

# Changi**NG**ear

Autumn 2017 — Part One

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*NGers at Play*

— in Normandy



*This ,  
and Very Much  
More Inside.*

*- Get in There  
and Enjoy !*

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*the NG Owners Club magazine*

# The NG Owners Club — Officers & Contacts

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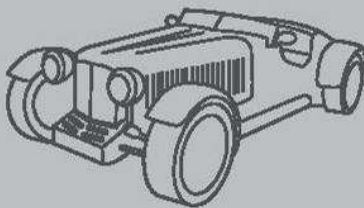
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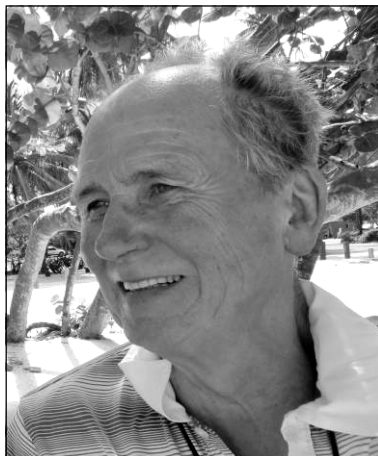
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## Chairman's Letter

Well, not the blazing summer that some of us were expecting but enough dry days to blow off those cobwebs, so I hope you all managed to find some time to enjoy your cars.

It is a time of year when there are so many events to choose from, and not just car events, making it ever more difficult to find time for our NGs. John W has published next years calendar in this issue hoping that you will earmark those events now that you will want to attend; — well that's the thought.



In August I was determined to make the trip to the Teapot Tea Rooms that Paul Bennett has been promoting; it is set somewhere in Oxfordshire near the Lambourn Downs. I set the sat nav telling it to keep off motorways and what a wonderful drive it turned out to be; the roads around Lambourn were designed for NGs and quiet too. If you live within striking distance I suggest you make an effort to visit on one of the dates next year, the tea rooms are very quaint and set in beautiful surroundings; spending time there is what Sunday afternoons are meant to be...!!

Barbara and I travelled to Ireland in September for The NG Outing, a great weeks motoring holiday. We met up with other members at Fishguard for the boat trip over and on arriving at Waterford we were joined by members from the Republic and the North whom none of us had met previously. (and indeed had not previously met each other) Within a few hours you would have thought that we had all been life long friends - NG camaraderie is amazing. Thank you Jeremy for all your efforts in organising a fantastic week - NG motoring at its best. Check out the detailed reports later in this issue.

Knowing I would be driving 1000+ miles on the Irish trip the NG was given a special service and check over; — well worth the effort, — the car ran beautifully. When checking the dual point distributor I realised that rather than keep cleaning and resetting the points it was about time it was con-





verted to an electronic set up. There is a very neat unit for the Mallory distributor which is a direct replacement for the points, so a couple of screws and reset the timing, it's that easy. The front discs were replaced due to a horrible judder under light braking, this was due to a chemical reaction between the pads and disc creating an impression of the pad on the disc, which is visible but no ridging is detectable. It seems unbelievable that this can have the effect it does.

The weather the last few days has been unseasonably warm so the NG has enjoyed some beautiful autumnal drives. However Christmas seems to be looming quickly so I guess our next event is the South East Christmas lunch where I look forward to seeing many of you.

*Best wishes — John Hoyle*

### **The 'Mallory' Electronic Points Set**



*Rocket has had a set of these 'points' for the last 5 years or more, with minimal problem. Though we carry a spare set, just in case.*

*Very simple to fit. As far as we are aware it will fit any conventional distributor (not just Mallory ones) But it does not like reverse polarity so take care when fitting or tinkering. — Eds*



## Editorial

Our first frost this morning so Autumn is now truly with us. Quite late this year.

Quite late also is this issue of ChangiNGear, our apologies. The mag proved to be much larger this time, so took longer to prepare. So large in fact that it would be too thick to

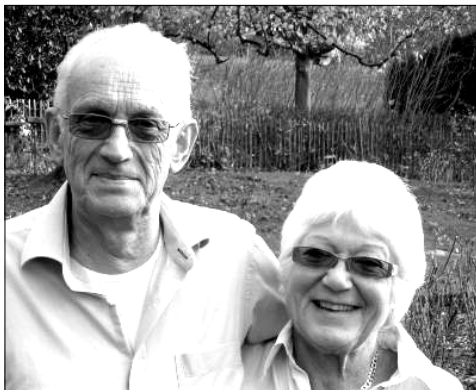
fold tidily and too thick and heavy to post economically. So for this reason we decide to produce this issue in two separate parts. This being the first, and the second will follow on quite shortly.

Much thanks are due to all Contributors for all their offerings, event reports of Normandy and Ireland being the highlights of this edition. There is again a good mix of content, so we hope you will find it entertaining.

As previously mentioned we had intended that this year would make up for the previous two years of negligible Rocket Activity - and we have achieved all that we aimed to do - and all very successfully. With Stoneleigh, Wallingford, The Rally, Normandy and Ireland and a few more local outings Rocket has clocked up in excess of 3000miles, and all (more or less) faultlessly. A few minor niggles admittedly but nothing that incurred a Breakdown.

We are unable to make the Christmas Lunch this year, having double notable family birthdays that weekend, so it is sad that we will not meet up again there. So we take this early opportunity to wish all Members our Seasonal Greetings and Best NGing for the coming Year.

And the New Year being traditionally the time for 'good resolutions' please consider making a number, — to do with maximum use of your NGs - and sending Input to ChangiNGear.



**With Our Best Wishes - Chris and Su**



## Events Secterary's Notes

Mixed weather here and abroad has done little to curb the enthusiasm of us NGers. The Marque has been seen visiting Germany at the Nurburgring, France at Le Mans and very successful Club trips to Normandy and Ireland's Waterford and the Ring of Kerry.

Here in the UK NG adventures have been just as prolific. In addition to the monthly 'Noggin & Natter' at Brooklands there is now a new monthly gathering at the Teapot Rooms (- thanks to our Paul Bennett for organising)

And many other events have been visited ,including for example, local shows such as the Otley Vintage Extravaganza, the Egham Show, Dogmersfield Fete, the Dacorum Classic car run, Potters End Steam and Classic Vehicle Show and many more. This is exemplified by Jeremy Evans (ToAdy) who recently proudly announced that between 9<sup>th</sup> September and 9<sup>th</sup> October he had achieved over 1000 miles in his TA (Mr ToAd) .... well done ! and I'm sure others could tell a similar tale.

*( — and indeed we can !! - not wishing to belittle Mr ToAd's activities in anyway, but Rocket covered just 2miles short of 1500miles (door to door) on the NGers jaunt to Ireland — in just twelve days. Not quite faultlessly but pretty much so — and more about that in Part Two — Eds*

For me whilst I'm personally delighted at the enthusiasm fellow members are showing with these many outings, I'm sure there are many more NGer and NG outings that we are unaware of. I would love to see a section in ChangiNGear and on our Website that carries evidential photos of the many many shows, tours and other vehicle events (organized or otherwise) that you NGers participate in. As a plea, you all have my email address, please send me a photo of your NG at these events with a one line descriptive and I will find a way to display these. This evidence will hopefully surprise some of our members at just how many events there are throughout the UK — and will encourage an even greater NG attendance in the future.

Continued >>>>



<<<< Continued

And looking to the future, you can see from Page 12 that we're already building our Events Calendar for 2018, including the National Rally at Stratford on Avon in late June. But one category of events is light and it is that of local vehicle events. I would like to see that detail built up and included on our Website Events Calendar — this can be updated much more frequently than in our quarterly ChangiNGear.

***So Please Please send me details of the events that you know of in your area that may be of interest to others — Thank You***

And finally..... 2019 is the 40<sup>th</sup> Anniversary of the NG. We're beginning to explore what can be done to adequately celebrate this birthday. One strong contender is a 'round Britain' NG relay. In the words of the auctioneer "You are given fair warning" — we will be calling on you to participate. Is there any of you willing now to help with the planning? Please get in touch with me or any of your committee. I would also appreciate other ideas to suitably celebrate this NG mile stone.

For now I wish you good winter motoring and hope to see you at the NG Christmas bash on 3<sup>rd</sup> December . Which once again is being ably organised by Sue and Ray Bolton — so advanced thanks to them.

***John 'D' Watson***

***Christmas Lunch details and Menu are given on Page 14 & 15***

***— so get booked up NOW — Eds***

## **NG Annual Rally - 2018**

A booking has been made at Riverside for next year for the weekend  
**23rd — 24th June.**

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



### Technical Liaison.

Well the soggy summer continued but we did get the odd sunny Sunday for the regular meeting at the TeaPot Tearooms. It's now November so the TeaRooms meets are 'closed' until Spring.

There are still about 2-3 enquiries per week about all things NG cropping up but nothing particularly difficult or complicated. It is clear that the vast majority of questions relate to existing vehicles rather than new builds. I guess that this is no surprise. However, as more cars are now being acquired rather than built, some owners do not recognise that some parts may not be off-the-shelf like a standard production car, as NGs are effectively *'individually hand crafted specials'*. This is not a criticism of new owners but a casual observation which is quite understandable.

A few weeks ago I did have an interesting email from a potential owner asking if there was any possibility of making contact with a local owner and 'trying an NG on for size'. He explained that he had admired NGs for a long time but as he said "*— significantly heavier than I was, and had two replacement knees which slightly limits my mobility*". He just wanted to check one out and see if he would fit, as the car he was looking at buying was at the other end of the country. As he only lives about 25 miles away and was coming up the A34 which is quite close to where I live, a suitable time was arranged to visit. Having got the car out of the garage and put it away again twice because of the showers, the prospective owner/club member duly arrived. After a look around and a sit in the car the heavens opened for the third time that morning so we adjourned inside for tea and a chat. Well I must have given the right impression and some reasonable advice because I have subsequently learnt that he is now the proud owner of a Henley TF. He has also asked for some further advice and this is ongoing.

The role of technical liaison is quite interesting and you get to talk to lots of different people about a topic which is close to all our hearts. The flow of enquiries is a trickle rather than a flood and it is quite satisfying to be able to help other owners out.



**Paul Bennett**



## ***A letter recently received from Bob and Manda Preece***

*Dear Chris and Su*

*Good to talk to you the other day, glad that you are both well.*

*Enjoy Ireland and hope the weather is kind to you all.*



*Manda and I would like to show our appreciation to The Club for the charming Clock that John and Barbara presented to us during their recent visit here. What a lovely gesture*

*- Thank You So Much.*

*It sits perfectly on our lounge mantleshef, and is much admired by family and friends.*

*We were sad to miss the Rally this year as it's one meeting that we have always enjoyed. We'll certainly look forward to next year's Rally.*

*Within the NG Owners Club is a good place to be, so many lovely people.*

*Our Regards to Everybody*

***Bob and Manda***

***ChangiNGear*** takes this opportunity, on behalf of every Club Member, to wish Bob and Manda all the Very Best and to repeat our Thanks for their years of service to the Club.

*We hope that we will indeed see them again at the 2018 Rally. — Eds*

***21st June 2018 is Grow-your-Own Vegetables Day  
Remember to note this date in your Colander.***





## ***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 :***

**Joel Sallic** (1613), Mailuette, France.

**Joachim Friedl** (1614), Aying, Germany.

**Gerard Coing** (1615), Saint Julien les Metz, France

**Robert Bateman** (1621), Swimbridge, Barnstable, Devon

**Paul Strickland** (1622), Hungerford, Berks,

**Stephan Rose** (1623), Monchengladbach, Germany

**Nigel Lewis** (1624), Bognor Regis, West Sussex,

**David Baguley** (1625), Burton-on-the-Wolds, Loughborough, Leics, LE12 5TX

*ChangiNGear* welcomes these new Members and hopes that they will get out and about in their NGs 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**



## Subscriptions for 2018—How Do You Pay ??

Bob Morrison has this to say -

*Hello All.*

It is approaching that time of year when membership payment will be due (— from 1<sup>st</sup> January)

.If you already pay by Standing Order would you please check that the payment reference includes **both** Name **and** Membership No.

We often have difficulty deciding who has sent what payment when all we see is '- Bank Transfer'

If you would include your membership number that would be really appreciated. Surname alone is often not enough as we have a number of members with the same surname.

**If you usually pay by cheque would you please reconsider.** Our local HSBC has closed down so paying in cheques is no longer as easy as it was.

Alternative payment by either :

- and preferably, **Standing Order**

( a form is available on the Club Website — or ask me for one )

- or by Bank Transfer (please ask me for our account details, and please use your Membership No. as the reference )

This would make things a lot easier — **Thank You**

I hope you have been able to get out and about in your NGs this year. Angela and I have at last got Belle back on the road this year, after a seven year 'layoff'

***Wishing you all the best for the Festive Season and 2018.***

**Bob Morrison**

( email : [rmorri1847@aol.com](mailto:rmorri1847@aol.com) )

**Two Ants** on top of a Cornflakes Packet.

One is rushing about like an idiot.

First Ant says to Second Ant "*Why are you running about like that ??*"

Second Ant replies " *Well, - back there it says 'Tear along the Dotted Line'*"

— !!! —



## PETER ELLIOTT

It is with sadness we have to report the passing of Peter Elliott.

Pete was a long term member of the club (membership No.297) and over a considerable number of years built a truly exceptional TD1800 in BRG, which won the Concours Trophy and Best TD at different times.



Pete having received the Concourse Trophy from Nick Greene in 2009



Pete's TD  
at the NG 30th Anniversary Rally

Pete was a toolmaker by trade and it showed in many of the bespoke fittings on his car, all beautifully designed by him and finished to the very highest standard, many in stainless steel. His design of luggage rack was so good that he was badgered into making more for other club members ! Other

notable features on his NG were his own design of double hinged bonnet (he even made the tool to form the louvres), a four spoke steering wheel and weather hood ! Pete's TD did not immediately stand out but when scrutinized one became aware of just what an exceptional car it was.

When Paul Gray was magazine editor Pete and Margaret helped out with the packing and posting of Changingear.

Pete will be remembered as a modest, friendly man who designed and finished anything he made to the very highest standard.

*Jeff and Sue Stretch*



## EVENTS CALENDAR

<b>Date</b>	<b>Event -- What, Where</b>	<b>Who</b>
<b>2017</b>		
14 November	Brooklands Natter	John Watson
<b>3-Dec</b>	<b>NGOC SouthEast Christmas Lunch</b> Reigate Manor Hotel, RH2 9PF	Sue Boulton
<b>2018</b>		
8-Apr	NG Tea and Natter Teapot Tearooms SN7 7QJ	Paul Bennett
23-Apr	FBHVC Drive-it-Day	
6&7 May	Stoneleigh Kit Car Show Kenilworth CV8 2LZ	John D Watson
13-May	Wallingford Vehicle Rally Start point (TBC)	Paul Bennett
20-May	Jorvik Classic Car Run Castle Howard, Nr. York YO60 7DA	Steve Tyler
May (TBC)	Gossop Car Show	
June (TBC)	London to Brighton Kit Car Run (start point TBC)	Graeme Lacey
10-Jun	NG Tea and Natter Teapot Tearooms SN7 7QJ	Paul Bennett
16&17 June	Le Mans 24 hour France	Charlie Killick
22 to 24 June	NG Annual Rally Stratford-upon-Avon	John D Watson
8-Jul	NG Tea and Natter Teapot Tearooms SN7 7QJ	Paul Bennett
14 July	Dogmersfield Fete—Flower & Car Show RG27 8ST	Paul Gray
12-Aug	NG Tea and Natter Teapot Tearooms SN7 7QJ	Paul Bennett



10 to 12 Aug	Old Timer Grand Prix Nurburgring Germany	John D Watson
Sept (TBC)	Goodwood Revival 20th Anniversary	
9-Sep	NG Tea and Natter Teapot Tearoom SN7 7QJ	Paul Bennett
14-Oct	NG Tea and Natter Teapot Tearooms SN7 7QJ	Paul Bennett
Dec (TBC)	<b>NG SouthEast Christmas Lunch</b> Reigate Manor Hotel RH2 9PF	Sue Bolton

### **OTHER CALENDAR EVENTS :**

There must be many other local car events occurring near you which other NGers would like, and which should be promoted.

Please contact me with the details, so that these can be promoted

***Thank You — John D Watson***

### **NG Bent Valve Award — 2018**

The NG Bent Valve award was introduced earlier this year, kindly prepared and donated by Ian Clark, and won by Mike Peel, Next year the Award will be given at the Annual Rally for the Best NG 'Story' sent in to ChangiNGear.

Your '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 judge the entries and nominate the Winner.

***Entries by email please to ChangiNGear at [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com)***

***So come on you 'Scribes' - Let's be Having You !!!***





**!!! Book Now !!!**

## **NGOC SE 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

Menu on opposite page

**We need to know numbers as soon as possible so if you  
would like to attend it would be appreciated if you would  
book immediately**

**Thank You**

**Contact : Sue Boulton**

Phone : 0208-949-1065

Email : rayboulton744@btinternet.com

5 College Gardens, New Malden, KT3 6NT

Please forward me your menu selection and cheque for £25.00 per person,  
made payable to NG Owners Club — URGENTLY

If you want to pay by BACS please let me know and I will forward you the  
necessary details.

*What's the difference between a) A Riddle*

*and b) Two Elephants sitting on a Breadroll ??*

*Answer : One is a Conundrum and the other -- is a Bun-under'em !!!*





## **Christmas Lunch Menu**

### **Starters**

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

### **Mains**

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*

### **Desserts**

Christmas Pudding with brandy sauce  
Apple and Blackberry crumble tart, cinnamon ice cream  
Chocolate Fudge Brownie, Chantilly cream, raspberry compote

## **What's in a Name ??**

Many of our beloved NGs have had a cherished name bestowed upon them. Many of these are well known to us through the pages of *ChangiNGear*, e.g *OJ*, *Freya*, *Dobby*, *Belle*, *Rocket*, *MrToAd*, *Old Speed* etc,

but a whole lot more are certainly not that well known.

It has been suggested that it would be good to include such 'cherished name' within the Club Member records, and Bob Morrison is happy to do this.

Please take a moment to email Bob with yours NG's name so that we can record this for posterity

— Thank You , Contact **Bob Morrison** at **rmorri1867@aol.com**



**MONTHLY 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 0QN)

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

### **Do You know this Car ???**

We are looking for the car that I built in the early 90's which I sold in 2013 as we were moving away and couldn't take it with us.

It's an NG-TF , SAK900J, Maroon metallic.

I sold it to a dealer called Steve (I think that was his name) from the Wakefield area.

I would be grateful if anybody has any information

My membership number with the club was 613.

My contact details are :

Email [sueleatham@aol.com](mailto:sueleatham@aol.com) or Phone : 0781 668 8399

Many Thanks — **Peter Leetham**





## **40th Anniversary of 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, and 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

### ***Suggestions so Far***

***A Lands End to John O'Groats Run***

***A Round Britain Relay Run***

*Both these might be considered National Events,  
but it would be good to have ideas for some more local/regional gatherings.  
The NG SouthEast Weekend in May2015 might be a good formula  
(see ChangiNGear July 2015 Pages 17-22)*

### ***So what else could you suggest ?***

**Please let me have all your ideas ASAP**

**And I would love to hear from some volunteers to help organise such events**

***Thank you — John 'D' Watson***

*Phone : 07951-466206 or Email : johnd\_watson@yahoo.co.uk*

# Normandy Photos

See Normandy Event Reports on Pages 23 To 31





# Normandy Photos



— and More Pics on the Rear Cover





## **NGs to Germany and the Stelvio Pass — 2018**

Since the last magazine I have been putting some thought into the proposed trip to Germany/Stelvio in September next year - as a result the ideas have changed a bit - hopefully for the better!

Having had emails from a number of members and conversations with a number of others - plus having been to Ireland - the daily mileage quoted previously has been reduced - a bit. It is difficult to reduce it too far as the distances involved are quite large - but I hope that with the good (quality, empty etc) european roads that we can keep to the revised distances without exhaustion setting in. I don't plan on

using many motorways - although again in France at least they do tend to be quiet, perhaps due to the tolls, and will provide options for routes for those so inclined.



There was good interest in trying to include the Stelvio Pass in our trip - The Stelvio is a fantastic road the third highest pass in the Alps. Whether driven north to south or south to north provides some excellent motoring although I think the north to south direction is best - this is the direction we will travel as we drive. The Stelvio is 2757m/9050ft at the top - this will put added pressure on the cars as the fuel mixtures will become richer as we climb but I am sure we will still be able to enjoy ourselves.

The revised itinerary includes a stop in the Lake Gada area to allow some exploration of this wonderful area. Within relatively easy distance is the great Dolomite road from Bozen to Cortina as well as the towns of Davos and St Moritz.

As a result of extending the trip to the Stelvio the stay in Germany will be shorter - say two nights in the Lake Constance area rather than four. NG club member, Hubert Regenscheit, will join us here perhaps and acting as local guide.

What our Irish trip proved was the great joy it was to meet members not normally able to attend UK based NG events. I hope also that whilst we travel through Europe as many EU members as possible can join us for a day or just a meal in the evening to swap NG stories - and we all have plenty of those!

The final big change to the initial plan is to use the Motor-Rail service from Verona





to Dusseldorf to get the cars back a significant distance. The Motor-Rail is a fairly basic service, the rolling stock is 1970s. They offer a simple buffet coach service for food and couchettes to sleep in. The couchettes are bunks, the top ones of which require a short ladder to get to. Couchettes are for 2 or 3 people. If you want a cabin without bunks or single occupancy there is a significant price supplement.



There is still a good distance to drive between Dusseldorf and Calais which we will probably take two days over with an end of tour dinner on the last night. Or possibly a Hook to Harwich ferry alternative.

I am in conversation with our friends at Scenic and Continental Car tours to help arrange this trip as they have contacts with hotels and the Motor-Rail service which can greatly ease the arrangements. And as the Ireland trip demonstrated, costs little more than a DIY scheme.

If we go for the 8th to 17th September or the 15th to 24th September the trip will cost £1300-£1700 per person based on two in a car sharing. For single travellers there is a £700 supplement. This does not include petrol, travel/health insurance, car insurance, breakdown cover, road tolls, lunches and some evening meals. We need to have 10 people (i.e. 5 cars with two people per car) committed to the trip, at which point I can go back to Scenic and they will start setting it all up.

The revised schedule is:

- Day 1 Ferry or tunnel to Calais then - Calais to Reims - 180 miles/5hrs
- Day 2 Reims to Mulhouse - 220 miles/6hrs
- Day 3 Morning group visit to the Schlumpf Museum,  
then after lunch 115 miles/3hrs to Friedrichshafen.
- Day 4 At leisure to explore the Lake Constance area
- Day 5 Friedrichshafen to St. Valentin auf der Haide - 130 miles/3 hrs
- Day 6 St. Valentin auf der Haide to Lake Garda - 150 miles/3.5 hrs  
- this drive includes a north to south run over the Stelvio early  
in the morning to miss the traffic.
- Day 7 At leisure to explore the Lake Garda area >>>>>



- possible options include a repeat of the Stelvio,  
or Cortina and the great alpine roads of the area.

- Day 8 At leisure in the Lake Garda area in the morning  
Then an afternoon drive to Verona (30 miles) to catch the Motor-Rail  
Overnight service to Dusseldorf
- Day 9 Dusseldorf to Bruges - 180 miles/5 hrs
- Day 10 Bruges to Calais - 80 miles/3 hrs and late morning ferry or tunnel  
to Dover/Folkestone - and onward journeys home.

Thanks to those who have already indicated your interest. I will be emailing you to  
check your continued involvement.

Would others who are interested please get in touch quickly—Thanks

**Jeremy Evans** (ngmrtoad@gmail.com)

## Findhorn Cars Limited

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## **Normandy July 2017**

A big thank you to Charlie, John and Hanna, Su and Chris for their contributions to this event report. As their bits are quite detailed, my contribution can consequently be short. I hope you will find it interesting and informative, and will encourage you to take part in similar adventures next year

When Robert told me 'Belle' had passed her MOT with flying colours I was ecstatic. However, my relief was short-lived as, as you will have read in his article in the last magazine, the handbrake cable suffered some damage following a post-MOT local test run (hiccup No.1). We are indebted to one of Robert's work colleagues, who did a speedy cable repair and then there was no doubt 'Belle' WAS DEFINITELY going to France !!

During the wonderful 'promenade en voiture' organised by our French friends, we couldn't believe it when we heard a 'funny noise' and the words 'I don't believe it' were uttered loudly. We had a flat tyre !! (hiccup No.2), which was quickly replaced with the spare. We were later told that the inner tube was twisted not punctured. I did wonder if there would be a third mishap during our trip -- but happily there wasn't.

We cannot thank all our wonderful French friends (not all twinnings incidentally) enough not only for the fabulous day's drive we had and the delicious meal we had by the River Seine but also for being so incredibly hospitable. We really had a great time and we want to reciprocate as soon as possible next year. Plans are already in progress for an East Sussex/Kent weekend in 2018 (no dates fixed as yet) and details will be given in a future issue. Our French friends would love to see more NGs and we would love to see more of them.

In case anyone is wondering about future NG trips in France, I have no plans to organise another in 2018. Next year my focus is on more UK outings in 'Belle' and celebrating my 60<sup>th</sup> birthday year in style - as my Birthday is on Christmas Eve this tends to get absorbed in Christmas, I feel like something special is needed this year.

**Angela Morrison**

*What did the Cheese say when it looked in the Mirror ?*

*Answer : Hello Me ! ( il halloumi ! il )*

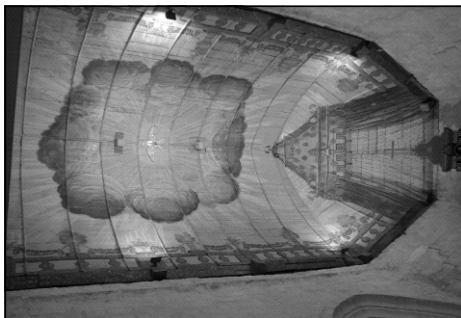


## Charlie Killick's Take on Normandy

The NG had barely cooled down after the annual trip to Le Mans when it was time to head back to France for the NGer's tour of Normandy.

An early morning run through the lanes to Newhaven collecting Su & Chris in Rocket and Angela in her BMW (as Robert was joining us later with their NG) on the way. There was plenty of interest in both NGs, parked nose to tail as we queued for the ferry, with small children climbing into the "funny cars" (or one of the "funny cars" at least !) to have their photos taken.

A smooth crossing and easy passage through French customs saw us in Dieppe and after a bit of 'follow your nose' navigating through the outskirts of Dieppe, as the coast road remains closed due to cliff fall, we regained our intended road and headed for Le Clos St. Vincent.



Sunday, our first full day in Normandy was to be spent in local exploration, starting with a run into Veules-Les-Roses to pick up a few local delicacies for our evening meal. While there we visited the church where recent restoration work had uncovered a long hidden painted ceiling.

Then a short trip on down the coast took us to Saint-Valery-en-Caux for a fine lunch in the market square followed by another church visit, this time modernist architecture, a chapel built in 1963 to replace one destroyed in the war and dedicated to the fishermen and sailors of the area. The chapel contains many memorials to those lost at sea and magnificent stained glass windows down both sides and filling the entire wall behind the altar.

Sunday's exploration concluded with a run back up the coast towards Dieppe for more stained glass, this time by Georges Braque in a cliff top chapel at Varengeville-sur-Mer.

We returned to Le Clos for the wine, cheese and the fruits of our morning shopping.





On Monday Angela was meeting twinning friends, so having dropped her in Veules les Roses we headed off to visit Château Cany, which I had passed several times on post Le-Mans jaunts but had never visited. We turned down a magnificent double avenue of limes and parked under the trees at the entrance gates. Sad to say the chateau was undergoing extensive structural renovation and a tour of "l'intérieur, c'est interdit" however "l'extérieur, c'est possible" so we settled for the guided tour of the grounds given in excellent English despite our guide's apology that she spoke little.

The chateau remains in the hands of the family for whom it was built and was very much cutting edge when built, in that all the bedrooms had bathrooms ! The second floor is occupied entirely by just six bedrooms, and their bathrooms, so they must be Vast.

The grounds are parkland with much remodelling of the river running through it to create formal canals, reflecting pools, the moat and a lake. A huge amount of work in a pre-mechanical age.

Tuesday dawned under glorious sunny skies when Yves and Rose Marie, friends of Angela from twinning, arrived in their immaculate red TR6 to lead us on a run down the coast via quiet and traffic free byways to Etretat and its spectacular cliffs, beloved by the French Impressionists.

We had another splendid meal and headed off to visit an interesting looking garden only to be thwarted by road closures so we had to be content with a quick blast up a nice winding coast road on the way back to base, with a visit to Yport, another picturesque little port in a dip in the cliffs.



John and Hana had arrived by the time we got back so now we were Three NGs.

Wednesday was another wonderfully sunny day and the red, white and blue NG road trip headed out down the coast again returning to Yport for lunch then back to Fecamp to visit the wildly ornate Palais Bénédictine, a fantastic

Gothic factory and museum dedicated to the production of the famous liqueur

We returned to more warm French hospitality from Patricia and Alain in their



lovely house at St Valery-en Caux that evening.

Thursday. Robert's arrival, in NG No. 4, was expected so we had only a short run to Manoir d'Ango an interesting 16<sup>th</sup> century manor house with an impressive dovecote at Varengeville-sur-Mer.



After a light lunch opposite the Manoir we headed back to the Clos St Vincente in anticipation of greeting Robert. Much to our surprise while we were held up by a low loader blocking the road Robert joined the queue. A rapid transfer of passenger and the NG group was complete.

More French hospitality rounded off the day.

Friday was once again a warm and sunny day and we had a car tour organised by local French classic car enthusiasts. We set off to the first coffee stop, with an immaculate green TR3 leading and an equally immaculate grey 2CV behind. There we met up with another TR3, this one red, and a primrose MGC be-

fore heading for the Seine. We followed the meandering riverside roads crossing and re-crossing on river ferries, via a view point where we met a French Englishman in a very tidy Morris Traveller, on our way to lunch at a riverside restaurant.

An afternoon run to Vieux Port followed an excellent meal. We returned to Veules les Roses for a brief visit to a function with the Mayor where we met up with many of Angela and Robert's friends from the twinning ( - with Alfriston)

Saturday was our chance to experience the Linen Festival with diverse exhibitions of art and crafts and as a highlight a tour of the processing plant where the harvested stalks were transformed to silky thread, followed by a fashion show.

The day, and for me a memorable week, was rounded off by another great evening of French hospitality with drinks and a meal, described by our hosts as just a few simple little snacks — but in reality a feast.

**Chas Killick**





## ***And John Coker Adds —***

Having been to the Laon and Caux Retro classic car rallies on our previous annual French excursions for the last 5 years we were looking for something different this year, and in particular I wanted something that would be of more interest to Hana after such a run of car shows. Bob and Angela's Normandie trip looked just what we wanted. And so it proved



to be, after the fabulous weather we had for the NGOC rally it seemed unlikely to last for the following two weeks, but it did and led to a total of about 1100 miles of beautiful hood down motoring with the two events, and some running around in between. We did not attend for the full time in Normandy leaving Dover on Tuesday by the ferry to Calais. Our GPS was great and having selected "no Motorways" even took us out of Calais without touching one and then all the way to our guest house on very enjoyable and quiet minor roads, so much so that we drove all the way non-stop in 3hrs 20mins quite happily (considerable less than we expected !)

The next few days were quite busy and we drove around a lot and met many very kind and hospitable French friends of Angela's, including some with some lovely classic TR3s, a TR6 and an MGC. These kind folk led us on a long scenic drive down to the Seine and along the banks stopping at many good view points and a great restaurant by the river at which they insisted on paying for our meals. In all I clocked just over 100 miles that day and the only problem was the searing heat that did make it quite tiring towards the end. The other days we visited the Benedictine "Monastery" (never actually a real monastery, but the most elaborate and ornate factory one could ever imagine), where the famous liquor is produced. A very beautiful Abbey was also visited and on our last day a visit to the local linen factory for a very interesting look around the clever machinery preparing the linen thread from the flax straw. This followed by a BBQ meal and then a Fashion Show, of Linen Clothing. All in all an interesting and very enjoyable few days in a part of France that is much more beautiful and picturesque than one might imagine. The intricacy of the flint and brickwork in the many lovely buildings being especially impressive.

Sunday we were off home and again chose the "slow route" back to Calais. This time we took it much more slowly with a fuel and coffee stop in a tiny village along the way and then a lunch stop before the final run to the port. A lovely late afternoon crossing and all too soon we were back in Dover and the spell had ended.

Many thanks to Angela for all her organisation and to the many French friends that we made, who were so kind and welcoming to us and made it a great break.

***John and Hana***



### and Su Adds her 'FourPennyWorth'

Saturday - an earlyish start for me and Chris, and Rocket, for the short journey to Newhaven for the ferry. We met up with Charlie (Killick) at Heathfield and shortly after with Angela (Morrison) at Golden Cross. Charlie then led us down the country lanes to the Port in plenty of time for boarding. A calm and uneventful crossing saw us in Dieppe and nicely near the front of the boat for getting off quickly. Charlie again led, taking the coast road to Manneville-es-Plains for our B&B, stopping en-route for a late lunch snack.



Le Clos St.Vincent (our B&B) was a typically picturesque converted Normandy barn. Being well appointed with four doubles and one family room, all spacious and en-suite, there also being a communal breakfastroom-cum-kitchen. Sophie Jannot, our hostess, gave us a warm welcome and explained that we were perhaps the last of her B&B customers as she was now operating as a self-catering Gite. After unpacking, a freshen-up and getting our bearings we headed off into Veules-les-Roses to a newly openly crêperie, which Angela had thoughtfully pre-booked, for our evening meal of savoury (galattes) and dessert (crepes) pancakes washed down with some delicious Normandy cider.

Chris and I both slept extremely well, unusual on a first night away, and after a traditional French breakfast of croissants, cheese, coffee etc we set about the day.

Veules-les-Roses is twinned with Alfriston in East Sussex. Bob and Angela are on the twinning committee and as such know this part of Normandy quite well and have many good friends in the area. And by association we had many invitations to visit and be entertained, this including an 'en voiture' (car trip) with a number of local classic car enthusiasts

Normandy is a major centre for the production of flax and the last weekend of our stay intentionally coincided with the local Linen Festival, when numerous local companies/groups/artists/artisans put on a wide range of events to celebrate this aspect of their heritage.

So there was a lot for us to do in prospect.

However Sunday was a 'free day' so, after purchasing the necessary for an al-fresco wine and cheese night-in, we set off for a tour around the area and taking-in the general locale. Rocket appeared to have succumbed to the excitement of being in France and developed a significant misfire on over-run, so made rather a



spectacle of himself 'popping and banging' around the countryside and villages. Monday also 'free' and as Angela had various friends she needed to visit Charlie kindly acted a 'squadron leader' and took us on a spin inland. When in France a visit to a Chateaux or two, and the odd Church, is somewhat obligatory - so that is what we did. And the rural Normandy scenery takes some beating. Blessed with a low population density the roads are generally very quite, yet the road surface quality is excellent and makes driving the real pleasure we had almost forgotten ! Fortunately Charlie keeps up a good head of speed and this gave Rocket a chance to 'clean up' inside and the misfire gradually disappeared (fortunately never to return -- touch wood !!). Later in the day a chance encounter with Yves and Rose-Marie (Lecointre), one of Angela's many friends, led to a invitation to break open a bottle of champagne and during which a plan was hatched for a day trip to Etretat, at the north west tip of Normandy. Where the nearby by cliffs at the right angle look strangely like an elephants head and trunk.

So Yves and Rosemarie called for us next morning in their pristine brilliant **Red** TR6 and off we set in convoy - Charlie and Angela in the **White** TC and Us in Rocket, **Blue**. We got many cheers and waves from people we passed - though did they take us for a representation of the Tricolor or the Union Jack ??!! - and the weather was glorious.

John (Coker) and Hana were scheduled to join us late afternoon, having taken the Dover/Calais ferry that morning. As it turned out there journey from Calais was quicker than expected, so they were waiting for us when we returned to the B&B Over another 'wine and cheese' evening we reviewed the events ahead and agreed a visit to the Benedictine Palace at Fecamp for tomorrow, and a return visit to the Crepery on Thursday evening. We also had an invitation from Alain and Pat (Blosseville) to visit with them on Wednesday evening for aperitifs and to get our armbands for the Linen Festival on Saturday.

Angela was also able to impart the good news that Robert, as hoped, would be on the Thursday ferry, and with their NG-TF Belle - now very recently back on the road after a seven year absence !

So next morning Squadron Leader Killick, ably assisted by Angela as co-pilot, led us off to Fecamp. With John's Red TD now in the line-up, instead of the French TR6, there was no question - it was definitely the Union Jack !!!

It may seem strange that a Brewery/Distillery for a famous 'liqueur' should be called a 'Palace' and indeed the place is quite remarkable. The original premises having been destroyed by fire the current buildings must be one of the most ornate Victorian Gothic buildings ever constructed. Clearly no expense was spared and is indicative of the 'reverence' that must have been felt for this amber liquid and the huge wealth it must have generated. Benedictine, which has 27 different



ingredients is still made on the premises, -- though once brewed it is bottled in the south of France ?

Very strangely the Miners' Club in Burnley is the world's biggest single customer of Bénédictine liqueur, apparently the Lancashire regiments acquired a taste for it during the First World War and also Burnley Football Club is renown for selling Bénédictine on match days.

A substantial part of the palace is now a museum housing a wide range of quite exotic liqueur and monastic memorabilia. Including an ancient and elaborately carved/painted picture that Hana somewhat irreverently suggested was the first depiction of 'pole dancing'

Our entry fee included a tasting of two Benedictines and two cocktails ( a bit problematic for the drivers amongst us !!) The cocktails were with Tonic (rather nice) or Grapefruit juice (not so). Of the straight Benedictines the 'single cask' ,comes in a black bottle, is extremely smooth. However the 'original' , to the untutored palate, has something of the cough syrup about it !

Thursday - another day for out and about, with Robert expected late afternoon. And as it happened we were held in a traffic queue in Quibberville, while a low-loader parked broadside across the seafront road in order to load up a digger !!!!!!!!. It was as we waited that Robert hove into view and joined our tail - Needless to say Charlie immediately lost his co-pilot and Robert gained one ! So we were four NGs lined up later at the Creperie, for more galettes, crepes and cider.

Friday - was the 'en-voiture' day. We were collected by Jean Claude and Chantel (Green TR3) and Jean-Luke and Nadine (Grey 2CV) and headed off towards Valérie-en-Caux for petrol before turning south towards Yvetot and the Seine. We stopped en-route at the home of Dominic and Andre at Croimare for coffee, and they were to join us in there Primrose Yellow MGC, also waiting for us were Claude and Geraldine in their Red TR3. So we were eight in a colourful convoy wending our way to the river, taking in stops at viewpoints and two ferry crossings, with lunch at La Pommerie Chemin du Halage, where we had a delicious three course meal over looking the Seine for an extremely reasonable 13Euros. Then it was off again for the afternoon along the Seine towards Le Havre, crossing the river both ways on the spectacular Pont du Normandie. In all about 120miles by the time we got back after a good days outing. And in the evening we were invited to alfresco dining at Jean-Claude and Chantel's home, which finished off the day very nicely.

Saturday was our our day for Linen Festival, so the first port of call was to the Flax Processing Plant (Terre du Lin) at St-Pierre-le-Viger where Alain gave us a



talk and a film about the history, the growing and the processing of flax. It was of no small surprise to us to find out just how many uses there are for this seemingly simple plant. Most people will know of linen and seeds/oil from flax, but how many will also know of paper, fibreboard, animal feed and insulation. Flax fibre is even used to make cardoor interior panels, and also has benefits over carbon fibre as a reinforcement because of it's relative flexibility. Indeed the Latin name for Flax translates as 'Most Useful'

Then time for a trip to the Exhibition Hall at Fontaine-le-Dun where 100plus exhibitors displayed a vast range of Flax and Linen related products.

Then a BBQ lunch in a marquee on the green also at Fontaine le Dun , before returning to Terre du Lin for a Linen related Fashion Show in one of their Workshops, very exotic.

Yet more entertainment in the evening with many of our new French friends, having dinner at the Casino in St Valerie-en-Caux.

Sadly the next morning we waved goodbye, firstly to Charlie heading back via the Dieppe ferry, and immediately followed by John and Hana off to the Calais ferry. As Robert had only recently joined us and had to return on Tuesday we felt that he and Angela deserved some time to themselves, so Chris and I headed off to Veullette-sur-Mer for a walk along the prom and an icecream, and to watch the locals enjoying there Sunday. Then inland a bit to look around Vittefleury and the church - where we were struck by how many graves commemorated two, three and even four generations.

We had intended to do another chateaux but with the French custom of lunch closures between noon and 2:30 the timing did not work. So we headed back to the B&B for a late snack lunch and a sunbathe (Yes, it was that warm) before a bit of packing.

Monday saw us say cheerio to Robert and Angela, and we headed for Dieppe and a flat calm crossing to Newhaven. Disembarkation was a major pain in the 'proverbial' - after a very long wait we were 'last but one' off the boat and after an equally long wait being 'totally last' through customs and immigration. Fortunately we only had an 60minute drive back home.

**So a really great outing for us and Rocket.**

It remains for us to say a huge THANK YOU to Angela for organising this NG outing. For us it was a long time coming having had to cancel on the previous year, with Chris being unwell.

A big THANK YOU also to all Angela's friends in Normandy that made us all so welcome

And finally a big thanks to Charlie, John and Hanna for their company and camaraderie on this memorable excursion.



## Want to Go to Normandy in 2018 ??

*As you will have read the NG Outing this year was a great success. The area around Veules-les-Roses is great, is easily reached from Dieppe and nicely central for the rest of Normandy.*

*If you want a Gite then Le Clos Saint Vincent has four bedrooms for up to twelve people, and is well 'appointed'. Sophie Janot would be pleased to hear from You.*

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76460, Manneville es plains



And while you are in the area a visit to a Creperie is fun, try Restaurant Cressonnière, in Veules-les-Roses (at 78 Voie Communale Charles de Gaulle, 76980 ) is very good, with a wide choice of Savoury Crepes and Dessert Galletes

[www.creperiedelacressonniere.fr](http://www.creperiedelacressonniere.fr)

## Little and Large !!???





### Nurburgring and Back (again)

My first exposure to the Old Timers Grand Prix was in August last year at the Nurburgring. It hooked me, such wonderful historic race machines, not to mention the very friendly welcome of the German car clubs. This experience for me over the four days was certainly underlined by the wonderful weather whilst there, although the day travelling out was extremely stormy. This year, with a pal, I decided to travel out a few days before the race weekend in order to enjoy the picturesque countryside and a local narrow gauge railway.

We decided to take the ferry from Dover to Dunkirk rather than the Tunnel to Calais, in the main because even with the premier lounge tickets, the Ferry was just £120 both ways against the Tunnel which would have been £180! But my gosh were we setting off with some false hopes weather-wise. Brilliant early morning sunshine, but by Dover rain!, and coming out of Dunkirk hailstones!! Of the seven days, only the Saturday was without rain. Still it's a great event, and BOW didn't lose a beat throughout the 1,200 mile tour.



With some German friends we hired a lodge in Rieden, a blessing considering the rain — camping would have been a very poor option!! Also the 15 kilometer drive to Nurburg from Rieden is just wonderful and can truthfully be described as a drivers route. This experience set the scene for three superb days of practice and historic racing. For a fuller explanation of the event I would encourage you to Google

it. As with last year I was allowed, indeed encouraged, to once again drive charity guests around the Nordschliefe with the money going to a local children's hospice.

Finally returning home we decided to break the journey by stopping off in Maas-tricht for a night. In itself a great destination and as with so many towns and cities visited, the NG-TC was a real head turner.

We are so fortunate to have access to such a well designed classic vehicle range.

— Roll on next year.

**John D Watson**



## Dobby the Teenager — gets Exhausted

Thirteen may be unlucky for some, but for me it is just another year. Yes, I am officially a teenager so in true rebellious style I decided it was time to force my master's hand. Well he'd supposedly always intended to put a stainless steel exhaust on me but my mild steel one had previously done sterling service, despite being thoroughly abused by many sleep-



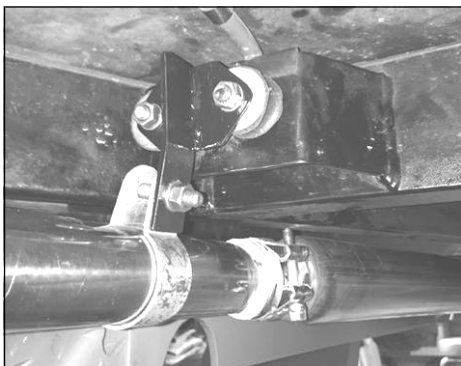
ing policemen. So after thirteen years, enough is enough and I blew a small hole in the back silencer. Not enough to make a noise and make him cross, No, just enough to embarrass him into doing something about it before the MOT came along.

So it was that my master decided to replace the exhaust with a stainless one - but which one ? And whether to replace the cast iron manifold with a stainless one as well ? The main problem,

as most TFs will know, is that the middle "silencer" sits under the central chassis crossmember giving very little ground clearance, and is the section which most attracts the attentions of the aforesaid policemen. And what about the clamps ? These had been clouted and replaced regularly as they protruded even lower than the silencer.

Now, my master had spotted a slimline bomb type SS system in the MGOC accessories catalogue and thought maybe this would give a centimetre or two extra clearance. He also discovered some Mikalor SS clamps which are like beefy jubilee clips, tightened with a bolt rather than a screw. These would be able to be positioned so they didn't stick below the line of the exhaust. That just left the manifold - sense prevailed (prompted by John Hoyle!) to use the same supplier as the rest of the system. So it was that my master phoned the MGOC and organised a SS 'performance' system complete with tubular manifold and the centre box replaced with the slimline bomb type silencer. Result !!? Well almost.





My teenagerishness continued as I felt I had been underused this year (which is in fact true and thus I am fully justified) as my Master and his wife had toddled off to Austria in May – without me !! (under the guise of their Ruby Wedding) and not even taken me on holiday this summer ! So up on the ramp and off came the old exhaust. All the nuts came undone without a complaint and it felt good – Ah ha, but I had lulled him into a false sense of security !

Now my obstinacy was to come to the fore. My master started at the front end (logically) and removed the old cast iron manifold. Armed with a new gasket, the new manifold was tried in place. This was when I threw my first wobbly - the centre branch of the new manifold swept out more than the old cast one. This would not have been a problem for a standard MGB but a common modification for the TF is thinner spacers between the carbs and the inlet manifold bringing the former nearer to the exhaust manifold and the throttle lever could no longer swivel. The thinner spacers are needed so that slim air filters can just be fitted inside the TF bonnet side. Not to be outdone, my master rummaged in his box of bits and found another pair of thinner spacers. By careful measuring he decided that, if he added these, the total thickness would still be less than the original but, more importantly, there would be sufficient room both for the throttle to operate and the air filters to be fitted (- albeit only by releasing the bonnet side panel a little).

However, I thwarted his plans again with my second tantrum. The carb fixing studs on the inlet manifold were now not long enough for the added spacers and gaskets. What Glee !! So my master searched the Internet for some longer imperial studs to replace these and then triumphantly assembled the manifolds.

Once the front end was completed, my master proceeded to add each section of exhaust pipe, first assembling dry to make sure it all fitted - it didn't ! More Glee!! Well it almost did but there were two issues. The first was that it was too long overall but this was easy to solve by





cutting off bits from the two intervening pipes. The second issue was more of a problem. The diameter of the ends of the centre 'slimline' bomb silencer were slightly too small to receive the intervening pipes. So as a result of this, my third sulk, my master had to buy an exhaust pipe expander—which sort of worked, because stainless steel is really hard to work. By slightly extending the side cuts and using the clamp to close up the end once the pipe was in place, a reasonable seal could be made. Incidentally, he was very impressed that his very old tube of Granville exhaust assembly paste was still usable !

So all that remained was to replace the mountings, the front one to the gearbox and a new almost standard MGB one at the rear. For the centre one (not able to easily identify a cushioned replacement) he formed a new bracket based on standard exhaust bobbins.

Now I'm a proper teenager and make a bit more noise than I did - I think you could

say my voice has broken ! I think my master actually likes my new growl !



Having completed the exhausting work, my master wanted to add some DRLs (daytime running lights) that he purchased at Stoneleigh. These are discreet LED units about 18mm diameter and he made a proper meal of wiring these into my existing cable runs. He has mounted them in small aluminium

plates on the badge bar so the cables run straight through the grille and disappear. Using a relay, he has wired them to come on with the ignition but extinguish when the normal lights are on. Once fitted all quite subtle - like having highlights in your hair.

Well, must dash; I'm off to the Peak District next week and I've never been there. Looking forward to showing off my new growl and my highlights.

Finally, an apology for the abundant technical content. My master said that this was 'necessary' as people liked to know these details. What piffle !

***Dobby Humphreys***

## The Last Laugh

A Texas rancher was visiting a farmer in Israel. The proud Israeli was showing him around.

"Here is where I grow tomatoes, cucumbers and squash. Over there I built a playset for my kids, next to the chicken run and doghouse." the farmer said. The land was tiny, and the Texan was surprised by its small size.

"Is this all the land you have ? " he asked.

"Yes !" said the farmer proudly "It's all mine !"

"You mean this is it ?, this is all of it ?" said the Texan, amazed.

"Yes ! yes, this really is all mine" said the Israeli

"Well sir" said the Texan "back home I'd get in my car before sun'up and I'd drive and drive all day, and when the sun sets, Why - I'd only be half way across my spread !"

"Oh Yes" said the farmer wistfully " - I used to have a car like that"

## CONTRIBUTIONS PLEASE

Contributions for the Winter issue of **ChangiNGear**  
by 10th January 2018 — (or earlier) Please

**Find us on**

The Facebook logo, consisting of the word "facebook" in white lowercase letters on a dark blue rectangular background.

<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.*

**End of Part One**

**Part Two follows Shortly**

**Such excitement in such a small package !!**

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# More Normandy Photos

