

*Changi***NG***ear*

Summer 2017



*John Watson with BOW at the Wallingford Rally with
Richard Kiank, Paul Bennett's friend and neighbour*

the NG Owners Club magazine

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Findhorn Cars Limited

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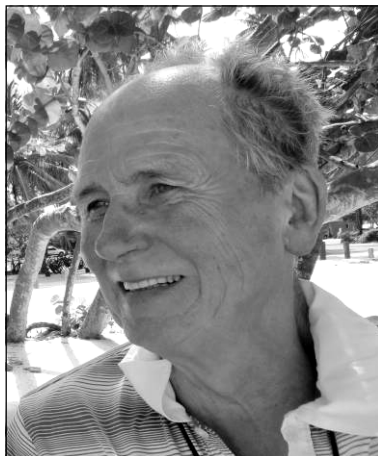
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Findhorn Cars holds an extensive stock of parts for NG TC, NG TD & NG TF, including SVA & pre-SVA hoods, carpets, dashboards & windscreens (to order), chassis, & 101 miscellaneous parts. Widened TF bodies with doors also available.



Chairman's Letter

WOW !! - what a fantastic start to the summer, lots of sunshine and many NG attended events, reports of which are spread throughout the magazine. It has become apparent that some events are attracting NG owners that are not club members, so if you meet up with any of them please encourage these owners to think about joining our club. We have 200+ members but there are 1000+ NG's out there somewhere.



I would like to make special mention of our National Rally at Stratford which was very well attended and enjoyed by all. My thanks to all of you that came along, whether it was for the whole weekend or just one of the days, for making it a great event. It appeared that you thoroughly enjoyed the socialising and meeting up with old friends, as well as the organised activities. Also a very big thank you to the people who made this happen, namely John W, Teresa G, Alan G, Mary C, & Barbara H. There was one very special absentee this year, Eddie (Paul & Donna Grays grandson) who had been promised that he would be in charge of the bingo this year. Unfortunately he woke up with Chicken Pox the day that the family were all set to leave for the weekend with their caravan. Eddie, I can assure you that next year we need you to keep our new bingo caller, a certain Mr John Watson, under control...!!

There are still further planned events for the rest of the year, so take a look and see what takes your fancy. Barbara and I called in at the Dogmersfield Fete (in the tin top) on our way to Wales. It was an extremely wet day, and I doubted that there would be any NG's there. However two turned up, one without a hood - I leave you with that thought.

Let us hope that we end up with some more fine weather to get out and enjoy our NG motoring.

Best wishes — John Hoyle



Editorial

As usual having waited for what seemed like ages for Summer to arrive it then threatens to pass in an instant. We made good use of early Summer with outings in short order for Drive-It-Day, Stoneleigh, Wallingford and Valence Hill Climb.

Wallingford was a great weekend, apart from an awful journey getting there. A section of the M3 was closed for bridge maintenance so all the motorway traffic was diverted onto local roads. You can imagine the 'gridlock' !! On the Basingstoke Bypass we did four miles in a little over an hour !! And overall it took us six hours to do the 150 odd miles to Abingdon. But it was worth it once we arrived, a lovely evening out with other NGers and a great parade through the town on Sunday, with such an enthusiastic turnout of spectators.

But the Valence outing was unfortunately as spectators only as Rocket was 'in hospital' for a rebuilding of gearbox. And thus an ensuing absence of NGing for a week or two, but happily back in action for the NG Rally. And a great Rally it was this year, an excellent attendance of cars and friends, both old and new, and some decent weather. So many thanks are due to John Watson and the Hoyles for organising, to Alan Goodbun for the Driving Games, and a toast of course to the 'caterers'.

We had barely time to unpack etc before we were repacking and off again for the NGER's trip to Normandy. This was kindly organised by Angela (Morrison) and so many of her friends in the area made us so very welcome. And the weather was really excellent. More details of this outing will be in the Autumn issue.

And then there was Dogmersfield Fete ! - Well !! The weather certainly turned the tables on us that day and truly 'p*****d' on the parade. Such a shame for all the hard work that had been put in to the preparation. And the Basingstoke Bypass was our Nemesis yet again with nose-to-tail traffic on the way there. But at least Rocket exhibited none of the drastic overheating problems that we had in the same place in 2012.

Continued on Page 5 >>>





Events Sectarary's Notes

Well done you all !

Another really positive quarter for NG events and outings. Of course in the early part the weather gave us all the opportunity to get our hoods down (well those lucky enough to have hoods) and soak up the country roads and the sunshine. Beginning with the Wallingford event, what a brilliant weekend, wonderful weather, importantly also great company and 13 NG's!. The atmosphere on the day's cruise through Wallingford town with the streets lined with enthusiastic waving people, so uplifting! I will leave Paul Bennett the organiser and separately Jeff Yardley to describe in detail the day. Rest assured, it



WILL be in next year's NG event calendar.

The Valence Hillclimb was attended by a number of NGs, although I'd booked to go, unfortunately personal reasons had decided otherwise...but next year for sure. The first Sunday in June saw 6 NG's travelling from Brooklands to Brighton on the Kit Car and Sports Car rally. A perfect day with a mid morning stop off at the Rural Life Centre, (Tilford near Guildford) for cakes and beverages along with a mooch around the centre and the bonus of a boot sale where for just £10 I bought an almost new visor'ed crash helmet. Then still in glorious sunshine our final destination at the famous people lined Madeira Drive. As a special treat we headed for a rather good £20 per head 3 course lunch complete with an uninterrupted view of Brighton Beach just 400 metres west of the pier. The Jurys Inn.... highly recommended.

Then there was The National Rally , which I cover separately (See Page 20)

And there have been other events taking place of course including the NGER's trip to Normandy which I gather was a great success, but we'll leave Angela and others to report on the various elements of this (in English) in the Autumn edition (for reasons of space)



Then thanks to Paul Bennett, — 9th July saw the monthly meet at the Teapot Tea Rooms which proved to be a very enjoyable and interesting event. I took my additional and new love there, Bob and Manda's NG-TF V8, (CPL596H) hereafter to be called '*Clipper*' (with their agreement I should add). But the real story to this trip drenched in sunshine was the exposure of Paul B's OCD! (of which more some other time) And a chance meeting of a family in a very impressive 4 seater Morgan, whom we invited to line up with us. It turned out that it's owner had been at school with Paul some 40 years ago, that has to be a coincidence of a life time. Why not join us next time.

There are a number of local events that have and will take place during the next few months, look out for notification. It just leaves me to say a very big thank you to all those that have supported us in the many events so far. Happy motoring or building, until next time.

Continued from Page 2 >>>

So then we have a few weeks break, time to get the Summer Edition of ChangiNGear edited and printed, before we need to get packed once again

for our NGer's trip to Ireland—to which we are looking forward to immensely. There are still a few places for any of you who may be tempted, - see Page 11. A report of our escapade will also be include in the Autumn issue.

Hopefully you will find this edition of ChangiNGear to be interesting and entertaining. We include of course the Rally Report, and details of Wallingford, and Graham Bull has again regaled us with his exploits, though with 'Sisyphus' on the sidelines.

— So please read and enjoy

Chris and Su

PS: and please don't forget that we are always needing 'INPUT'

- from the dearth of contributions received recently we might be forgiven for thinking that most of your NGs never see the light of day!



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 :

Brian Fisk (1616)

Wayside, Hollow Road,, Banbury, Oxon,

Mike Morcher (1617)

Stalham, Norwich, Norfolk,

Dave Keen (1618)

Blechingdon, Oxford, Oxon,

Andrew Gale (1619)

Hordle, Nr. Lymington, Hants,

John Brokenshire (1620)

Deanshill, Stafford, Staffs,

ChangiNGear welcomes these new Members and hopes that they will get out and about during the year and meet many others NGers.

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

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.



40th Anniversary NG Cars—2019

Nick Green produced the first NG in 1979

So the Club Committee is looking to celebrate the 40th Anniversary and to make 2019 a Special Year, not just at the Rally.

The Committee would like to hear from you with ideas for events and activities at both Local and National level.

You may feel that 2019 is a long way off, but some things can take quite a lot of organising and an early start will give us the opportunity to do a 'test run' or two in 2018 in readiness for the main event

Please let me have all your ideas ASAP

Thank you — John 'D' Watson

Phone : 07951-466206 or Email : johnd_watson@yahoo.co.uk

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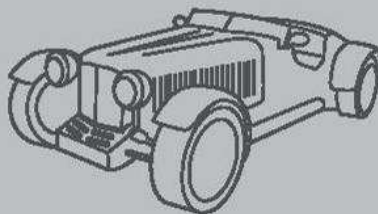
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Picture the Scene :

A young lady walking across a Zebra Crossing while a Taxi waits for her to cross.

A practical example of how the human mind works can be had by an analysis of how different people think about this 'picture'

For young men, it's a picture of a lady with a nice behind, but only the most observant will notice that she is crossing a street. For older men, she appears to be a respectable woman, with a nice behind, on her way to work.

Wiser men will ponder the presence of mind of the photographer to take the shot in the face of such elegance and be grateful that they shared it with humanity.

For half of the women, this is an ordinary woman who should not have left home dressed that way. The other half will think she is a slut but wonder where she bought that blouse. While wiser women will imagine the misery that this woman's behind will cause her by the time she reaches 50.



But only children, the extremely intelligent and the celibate will notice that the taxi is actually being driven by a dog !!

NG Club Committee Meeting

The next Committee meeting is scheduled for Saturday 7th October

If anybody has any 'topics' which they think merit discussion would they contact me in good time, so as to be added to the agenda.

Thank you — John Hoyle

Phone : 0208-393-2555 or Email : john@hoyle-engineering.co.uk



Your Article or Witticism would
have fitted here nicely
—but we never received it
—Sorry !! Eds

Federation of Historic Vehicle Clubs

NEW CONTACT details since 30 June '17

Emma Balaam— Secretary,
Federation of British Historic Vehicle Clubs Ltd
PO Box 295, Upminster, Essex, RM14 9DG.
Tel: 01708 223111 Email: secretary@fbhvc.co.uk





EVENTS CALENDAR

Date 2017	Event -- What, Where	Who **
11to13 Aug	Old Timers Grand Prix Nurburgring, Germany	John Watson
8-10 Sept	Goodwood Revival	
10 Sept	Otley Vintage Extravaganza Otley, West Yorks	Ken Elliott
10to16 Sept	NG Trip to Ireland Waterford & Ring of Kerry (see page 16)	Jeremy Evans
12th Sept	Brooklands Natter	John Watson
17-Sept (TBC)	Lamerton Country Fair, South Devon	
17-18 Sept	Selkirk Classic Car Show and Rally	
22to24 Sept	UK Kit Car Club (RHOCar) End of Season Bash at Weston-on-Trent DE27 2BU	John Watson
10 October	Brooklands Natter	John Watson
14 November	Brooklands Natter	John Watson
3-Dec	NGOC SouthEast Christmas Lunch Reigate Manor Hotel, RH2 9PF	Sue Boulton

2018

23/24th June (TBC)	NG Annual Rally at Stratford	John Watson
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OTHER CALENDAR EVENTS :

If there are other local car events occurring near you which you think other NGers would like, and which should be promoted, then please contact me with the details.

Thank You — John D Watson (contact details opposite >>)



MONTHLY NATTER

12th September	General Knowledge and Motoring Quiz
10th October	The 14th Anniversary of The Brooklands Natter
14th November	Remembrance Natter and Noggin
12th December	Enthusiast of the Year Awards, Gentlemen and Ladies Competitions, Hot Sausages Rolls and Mince Pies, with Chris Bass on Piano.

Meets in The Brooklands Club Bar at The Brooklands Museum, Weybridge
(use the Campbell Gate Entrance, off Brooklands Road — KT13 OQN)

These events may be subject to change

Please check with Danny Bryne, Brooklands Club, 01932-829814
or NG Owners Club — John Hoyle, 0208-393-2555, or John Watson 07952-466206

NGers to Ireland :

10th to 16th September

Places Still Available

We are seven NGs booked on this trip, with twelve people.

We are doing a Fishguard, Rosslare, Waterford, Killarney, Ring of

Kerry, Waterford, Rosslare, Fishguard — round trip.

There are currently still three car places left, ***so act quickly if you want to come.***

Price is £699 per head, based on two persons sharing a car and a room.

Further details were given in the previous editions of ChangiNGear,

Jeremy Evans

(ngmrtoad@gmail.com)





!! Make a Note in your Diary !!

NGOC Christmas Lunch

Sunday 3rd December 2017

Best Western — Reigate Manor Hotel

Reigate Hill, Reigate RH2 9PF.

(on the A217 only 1 mile from junction 8 on the M25)

Meet in 'The Study' Bar 12am

followed by lunch in The Garden Room at 1pm

Bookings and payment will be taken from September as usual

£25.00 per person

Contact : Sue Boulton

Phone : 0208-949-1065

rayboulton744@btinternet.com

The Menu

Carrot and sweet potato soup, coriander oil, croutons

Coarse chicken and pork pate, crusty bread, fruit chutney

Traditional smoked salmon, lemon, capers, toasted rye bread

Roast turkey with all the trimmings

Slow cooked pork belly, apple puree, cider sauce

Pan fried fillet of salmon, sauce vierge

Roasted vegetable and goats cheese filo tart, balsamic cherry tomatoes.

All main courses served with roast potatoes and seasonal vegetables

Christmas pudding with brandy sauce

Apple and blackberry crumble tart, cinnamon ice cream

Chocolate fudge brownie, chantilly cream, raspberry compote



NGers to Germany - September 2018

Whose up for this ???

Sparked by the current year's Ireland trip I was on the lookout for a possible option for September 2018. On Facebook there are lots of pictures posted from around Europe and Hubert Regenscheit posted some pictures of his lovely TF in the mountains within an easy drive from his home.

See his Facebook Video at www.facebook.com/gassenpfleger/videos/1313266282114234/

Following a number of comments on the post, Hubert mentioned that he had a guesthouse near the north east shores of Lake Konstanz in a small town called Uberlingen in southern Germany, within a short distance of Friedrichshafen, and close to the Switzerland and Austria borders



The guesthouse has four double rooms but if we go over capacity I will search out other 'top-up' hotels/guesthouses in the area or look at other options depending on what people are looking for. The guesthouse website is

<http://www.gassenpfleger.de>

Some logistics:

Uberlingen is 500 miles from Calais - taking N and D roads mainly in France I would expect this to take two days

with a stop over around Metz. Alternative options for routes down are being talked about but this seems the best option. We will be avoiding autoroutes.

From Uberlingen Switzerland and Austria are within an hour, and places like the Stelvio are around 4 hrs away.

The Plan :

I would anticipate the trip comprising:

Day 1 - Early Ferry or Tunnel - Dover to Calais, drive to Metz area for an overnight stop (250 miles)





Future Events

ChangiNGear - Summer 2017

Day 2 - drive Metz to Uberlingen (250 miles)

Day 3-5 - free days to explore the area. Some adventures will be planned, including perhaps a day to the Stelvio Pass- which will be a long day of around 300 miles.

Day 6 - drive from Uberlingen to Metz stay overnight (250 miles)

Day 7 - drive from Metz to Calais for an early evening Ferry or Tunnel to Dover (250 miles)

We could extend the trip by staying in Uberlingen longer, or by taking different routes on the way there and/or back.

If you are concerned about the distance/reliability Hubert has a mechanic about 10km from the guest-house who will be happy to help out - assuming that we can't solve the

problem ourselves of course. However it would be advisable to ensure that you have appropriate breakdown cover for the trip just in case.

I am seeking early expressions of interest in the trip - so as to get an idea of numbers. Once I have some names we can start to plan the trip in more detail and work out an estimate of costs etc - I would expect that it will be a similar price to the Ireland trip which is approx £1400 plus petrol per car (2 people)

Please let me know if you are interested at ngmrtoad@gmail.com

It promises to be a really fun trip - not to be missed !!!

I'll set up an email list to keep everyone in the loop as well as posting on the NG Facebook pages.

I spoke to a number of people at the summer rally who were keen to participate, would you also re-affirm your interest please.

So I look forward to hearing from you

Jeremy Evans





News Snippets from — and other sources

facebook

David Keen : 16 May
— *What have I done ????????*

Ok so it's not an NG , but was cheep and hungry for a new project and the kids want to help (LOL)
- think most bits are there bar seats



Peter Wilmot :: 21 May
First time out of the garage this year. New boot rack fitted. Rebuilt carbs and misfire cured but still won't idle below about 1200rpm with stop screws (and choke screws) backed right off with fresh air below them and cable slack — Puzzled ??

Toby Tyler :: 21May
Jorvik run attended by 3 NGs
Great weather Great scenery and £2500 raised for the Yorkshire Air Ambulance



Michael Alborghetti (NGer 1609)

Recently I purchased an incomplete NG-TF with a stainless steel chassis. One of only two ever made.

This car was at one time registered for the road, but now has no log book or registration.

Does anybody have and knowledge or memory of this car that they could pass on to me - Please --- 07593 424385



Congratulations to **Andrew Clements** for getting his TA passed through IVA . Wonder what 'hoops' he had to leap through to achieve that !!



Steven Charlesworth

28 May — Polish Polish and polish again, and still no trophy, you can't win them all
1 June — Just got back from a trip out in the sun, and its developed the dreaded axle clunk, has anyone had to change the thrust washers ?, Ive heard its quite easy, but you have to pull out one half shaft.

Oils drained and cover off, no phenolic washers left, rattles a good one, So that's this weekends job sorted, luckily MOSS MGB is just 4 miles away for parts tomorrow



Mike Heath

Out in the Henley on Sunday on the Lindholme Classic Tour organised by Lindholme Motor Sports Club. My grandson did a terrific job of navigating us through some of the quieter roads of North Lincolnshire



Did you know that the word CHEVROLET is an acronym?

Can-Hear-Every-Valve-Rattling-on-Long-Extended-Trips



Joel Sallic - Maulette, France

As per my understanding, this beautiful 1971 NG TF, bought from car trader in 2016, is the former car of your former NG member Paul John Keeble

I would be glad to congratulate and warmly thank him for the good job he performed on building 'Gladys'



Ken Smith :: 1st June

Have had a points failure so thought time to fit contactless system

Oh dear !! nothing is as simple as anyone tells you.

Basic set purchased (Stealth Accu Spark) It showed how to fit - 'easy peasey' - BUT NOTHING! double checked (did not touch ballast resistor.) After a couple of attempts gave up. old points back in OK.

Mechanic at Bawtry very helpful and changed for a new Accu Spark unit in case of fault with previous part.



Have not fitted as yet—car running ok on old system (so sleeping dogs. Eh ? Eds)

Also was not informed that my tachometer would not work with Accu unit and would need an electric gauge. But the old gauge by the way is now not functioning, either ! May be the old saying if it's not broken don't touch it !!

Have any other Members come up against this problem ?

Email : fingers.kr@hotmail.com



Congratulations !!

To **Val and Steve Tyler** on becoming GrandParents, for the first time.
- and to Toby for becoming an Uncle

Our only regrets that the momentous event kept them all away from the Annual Rally this year this year.



News from John Hoyle

Bill Davenport's NG is now owned by his wife Nicky, and she and his son are hoping to carry on using it. We hope to have news of their activities in due course

Regret to advise that Charlie Jagger (0146) died in March.

His wife, Diana, now owns the NG. It will be used by her and her two (adult) children. Charlie built his NG back in the 80s before he and Diana were married and it had been a part of their life ever since.

Diana wants to become involved in the club. Unfortunately they are away at a family wedding the weekend of the Rally otherwise they would have been there. We look forward to seeing them on another occasion.

The Amazing Flydini

Steve Martin on the Johnny Carson Show

If one days you are feeling a bit down and need a damn good laugh to lift the spirits. Then try this on for Size

<https://www.youtube.com/watch?v=s9xKU8eYCFk>



News Snippets continued

Erwin Verburgt : 10 July

Hi Everyone

Yesterday I joined the NG Facebook Group.

I am from Holland and for 3 months the proud owner of this NG-TC. (MGB based) It was stored for 5 years in a garage and has not been running since.



Paul Bennett : 14 July

We had a successful day last Sunday with 4 NGs showing up to the Teapot Tea Rooms.

I am trying to make this a regular venue through the summer as there are some nice scenic roads to get there and the



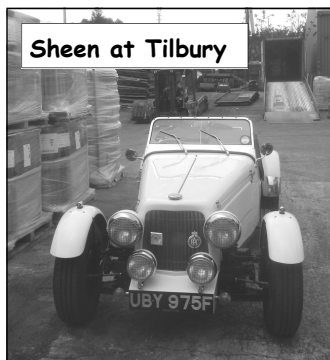
Whitehorse monument is about half a mile away. It has amused a couple of us that generally four cars turn up but a different mix every month. I am planning the next meet up for the 13th August (where has the year gone). It would be really nice to get more than four cars there so please put it in your diaries. Check the venue :-

www.facebook.com/search/str/teapot+tea+rooms/keywords_top

Ian Clark :: 26 July

'Sheen' is in New York, cleared customs and waiting to be released from the container. The cost of this procedure is quite alarming. I expect white gloves treatment but I think I'll get Union Dock workers instead !

It is not terribly expensive to have Sheen delivered to Boston on a flat-bed which will save me some planning





National Rally Report

The 'Riverside', Stratford upon Avon venue once again proved to be the right location. With attendance at an impressive level, we really are on a roll. Some 36 NGs graced the Rally Weekend, and a further 9 owners of part builds or sick vehicles still came along in support. Those that visited Stoneleigh Kit Car Show will be delighted to read that at the National Rally tent pegs accompanied the club's tent - thanks to John and Barbara Hoyle. My only responsibility was to bring along the two club featherbanners... Oops! I promise to do so next year - honest... it was a genuine oversight.

As usual on the Friday evening the club provided a very comprehensive buffet. After which we held a quiz for those early comers. It all went hilariously well even though the official answer to the question 'How many Counties are there in the UK' ignored the fact that the UK was made up of other countries beyond England! Oh well, the other downside was that every table scored points! Is that meant to happen?

Saturday and Sunday saw the superbly organised driving games, a competition fiercely contested. Quite ingenious, well done Alan (Goodbun). It was made up of 4 courses, each one with its unique skill requirement. One in particular involved the ability to judge the height and width of your car by instructing from a distance a club member to move poles and a crossbar. Then, for some of us came the embarrassing realisation our cars didn't have an upper deck nor stabilisers on arriving at the preset poles. But others, young Mr. Hoyle included, had a very good eye for this particular discipline. Saturday also saw the BBQ. Once again the club provided, and more specifically, Mary (Clark), Barbara (Hoyle) and Janet (Clark) prepared an impressive salad spread to go with the members meat/fish. On the Saturday evening, with the help of the children a Bingo session was run. The calling (if that's the correct term), by yours truly was somewhat unconventional, and in any professional Bingo Hall might well have resulted in a lynching. — Thankfully however NGers are a tolerant folk.

The National Rally is promoted as a family event, as was evidenced by the number of children that attended. They had great fun playing the many games made available to them over the Rally weekend.

A new venture for the Club was the inclusion of a Parts for Sale Table, which proved very rewarding. We should consider whether such a section might be added to the website in future.

As has been the tradition over the past thirty or so years Trophies were awarded on the Sunday afternoon and presented by John Hoyle.

The 'role of honour' is given over the page.

Those that must then made their various ways home while the not-so-few (27) intrepid 'remainers' stayed over until Monday morning, and all met up for a convivial



evening meal at the Riverside Clubhouse.

It was an excellent Rally, so well attended and it is thanks to all who came, thanks to Barbara, Mary and Co for the catering and Alan for the driving games. Also again our thanks are due to the Riverside Management for allowing us to use their facilities, which suit our purposes so well.

John 'D' Watson

NGOC Awards — 2017

Editors Cup

-for support to ChangiNGear

Jeremy Evans

Peacock Trophy

- Clubman of the Year (for services to so many past Rallies)

Paul Gray

Bent Valve Award

- for best NG 'story' of the year (See Page 25)

Mike Peel

Cheetham Trophy

- for Best Modification—Innovation

Nigel Hinton

Class Awards for :

- Best TA

Paul Dales

- Best TC

Alan Goodbun

- Best TD

Mike Carter

- Best TF

Jeff Stretch

- Best Henley

Peter Towner

The Peter Clark — Concours Cup Tony Bell (NG-TF)

The Concours Cup has been renamed to commemorate Peter's many years of service to club

Driving Games Winners

Richard & Sue Wold

Childrens Games Winners Under 6 **James Clark**

Over 6 **Jessica Clark**

Furthest Travelled

Ian Clark - from Boston, USA

Special award

Bob & Manda Preece

Long service award for support to the Club in general and to the Annual Rally activities in particular (See Page 24)



The NGOC Annual R





A Special Thanks to Bob and Manda

Bob & Manda Preece have been members of our club since the early 80's and for the majority of those years they have served the club in many various ways. The Committee had agreed a 'Special Award' in recognition of their services, and it had been decided that this should take the form of a Mantel Clock in a glass crystal surround and being suitably engraved.

Thank you from all your NG friends

Regrettably Bob and Manda were unable to attend the Rally this year due to poor health and so were not present to receive their Award.

So during the Sunday presentation ceremony at the Rally John Hoyle phoned Bob and Manda to tell them of their Award, and they were able to hear the round of applause from assembled members.

Later in July John and Barbara arrange to visit them at home and deliver the Award. John says

"They were both very moved and greatly appreciative of their gift and would like to thank the club "



And a few words from Sue Boulton, who says of The Rally

For once I do only have a few words to say !!

I would like to thank all the committee, helpers and children who worked so hard to make this years rally such a wonderful success.

Peter Clark is always in our thoughts and he was so keen to keep the Club going and to bring in new members.

This weekend was a truly fitting tribute to his memory



The NG Bent Valve Award New for 2017

It is with thanks to Ian Clark that the Club has a new annual award this year - for Best NG 'Story'

Award for 2017,

at short notice, the Award was given to Mike Peel for his 'story' about his minor disaster.



Having finally got his TC roadworthy and MOT'd after 3years of absence, and having got all packed up ready for the drive to the Rally the next day, Mike thought he had better do a quick 'roadtest' that evening - at which point his TC decided to dump it's silencer on the tarmac !!!

So Hey-Ho despite all the effort he still had to arrive at the Rally in Terri's Audi !!

The Award for 2018 ,

Next year the Award will be given for the Best NG 'Story' published in ChangiNGear , up to the Spring issue.

The 'story' should be between 500 and 2000 words, to include pictures/ photos to suit, and should have it's focus upon NGs, NGers, or NGing. The 'story' may be historic or current, factual or fictitious and will be judged solely upon it's entertainment value.

Ian Clark will be asked to judge the entries and nominate the Winner.

Entries by email please to ChangiNGear at ngoceditor@gmail.com



Some Rally Facts : 2017

Most number of NGs on any one day	26
No. of different NGs over three days	36
Plus NGers with NGs 'off-the-road'	9
Numbers at the Friday Evening Buffet	60 plus and 23 NGs
Numbers at the Saturday BBQ	80 plus
No. of different NGers over three days	94

The Autojumble donated by at least 4 different members made £239.40 for club funds, — *Thank you Very Much*

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NG Annual Rally - 2018

A provisional booking has been made at Riverside for next year for the weekend of
23/24th June.

Please make a note in yours diaries NOW — It's never too early !!



Wallingford Classic Vehicle Rally and Parade 2017

Having enjoyed this event for the past two years Susan and I decided we would attend again this year. Thanks to the arrangements made by Paul Bennett it sounded as though this year had all the makings of a grand NG gathering. We travelled down late Saturday morning and stopped at the Bennett household for a welcome cup of tea and cake, later moving on to our overnight accommodation. It was here that we were joined by another 5 NGs. Now we had a gathering and in fact we all walked down the lane to a local hostelry for a convivial evening meal. During the meal it became apparent that nobody was exactly sure how to get to the meeting point in the morning. I'm not sure how but it was decided that Susan had the best idea and despite all the banter about female navigators she agreed to lead the convoy to our chosen rendezvous.

An early start was called for the next morning. I didn't know such times existed on a Sunday. On a given signal all the NGs were started and Susan took her place at the head of the column. All I had to do was drive in the given direction. After some 20 mins. we rounded a corner to be greeted by Paul and his rather splendid Daimler. Susan had done it. Her navigation was faultless.

We lined up in the road and by 09:30 we had been joined by three more NGs and a Dunsmore making a grand convoy of 11 vehicles ready to head to the start point.

There were 250+ vehicles assembled at the start point and we had enough time for a quick look around and a dash to the club house. When I say vehicles it seems to be quite literally anything on wheels that can move under its own power. By now the sun was out and it was warming up nicely. On the stroke of eleven they started setting off in convoy to parade through the town. Imagine all these vehicles in convoy making their way through what I would call a small market town. Chaos springs to mind for anybody who lives there but they don't seem to mind. In fact they turn out in force to wave and cheer as you drive by.

As we rounded the market place some of the crowd seemed to have spilled out onto





Reports & Articles

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the road to take pictures. Imagine our surprise when we realised it was none other than Barbara and John Hoyle. "No time to stop, see you later" we said and



on we went.

A glance in the wing mirror showed that we were still together in convoy.

All the vehicles in the parade were

parked up at the finish allowing people time to inspect them all and talk to the owners. There were vehicles of all shapes and sizes including several military and agricultural ones.

There wasn't a cloud in the sky and by now it was so hot I had to remove my jumper. Unheard of at this time of year.

I think all the club members that took part agreed that it was a great weekend. Even our German friend (Pauls neighbour) had a great time made all the better by being able to ride in the parade thanks to John Watson having a spare seat.

So, thank you Paul for organising the weekend.

We think you should give yourself a huge pat on the back for a job well done.

Jeffrey and Susan Yardley



This is the link to a video of the parade

<https://www.facebook.com/AVP.Expert/videos/504394616351281/>

Thanks to AVP :: proud to be chosen as the official videographers for the event.



An unforgettable day at Wallingford

Woken up by proper engine sounds from outside it comes to our mind that today is a very special day for Paul, our neighbour – and many others. But grey clouds show signs of rain, not really perfect for driving in KIT-cars. After a short breakfast we are heading towards Wallingford. We have to admit in a 'young timer' even though it's a very nice one.

Meeting well ahead of the official venue we had the opportunity to meet, greet and chat with most of the twelve proud classic car owners. They come from all over the country, all have KIT-cars. But one car is quite different. Much loved by the queen mother and it looks very prestigious and royal indeed. It's a Daimler DS420 Limousine in a rich warm Regency red metallic.

After a while we all take our seats in the cars and the engines get started. That's a sound, I tell you! The Daimler is the first one in the line and behind eleven gorgeous NG KIT-cars follow to the first venue. Half of the field is already taken by other classic cars. We stroll through and from time to time we squeak with delight. Morris, Jaguar, VW, BMW, Mercedes, Porsche, Ferrari, ...they are all there. And the clouds are all gone, it's getting warmer and warmer, perfect conditions for such an occasion. By now the place is fully filled and all the proud drivers are about to start their engines and again the sound is just stunning. Petrol heads in their element!

The first rows are leaving, perfectly in order. Now it's our turn, even Paul's one year old granddaughter on the passenger seat is intensely looking forward to the parade. Mother duck with its eleven ducklings swan through Wallingford. What a feeling! From the footpaths, from the front gardens of the houses, from nearly every grass spot people are waving and cheering at us. Believe me, even benignly waving and continuous smiling can be demanding after a while !!



Everyone enjoys the parade, about 200 very special cars pass by. About an hour later we turn into the festival ground. Immediately many admirers gather around the cars and ask Paul and his friends many questions. It's a fantastic atmosphere, very relaxed and full of enjoyment.

Thank you so very much for such a great experience!

Richard, Sarah and Johanna (Kiank)

CONTRIBUTIONS PLEASE

Contributions for the Autumn issue of ChangiNGear
by End September — Please



Wallingford Rally—and there's more

In 2016 at the Wallingford rally I was really pleased to get 4 NGs attending from various parts of the country. So during the committee meeting at the end of last year I was pleasantly surprised to have even more interest. In January when the tickets went on sale, I bought 10. This was the number we thought that we could get club members to attend. These were snapped up very quickly. I had also learnt that others had already purchased their tickets separately. It was then I realised that there could potentially be 13 NGs at the rally and I was over the moon. I have struggled for the past 3-4 years to get owners and their cars to events I have advertised so the thought of 13 in one place was amazing. I then decided that as my son and his family were available it would make sense to take the Daimler so that our granddaughter could also attend.

Last year Richard and Sue Wold and Sue and Jeff Yardley stayed in the Kingfisher Barns in Abingdon and this accommodation was duly booked from those travelling a distance. I posted details of the pub overlooking the Thames (The Nags Head) for dinner for the night before the rally, as the food is consistently good and a wide variety of real ales is always available. So we totalled 15 for dinner which was amazing and I was thrilled as to me this is what NGing is all about.

Unfortunately, there were a couple of casualties between booking the tickets and the rally. One was a mechanical problem that showed itself on the trip to Stoneleigh and there wasn't time to fix it. Then my son kindly offered to drive my NG as I was taking the Daimler so the ticket wouldn't be wasted. Of course I had to insure him to drive it first. An hour on the phone and some hard negotiating to get the price down to a reasonable amount solved that problem. The other dropout really was a casualty that involved a trip to the local A&E. In hindsight it might have been safer to come for the meal rather than tripping (no pun intended) the light fantastic like Fred and Ginger. Fortunately I was able to sell the ticket on the day to someone I know who only had a parade ticket.

On the day we had 13 NGs and my Daimler that looked like the mother ship on the day with all the NG's following behind. I would like to thank all those that made the effort to attend, I appreciate it is a long way for some and involves time and effort to come to this event. The feedback I have received seems to be very positive so perhaps we will get even more NGs there next year.....

So see you then, hopefully ?

— Paul Bennett



And a note from John Coker

It was good to see everybody again and to get to the Rally this year. Now looking forward to the French trip very much with fingers crossed for dry weather!

We got back to Dover at 6:30 on Sunday after a mostly trouble free journey, but the next day I was faced with recovering our three feline house-mates (alias, "The Reading Road Gang") from the cattery. Hana had them collected by the cattery before she left, but I wanted to avoid the extra cost of them returning that way so had to come up with a plan as I had previously failed to get them all into the NG which was the only car available to me.

The attached pictures show my solution which I thought may give a chuckle to ChaniNGear readers. After commenting "Your not going to try and get them all in that are you", the cattery owner then watched with interest. Only the one small cat crate would just fit in the back as the other two were too wide, so stacking was the only answer! Having got them all in the owner then proclaimed it "Its a Cat Car, not a Kit car". Luckily Biggles, the ginger Tom who had the best seat on top, did not pee on Ela below and although usually an unhappy traveller seemed to quite enjoy his prime view on the way home. All arrived safely and the cats chorus emitted caused a few funny looks when stopped at the lights in Dover.

Hana and I both enjoyed the Rally very much and I am very grateful to the owner of the blue Marina based NG TF who advised me to increase the 'toe-in my TD's front wheels , when we discussed it's poor handling at speed. I came back to Guildford today and it is a different car !!, - the un-nerving divergent tendencies exhibited up to now having disappeared.

Unfortunately I did not get the NGer's name, but my sincere thanks to him.

**Best Regards,
John**





A Thank You and A Load of Apologies. and the 2nd Largest Classic Car Rally in Mainland Europe.

Firstly, I would like to thank those who nominated me for the Contribution Cup at last years NGOC National Rally. It came clean out of the blue. I hadn't expected people would even bother reading my moans and tribulations let alone think they were worthy of an award. So Thank You.

And now the long list of apologies. The first is since then I've not written a thing for the magazine. No I didn't sit back on my laurels and assume my job was done. So I had better explain. I was under Sisyphus, scraper in one hand bottle of Ferton in the other - as you do - when I hit what I thought was rather stubborn bit rust that wouldn't come off. After a bit of wire brush I discovered it wasn't rust but that the chassis had actually cracked right through. Not only that on the other side just under the passenger seat there was a second hairline fracture. I'd driven almost 200 miles in the short time I'd been able to, held together only by the bodywork. Images of that scene in Herbie movies where the driver is holding the car together, flashed through my mind. I was going to have to strip the car back to nuts and bolts and start all over again.

As you can imagine, I wasn't a very happy bunny. In fact I was so ticked off I went online and (here comes another sorry) bid in another car auction. Er, there's no way round this... I won one of the lots and became the owner of a 1946 Triumph TR18. Lets just say the wife wasn't exactly over the moon about it. My logic was to buy and insure it for a year while I tried to

raise Sisyphus from the dead. Then sell the Triumph and hope to get at least some - if not all - of my money back. She didn't quite see it that way. The Triumph turned up and we have taken it out for a few runs last summer and a few runs this summer. The insurance runs out at the end of this



month. If I want to drive it further I'm going to have to go through the whole registration thing here in Austria again. Here comes another sorry - I've not done a thing with Sisyphus in the last 12 months. (He lowers his eyes like a naughty schoolboy before the Head Master)

So on the 25th of May this year I took the Triumph to "The 15th Pannonia-Carnuntum International Historic Rallye". Now I've never participated in one of these things before. Sure, I've seen such gatherings and just assumed we would just be driving



from one place to another, get our photos taken and move on to the next in one big happy cavalcade. As the wife wasn't able to make the 25th I even invited my mother-in-law to come along with me for a laugh.

I had a very rude awakening when we arrived at the starting point in Ilmitz.

When I signed in I was handed a big bag containing t-shirts, stickers for the car, vouchers for food and drink at a few of the stop off places and what looked like a general 'goodiebag'.

Half an hour before our start time I then discovered at the bottom of the bag the book with the pace notes for the three days !! This wasn't a three-day pootle through the countryside. !This was three days of time trial rally - with special stages.

I love my mother-in-law, but I was worried, because I know map reading isn't her strongest skill. This was made worse because I'd never seen pace notes before. So I was still trying to fathom out how they work while explaining it to her. I didn't even know you went up the page not down it. Add to that we were in a loud open top car, on a blustery day and both of us are a little deaf. I did contemplate lying down in front of the Bugatti parked next to me and asking the owner to kindly run me over a few times.

But I'd not gone through all of this to back out now. Our car was number 94. My logic was to locate car 93 and stick to it like glue. Even if it had a 30 second head start I was going to tailgate it for the full three days. Hang the time trial, and all the silly points systems that made no sense to me. I was determined not to be last and that was about it.

This was not easy, as the title states, this is the 2nd largest car rally in mainland Europe. There were over 450 classic cars there, you name it there was probably at least one of them there. I thought I was rocking up with an old car. Oh no dear reader, there were cars from the 1920's and 30's all over the place. (I was actually talking to one of them on the second day who had a 1930 something Bentley and he told me he took it on alpine rallies in the winter - in the snow!) I also noted a lot of the cars had 2 stopwatches on the pas-





senger side. Yes they were taking it Very seriously. It crossed my mind that not even the normal dash clock worked in my car !! Should be fun.

Eventually, I found what I was looking for, car number 93 a 1945 American Military Communication Vehicle. It was big and the guy driving it was in the full uniform, spats and all. Even if we hit heavy traffic, I'd still spot when he

turned left or right. He even had a towrope on the back and my Dick Dastardly mind gave a slight giggle as we all queued up for our turn on the starting line.

Now my mother-in-law speaks no English so I'm going to have to roughly translate our conversation as we waited on the start line for the long 30 seconds before we set off. I'm also going to skip all the shouts of "What!?" and repeating from both of us. Her name is Inge.



Me: Now you know what to do?

Inge: We follow the American. Why has he stopped?

Me: The first 500m are a time trial, we have to do it at an average speed. What does it say in the book?

Inge: I don't know. I didn't bring my reading glasses !!! -----!!??

The start clock went 'bing' I floored the car. I wasn't going to let the American out of my sight. Funnily enough it was the only part of the whole day where we didn't get penalty points. Those started at the first round-about. In front of my American soldier were two other military vehicles of various descriptions. They went left, he went right. I followed him and we got lost. It was like the start of The Wacky Racers where everyone heads off in a different direction. We would catch glimpses of other classic cars and try to follow them only for them to end up in a field or heading to a motorway. I gave up and pulled over to have a look at the pace notes. A couple of things I had got were a basic knowledge of the area and an iPhone with GPS on it. On the pace notes there were the occasional village or town name so we kept aiming for them in the hope we would find the rest of the rally. We didn't. We missed all the time checkpoints and even the Schloss (Austrian castle) photo stop. Eventu-





ally, I worked out where we were supposed to be and parked the car in an Aldi car park and waited. We watched the cars go past and noted their race numbers. When we saw car number 90 I set off. By now I was on home ground and I knew where we were supposed to go. We turned up at the next stop for lunch in perfect time !!

The afternoon was much easier. We were driving almost on home turf. We ditched the military and hit all the official stops bar one and ended up at a wine makers where we were presented with a bottle of wine commemorating the event and what turned out to be a massive party with a live band. (Apparently, the band were rather famous asndthe lead singer was also in the rally). The thing is if you come from further a field, basically you drive from hotel to hotel. They are all booked in advance so once done for the day you can get a bit squiffly for free. Get up in the morning and set off again. We didn't do that. I had to drive home and explain to my better half what pace notes were.



Day 2 was with my wife (Burgi). We have had quite a few driving holidays and they have been great. The only problem we have ever had is with her ability to read a map and my ability to almost drive off a cliff. (Come on, we have all been there.) The meeting point was close to where we live and so that wasn't a problem. I sent Burgi off to get breakfast because she likes a good breakfast (for which we had vouchers, everything had vouchers, you only seem to have to pay for petrol) while I tried to work out the first two special stages. One was a forward, reverse at and angle and forward again in a Z sort of thing, the second was a double chicane. When she got back I explained what we had to do and through a mouthful of breakfast she said ok. I must confess I was dubious. We were then handed our score for the previous day. Dire is probable the polite word, but we were not last. As we set off on the first special stage I shouted over the noise of the engine.

"You are gonna have to do better than your mom!" — I regret that now. The Americans were ahead, but I'd given up on following them after the first few miles. They had gone one way and my wife was insistent it was the other. I very quickly discovered, my wife can't read a map, but she's a right 'diva' at pace notes.

We went up hill and down dale through Hungary and back into Austria. Throughout the whole day we missed only one checkpoint and that was my fault because I was sick of having to change gear every few seconds and gave up looking for some well in a village. One example; there was a hill climb checkpoint which you were supposed to do at an average speed. The Triumph isn't all that quick and so we didn't hit the average speed until the last 100m. I went over the line with my foot buried hard



into the carpet and sort of freaked out the poor bloke with the stopwatch by the side of the road.

It was all up, up, up and smell the clutch, down, down, down and pray the spongy breaks would hold. Eventually, we reached the over night stop at Neusiedl am See. I was very tired, slightly sun burned and very proud of my co-driver. We went out on a boat on the lake and then had dinner in a nice hotel (also included in the vouchers) But then Again, I had to drive home !!

Day 3 again with Burgi. We arrived fresh and bright on a crisp clear morning to greet a few muggy heads. I sent Burgi off with vouchers to get breakfast while I chatted to a couple in a Morgan Aero. She came back rather sharply to suggest I might like a little breakfast too as we had time. The hotel that was the starting point had put on a massive spread. Almost, dare I say it, almost close to a full English. OK there were no baked beans or black pudding, but everything else was there. We sat outside and discovered we were on an unofficial holiday. But better than that because we visited some wonderful places, got free food and entertainment and then could sleep at night in our own bed. I mean how wonderful is that? And for the people who come from further away, you drive around; have a party, sleep close to where you parked the car without worrying about it getting stolen. (Safety in numbers) Then the next day do it all again.

In high spirits we set off and immediately got lost. No I'm joking we had already cheated and worked out the route from the pace notes. The problem was we had done over 700km in a very old car and to be honest it was starting to show. We had done a few trips out and around in the local area prior, but this was serious business with people who had two stopwatches and stuff !! We were only in it for the giggle, to meet some wonderful people, see some amazing cars and be part of something that quote 'frankly will spur me on to make sure Sisyphus is ready for the 16th Rally next year.'

And if you are wondering, we were not last. Not by quite a way. Even though we gave up halfway through the last day. I saw the hill climb special stage and did my impression of the Churchill dog saying 'No,ooooo'.

For more information regarding next year, or photos of this year etc..

<http://pannonia-carnuntum.at/wp/>

It cost about £200, which covers food, trips, t-shirts, shocking goody bag and rather too much local wine. Obviously, hotels are going to be extra, but they will point you in the direction of the nearest and I'm told there are discounts.

It was a Great Outing -- **Graham Bull**



Elementary my dear Watsons :

It has been pointed out that the Club had two members with the name John Watson, and that they are both also quite active on the NG Facebook page, and that this has led to some confusion.

The following is offered for clarification :



John Watson
of Lyneham, near Chippenham,
Wilts
Has a Red NG - TA



John D Watson of Egham, Surrey
Events Secretary of NGOC
Has two NGs,
- 'BOW' , a Blue NG-TC 1800
- 'Clipper' , a White NG-TF V8
Contact details inside Front Cover





So you want an NG ??

If you want an NG and to experience the enjoyment of open top motoring in its simplest form there are several ways of doing it.

The first route is to build your own car. This is likely to take the longest to achieve. It will also require the facilities, a reasonable tool kit, a bordering on 'psychotic' determination to finish what you have started, and both financial approval and support from your 'significant' other.

There are many sheds and garages throughout the country littered with kit cars all started with the best of intentions but now languishing unfinished - enthusiasm exhausted, and budget overspent. The Ebay listings lay testament to the fortunes spent and of owners trying to recoup some of the costs so they can move on to another hobby. So why take such a difficult route to owning such a specialised car ??!

Well most kit builders have a screw loose (pun intended) but that said the hours spend in the garage building your hand crafted special is part of the challenge and a large part of the joy. It's about encountering problems and overcoming them. Then once you are on the road the sheer joy of driving a unique vehicle you have made yourself is close to 'spiritual'. The trials and tribulations become almost forgotten as you become one of a group that shares this satisfying experience.

The second route, and theoretically slightly less time consuming, is to refurbish/rebuild an existing car. On face value this seems like a good option and in many ways it is. This could just take the form of a 'running restoration' so the car is worked on during weekends and evenings. However this generally means that only smaller jobs can be tackled as the aim is to not have the car off the road for too long. There are often challenges in unpicking what previous owners has done, and why (!?). While these cars are superficially the same, they are all different in many and various ways. While they all start out with a production donor, the parts used can vary dependant on who built it in the first place. This means that parts may not even be from the original donor.

Or you may of course go for a complete strip back and rebuild. Potentially as much (or more) work than the initial build.

If you take a 'purchasing' route to NG ownership it is strongly recommended that you are careful to buy a car that is correctly registered. I have seen many cars still registered as the donor vehicle and as such their legality on the road is questionable. Sorting this out with the DVLA may be extremely problematic, or even impossible.

By far the easiest way of owning an NG is to buy a car in running order that doesn't require any immediate work. They do come up for sale and can be found advertised in places such as on the club website and magazine, other car sites or on Ebay. But beware



those sources that are 'trade activities' without appearing to be so, these are frequently greatly over priced.

Although the easiest route to ownership there are some pitfalls to avoid. The first is build quality. It is easy to be baffled by a bright and shiny paintwork but build quality goes deeper and beyond the initial looks of the car. Wiring is generally an indicator, if the wiring looks like a birds nest then what care and attention has been taken on the rest of the build ? What are the panel gaps like? Are these gaps you could get your finger in or are the gaps different at each end. Are things level, when you look at the car when on flat ground are things the correct height both sides, for example lights and wings. The biggest and most difficult to overcome is registration. The laws on registration have been tightened over the last few years so if you buy an incorrectly registered car then you are asking for trouble. If you look on the V5c registration document and it still says 'Make MG' or 'Make Morris' and 'Model B' or 'Model Marina' then it still registered as the original donor and is therefore not correctly registered. It should have the 'Make NG' or something similar and 'Model TF,TA etc' that does not represent a standard production car. If the car is still registered as the original donor then my personal advice would be to walk away. Unless you have raft of old documentation (old MOTs, tax discs, insurance documents, etc) relating to the vehicle that clearly show it as being an NG on the road before 2000 — and you are prepared for the bureaucrocracy of the DVLA.

Some people don't worry so much about this but incorrectly registered cars are worth much less than those correctly registered. The ultimate disaster is that the vehicle could be seized roadside and crushed. Many cars were built before the SVA Tests, now subsequently the IVA, came into being but were never correctly re-registered as an NG. Things were less stringent back in the day so it wasn't so important. But Now it Is !!! - so be warned.

So, is ownership of an NG worth the effort ? — In my opinion OH YES!

I have had mine on the road since 1994. It has kind of grown up in the family and was ordered when our eldest was still a 'bun in the oven'. We have had a lot of enjoyment out of the car, attending most of the national rallies since I built it. There may not be very many new NG kits purchased and subsequently built, but the NG Owners Club is thriving and , gratifyingly, new members keep popping up.

Our Owners Club is very welcoming and inclusive and the national rallies are very social and entertaining occasions.

So there you have it folks, !

Which ever route you take to NGing —

Interesting cars that are always conversation openers, wind in the hair open top motoring and pride of ownership plus a strong vibrant Owners Club that is very supportive, inclusive and social.

See you Around ! - Paul Bennett



Belle's better!

Well obviously all the nagging (not just from Angela) worked! Belle's period of languishing in the garage is over. Her long illness was cured after fitting the new rear brakes. I finally managed to get a decent pedal feel with the new master cylinder and it was time to try and get RTL going. Having given her the once over, I removed the petrol tank, drained out all the 8 year old fuel and popped down to the local fuel station for a can of 4 star. With tank back in and filled, new high current battery delivered and fitted, it was time to see if she would start. I was not optimistic after such a long lay-off, so cranked the engine over until I saw good oil pressure. Turned on the fuel pump, waited for the clicking to stop and cranked the engine again. Miracle of miracles, at the first turn the engine fired up and was running on all 8 cylinders. Even better I could not see any leaks!

Now it was worth buying the new tyres and tubes. I had bought some 15" wire wheels on EBay some time ago as the 14" ones would not clear the new callipers. The tyres on them were bald and I had no idea how old the tubes were. SE Tyres had them in and fitted next day. Whilst waiting for the tyres I treated the roof to a Renovo treatment. I was faded to pale grey from its original black. I must say the results were very impressive. It looks almost new. Highly recommended.

The MOT was booked at the local garage, all of 400m away so I would have a really long test run! Braked most of the way there to clean up the disks and bed in the new rear pads a bit. Fortunately, the garage was familiar with NGs as Graeme Lacey, who also lives nearby, takes his car there. We chatted about old cars and stock car racing (the garage is an active participant at Arlington) as the test progressed. I said we hoped to be going to Normandy in Belle the next week. I had to



sit in the car and waggle the steering as the old boy who helped on the testing had a bad back and could not get in the car. The tester said he wished all cars were so clean underneath. The brakes were tested with a decellerometer on a test drive, not on the rollers. I think the tester just wanted to drive a V8! Passed with no advisories !! "You're going to Normandy!" he said.

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: 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 - 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

Or Phone 0775-960-7498 (**note number correction**)

Eddie was driving down the road when he met a car coming the other way.

Although there was room to pass easily, Eddie forced the oncoming car to slow down and wound down his window and shouted " Pig !!! "

Astonished, the other driver looked in his rear view mirror and swore at Eddie as he passed

-- ***That was when he hit the pig !!!***



NG -TC V8

Reg. No. UVE 322K

Advancing years and decreasing mobility mean that I am reluctantly having to sell my beloved NG TC

3.5 litre Rover engine, with electronic ignition, competition cam; polished ports & lightened fly wheel
4 barrelled Holly 350 carb

High ratio (MGC) crown wheel and pinion, Lowered suspension; competition shocks; Moto-Lite steering wheel; 15" Compomotive wheels
British Racing Green with black interior , Black Hood and tonneau, approved Roll Bar

MOT to April '18, Dry Garaged

Built by seller — collection notes, catalogues and build instructions also included. Based in Somerset

Copious spares also available, including Rover engine, front and rear axles, set of minilite wheels and tyres, and several wire wheels and hubs.

Price: £ Serious offers invited

Contact: Tony Hill (Somerset)

Email ahill227@btinternet.com



Belle—continued >>.

Now I needed to get some miles on her to have a bit more confidence before crossing the channel. A run up to Cowbeech and back, a quick look over and then a run to Alfriston was all I could manage in the time available. All was too good to be true as, when pulling on the handbrake when I got back, one of the ferrules on one of the cables pulled off. Bummer! A quick call to a work colleague had him turning up a couple of new ferrules which he then TIG-welded on for me. All back together the evening before the 6am start for Newhaven. — Cutting it a bit fine!
There will be more on the trip to Normandy in the next issue.



NG—TD,

MGB based,

1800 engine + 3 sync box + overdrive.

This car is in very good condition and up to MOT standard. The engine has good oil pressure when hot and good compression.

It has wire wheels and 5 x good tyres. The body tub is white.



There is no V5 document for this vehicle.

It was bought as a donor vehicle for my NG TF but it is too nice to break for spares. Hopefully there is someone out there who can put it back on the road and enjoy it.

Offers around £4250

Contact Mick . Redditch, Worcestershire.

Phone : 07593-424-385

NG-TF

MGB based,

1.800 engine, overdrive gearbox,

new starter motor and battery

full hood and tonneau,

Good runner, full service history,

37,700 miles, with MOT, Garaged

Reluctant sale - £7,500



Contact Nick

Phone : 07793 414437

Email : nrhodeskpi@aol.com

*Someone just honked their horn to get me out of my parking
space quicker !!*

— so now we will both be here until we're DEAD !!!!!!!!!!!



FOR SALE: Hood, Hoodframe & Tonneau for TA—Etc, etc

Hood is a bit scruffy & faded but no holes or rot.

Frame for the above will require a paint job

Tonneau cover, condition as hood

I'm sure there is a product that restores the colour on the 'double duck'.

Also available a 'ratty' vinyl covered wooden trunk for the rear end.

Naturally I am looking for huge offers for these beautifully 'patinated' items of enormous provenance, in line with the general thinking employed by the motor trade !

Rush now, before it's too late, get your offers in.

Contact : Michael Saunders

Phone : 01794323513 or 07587178085

Email : sondar@postmaster.co.uk

Wanted

Wanted ::: NG-TA

Wanted for a rebuild Project

so condition is unimportant as long as all the essential bits are sound.

Contact : Wim Bielars (NGer 1471) Bergen -op-Zoom

Email : wjbielars@kpnmail.nl

Wanted ::: a nice well made NG TF

1.8 preferred and would like a car with wet weather gear

Peter Gilbert :: 07585-553580

Wanted NG sports car V8 or 1800

Any model but must be tax exempt (on the road or not)

Don't mind a bit of work

Please ring 0797-6555737 thanks John.

Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00	+ £3.00 p&p*
Polo Shirt S, M, L, XL	£12.00	+ £3.00 p&p*
T-Shirts M, L, XL	£9.00	+ £3.00 p&p*
Baseball Cap (navy)	£9.00	+ £1.50 p&p*
Beanie (navy)	£8.00	+ £1.50 p&p*
NG Car Badges (unpainted)	£20.00	+ £3.00 p&p*
Brollies (last few)	£22.00	(only at The Rally)
Fleeces	temporarily No Stock	

Logos are in contrasting Silver or Black

- all available from Mark Staley

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

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

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

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

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Sunday 7th May



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