight. John had managed to get the NG into the German MG car club parking area - much better than the public car parks and with the NG on display. Was this the first NG Owners Club members meeting in Germany ? — Probably. As I had abandoned Huw, I left John and promised to catch him later on the next day.

Racing at the Old Timer GP is varied with cars from a broad span of years. I can't say that I fully understood what all the various races were but there was an excellent Jaguar Classic Challenge series, some lovely pre-1960 historic GP cars, the Gentlemen Drivers race for pre-1965 GT cars and the amazing vintage sports cars.



Huw and Michaela



More modern sets included DTM Revival and Formula 3 (1964-1974). Hopefully the various pictures will give a flavour of what was on offer, which included Aston Martin Ulster' 1937, McLaren M8C 1970, Marcos 1800 GT 1964, Jaguar D Type 1956, Jaguar XJS etc, etc.

On Saturday afternoon we were browsing the Jaguar stand and we spied club member Michaela Munch (from Frankfurt) well known on the Facebook pages (- was this already the second NG Own-





ers Club members meeting in Germany !?). We had a lovely hour or so chatting all things NG, Lancia and Jaguar and swapping stories of our adventures in vintage and classic cars - over a glass of champagne no less! Michaela has recently purchased a TF and has been having trouble getting various bits functioning properly, in particular the clutch. The exhaust and handbrake have also been problem areas. Facebook group members have been providing advice very much in true club spirit. I am

pleased to report that Michaela's TF is now home in its garage and being put to good use. I look forward to seeing the TF at next years summer rally!

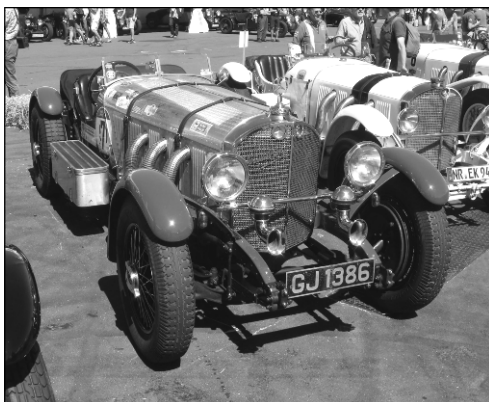
Having finished the champagne Huw and I left Michaela and wandered back to continue watching races and reviewing the club cars in the centre of the circuit.

I was particularly keen to track down the vintage cars. I had seen a Mercedes SSK before - well once in a museum. I'd spotted six in the vintage race and was almost besides myself with excitement to see them up close. The vintage cars were placed in a separate paddock to the classic cars and this area was dressed up in period features with an outer ring of garages for the cars to be kept in. The Mercedes were lined up down the centre for all to see. What a splendid sight - car heaven - well for me anyway!

Other vintage and post-vintage thoroughbreds included two SS100 Jaguars, an Aston Martin Ulster and and International Mk2, and two lovely 4.5 litre low chassis Invicta.

On Sunday the weather was really hot and we were sitting trackside when I got a text from John. It read "Oh my God!!! I was allowed to act as a track car on behalf

of MGs. I took four passengers around the old Nurburgring. Just returned to the car park. A very happy John !!!" Wow !! how good was that - I'll leave John to tell you all about it. Spurred on by John's experience I thought it would be worth having a go in the Volvo. So Huw and I headed up to the start of the circuit. After paying the 29 euro we went up to the barrier set the video camera and set





## ChangiNGear - Autumn2016



off! 14 minutes later we pulled off the track and back into the car park. — What an experience ! - I even overtook one car ! Don't ask how many overtook me - but I have to confess to being one of the slowest out there with some fast cars being driven very quickly!

We watched a few more races and then returned to the tents to pack up. As the day drew to a close it was time to leave and head back home.

We left about 5:30pm, got to Calais about 11:30pm and were soon on the ferry back. I walked in the house at 8:30am after an excellent weekend of racing.

— **Jeremy Evans**

### Chinese Puzzle :

Nelson Mandela is sitting at home watching TV and drinking a beer when he hears a knock at the door. When he opens it, he is confronted by a little Chinese man, clutching a clip board and yelling, "You sign ! You sign !"

Behind him is an enormous truck full of car exhausts. Nelson is standing there in complete amazement, when the Chinese man starts to yell louder. "You sign ! You sign !" Nelson says to him, "Look, you've obviously got the wrong man", and shuts the door in his face.

The next day he hears a knock at the door again. When he opens it, the little Chinese man is back with a huge truck of brake pads. He thrusts his clipboard under Nelson's nose, yelling, "You sign ! You sign !"

Mr Mandela is getting a bit hacked off by now, so he pushes the little Chinese man back, shouting: "Look, go away ! You've got the wrong man ! I don't want them !" Then he slams the door in his face again.

The following day, Nelson is resting, and late in the afternoon, he hears another knock on the door. On opening the door, there is the same little Chinese man thrusting a clipboard under his nose, shouting, "You sign ! You sign !"

Behind him are TWO very large trucks full of car parts. This time Nelson loses his temper completely, he picks up the little man by his shirt front and yells at him: "Look, I don't want these ! Do you understand ? You must have the wrong name !"

The little Chinese man looks at him very puzzled, consults his clipboard, and says:  
(>>>> get your best Chinese accent ready - Eds)

**"Why ?? — You not Nissan Main Dealer ???"**



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## **Semper Fidelis :: Wallingford Vehicle Rally and Parade**

**Sunday 8<sup>th</sup> May 2016**

Susan Yardley had told us what a good event this was -- so this year Ray and I decided to give it a try. What a lovely day we had. We arrived at the Sports Park and met up with other NGers Susan and Jeff Yardley, Richard and Sue Wold and Paul and Bernadette Bennett. At 11am we left with a collection of



other vehicles on a parade through the town and marketplace. Ray was in his element - the NG roared and 'broke wind' in all the right places! We left the town floating on a sea of happiness, - then, Oh No! - we cruised to a halt, - luckily in the shade of a tree. We waved the others passed and Ray set to work to finding the problem. No fuel getting through, "Ray where are you?" - he was no where to be seen, - "down here" came his voice from underneath. The petrol pump had come loose pulling off a cable. Then I looked up to see the other three NGs coming back - we felt like we were in the Marines, - they never leave a man behind.

Ray donned his overalls and with some assistance made a repair.

What a fabulous day we had, with Paul forcing entry into the event after they tried to put us in the overflow carpark. As Ray rechecked the pump we received free samples of Swarvega, - right place, right time! A lot of interest was shown in the cars, and one man said he had seen us in the cavalcade, no not broken down on the side of the road, and had searched us out.



We returned home without drama, but as I think a few of you know Ray does seem to start the season with a repair. We thought you might like the picture that Bernadette took, you might remember his legs. Any idea for a caption. I thought: "Please don't tell Sue where I am", or "That will teach him to say I don't know how to reverse".

We would of course like to say thank you again to the mighty three who never left us behind. Also Ray is impressed on his first outing with Evans Coolant in such heat. No doubt this will not be Ray's final adventure, there are still plenty more bits that can fall off!!

***Sue Boulton***

***(Apologies to Sue that this did not make the last issue — Eds)***



## 44th Old Timer Grand Prix, Nurburgring, Germany BOW's Personal View

It was my first time at the Nurburgring and the first time BOW had left the UK, and what an experience it was. Together we covered some 1200 miles between leaving Egham in the rain early on the morning of Thursday 11<sup>th</sup> August and returning in glorious sunshine late in the evening of Monday 15<sup>th</sup>.

Obviously for such a new experience preparation is 'king'. And so going through the checklist - new set of sparkplugs, drained all the fluids, and oils and replaced with new, washed and polished. The final touch was to clean the helmet visor. Should have taken spares, but didn't and, luckily none were needed.

Took the 8.20am Shuttle from Folkestone, a route which I prefer and, still in rain, set off for the campsite in Altenahr (just eighteen wonderfully windy road miles from the Nurburgring). The route to Altenahr was a little long winded but fun, first northwest-ish to Dunkirk, then Bruges, Brussels, Aachen, Kerpen and finally

due south to Altenahr and the Europa Campsite. Time to ring out underpants (due to weather not excitement, I hasten to add !). Met up with a mate who'd arrived in his Alfa and had already pitched the tent I was to share for most of the time. Weather from thereon was just gloriously hot sunshine.

The morning run to the Nurburgring was just heavenly, the sun was break-



ing through and the narrow and sometimes very windy roads utilised ALL the gears with a frequency that kept me alert as well as smiling. I arrived at car park B3 and parked alongside a very well prepared Porsche, owned by a German lady who fell in love with BOW. Anyway, Heike (we exchanged names.. but not addresses — Jane, honest !!) walked with me towards the race track and seeing the German MG club had their own parking asked me why I wasn't with them. Well to cut a long story short the club invited me to join them. They were so friendly and welcoming I





was able to breakfast with them each day.

The actual racing was fantastic. There was a race of the early Grand Prix cars from the 1930's such as the Alpha Romeos, ERAs, and Bugattis to the 1950s BRMs, Coopers, Cooper Bristols, Maseratis, Ferraris and of course Lotus and a Gordini. The FIA Masters Historic

Sports Car Championship was particularly spectacular with its 2, 3 and 4 litre Chevrons, Porsches, Ferraris and the 5 litre Lola T70. Other races included the Jaguar challenge, the 1960/61 GT La Mans cars, FIA Masters Formular 1 Championship featuring the 3 litre 1972 line up of the Surtees cars, Shadows, Heskeths, Penske, Williams, Lotus and many more. It was 1972 when I began taking a serious interest



in Formula 1 and it is, coincidentally, the birth year of BOW, although in a somewhat different body!

There were many more memorable races over the three days. One of the highlights for me was the combined Vintage Sports Car Trophy and the ASC Trophy race, with no less than 8 Mercedes-Benz sports cars of the late

1920s included. But **THE** highlight has to be when the past president of the German MG car club, Marcus, invited me to take charity donating passengers around the famous 22 kilometer Nordschleife circuit in BOW, and if that wasn't enough, as evidence, we're on Youtube pictured entering one of the Ss !!!

All of this somewhat beautifully overshadowed a hotel room which I paid 180Euros for — but let me explain. On the second evening I had been offered a hotel room by an English colleague who was going near Nurburg for a holiday but for whatever reason couldn't make their first night. I duly accepted it and turned up at Park Hotel in Ettringen. Not at that point knowing the nightly cost was going to be such a lot ! I left the car outside the reception while I checked in. The receptionist looked over the counter, passed me and towards BOW outside and asked if I would like to put my lovely car away in one of the hotel's 3 garages, which I said ' Yes Please'. Anyway





I was shown to my room, No. 32, quite pleasant with a very acceptable balcony and excellent view. Even with this lovely room and an offer of a garage didn't total 180Euros in my mind, but it was a night away from a tent and I'm not one to argue. Then I went looking for the en-suite bathroom — that didn't appear to be there ! I went out into the corridor and found one which was immediately opposite another room which had a 'do not disturb' notice on it, I assumed this was a shared bathroom and on investigating further. I found inside only one set of towels and not even a bath robe ! At this point I decided an aggressive stance at the reception desk was in order. I explained about the bathroom and the room 33 opposite, only to be very politely informed I owned not only room 32, but room 33 and room 31, in fact all the rooms off that private corridor, a suite no less !?? My colleague had made no mention of taking the whole of Guildford with him on his hols !! I returned to the room a little sheepish, but satisfied as to how I'd come to spend all those Euros. But the experience didn't end there. I eyed up the very large and inviting king size double bed and thought I'll just lay across it and reflect on an otherwise perfect day. What a shock I got ! - never before had I lain on a waterbed ! I phoned Jane in the hope she'd packed some sea sickness pills and come over, but the rough translation of her reply was that her meagre housekeeping didn't stretch to such luxuries !!, and if I had a problem with a waterbed, there was always the floor !

In conclusion and quite apart from the hotel, the Old Timers Gran Prix at the Nurburgring is a brilliant event and one that I certainly will be returning to next year.

And I wasn't the only NG'er there, I met up with (thanks to Chris Hore's introduction) NGER Jeremy Evans from Aberearon in Wales who also made the trip, albeit in his mate's (Huw) conventional Volvo tintop and I'm sure has his own story to tell about that perfect weekend (*See Page 25to28 - Eds*)

One final thought. In hindsight we should perhaps have called our special cars GMCs (rather than NGs), everywhere I went in Germany, including at the Nurburgring itself, people were waving, taking photos of the car, and

whenever I stopped people would come up to me and ask about the car and often ask if they could be photographed with it or in it.

*Yep, definitely GMC - the **Good Mood Car**.*



***So whose coming with me next Year ??? John Watson***



## VSCC Welsh Speed Weekend — Sunday 21st August

- in conjunction with the Aberystwyth and District MG Owners club

I was invited by the Aberystwyth and District MG Owners Club to join them in their visit to VSCC's Welsh Weekend at Pembrey race track near Llanelli. The Vintage Sports Car Club traditionally hold a Speed weekend in Wales once a year. On the Saturday there is a Sprint event and a long 90 minute team, for the prize. Sunday is usually a variety of races but this year there was also an autosolo event included.

The Aberystwyth and District MG Owners Club decided to attend on the Sunday, and as I had not been out with them for over a year I thought joining in would be good. I also wanted to test out Mr ToAd's newly tuned carburettors!

My mate Huw (with a Marlin) fancied the run as well so he came down to Aberaeron early and we set off in dry but overcast weather - hoping, fingers crossed that things would brighten up. We met up with two MG's in Carmarthen. One a very nice 1947 TC and the other a more modern mid-engined TF. Being the oldest the TC lead our small convey the 20 or so miles to Pembrey race circuit ([www.pembreycircuit.co.uk](http://www.pembreycircuit.co.uk)). We paid our entrance money and parked up on the bank overlooking the Hatchets Hairpin at the end of the start finish straight.

The morning session was practice and qualification and also the autosolo. Autosolo events are new to the VSCC. They were finding that holding driving tests as separate events was expensive and thought that a new type of event run in conjunction with a race meeting or similar would be a good economic addition to the calendar. I was quite keen to see what an auto solo was, so rushed over to watch. Unfortunately as it was 11am by the time we got there we only saw the last few cars, but

basically it was a timed slalom course of three sections, run once in one direction then again in the other direction. A bit like a simple version of our summer rally driving tests. Whilst watching I got talking to this chap - who it turned out was the vice president of the VSCC Kevin Lee. Kevin told us about the autosolo approach



Mr ToAd in varied company







and how it came about. But he was disappointed that the turnout had been so low. Kevin recognised that publicity had been poor and as such no one knew that classics could enter on the day. This is quite a change for the VSCC - a new style of event and a new approach to encouraging participation by non-vintage cars. Kevin assured me that Mr ToAd would have been welcome to join in! Had I known I would certainly have had a go. I told Kevin this and so maybe next year we will have a go along with others from the local MG Owners Club. The VSCC run autosolo events like this at all their race meetings so it might encourage me to go to Oulton Park (near Chester) next year as well.

After a wander around the paddock and a chat to a few old friends, we settled down to watch some vintage racing. Unfortunately the weather had deteriorated and it was raining quite heavily. As the track got wetter and wetter cars began to slide around a bit! It made for interesting viewing but I am sure it was stressful for those who pirouetted. Certainly upsetting for the driver of a Riley that ended up with its front axle 18 inches further back than it should have been after a coming together with the tyre wall!

The main race of the afternoon was the Vintage Seaman and Historic Seaman Trophy races which were run together.

This race included the Kurtis 500C of Geraint Owen (of the Parry-Thomas Babs fame). The Kurtis perhaps better suited to the Indianapolis 500 circuit than the twisty Pembrey track did well to take the chequered flag. This races also included a couple of ERA and a Bugatti Type 35B.

The five lap handicap race was very exciting, the slower cars made it quite hard work for the faster ones. On of the faster cars was the Ford engined GN of Dougal Cawley (Longstone Tyres). Dougal seems to be able to steer the GN whilst going considerably sideways - perhaps a feature of cars with no differential!



The day just got wetter and wetter to such an extent that I even had to put the hood up!!

I felt quite sorry for those racing in the downpour - look at this Bean 12/4 racer - no front brakes - must have been quite a handful! The picture really does not show the amount of rain well - it really was chucking it down! The Bean is a creation of David Cooksey who has re-



stored many M type MG's including a 12/12 racing M type. David kindly helped me with the engine in my 1929 Morris upon which the first MG Midget was based and provided advice as I re-stored an early (Oxford built) M type a few years ago.

We headed for home after a good afternoon's racing, having watched a variety of lovely vintage cars all driven at their limits around a very technical circuit. Despite the vagaries of the Welsh summer we had a good day and I am pleased to report that Mr ToAd's carburettors are in a much better state of tune - just need to tweak the tick over slightly and it will be spot on !



1930 2 litre Lagonda - struggles for grip.

## Jeremy Evans

### Chauffeur to The Stars

Bloke gets a job as a chauffeur, and after a few months, works his way up to a senior driver's position.

One day he is told to go and pick up a VIP at the airport - " but it's a bit of a hush-hush visit" -- so exercise discretion.

Lo and behold, there at the airport is the Pope!

His Holiness gets into the back of the Rolls, and admires the leatherwork and interior, then says to Bloke "What's this thing like to drive? I used to enjoy driving a little car when I was a priest back in Argentina, but since then, I've been driven everywhere, and I really miss being behind the wheel."

Bloke says "no problem" and stops. Pope jumps into front seat, and Bloke gets into back, and they head off down the motorway at 100 mph !

Next thing, they are pulled over by a motorbike cop, who gets off his bike and walks up to the car. The Pope winds down the window, -- then plod says nothing and walks back to his car, seemingly puzzled, and he radios for advice.

"Hello Sarge, I'm on the motorway and have stopped this VIP speeding, what do I do?" he asks his senior officer.

"What kind of VIP?"

**"A VERY IMPORTANT VIP !"**

"How important? A cabinet minister? A member of the Royal family? One of the Spice Girls? Or What ?"

**"Well Sarge - Errrrr**

**- I think it might be GOD -- He's got the Pope for a chauffeur !!!!"**



## Features and Articles

### THE EXPLOITS of Dave's New Head

(No !! - not the one on his shoulders or on his horse !!)

I have not had a lot of luck attending the National Rally over the past couple of years. Boiling up last year (the NG that is - not me!) and food poisoning this. I thought the boiling saga might be of interest to members rather more than the food poisoning !!

Over the past few years the performance of my Triumph 2000 six cylinder engine has been disappointing to say the least. Suffering pre-detonation when hot and appearing to run on only five cylinders rather than the full six. Over the years the engine had done nearly thirty thousand miles with me in the NG, on top of the one hundred and thirty seven thousand it had covered in the Triumph 2000 TC, that I bought for the princely sum of £30 in the early 90's. The 2000 had also served as someone's very expensive battery charger for a further three years after the back axle failed while teaching a lad to drive off-road !. So a real case of "Oh yes sir, never raced or rallied and one good owner from new" (which did not however include the other ten right b\*\*\*\*\*ds !) Not much of a prospect, but it was cheap and I planned to fully rebuild it after testing it in the TA. Back in 1991 when I had stripped it down, I just cleaned it up, fitted new bearings, seals, gaskets and quite honestly my experimental build worked so well from the first test drive I never have rebuild it.

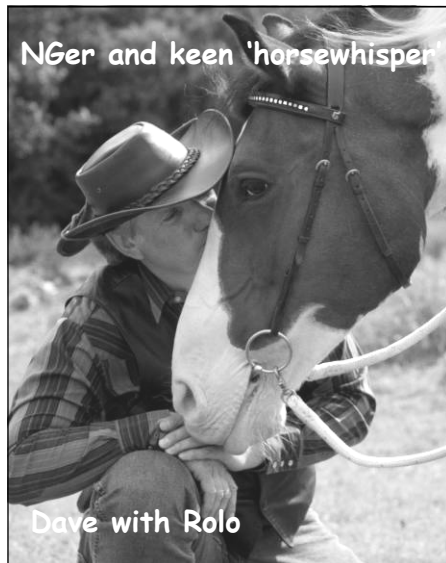


photo credit to Yvonne Acker

Trips to France, LeMan and shows around the country including daily trips to Epsom from Sussex during the summer were all taken in its stride. It was very enjoyable to drive, no quicker than the MGB base, but smooth and sounded just great.

During all these years I had put unleaded petrol into a 'leaded' engine, which I thought was the likely cause





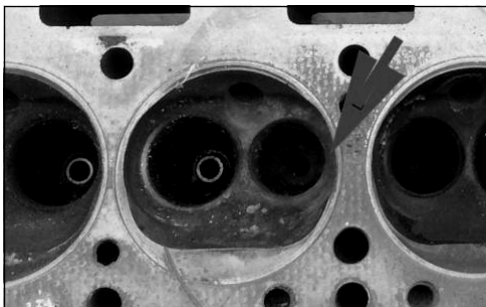
of my performance problems. A compression test revealed that, indeed, number two cylinder was down to about 120 psi. I mail ordered the parts for the unleaded conversion from Rimmer Bros and was about to start the job when we had an under floor gas leak in our house !. Long story short; much work, new boiler, re-plumb, wall out, complete new kitchen, garage like a tip with TA standing outside and then a renovation on another house -- which all equalled TA not done that year !.

The following June a call from John Hoyle embarrassed me into getting cracking so I could drive to the National Rally. Sure enough there was erosion around the number two cylinder exhaust valve, which was not unexpected. So I took the head, new valves, seats and guides over to a local rebuilder. We talked it over and noted the erosion, but neither of us thought too much about it at the time and a week later the TA was back up together and running much better.

So bright and early we were off around the M25 to Stratford-upon-Avon. Pulling into the M40 services at Beaconsfield and as I turned into a parking bay a huge water ejection occurred (that's the from the TA, not from me !!) with steam everywhere. I got a coffee and waited for it to cool down a bit. Initially I thought the radiator had failed but refilling revealed no leaks. I could either turn around and go home, or as the car was pointing north, carry on. I chose the latter, after all they only way is forward ! A rummage in the forecourt bins provided some extra water containers giving around 15litres to carry with me. Several stops later I arrived at the rally in another cloud of steam which provided a good deal of discussion for the rest of the day. Later, before setting off for home, I went skip diving again and came out with a further 20 litres worth of water bottles for the journey which caused a certain amount of amusement to some.

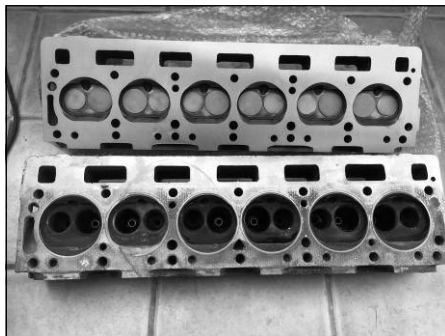
Back home a borrowed hydrocarbon tester confirmed that there were combustion gasses entering the cooling system. Upon removing the head I was amazed to see the amount of erosion that had occurred around the new exhaust valve seat in number two cylinder (see photo). The penny dropped in the realisation that the erosion was actually the cause of the problem rather than a symptom. The head had a crack or was porous at that point and cutting the new hardened seat had only exacerbated the problem once it got hot.

Now Triumph straight six heads are not quite as rare as rocking horse's 'what's it' , but pretty close. Ebay revealed a complete engine in Cumbria, but not much else of value. As luck would have it, a chance conversation reminded me





of a Triumph used-parts dealer in East Grinstead, from whom I had purchased my sump over twenty years ago. A phone call later I was in his workshop looking at two used heads, one of which had been laid up by a collector. Only trouble was these were both 2500 heads. We compared my old 2000 head, looked up numbers and specifications, and decided that although they had different numbers on them the only critical difference was that Triumph machined more off the block face during manufacture of the 2000. The 2500 engine being longer stroked to increase capacity rather than being bored out. I left, thankfully, with a realistically priced head, new guides and gaskets, taking everything back to the rebuilders for machining. Another good deal saw the new head fitted with the new seats and guides, the valves changed over, and all crack and leak tested. It was also machined to what we calculated was the original 2000 head thickness, given that my old one had already been machined twice. Assembling the engine back up again did not take long and everything was cleaned up, serviced, tested, tuned and packed up ready for this year's National Rally the following weekend. Which I must say I was looking forward to more than in recent years as the TA was running pretty well by now.



--- at that point food poisoning struck !! Doh !!

-- So here's hoping to see you next year, - at last

**Dave Woolgar**

*PS : I would like to thank the following for helping me out*

Automotive Machining Services 01444-236974

At [www.automotivemachineservices.co.uk](http://www.automotivemachineservices.co.uk)

and Geoff Unwin at Wins International 01342 327018 at [www.winsintltd.co.uk](http://www.winsintltd.co.uk)

## **A Dead Liberty :**

A taxi passenger tapped the driver on the shoulder to ask him a question. The driver screamed, lost control of the car, nearly hit a bus, went up on the foot-path, and stopped centimetres from a shop window. For a second everything went quiet in the cab, then the driver said "Look mate, don't ever do that again. You scared the daylight out of me!"

The passenger apologised and said he didn't realise that a little tap could scare him so much. The driver replied "Sorry, it's not really your fault. Today's my first day as a cab driver - I've been driving 'hearses' for the last 25 years!"



facebook

## NG Owners Group Page — One Year On

I was a reluctant Facebook sign up - everyone else seemed to be publicising their lives online and the kids were saying I was "old" and "not with it". So despite my better judgement I set up a Facebook account for myself. I quickly added my brother, my cousins, you know the usual initial list. Whilst having a tutorial from my youngest I came across a number of group pages for kit cars of various makes, vintage car pages, wood turning pages as well as University Alumni pages etc, etc- you know the score. Anyway this got me thinking - where was the NG presence?

Well there wasn't one—but it proved easy to fix! Ron Eccles fellow TA owner offered to be the first member and I set the group up with little expectation. But now one year on and here are 115 members from all over the world. Between us there are many cars covering all types of NG model and the group pretty much runs itself. Someone somewhere always has something to say

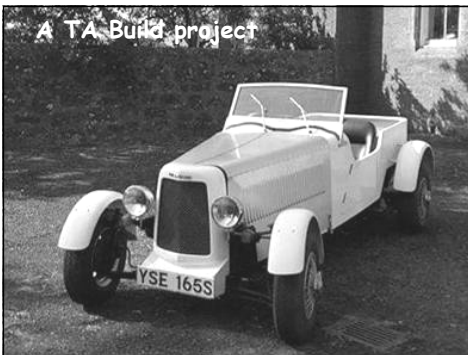


and seldom a day goes by without a post or a picture of some kind.

Sadly many **Facebook** group members are not NG Club members, although some have joined the club because of it - and we do try to promote the club on **Facebook**. Some don't have NGs but we all have one thing in common and that is a passion for our hobby and a love of sharing what we do with other like minded people. (*Don't take that the wrong way !!! — Eds*)

For those not on Facebook or those that are and have not found us yet I thought a quick update via the club magazine to give you a flavour of the posts and chat that take place might be interesting.

Firstly there are the builds and renovations, at the moment there are several cars being built, TAs mainly with a few TCs and TFs falling into the 'renovation' category. There is a lot of technical chat, with questions about clutches, carburetors, exhausts and wiring in the last month alone. Along with requests for help with hoods and which size wheels are best and what impact this has on speedo accuracy. Replies are always many and quick - group members saying wow! - how fast responses roll in!





Topics include a TA build project, a TC rear wing remodeling as part of a wider renovation and a TF clutch debate.

Then there are the trips and days out we all have, from the Goodwood Breakfast Club to rallies in other cars and with other clubs. Other days out have included amazing videos of vintage aircraft or



vintage and classic motor bikes - so we do stray into non-car topics every now and again! Such as Jaguar Drivers Club in the Swiss Alps and Vintage Aeroplane action - with a cockpit view just before take off - and there was a video of the flight too!

We also try and report cars for sale, picking up adverts on Ebay and the Car and Classic web site. This month

there have been a lot of cars advertised including several TAs and a TD. Though TFs and TCs are clearly dominant, with a good selection of V8 cars in the last few weeks. There is often debate about correct registration of cars and none more so when it comes to those for sale. If a car is not correctly registered it often fails to sell. Prices vary greatly too, well priced cars will often sell overnight whilst others are still for sale a year on. Last but not least is the general fun items, like a pie chart about the percentages of time spent on various activities in the garage which prompted many comments - some even claiming their better halves had hacked their Facebook accounts!

Then there was unfair advantage of the Italian Police with their superquick BMW (see Page 20)



So if you would like to join in the fun - please search for the NG group page on **Facebook** ([www.facebook.com/groups/NG.Owners](http://www.facebook.com/groups/NG.Owners)) and send a 'join' request. — I will be happy to sign you up.

I will then look forward to reading your contributions and looking at the pictures!

**Jeremy Evans**

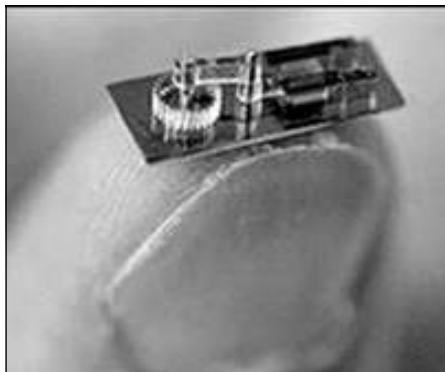


## A truly MINI-MOTOR !!

Scientists have built the smallest petrol engine, tiny enough to power a watch.

The mini-motor, which runs for two years on a single squirt of lighter fuel, is set to revolutionize world technology. It produces 700 times more energy than a conventional battery despite being less than a centimeter long (Not even half an inch!). It could be used to operate laptops and mobile phones for months doing away with the need for recharging. Experts believe it could be

phasing out batteries in such items within just six years. The engine, minute enough to be balanced on a fingertip, has been produced by engineers at the University of Birmingham. Dr Kyle Jiang, lead investigator from the Department of Mechanical Engineering, said: "We are looking at an industrial revolution happening in peoples' pockets. The breakthrough is an enormous step forward. Devices which need re-charging or new batteries are a problem but in six years may be a thing of the past.." Other applications for the engine could include medical and military uses, such as running heart pacemakers or mini reconnaissance robots. At present, charging an ordinary battery to deliver one unit of energy involves putting 2,000 units into it. The little engine, because energy is produced locally, is far more effective. One of the main problems faced by engineers who have tried to produce micro-motors in the past has been the levels of heat produced. The engines got so hot they burned themselves out and could not be re-used. The Birmingham team overcame this by using heat-resistant materials such as ceramic and silicon carbide. Professor Graham Davies, head of the university's engineering school, said: "We've brought together all the engineering disciplines, materials, chemical engineering, civil engineering, and mechanical engineering. What better place to have the second industrial revolution in nano-technology than where the first took place, in the heart of the West Midlands.



*Thank you to John Hoyle for bringing this masterly piece of British Engineering to our attention. It brings to mind a story I heard while an apprentice at British Thompson Houston, (a forerunner of AEI Ltd)*

*It goes that in the 1930s the aero engine manufacture Pratt & Whitney of USA, wanting to boast of it's engineering expertise, sent a stainless steel tube to Rolls Royce in Derby. This tube was tiny by the standards of the day, being approx 2mm overall diameter with a 1mm dia bore up the middle. It was much smaller than hyperdermic needles at the time. After giving it a little thought Rolls Royce engineers returned the tube to Pratt & Whitney with a nut and bolt through it !!!*

**True or not, I don't know — but it's a good story. — Chris**





## Otley Vintage Transport Extravaganza

Sunday 11th Sept.

Once again the NG club was well represented at this rally in the Wharfedale valley just outside the market town of Otley. We enjoyed the company of four newcomers thanks to the help of Bob Morrison



(membership sec:) who forwarded on their detail. We welcomed John Smith, Ken Smith (no relation), Ian Wells and Mel Dowson all in NG - TFs. This made a brilliant turn out of eight NGs and one MGF. Five other NGs did not make it due to holidays and a breakdown.

The day started with wall to wall sunshine which lasted all day and with a club stand next to the river Wharfe the setting was just perfect, as soon as the cars arrived



the public showed great interest in the NGs, keeping some of the owners chatting nearly all day. The rally attracts vehicles from all over Yorkshire with veterans, vintage, classics amounting in all to some 500 cars. There are also sections for military and commercial vehicles, steam engines (with organs), tractors, motorbikes, stationery engines and auto jumble. To add all this there were pipe bands, brass bands and all the fun of the fair, and of course Yorkshire

Terrier racing !!. We sat in the sun and over lunch got to know our new friends and learn about their cars. Later in the day we drove the short distance to my home and had a BBQ in the garden to finish off the 'extravaganza'. We also celebrated Eric Wood's 90th birthday (MGF owner) he drives to all the rallies that we attend (and many we don't), maybe there is hope for us younger NGers, after all it could be that being a car nut gives you a long life, it certainly gave us plenty to talk about!

**Ken Elliott**

*Well done Ken for organising this excellent NG attendance, sounds like a really good day out and here's hoping that you get even greater numbers next year (Sunday 10th Sept 2017 -- let Ken know if you are interested at [elliott1968@yahoo.com](mailto:elliott1968@yahoo.com)). - Eds*



## NGOC French Fan Club Growing

Robert and I were very pleased to welcome Yves Lecointre and his son, Guillaume to our home recently, where they were delighted to see solid proof that our much-talked about NG does actually exist (yes, but still in the garage). They travelled in Yves' beautiful TR6 and, as promised, we took them to meet Chris and Su Hore and met up again with Charlie Killick and his NG. Chris was very happy to show off 'Rocket' and



Yves and Guillaume were so 'wowed' by the car that they indicated interest in coming to next year's National Rally to see more NGs!

As they were keen to eat in a typical old English pub, we had arranged to have dinner at The Peacock in Goudhurst, where Yves and Guillaume were very impressed by the food. Yves commented that the last time he came to England, he played safe and stuck to 'Italian' food. After dinner we returned to Hailsham and planned the best scenic route for their ultimate destination, Beaulieu Motor Museum, which they never reached because of a problem with the car the next day.

However, they were very very lucky that a local mechanic not only stopped to help but established what was wrong with the car, went and found replacements for the broken studs and fixed the problem. Regrettably, because Yves was worried about something else going wrong, they caught the next ferry back to Dieppe.

Needless to say, Yves and Guillaume were very disappointed that their England trip had had to be curtailed but very happy that they had met Chris and Su,

moreover seen 'Rocket' and are hoping to see more NGs and NGers in Normandy next year

**Angela Morrison**

*PS: Please see the details about the NG Normandy Trip 2017 on Page 14 of this magazine, and please consider joining us*

*Angela*





## Where does Carbon Dioxide really come from?

**Ian Rutherford Plimer** is an Australian geologist, professor emeritus of earth sciences at the University of Melbourne, professor of mining geology at the University of Adelaide, and the director of multiple mineral exploration and mining companies.

He has published 130 scientific papers, six books and edited the *Encyclopedia of Geology*.

**So — Where Does the Carbon Dioxide Really Come From ?** — The following is claimed to be a summary of Mr Plimmers viewpoint -



***"Okay, here's the bombshell. The volcanic eruption in Iceland !!***

***Since its first spewing of volcanic ash it did, in just four days, negate every single effort everybody has made in the past five years to control CO2 emissions on our planet - that's all of you.***

Of course, you know about this evil carbon dioxide that we are trying to suppress - it is that vital chemical compound that every plant requires to live and grow and to synthesize into oxygen for us humans and all animal life.

I know.....it's very disheartening to realize that all of the carbon emission savings you have accomplished while suffering the inconvenience and expense of driving Prius hybrids, buying fabric grocery bags, sitting up till midnight to finish your kids "The Green Revolution" science project, throwing out all of your non-green cleaning supplies, using only two squares of toilet paper, putting a brick in your toilet tank reservoir, selling your SUV and speedboat, vacationing at home instead of abroad, nearly getting hit every day on your bicycle, replacing all of your 50 cent light bulbs with \$10.00 light bulbs..... well, all of those things you have done have all gone down the tubes in just four days.

The volcanic ash emitted into the Earth's atmosphere in just four days - yes, **FOUR DAYS** - by that volcano in Iceland which has totally erased every single effort you have made to reduce the evil beast, carbon dioxide. And there are around 200 active volcanoes on the planet spewing out this crud at any one time - **EVERY DAY**. I don't really want to rain on the parade too much, but I should mention that when the volcano Mt. Pinatubo erupted in the Philippines in 1991, it spewed out more greenhouse gases into the atmosphere than the entire human race had emitted in all its years on earth.

Yes, folks, Mt. Pinatubo was active for over one year - think about it.

Of course, I shouldn't spoil this 'touchy-feely tree-hugging' moment and mention the effect of solar and cosmic activity and the well-recognized 800-year global



heating and cooling cycle, which keeps happening despite our completely insignificant efforts to affect climate change.

And I do wish I had a silver lining to this volcanic ash cloud, but the fact of the matter is that the bush fire season across the western USA and Australia this year alone will negate your efforts to reduce carbon in our world for the next two to three years. And it happens every year.

Just remember that your government just tried to impose a whopping carbon tax on you, on the basis of the bogus 'human-caused' climate-change scenario.

Hey, isn't it interesting how they don't mention 'Global Warming' anymore, but just "Climate Change" - you know why?

It's because the planet has *COOLED* by 0.7 degrees in the past century and these global warming bull\*\*\*\* artists got caught with their pants down.

And, just keep in mind that you might yet be stuck with an Emissions Trading Scheme - that whopping new tax - imposed on you that will achieve absolutely nothing except make you poorer.

**It won't stop any volcanoes from erupting, that's for sure !!!**

*You may or may not think that 'Professor Plimer could not have said it better!'*

*There again there will be many who do not agree, so the debate rolls on. — Eds*

## ***So What on Earth is This ??????????***

***Can you name this strange old implement ??***

***Do you know what it is?***

***Find out on Page 50***



**— Forget health foods, at my age I need all the preservatives I can get !!!!**



## My NG story.

I had always wanted a cool classic car but family, work and mechanical incompetence had always stopped me. By chance one weekend in 2013 my wife and I ended up in the same hotel as a car club outing. Looking over Belairs and E-types I thought, sod it, the kids are gone, the house is paid for and I want to be Ed China. I knew from TV that with the right tools you can get yourself a spotless, cheap, classic in under an hour but since my finest moment had so far been changing the wipers on my wife's SEAT I reckoned that anything that needed welding was not for me. That eliminated just about everything. There were however a couple of kit cars - this seemed better. fibreglass body, available parts and no danger of butchering a classic. Research began and this turned up a few possibilities. The NG-TF looked good but an old MGB would be needed to build it - not really cricket - and indeed a local seller of a rusty old MGB underlined his ad as 'not being sold for parts'. I finally decided that a BMW based Falcon was the best option but while trawling Gumtree for a donor up popped "NG-TF for sale, dismantled but 95% complete, should MOT". Was this fate ??, first choice of car, cheap, I could still build it, no IVA and no dead MG needed. Inspection was difficult because it was truly dismantled and piled into the corner of a dark barn on a wet November night but everything important seemed to be there, despite 13 years as a dog kennel. Three trailer loads and two bucketfuls later, plus a new set of B&Q spanners and I was ready to go !!

A search was started for replacements for the parts that had not weathered well but MG sites turned up little that looked familiar. Eventually the penny dropped that an MG rocker cover does not always mean an MG engine and they really did put wire wheels on Marinas!

I then started what turned out to be the best part of the whole project - actually getting the parts. Being completely ignorant meant that I spent a lot of time talking to a lot of people who went out of their way to help. Even those who

obviously thought there should be a special place in hell for morons with power tools. Thanks to Jeremy Clarkson 'Marina buffs' are especially helpful to anyone showing any interest. A few incidents stand out. One rear spring was held together with wire ! and I decided to replace it





(they are supposed to be done in pairs - I know that now !). The internet was unhelpful and specialists were talking about £300 plus postage. Local research lead me to a back alley piled with rusty springs. "Can you fix this for me ?" I asked. "Mmm" he said - "this has got Morris Minor bits in it - needs a new leaf to bring it back to the original spec. I'll need 15minutes and £15 ". Ten minutes later my now pristine spring was ready. "By the way" he said, "I've also got a brand new one that's been here for 25 years - £25 if you want it" . Result !!

Next was the cracked windscreen. Googling NG-TF windscreens brought up Autoglass. There followed - " It's a what?" - "What's that?" - "Are you sure?" - " No we don't do anything like that". National Windscreens followed. "It's a what?" - "What?" - "Are you sure?" - "Are you in a rush for this?" - "No" I replied, - "good he said because it won't be ready until tomorrow" !! Another Result !

The odd looking heater matrix was clearly knackered but where was it from? Down a different alley, Old Hugh looked at it - "it's from a Mark 1 Mini but it's been modified. They only used them for a couple of years because they were crap and rusted like hell - just like yours has. I've got a new copper one here- I'll sort it so you don't have to change your fittings - £30 all in, come back after lunch. " Result No.3 !

Progress was always going to be slow because I had to store the car 60 miles from where I lived and could only get to it at weekends. The first winter was spent basically cleaning and refurbishing parts - radiator, petrol tank, lights etc. The gearbox



was taken to a specialist who pronounced it sound while the engine went to an MG garage who rebuilt it with an unleaded head. Unfortunately they also fitted an MG clutch assembly together with a worn clutch fork - later I was in despair trying to figure out why it wouldn't work!! My thanks to NGer Chris Willetts for his help and a copy of the original build manual ( - in which it said 'We expect construction to take 6 -7 weeks' - not in my world !). Another low point was the whole weekend spent

getting off a jammed wire wheel. Having gone through industrial penetrating oil, blow torch and pulleys I resorted to a sledge hammer to get it off. A stud holding the splined hub then had to be cut off. Miraculously when scrubbed and oiled it all went back together again.

I decided that this was not the car to learn to paint on especially since there was a small paint shop 400 yards from my garage (Portstewart, North Antrim coast) - so I called in. "Could you paint a fibreglass body?" - "Yes - we specialise in fibreglass"



-"How many have you done then?" - "Well there was the TVR we did for Top Gear - do you want the metallic finish on the chassis? and since you will be going to shows what about Porsche laquer ?" I explained that a standard paint job was fine but in the event the result was outstanding, so much so that I decided to store the panels in the spare bedroom, much to my 'assistant mechanics' displeasure !!

Having overcome major grief with the steering column - (with thanks to NG Member Paul Bennett for the pictures showing what I was doing wrong) - I decided to reward myself by trying to start the engine. Apart from a faulty fuel pump, leaking carburettor, jammed starter motor, misconnected plug lead and corroded points it ran at the 'first' attempt. YESSSS - IT LIVES! Naturally none of the body panels fitted or lined up !! - the reason for the 'odd springs' became apparent since the bodywork was now fouling the new one. I lived in fear that the painter would drop by and spot the scratches I had made.

Somewhere around this time the pile of parts suddenly started looking like a car, but my joy was short lived. An electrician brought in to advise on the numerous electrical failures took a dislike to the steering column. Mutterings on about MOT failures, however he eventually came round and after replacing most of the wiring, lights, horn, alternator, rev counter, sender unit and starter motor the electrics were sorted !

Next was the interior and it became apparent that the car was not designed with a six foot two driver (that's me) in mind. The back seat went and the seat belt mountings moved to allow enough room. The interior was slowly but beautifully re-fitted by a team of Polish upholsterers - language was a problem but apparently the holdup was actually due to Customs and Excise confiscating their Polish glue, on the grounds of toxicity !!! There was also a glitch with the trim which was done in red (the colour of the old bits supplied as a template) instead of blue - the new colour. The end now looked in sight - but no such luck! The new glove box had to be drilled out and windscreen removed to refit the rear-view mirror, a door decided to misbehave now that the hinges were inaccessible behind new upholstery and the torsion bar adjusters scraped the floor every time I tried to get the car out of the garage !! A local boat builder did a great job on a new hood (hint - in Ireland "I'll phone when it's ready" means don't expect it anytime soon !). A few further odds and ends and it was off to the MOT centre.

**Failed !!** Emissions too high - potentially a complete disaster.

Into a local garage who for a modest fee managed to reduce the carbon monoxide from 1500 to 42 ppm.

— **Passed ! Hoorah !**





The whole project took two and a half years. Would I do it again? Yes - definitely, especially since I could probably now do it in half the time. So what's next? Hopefully get out on the road and go to a few meetings with just the small matter of water trickling down the engine block, the jamming starting motor, the non - functioning speedo ----. So watch this space

**Kevin**

**Milligan** -- NG1 536(Belfast)

***Congratulations to Kevin,  
and probably due commiserations to his  
wife Norma (all NG ladies will have a  
pretty good idea what she has been  
through in the process !!)  
We certainly hope to meet them at a NG  
event or two in due course — Eds***



### ***The Item on Page 46 - What is it ??***

**It's a Tobacco Smoke Enema Kit (1750s - 1810s).**

The tobacco enema was used to infuse tobacco smoke into a patient's rectum for various medical purposes, but primarily the resuscitation of drowning victims.

A rectal tube inserted into the anus was connected to a fumigator and bellows that forced the smoke into the rectum. The absorption of the nicotine and the warmth of the smoke was thought to promote heart activity and respiration.

Doubts about the effectiveness of tobacco smoke enemas led to the popular phrase 'blowing smoke up your ass'. Today implying that you are being insincerely flattered to boost your ego.

As you are most likely aware, this odd tool is still heavily used by all levels of government today.

**" Thought you would enjoy this educational moment " — John Hoyle**





## : Sales & Wants :

Unlimited advertising is free to members but Ads may be removed after 2 issues unless we are 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 us by post or email. Eds

### For Sale



NG TF  
Regn. HRV 749N

- Part built by owner, finished professionally
- First registered about the year 2000
- 4,000 miles
- MGB running gear
- Electronic ignition
- Disc brakes
- Hood (never used) and tonneau
- Always garaged
- Never been driven in wet weather

**NOW SOLD**

Price : £6000 ono

Contact : Richard at [rrmason@outlook.com](mailto:rrmason@outlook.com) or 07932 636 483

### MGB Bits for Sale

I have access to virtually a complete MGB (late chrome bumper) for spares including engine and o/d gearbox at very reasonable prices as space is needed.

Give me a call for further info.

Contact : **Steve Tyler**, Pickering, Yorks : 01751-476307 : [steve-62@talktalk.net](mailto:steve-62@talktalk.net)



## **NG-TF**

**Regn: MTU12L**

I am reluctantly selling my **NG TF** which I have owned for 10 years. During which time I have looked after the car with only a brief spell when it was off the road (SORN). Nice runner, original MGB Roadster engine and starts every time. It has had a replacement stainless exhaust during my tenure and new battery. The car has always been garaged . MGB first registered in 1972 and NG converted in the 1980s. (More Photos on the Club Website)



**Price : £5,500 ono**

**Contact : Alex Bond 07841-433959**

**Oxford / Aylesbury. Area**

## **FREE Bits and Pieces !!!!**

**FREE TO FIRST CALLER WHO WILL TAKE THE LOT**

**( No picking and choosing individual bits please )**

**HELP WANTED** - After accumulating 20yrs of NG bits and pieces I thought it about time I had a clear out. There are 6 medium sized box's of NG related parts , below listed are only a selection of some of the items .

12v HT coil, 12v bulb set, S/S hand brake and gear stick bezels  
2 door locks , 12v elect SU fuel pump , Rocker cover, Badge bar for TF  
Drum brake shoes + pads for disc brakes , Marina front shock absorber  
Marina engine mounts , a Number of gaskets , SU carburettor spares  
Ignition spares and many other parts to many to list

### **BOOKS**

Marina Garage Repair operation Manual , Laycock J Type overdrive Manual  
Build manual for TF and TF improvements manual  
Haynes MGB Manual

**Eric Fosbeary , Medway, Chatham 01634 861608 ( 2 mins off the M2 )**



## NG-TF Regn. — HWE 800J

This NG TF Roadster is reluctantly for sale and has only done 300 miles since its build i.e. it hasn't even been run in.

The NG TF Roadster was conceived by Nigel Green hence the NG logo and we believe the body was inspired by the 1933 Aston Martin Le Mans.

This car was built professionally and the paint work over the aluminium and fibreglass body is spectacular, the paint is Ferrari Rosso Red Code 183F. It looks superb and the paint is easily available should a touch up ever be needed, heaven forbid. The hood, side screens and upholstery were done by hand by the best car upholsterers I know and the screen was hand made best quality chrome on solid brass. The seats are leather and very comfortable and hand made for this car. I have all the receipts for all the work which took 4 years to build. The parts for the build exceeded a total of £15,000 and I lost count of the total build cost but it was over £20,000. It has an overdrive gearbox, stainless steel exhaust system and its two concessions to modern motoring are that it has a heater and power assisted brakes which is no mean feat to fit under this 1930s type bonnet!

As far as I know this is the only NG-TF Roadster for sale which was professionally built and is for all intents and purposes new, having only done 300 miles since its build. My wife and I planned to tour Holland and France in this car but my wife had an accident at work and had major spinal surgery so I am reluctantly having to selling the car.

The car is correctly registered on the V5 as a 'NG TF Roadster', as a historic vehicle of 1971 and is of course road tax free.

**Price : £6995.00** for a quick sale.

**Contact : Paul** 075-0680-1829. (Stoke-On-Trent).



Light travels faster than sound.

That is why some people appear bright — until you hear them speak !!  
(Dave Woolgar)



## NG - TC :: 'Volcano' Reg. No. WHJ 471M

Boat Tail style, MGB donor  
Colour Red, beige seats

Professionally built 1997/97  
SVA and 1st Regn 1st Sept '98

MGB 1800 engine, 4speed gearbox  
with Overdrive



Recently recommissioned with Service and MOT- March '16  
Complete with Black Hood and Tonneau  
Low mileage, 1500 since build. Dry garaged

**Price : £8500** (or near offer)

**Contact : Del Collar** (Wokingham area)  
Email to [derekcollar@yahoo.co.uk](mailto:derekcollar@yahoo.co.uk)  
Or Phone 0775-969-7498

## NG —TA, Regn. 440 UDE

1980'S Build based on 1963 MGB  
1800cc Twin Carb  
4speed Gearbox with Overdrive  
Chassis perfect  
All Running Gear perfect, with all braided hoses.  
Rebuild Engine and Gearbox  
New Batteries (2 x 6v), Wire Wheels  
Recently completed a £2000 Respray (Ferrari  
Burgundy Red)

Beige interior, Complete with Wet weather gear and tonneau  
Lack of space forces sale

**Price : £5,900 ono**

**Contact : David Thompson** (Bucks) - [david@dtsurveyors.com](mailto:david@dtsurveyors.com)



Growing old is mandatory; growing up is optional.

Wisdom comes with age, but it's a lousy beautician.  
(Dave Woolgar)



## For Sale

**NG - TD Regn. LOX 518F**

MGB based with 1800cc engine  
4speed Gearbox with Overdrive  
Colour White, Interior Black,  
Wire wheels.

1982 build approx

Needs substantial refurbishment

Registered as MGB,

Ex NG Cars (Nick Green) demonstrator

Not taxed or MOT'd (not on the road since 2003)

Current location Kidderminster

Photo is recent and shows current condition

**£ Offers invited**, quick sale desired

**Contact : Nick Robinson** (for Ian Robinson)

Kingston, HR5 3BL

01544-230644 or 07769 556469



## Heavy Duty Instant Garage

- Grey 3 x 4.6 x 2.4m (10' x 15' x 8')

This heavy duty instant garage has been used for my NG over winter whilst the daily use car is in the garage. It has a triple layer, water-proof, extra tough woven polyethylene fabric cover with a bright white interior which provides optimum light inside the garage.

It has ratchet tight cover tensioning to ensure a drum tight cover & door panel and heavy duty powder coated steel tubing which

has very slight surface rust on a couple of bar fittings where they join. The frame is easily assembled with slip-fit connections and has cross rails for continuous cover tightening. It is assembled using bolt together brackets.

Dimensions (LxWxH): 4.6 x 3 x 2.4m (15' x 10' x 8') It weights 48kg so could only be collected (from Burgess Hill) and not sent by courier. I still have the assembly instructions.

**Price : £100**

**Contact : Kevin Sutton** — [Kevin.sutton@gmail.com](mailto:Kevin.sutton@gmail.com) :: 07732657371





## NG -TF V8

Built 1985.

Rover 3.5litre V8 with Holley Carb & lightly tweaked cam.

Rover 5 speed box. MGC back axle.

Professionally re upholstered seats.

Tonneau only,  
(but has

hood frame).

Front tyres, starter motor, front flexible brake lines all new this year

Tax exempt, properly registered, will come with full MOT. Very nice drive, obviously sounds brilliant ! and is very quick if you wish !!

Contact : **Dave Fairbairn** Mobile 07858 348862



**NOW SOLD**

## WANTED

### WANTED ::: NG-TF V8

By New Member **John Shepherd**

07976—555737 ::: johnshepherd7@sky.com

### Tonneau cover wanted for NG TF

A good one would be marvellous, but even a decomposing one suitable for a pattern would be acceptable. Hood bag, preferably black and in good condition. However anything to use for a pattern is fine.

**Contact : Richard Fox**

07968 599882 ::: 01432 353235

canod@gmail.com

**Find us on facebook**



<https://www.facebook.com/groups/NG.Owners/>

This is a 'closed' Group, but it is easy to join and Jeremy Evans, the Group Mediator , will be happy to sign you up.

## Club Products & Regalia - available from Mark Staley

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

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

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



Sweatshirt (navy, dark green) L, XL

£14 + £2.50 p&p\*

Polo Shirt (red, black, navy, white) M, L, XL

£10 + £2.00 p&p\*

Baseball Cap (navy)

£8 + £1.50 p&p\*

Beanie (navy)

£7 + £1.50 p&p\*

\*p&p charge up to a maximum of £6.00 per order

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

### Club Literature :

The following items of club literature are available as PDF files to download from the NGOC website at [www.ngownersclub.org.uk/srticles.htm](http://www.ngownersclub.org.uk/srticles.htm) . Alternatively send £1.50 per printed copy to The Editors (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 The Editors for further details.

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**Peter Clarke — 1931 to 2016**  
**NG Chairman for 22 years**



***the NG Owners Club magazine***

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