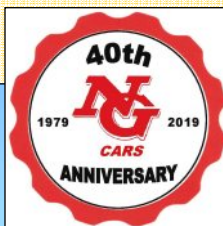


*Changi***NG***ear*

Late Autumn 2019



**A Big Turnout of NGs
at Beaulieu Motor Museum**

The NG Owners Club magazine

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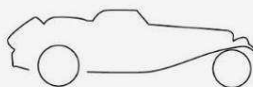


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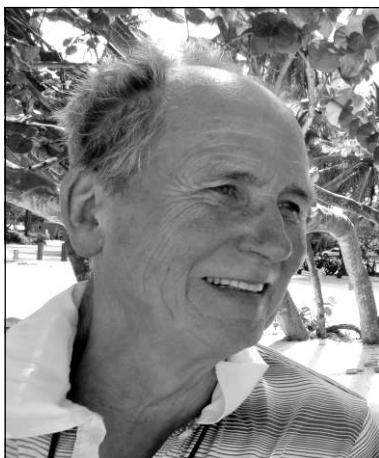
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Chairman's Letter

Golly, another year almost over, and I don't need to remind you that Christmas is frighteningly close. 2019 has been an amazing year with the various 40th Anniversary events, which has resulted in more of you and your cars being involved than for many years. So, thank you to all that have been out in support, and of course a big thank you to John Watson who has been responsible for organising

and promoting the 40th.

This is the last issue of ChangiNGear to be edited by Chris and Su Hore. We all assume that 4 editions of the mag will drop through our letter boxes at various intervals during the course of a year, but to maintain that high level of consistent production for over 7 years requires dedication. Throughout that time both Chris and Su have suffered periods of poor health but have been determined that your mag has to be produced. They have also been extremely supportive and active club members which has been obvious when reading their numerous reports. This year they have completed a ridiculous amount of miles, Scotland, 4 points of the compass, Dorset road trip, various museum visits, etc. **So, a very big thank you to them both for their enormous contribution to our club;** I hope that with more time to spare they may do even more miles in their cherished "Rocket".

From next year Jeff Yardley will be your new editor. I would like to thank him for agreeing to take on this important responsibility and wish him every success. It is a job that can be very frustrating but extremely rewarding. The quantity and quality of the content is reliant on you to submit event reports, technical articles, photos, various news items, etc. Jeff's job is to sort, check, modify, and present the given information in a visually pleasing style - but he is very dependent on you for the content !!

Those that went on the Dorset holiday in September appreciated that one week of amazing weather. It started with a visit to the Beaulieu museum



where we were joined by Nick Green, he was very impressed and complimentary on the quality and number of NGs (15), he took numerous photos to add to his collection..!

The great advantage of the Dorset and Scottish holidays was that local members were able to join the core groups at various times for a road run, a visit to a place of interest, a meal, or simply a social get-together. And thanks must go to those local members that helped with some of the planning or played host.

I would also like to thank Teresa Goodbun, Bob Morrison, Mike Peel, Mark Staley, Jeremy Evans and Chas Killick, among others, for all the unseen work they do for our club, it "just wouldn't happen" if it was not for these people.

Best Wishes to you and your families for the festive season, and let's look forward to more interesting and enjoyable events, and good weather in 2020.

John Hoyle

Dear John ,

I like the NG rally because there are lots of fun activities for the kids.. There is always something for me and my friends at the rally to do. I also love to take part in the driving test because it is fun to sit in the passenger seat and do the games. The NG rally is really fun and i like seeing all my NG friends.

from Jessica Clark



This very nice note should have been included in the previous (Rally) issue of ChangiNGear.

So our thanks to Jessica and our apologies that it got overlooked. — Eds



Editorial

Here is another offering of ChangiNGear, an Autumn issue and appropriately so; this being the 'autumn' of our editorship. So here is our 'swansong', our final edition before Jeff takes up the 'cudgels'. It is quite hard to comprehend that seven years and some 27 issues has passed under our bridge, since we first 'took office'



John has to a certain extent 'taken the wind out of of editorial sails' by already referring to our extensive 'Rocketeering' this year. And it is true - in retrospect at least - it does seem a bit ridiculous. Rocket having racked up the thick end of 4000miles (perhaps only bettered in NG terms by Chas Killick) and this being more than double that of Felix (Rocket's tintop stable-mate BMW X1). But please !! -- do not anybody be so unkind as to question the petrol bill incurred !! . In terms of 'bragging rights' and 'ours is bigger than yours is' - here we can confidently claim have beaten Chas Killick into very large cocked hat. To be honest we aren't sure that an NG can be truly considered an NG if it achieves over 40mpg - it just not 'the done thing' !!!

We would also take this opportunity to sing Rockets praises.

OK, - so the heartless amongst you will say 'But it's only an inanimate object, for God sake !!!!!!!'. But then We know different - so there !! And the proof of the pudding is in the eating. By treating our NG with respect and deference, by attending to 'service needs' - and above all else by USING IT, then we have achieved admirable levels of reliability, and the confidence and enjoyment that goes with that.

This years significant mileage has seen little more than faulty indicators, though admittedly a recurring issue. But the overheating and coolant loss issues of past years are now largely just that — of past years !! And NO !! - we DO NOT make mention of running out of petrol -- that is entirely a matter of operator error !!



The 40th Anniversary activities, amongst others, provides a lot of 'event report' content in this issue, and with a 'peppering' of other assorted 'business' we hope you find this all a good read.

Thank you to John for his kind words in his adjacent letter. We certainly hope that the magazine has been interesting and entertaining and we join with John in urging that Jeff receives the same level of support that we have done. -- which is not to say that it could not have been better

- ***So no resting on Laurels Please !!***

- ***and so it's Au Revoir from Us (but NOT Goodbye)***

Chris and Su



This pic of Rocket through a water splash while 'off-piste' in the rural Scottish Highland nicely encapsulates for us what NGing is all about.

Find us on

facebook



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

This is a 'closed' Group, but it is easy to join

Jeremy Evans, the Group Mediator, will be happy to sign you up.



Events Secretary's Notes

Hello fellow NGers,

well we're nearing the end of a fun packed year. Almost time to put our love ones to bed for the winter! For some still the option of a few Sunday morning breakfast outings beckon, and not to forget the Christmas Lunch on 8th December for those members venturing to Reigate for the SE bash, organised as usual by the very capable Sue Bolton.



It has been a most energetic and fun 40th anniversary of our NG marque. A personal thank you goes to all members who have supported this most prestigious year. For example during the visit to Beaulieu Motor Museum (one of the 40), we were delighted to meet with Nick Green and, on a nostalgic visit to the original NG Cars premises later that day, we met by a sheer fluke, Linda, Nick's first wife who ran the day to day business in those early days of the NG Cars company. Linda was fresh over for a short trip from Australia and was, by chance, attending some business in the ex-NG building, - what an amazing coincidence.

There are so many positive memories of this year, many of which are recorded in ChangiNGear. But what has been less obvious perhaps is how the weather has in the main been so accommodating. The most recent evidence of this occurred at the very recent Brooklands Breakfast (also one of the '40'),



it had rained almost solidly for the previous 3 weeks and especially on the previous day. Then come Sunday morning, we witnessed a glorious day. In all 7 NGs turned up along with our now fa-



miliar support vehicle (Jaguar) driven by Mary (Clark) . Indeed after the breakfast Mary and I spent a few minutes in Brooklands aircraft Museum perched upon the 'memorial seat' celebrating Peter Clark's (our past chairman) and his father's ('Nobby') time with Vickers, then British Aircraft Corporation and finally British Aerospace,

spanning between them 82 years in the industry. So Aircraft and Brooklands was certainly in their blood, as was also the NG in Peter's.



We still have a few museums to visit. Given the objective to visit 40, it was a tall order, but there are only 11 still to attend. These we'll complete early next year, after which a special anniversary Brochure will be published, to include the much awaited History of the NG.

So what of next year? Well we thought we should look to attend some very different venues. The NG membership does seem to enjoy either food or drink (and even BOTH !). It could be vineyards or distilleries, or places famous for specific foods, or regional delicacies — be it cheese, fish, meats pastries, chocolate, etc.

What we need are your ideas and recommendations

Places to visit and foods to sample —??

Suggestions Please — to my email at [johnd_watson @yahoo.co.uk](mailto:johnd_watson@yahoo.co.uk)

Finally, this is the last time I will be sending 'editorial' to Su and Chris. They were the first NG couple I communicated with after I had bought BOW, and well before I joined the Club. I know they will continue being enthusiastic members, and along with you all; I'm sure, I thank them both for those past 7 years of editing.

And in the manner of 'the King is Dead, - Long Live the King' — I also give a big hello to the new editor, Jeff Yardley — ***So very WELCOME Jeff !!***

John Watson



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 :

Richard Langford (1658), Cambridgeshire

Michael Forrest (1659), North Yorkshire

***If you would like to make contact with any of these new members
then please ask Bob Morrison to put you in touch***

***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

It's Dustbin Day

It's Dustbin day and a bins not been put out.

Binman knocks at the door.

Oriental looking lady answers

Binman says ' Where's 'ur bin ? '

Lady says ' - I bin Toykio '

Man says ' - No Lady ! - where's 'ur **wheelie** bin ?

Lady says ' - Yess ! Yess ! - I **wreely wreely** bin Toykio ! ' -- ???????!!!



YOUR NEW EDITOR — poised for Action



Well I'm getting myself all set up to take over from Chris and Su, and am looking forward to getting my first issue of ChangiNGear ready for early in the New Year.

I will of course need your support which, judging by past editions, has been tremendous. So Please continue to send in your articles for Publishing

Many Thanks

— Jeff

!!! Contributions Please !!!

Been anywhere or done anything " newsy" in your NG ??

Or have an entertaining Story to Tell ??

Please send in a few words and pictures for ChangiNGear

Contributions for the Winter issue

by Mid—January Please

to ngoceditor@gmail.com

Membership Renewal — 1st January 2020

Please note that membership subscriptions are due from 1st January.

The demise of many Bank branches has made the paying in of cheques an increasing pain in the Gluteus Maximus

Would those members who still pay by Cheque please consider changing to Standing Order — Thank You

For Standing Order/Bank Details please see enclosed Slip



The Best NG 'Story'

John Hoyle was the winner in 2019 for a Story that he and Barbara would probably prefer to forget.

Who will be the 2020 Winner ?

There's Nothing like a Good Story !!
So where are they All ??

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.

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Desparately Seeking -----

Inspite of the large number of well funded, politically active, charitable bodies there are still some quantity of significantly endangered 'species' and it is a crying shame and an indictment upon our modern society that more is not being done to prevent such decimation of our environment. Making a fuss about Japanese whaling, climate change, ocean micro-plastics and the like, is all very well BUT ---

--- it would appear that absolutely nothing has been done for years, to protect one specific and much loved asset of our British countryside. This absence of proactive protection has resulted in a decline, which once slow and steady, is now at breakneck pace, to a point where the point-of-no-return cannot be far away.

Virtual extinction is evident in large parts of the British Isles. And while there are still pockets of existence in Scotland, Ireland and small parts of Yorkshire and Wales - even these are generally seasonal, such that absence may be almost total in the summer months given the added pressure of tourism upon this fragile element of our environment.

What's to be done ??, we hear you cry

Well what indeed can be done ?

Action Groups, Letters to MPs, Public Protests may or may not draw attention to the issue - but what is the action that could possibly reverse this appalling trend ? and who would have the 'political wherewithall' to implement, what would likely be a hugely divisive policy.

Thus we fear that, should this topic be covered in a future issue of *ChangiNGear*, in perhaps just a few years time, it would indeed be more of an Obituary in honour and memory of a then totally extinct pleasure.

-- But then of course you haven't a clue about what we've been banging on about (or may be you have ! ?)

— So Turn to Page 44 To find out

Vic and Mel Drew

Bar Code Confusion



Did you hear about the supermarket shelf stacker who borrowed a bar code scanner. — He took it on a trip to the Zoo and ran it over a Zebra.

--- *Waitrose meat counters where closed for nearly a fortnight !!!*



NG EVENTS CALENDAR — 2019/20

Date	Event	Contact
Dec 8th	NG South East Christmas Lunch (Reigate)	Sue Bolton
2020		
April 19th	Corinium Car Club Run, Cirencester (MGOC)	John Watson
May 2nd & 3rd	Stoneleigh Kit Car Show	John Watson
	NG Picnic on Sunday 3rd	
May 10th	Wallingford Vehicle Rally	Paul Bennett John Watson
May ??? TBA	Jorvik Car Club Run, Castle Howard (MGOC)	Steve Tyler
June 13/14th	Le Mans 24hour	Chas Killick
June 26to28th	NGOC National Rally, Stratford-upon-Avon	John Watson
July 12th	Epsom MGOC Surrey Run	See below **
August ??? TBA	Old Timers Grand Prix, Nurburgring	John Watson
Sept 19/20th	Kop Hill Climb Festival (110th)	See below ***
Dec ??? TBA	NG South East Christmas Lunch	Sue Bolton

****** Surrey Run — Contact Epsom MGOC at www.epsommgoc.org.uk

******* Kop Hill Climb (booking from April 1st) david.barker@kophillclimb.org.uk

These Events are either NG Specific or are Other events where one or more NGers might be attending.
If you know of others events that we have missed out then please let us know.

Many more events will be posted in the New Year.

If you know of other interesting events occurring in 2020 in your area then please tell John Watson



NGOC — Christmas Luncheon

8th December 2019

At BEST WESTERN REIGATE MANOR HOTEL

11:30 am for 1:00pm

There may still be space for those who want to go
but have not yet booked.

Contact Sue Boulton :: email - rayboulton744@btinternet.com

Reigate Manor Hotel is on the A217 only 1 mile from junction 8 on the M25.
address — Reigate Hill, Reigate RH2 9PF





PLEASE HELP!

- with our 40 Museums Challenge

As mentioned, we've had a very positive response to our invitation to visit 40 museums to celebrate the 40th anniversary of the NG car.

-- **BUT** to complete the objective and ensure a successful Anniversary booklet that we expect to publish around April next year - **WE NEED YOUR HELP !!! - PLEASE !!**

The following museums are still to be visited and reported upon :

**The Shuttleworth Collection - Bedfordshire,
Imperial War Museum - Cambridgeshire,
Cobbaton Combat museum - North Devon,
Cotswold Motor and Toy museum - Gloucestershire,
Isle of Man Motor Museum,
British Commercial Vehicle Museum - Lanarkshire,
Lincolnshire Road Transport Museum ,
Aston Martin Museum - Oxfordshire,
The Bus Museum, Long Hanborough - Oxfordshire,
South Yorkshire Transport Museum.**

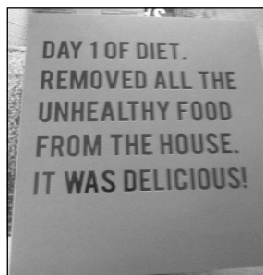
If you are able to visit any of these museums before April 2020,

Please get in touch — Thank You

Send me an email or phone me :

johnd_watson@yahoo.co.uk or 07951 - 466206

Useful Dietary Advice for All NGers





Brooklands Natters 2019

December 10th Enthusiast of the Year Awards, Gentlemen & Ladies Competitions, Hot Sausage Rolls and Mince Pies & Singalong 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 07951-466206

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A 'Morgan' Experience

Hi - Chris and I, sorry for the 'never to be mentioned word', but my daughter treated me to a Morgan Factory visit as a birthday present. I would have preferred to have gone to an NG factory (had there been one !) but it was a nice surprise.

So what did I make of it ?? - A very well built car, but looked big and heavy to the eye. The museum told of an impressive history. The workshops were very clean and clinical, well organized, and took some ninety minutes for the tour. And of the twenty or so visitors in my group no one owned one of the said cars.

And so it was on to the test drive—First just pottering around the car park to get the feel of the car. Immediately showed up problems for me with the clutch pedal -- so so heavy. Very heavy to depress - a mans car !! Ladies - you would struggle changing gear, it really needed a servo to assist.

Once on the road the car felt heavy, the view from the driving position ? - bonnet very long to the eye, too much so. The ride, being similar to an NG, felt all the bumps, the instructor said they tried to keep the feel of the older vehicle, so suspension setup had not been modernised.

On the road there was no thrill, that clutch again gave me no inclination to rush it through the gears, or to push the car. I may be biased but my NG gives me a hairy, agile, basic feeling - a thrill, but safe with it. And although only 1800cc it's enough, and not so as to get you into speeding. From the driving position you get that dated 30s look and that's what NGs are all about.



I always get favourable comments when I'm out, from adults and kids alike.

So in conclusion, I would stick with my NG over a Morgan. It's nice but not impressive. I know there are a lot of very nice sports cars out there, but for now the NG is for me !!

Sadly though my NG has not been out much this year, but when it was it performed well with no overheating even on the few very hot days we had.

Ken Smith, Doncaster



NG Jurassic Roadtrip NGers to Dorset — September

With the NG 40th celebrations well under-way, it was decided to have another NG holiday, this time to Dorset in September. John & Barbara were the main instigators, finding some really lovely accommodation in the form of a Farmhouse and Barn with a good number of rooms. Redbridge Farm at Lytchett Matravers is in a quiet loca-



Redbridge Farm Barn

tion (well, until we got there) in the middle of nowhere, yet only a short distance from the main A35 Poole to Dorchester road.



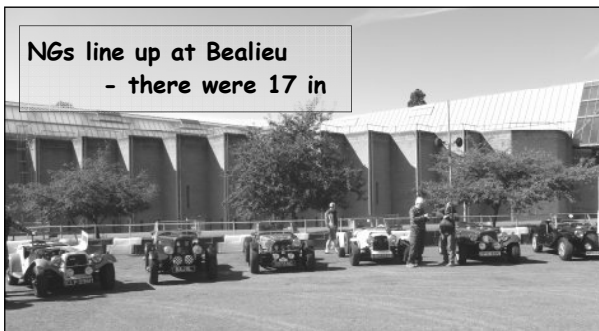
NGers at the trough
- another thing they do so

The Barn has a lovely big kitchen, lounge and dining room as well as two mezzanine floors each with a double bedroom. There were additional bedrooms downstairs as well as in the adjacent Farmhouse. With ample parking space, a patio area with barbecue, and superb weather our requirements were complete. There was even a WiFi - of sorts - but some creative searching to find the best sig-

nal gave the others something to talk about when I retired up to the mezzanine to "look at my emails".

The others, oh yes, as well as John & Barbara and Chris & Lesley (ourselves) there were Chris & Su, Chas, Mary, John & Jane, John & Hana and Mike & Kryisia who time shared with Paul & Donna. These were the inmates but we were often joined on various days by other local NGers so our nominal 14 often became low 20s.

The whole adventure started on Friday (13th) at Beaulieu Motor Museum where we were allowed to park our NGs (together with Mary's Jaguar NG support car) in the arena in public view creating no little interest. The Dorseteers were joined by a number of other NG owners to make an impressive display of 15



NGs line up at Beaulieu
- there were 17 in



NGs covering the gamut of models - TA, TC, TD and TF. Nick Green himself also appeared and could be filmed taking a wee drive in Dave's superb lengthened TA.

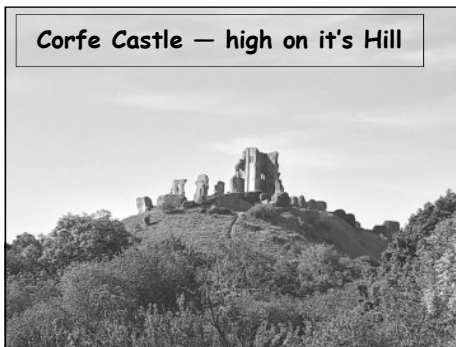
After our rambles around the impressive Beaulieu collection, at least 8 NGs "dropped in" on Laundry Lane, Milford on Sea where Nick sold his early NGs from - to considerable surprise of the local workers. For Nick's ex, who just

happened to be there, it made her day bringing back happy memories. We wended our way from there to the Farm, most of us not getting too lost on the way. The first night's meal was to be an easy called in Fish & Chip supper, which I am sure would have been crisper had not the deliverer lost their way a little.

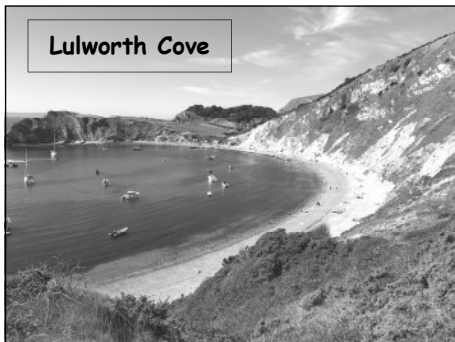
The plan each day was open for us all to "do our own thing" but we congregated in the evenings to share our meals and convivial company. For Lesley and me, Saturday saw a visit to Studland Bay where we mistakenly parked next to a Morgan. A bit of walking from Knoll Beach via Mid-



Corfe Castle — high on it's Hill



Lulworth Cove



dle Beach to South Beach and back enabled us to recce our chosen lunch stop. No sooner had we ordered than we were joined by several of our crew. After lunch we tootled to the Shell Bay end of Studland where the Studland-Sandbanks Ferry normally runs

(it was out of action being repaired). Our drive back via Corfe Castle was ill-timed as it seemed all of Dorset wanted to go home the same way that glorious Saturday. Our second evening meal was a communal roast chicken dinner which was amazing.



Sunday for us was a visit to Lulworth Cove, a real beauty spot. We decided to get some exercise by climbing a path up over the cliffs above the cove and down innumerable steps to the other end and back along the beach. So excited by the choice of 32 flavours of ice cream, I accidentally asked for the wrong one but it was delicious none the less. On the way back we drove via the village of Tyneham which is locked in time since the 2nd World War. The village was evacuated in 1943 to make way for military training and, despite believing it was temporary, the occupants were never allowed to return. Our third evening meal was to be a succulent barbe-cue.

Our Monday's expedition was to Browsea Island, I believe the only day to see some cloud. Parking in Poole's multi-story, John & Hana, Lesley & I took the ferry over to the island. We set off in different directions to explore and walk the perimeter. It is really peaceful with lots of woodland and includes the site where Robert Baden-Powell started the Scout movement with a boy's camp in 1907. Our encounters included a deer, a lizard, peacocks and red squirrels, not to mention a number of other NGers! The return ferry brought us sightseeing around the other side of the island. Some persistent phoning round by John H had managed to secure us all a very tasty meal in the Cock & Bottle just 2½ miles from our base.



It was back to glorious blue skies again for Tuesday's visit to the Bovington Tank Museum - one of the many targets listed for our 40th Anniversary challenge. This time it was seven NGs that descended on Bovington (via somewhat creatively differing routes) to park together in their car park. Most of us were treated to a guided talk

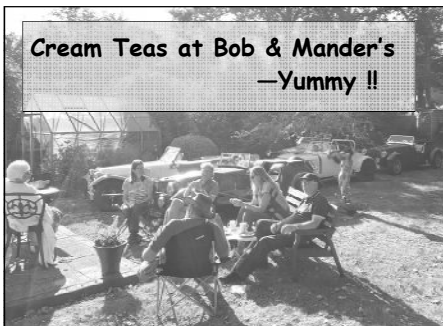
about the early development of tanks starting with "Little Willie." Surprisingly, early tanks were not very effective but over the years (like most other things) they got bigger, louder and more powerful until today we have the massive Challenger II (over 8m long and weighing well over 60 tons). There was certainly plenty of metal to look at for those who wanted to but Lesley and I decided on a softer approach, moving on to nearby Monkey World to view capuchins, lemurs and orang-utans (aaahh!). Our Tuesday was rounded off by two treats - one we were joined by Paul & Donna, and two Donna cooked us all a lovely spaghetti bolognaise.

On Wednesday, John & Hana, Lesley & I had a guided tour of the RNLI Training Centre at Poole. During this we were treated to a "shout" on a lifeboat simulator (masterfully steered by our experienced yachtsman John). We also saw their Sea



Survival Centre and glimpsed the All Weather Lifeboat Centre where the new Shannon Class Lifeboats are being manufactured. In the Afternoon all the NGs converged on Bob & Manda's garden for a super cream tea.

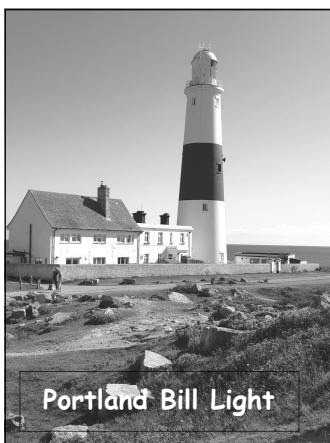
Our last day was a time for seeing what we could fit in before the journey home. So Thursday for us was a return visit to Studland Bay. Much less packed than the weekend had been and a chance to try the ice cream flavour I'd really wanted - blackcurrant and clotted cream - mmmm! The evening meal was jacket potatoes and a chance to use up some of the food which was left. Everyone concurred that we'd had a great holiday with great friends and great weather and the vote was unanimous to repeat it.



On Friday some of our number were going on west to Lands' End in order to complete the four points NG Extremes Challenge. As we had plenty of time, Lesley and I decided to take a non-motorway route home to Potters Bar which, although more enjoyable, proved to be rather long winded returning late afternoon. Still we visited lots of places we'd never been to before - although I couldn't tell you what they were!

Chris Humphreys

And other scenic essentials



- and hard to resist a pic of the **Cerne Abbass Giant**
- the guy with the 'big implement' - Eds



NGers Do Dorset — A second perspective

Donna & I missed the first half of this splendid week in Dorset due to another commitment, consequently arriving on the Tuesday afternoon. Fortunately, another couple could only to make the first half of the week so we were able to 'share' one of the rooms.

Redbridge Farm turned out to be a fantastic venue for a group holiday with plenty of room, not only in the farm buildings, but also in the surrounding gardens etc.

Hats off to John & Barbara for all the research that they carried out, together

with recce trips and liaison with local members, to find such a superb location.

The property was self-catering and comprised the farmhouse, barn and a cottage.

The first two were available for hire but the cottage had been recently been taken off hire for use by the owners' son.

The accommodation was spread evenly between the two properties. There was a kitchen in each building but the main area for cooking/dining was the much larger barn. Using extra tables from the patio, the seating area in the barn could be significantly increased, a necessity on one evening when a total of 26 members sat down together for a meal.

During the daytime, people 'did their own thing' as has been traditional on such NGOC group holidays in the past. We then come together for the evening meal and to discuss our adventures of the day.

Previous NGOC holidays of this type have traditionally been located in Brittany, the first venue having been found by Mike & Hils when touring France in their TF 'Precious' a few years ago!

One of the major advantages of this Dorset location is that it is fairly close to home for many members and doesn't involve expensive sea crossings. Situated a few miles north of Poole Harbour, there are many attractive locations for day-trips, all within reasonable driving distances on very pleasant driving roads.

On the Wednesday, our first full day, the whole group were invited to Bob & Manda's for an afternoon cream tea. We spent the morning exploring the ruins of Corfe Castle (& the excellent on-site café) before heading to Bob & Manda's. As we had done some years ago, we all piled into their back garden and parked all over the lawn;





thankfully dry so no damage done! We spent a very pleasant few hours there and many thanks to Bob & Manda for their excellent hospitality. We were having such a good time that we hardly noticed that the afternoon had morphed into early evening before we made our way back to the accommodation.

Thursday dawned bright and sunny (again!), another perfect day for top-down motoring in such a delightful area. Most people headed for the coast with walks, fossil-hunting, and pub lunches on the agenda.

Our final evening meal on Thursday evening was enjoyed by 18 people and was another very convivial affair. John Watson then entertained us with a fun quiz that had everyone in fits of laughter - and we even got some of the answers right!

Friday morning was the big clear-up with some heading home but an intrepid group of three cars headed off to the Haynes Museum - another tick in the box for the 40-years celebration - before heading off to the most southerly point in the UK, namely the Lizard peninsula, and then onward to Land's End. I'm sure there will be some more interesting stories to tell about that ---

A very big thank-you to John & Barbara for organising a brilliant club holiday, with help from Mary Clarke on the catering front, and everyone else who pitched in to help with producing some splendid evening meals for the group.

Paul Gray

The Jurassic Roadtrip Rally Plate

- kindly designed, made and supplied by Charlie Killick

- *So Many Thanks to Chas*



And just to get you prepared for the worst of the upcoming Christmas Crackers jokes — here's one to test your resilience !!

Why did the Bacteria cross the Microscope ??

— To get to the other Slide !!!



Otley Extravanza

Hi Chris & Su,

Please find attached a photo taken at the recent Otley Vintage Transport Extravanza, on the 8th September

As you can see 5 NG TF's were in attendance, attracting lots of interest from adults & children alike.

The weather was kind to us and X,000s of people attended to see the massive range of pre & post war vehicle, including cars, vans, lorries, buses & motor bikes.



The organisers had also attracted loads of stalls selling a range of mostly vehicle related items, but also lots of items for kids and plenty of good food stalls. From left to right is Mike Heath then Ken Elliott, Ken Halls, (Me) Bill Hornby and Ian Dixon, all standing proudly next to our NG TF's.

So as you can see, there is NG life in the North !,
— thanks on this occasion to the organisation of Ken Elliott.

With Regards from ***Bill Hornby***

This has been in the pages of *ChangiNGear* some years ago
— but it's well worth repeating .

When Mahatma Gandhi was asked about 'Civilisation' ?
He is reputed to have said
" Yes ! that would be a good idea !! "



Further NG Adventures in Scotland

The rumble of NG exhausts through the Highland Glens had hardly died away before Chas Killick felt the urge for a revisit - So after this and chalking up a further five museums visits in the process Chas reports again

When I returned from the most enjoyable club Tour d'Ecosse, and the additional few days to the far north with Chris and Su Hore, at the end of May I realised that we had not managed to visit some of the Scottish "40 museums" targeted for the 40th year commemoration and had been unable to drive some of the wonderful roads that I had hoped to show them.

I decided to return in my NG in August to see my cousins north of the border, revisit favorite routes and take the opportunity to go to the missing museums, plus a few extras.

When planning my trip and checking web sites I noticed that the Grampian Transport Museum were holding a special event on the weekend when I intended to visit. Although it was to be a 60th Anniversary Mini celebration they invited entries for interesting vehicles so I sent details and enquired whether an NG could be classed as interesting to them. I was pleased to receive an invitation, an entry number and



directions a few days before I left.

On Friday 23rd August, I set off for Elgin for my first museum visit. I went up through Glenshee to Braemar then to Corgarff and Tomintoul, roads travelled in the opposite direction in May dodging showers, but dry and bright this time.

I branched off at Tomintoul and continued, past the historic bridge at Craigellachie, the oldest surviving cast-iron bridge in Scotland, to my destination at Elgin where I



was able to park in front of the museum, next to a very tidy classic rally mini.

The museum is small but is run as a business with all the vehicles used regularly, raced, hired out for weddings and some for sale each year to make space for new exhibits as restorations are completed.

The chap on duty when I visited was very knowledgeable, being involved in the restoration of vehicles on display now and other cars for future display; it was his mini which I had parked next to. He had many interesting anecdotes about the cars on display and how they had come by some of them; a now immaculate XK 150 Jaguar had been bought complete, but as a wreck, for £250



from travelers about 20 years ago, and as recently as the late 90's they were able to obtain a veteran Daimler sent to the scrapyards and now fully restored to wedding car duty.

Saturday was a non-driving day spent with my cousins but on Sunday I headed north once more to visit the Grampian Transport Museum under brilliant sunny skies. My route started with a run through Glenshee to Braemar again then alongside the River Dee, past Balmoral, before branching off through a maze of more traffic free roads to the museum.



On arrival I was directed to the rear gate for the exhibitors' area. I was given an event programme and turned into the paddock and parked, surrounded by minis and feeling like a gate crasher.



When I looked at the programme, I found that I was the only non-mini on display! I had at least expected a few mini based kits but apart from three Mokes it was wall to wall minis of various ages, and me.

The museum has a varied collection of historic motor cycles, cars and commercial vehicles plus a few vehicles on loan from Guy Martin ranging from his record breaking mid-engined Transit to a super streamlined "soap-box" that he had used to break the speed record for a gravity powered vehicle, 90mph+ before a crash halted further, faster, attempts!

There were various feature displays, one showing electric vehicles from the dawn of motoring up to the present day and looking towards the future of with AI and autonomous control.



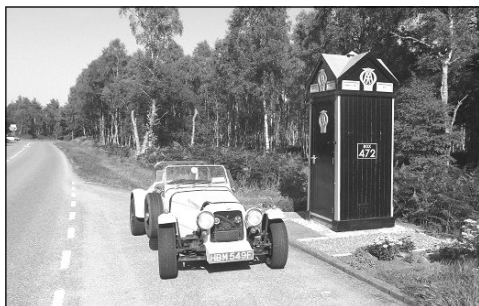
Another covered the development and maintenance of Scotland's roads, with exhibits ranging from tools from before the motor age, to the earliest mechanical road breakers, steam rollers, travelling vans used by the workmen and a mighty 1940's Mack snow plough.



The Aberdeen & District Transport Preservation Trust's collection of buses, trolley busses and trams is housed on the same site. Although it is not part of the museum, when I looked in through the workshop door one of the volunteers invited me in to look round. Their vehicles range from immaculate

restorations to basket cases needing a huge amount of work.

One of the latter is the last Aberdeen tram, built in the early 1900's. Following withdrawal from service it served many years as a two storey extension to a cottage! As can be imagined there is a huge amount to do to restore it. They have managed to obtain a motor bogey for it from Portugal but have the problem that when they eventually get it to the point where body and bogey can be reunited they won't be able to get it out through the doors, something to sort out in a few years' time.



I left the museum in bright sunshine and returned to Blairgowrie through the beautiful scenery of Royal Deeside and the Cairngorms

I had a quiet day on Monday then on Tuesday I said farewell to Blairgowrie to start my trip home, heading for a first stop at Myreton Motor Museum near North Berwick. I had planned to meet up

with Ken Moulson, coming across from Glasgow in his TC, but sadly work intervened and he couldn't make it.

The museum was founded by Willie Dale, whose passion for motor cars and motor-ing memorabilia, accumulated throughout the fifties, sixties and seventies, re-sulted in an ever-expanding collection housed in a group of old farm buildings.

It is an eclectic collection of cars, bicy-cles, motor bikes and motoring memorabilia from the earliest days to the turn of the millennium, from veterans of the 1900's to Trabants of the 1990's. Many of the ex-hibits are in as bought condition, maintained but not over restored.



One of the exhibits, a 1913 Sunbeam, has an extraordinary history. Originally owned by Fredrick Lawrie Johnstone who lost his life in the First World War the car was then driven by his father who had a near fatal accident in it at which point his mother decided that the car should be destroyed. Her first attempt, to burn it, failed so she had it buried upside down where it remained until it was rediscovered in 1971 when struck by a plough. It was restored as a replica of a 1912 racer using the original chassis and major mechanical components which had survived the years of burial. It is now used regularly in historic races and sprints, a remark-able resurrection.



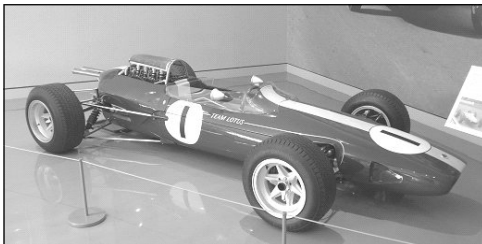
I completed my visit to the museum and said goodbye to the charming lady on duty, mentioning to her my inten-tion to head to the Jim Clark museum at Duns. She asked which way I in-tended to go and when I said the di-



rect cross country route, she said that she had been that way once but didn't like travelling it on her own as it was so remote – sounded just the road for me!

There followed miles of empty single-track roads over the moors carpeted by purple heather with wonderful views south over the border country until I dropped down to the picturesque town of Duns.

The Jim Clark Motorsport Museum is housed in an attractive old stone house in a prominent position at the end of the main street. At the time of my visit the museum had only recently been reopened after a year long closure for a major rebuild and upgrade, in fact the official opening ceremony took place two days after my visit carried out by Jackie Stewart.



The museum is devoted to the life of Jim Clark and has all his trophies beautifully displayed with excellent photographs, audio and video of his life and career plus his 1963 World Championship winning Lotus F1 and touring car race winning Lotus Cortina.

A small museum but well worth the visit.

I left Duns and headed south through Kelso to join the A68 at Jedburgh and then on, crossing the border at Carter Bar, to Hexham then on through some intense, but mercifully brief, thunderstorms to my overnight stop at Skeeby.

When I left early the next morning the weather had cleared up and I headed off down the A1 as far as Peterborough where I turned towards Ely to make my way to Ipswich where I had arranged to meet John Watson at the Transport Museum. I arrived a few minutes after John, just before they opened up. We were able to park just outside the front door to welcome in visitors to the museum.

The museum is housed in the old trolley bus depot, including the original maintenance workshops, invaluable for restoration works to large vehicles. It concentrates on commercial vehicles, fire engines, busses and trams plus cranes and machinery manufactured by Ransomes, a local firm, also known for the production of lawn mowers. The museum is staffed by enthusiastic and well-informed volunteers



who were happy to talk at length about the exhibits.

We enjoyed full afternoon's visit leaving only as the museum was closing and headed off down the A12, travelling together as far as the M25 where I turned east as John turned west.

Although traffic was heavy there were no delays and I reached home at 18:30 after a very enjoyable week of open motoring.

Chas Killick

The Fantastic Fable of Fergus Ferguson

Feckless Fergus Ferguson from the Firth of Forth, at Fife, -- 'Fergie' to his friends. Frantically fancied, the fulsome Fiona Fortesque from Finavon, near Forfar.

unFortunately for Fergus, Fiona's feelings felt only for Finbar Fitz-Flockhart, Favouring this financially fecund fellow from Flodigarry, over the fickle feckless Fergus.

Fergus was further fatally flawed by fearsome farting flatulence, a fuming feature that the fine Fiona found fundamentally frightful.

unFazed and feeling fearless, Fergie forcefully forged on for Fiona's favours, But Finbar found Fergie's (ph)Filanderings flagrantly unfriendly.

Findar fought Fergus and Fergus fought Finbar,
But the fickle finger of fate, failed to favour Fergus,
And fortuitously Finbar fetched Fergus a fearsome 'four-penny-one',
Flooring Fergie for a full fortnight.

Fully flattened, Fergus fled far far afield, further and further, farther and farther. Finally finding fellowship in the friendly Federation of Fiji.
Though feeling forsaken and frustrated, for having failed to fulfil his fantasy with the fair Fiona.

>>>>> Continued Over



NGers to Extremes a 40th Anniversary Challenge

It was back in the Spring that Charlie Killick muted the idea of an 'extremes' challenge as one way to mark the NG 40th Anniversary.

His idea being that NGers should visit the four farthest compass points on the UK Mainland during the course of the year.

For most people the furthest North and South most readily spring to mind as John O'Groats and LandsEnd, but probably very few would know East and West.

And as it happens JO'G and LandsEnd are both wrong anyway.

Furthest North is actually Dunnet Head

and furthest South is Lizard Point, while

East is Ness Point at Lowestoft and, surprisingly, furthest West is in the Scottish Highlands.

Ardnamurchan .

And so the objective was set, but regrettably very few NGers rose to the challenge.



But no matter - the objective was achieved by the end of September, and these Outings are now reported in the following pages.

>>>> Finalising Fergus : — from page 29

The forlorn Fergus finally found fame, though not fortune,
fighting for the French at Flanders

Falling fatally from friendly fire, far from family, - forsaken in a foreign field.

But the fair Fiona never fully forgot her fling with Fergus,

And having fallen full with child by the fertile Finbar,

bore forth her first borne, a flaxen haired fledgling. Called Finley

And so finishes the fantastic fable of Fergus 'Fergie' Ferguson

---- (Ph) Few !!!!!!! -- and thank the 'fidget' for that !!



NGers — Extreme West

**Ardmurchan Point, Acharacle,
PH36 4LN, Scottish Highlands.**

It was very convenient that the first stopover of the Ngers Scottish Road-trip in May (see Summer issue of ChangiNGear Page 16+) was at Corran Ferry not more than 30 miles from the coast at Ardmurchan. And by coincidence local Ngers Andrew and Margaret Green lived even closer at Ardtoe

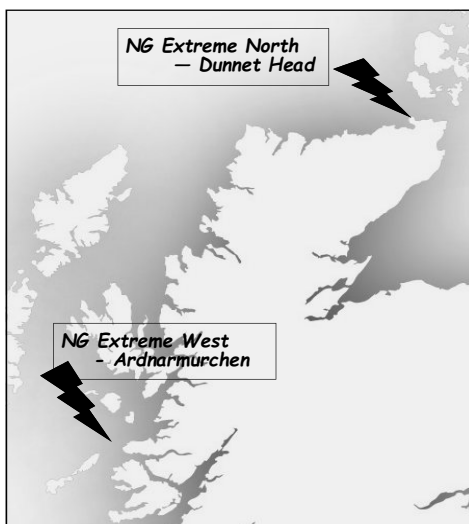
Sunday 19th May saw seven NGs cross Loch Linnhe on the Corran Ferry and head over to meet Andrew Green, waiting roadside near Strontian with his rather nice NG-TC. Andrew then lead the 'convoy' through most delightful rural countryside to his charming and very remote loch side cottage. And following an NG lineup and photoshoot Andrew and Margaret treated us all to Bacon Sannies at the Salen Ferry Café, before we headed a little further west to Ardmurchan Point and Lighthouse.

And a very picturesque spot it was. A prominent feature was the enormous foghorn pointing out to sea, powered by two substantial air compressors via four enormous 'air receivers'. Nobody would want to be near that on a foggy day !!! - you'd loose all yours fillings and have a headache for a week !!!

It was a glorious Spring day and magnificent views were to be seen from the top of the lighthouse for those with the knees to climb the many steps (-- so much worse coming down !!!!)

NGers then wended various different routes back to Corran, some again over the ferry and others a longer way via Fort William.

Thus the 'Furthest West' was the first of the four Extremes successfully concluded.





NGer Extremes — North — Dunnet Head, Caithness.

Regrettably the timing of the 'dash' northwards did not suit many. So it was only LWD and Rocket that set out from Stromferry as the rest of the Scottish Roadtrippers made their way back southwards. It was an uneventful and steady drive through continuous amaz-

ing scenery and early afternoon saw us at Duncansby Head (perhaps the most extreme NorthEast tip of Scotland - just to say 'been there - done that') and then just round the corner to John O'Groats (for the same reason).

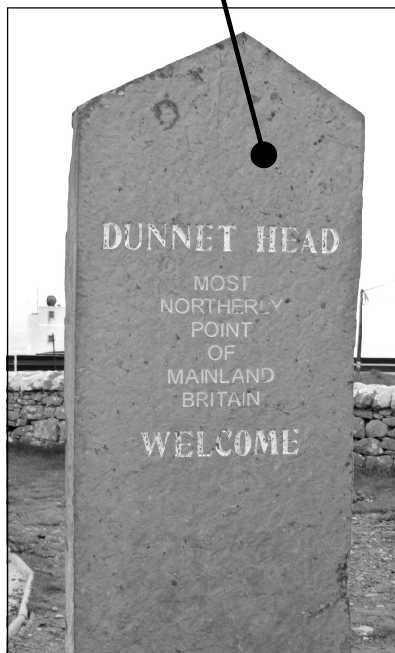
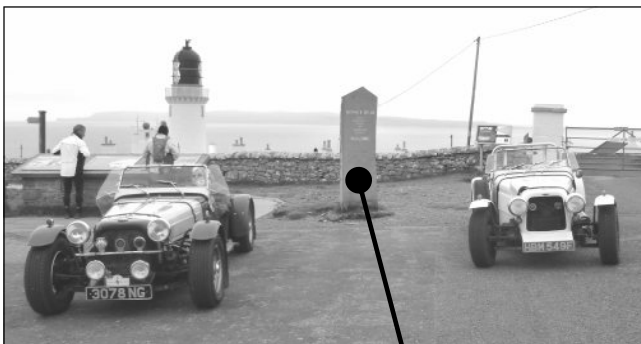
JO'G Point frankly doesn't have much going for it! - it all rather scruffy, a hotel, a car park, burger vans, a loo and (worst of all) lots of people. So after noting how close the Orkney Island were, and Stroma even more so, we hurried off to the far nicer Dunnet Head (which is the true most northerly) and far less busy because the single track access road fortunately deters the 'madding crowds'

Thus the 'Furthest North' was the second of the four Extremes now successfully achieved.

But we still had to get home - and quite a long way !!

So we overnighted in the centre of Thurso, serenaded in our beds by the wroughty exhausts of boy racers and the 'melodious' tones of various 'happy' Scotsmen. Quite a change from the silence of the highlands over the past week. - and NOT for the better !!!

Sunday morning was our first bit of proper Scottish rain, really very lucky for a roadtrip in May, but it made up for it with a vengeance.





The only time that Rocket had the hood up, but really glad of it that morning as we drop southwards via Wick and the coast road for Inverness (though Chas soldiered on regardless/hoodless, -- a hardly sole is he !!) The weather much improved as we crossed the Cairngorms and found a good spot for lunch to recharge. Chas seems to have relatives and friends scattered to all corners of the UK and so a very pleasant evening BBQ was ready for us at Blairgowrie before our overnight stop near Perth airport.

A better day the next morning and straight south towards Edinburgh over the Firth of Forth and seeking the more scenic roads across country to Moffat. Unfortunately the 'proper driver's road' we had intended was closed for maintenance (B****r !!) so an alternative less pretty route was the diversion. But being a rather longer route it was pushing the bounds of 'bladder control' and so a service station looming into view was an exceeding welcome sight ! - and then on to seek another lunching opportunity.

But by then we had exhausted the opportunities for scenic driving and only the 'main roads' home stretched before us. Heading for Settle and Skipton and our next overnightstop we had a small SatNav 'episode' ending up "at our destination" at a five-bar gate in the back of beyond on the edge of the Yorkshire Dales - and it was beginning to rain again - Oh Joy !! Fortunately a quick loop around found us on the inside of our Travelodge and even more quickly on the outside of large G&Ts !!

Not much to be said about the final leg the next day. No fun in prospect just a swing across onto the A1(M), the long plod down that, the A14 and M11, round the M25 before it had it's 'evening car park moment' and successfully home to Sevenoaks and Tunbridge Wells, respectively, by early afternoon.

***Job done !! , and another very enjoyable NG Roadtrip achieved
And a Job Well Done !! - with admirable NG reliability.***

Chris Hore

Bladdered --- A Poem by Ian P Freelite

I'm sure I went before I came, but having come; I need to go again !
And once I've been, I really know; I'll want to go again; before I go.
And once I've gone again; again, and gone and got to where I'm going.
I'll need again to go again; again.
And again; again --- again, again, again !!!



NGer Extremes — East

- Ness Point, Lowestoft

Su and Chris Hore, in Rocket, and I had completed our visits to the first two extremes, Ardnamurchan Point, the most westerly, and Dunnet Head, the most northerly, during and immediately following the Scottish Tour in May. We had discussed when we might visit the most easterly, Ness Point at Lowestoft, and decided on early August, combining it with visits to the Caister Castle Car Collection and the East Anglia Transport Museum, with an overnight stop in Great Yarmouth.

We set off together on Wednesday 7th with a run through the lanes to join the M25 at Swanley then through the Dartford Tunnel and on round to pick up the A12 at Brentwood. Traffic was heavy on the A12 with congestion whenever we came upon a combine harvester in transit, a fairly frequent occurrence throughout our trip as it turned out.



Our first destination was the Acle Bridge Inn, a large pub in an attractive position alongside the Broads where we had a good lunch before a short drive to the Caister Castle Motor Collection. The castle itself is a ruin with only one tower remaining affording extensive views over the surrounding



flat landscape.

There is little to indicate the size of the Car Collection as it is approached from the car park. The end wall of a low building with a few cars visible through floor to ceiling windows is all that is to be seen, the extent is revealed only after going inside. The collection is housed in six lengthy wings stretching back





from the visible frontage and consists of one family's passion, accumulated since the fifties, with a huge variety of ages, types and condition of vehicle on display. There is a Jim Clark Lotus F1 car in unrestored condition, a rather tatty 1968 BRM with the rare and immensely complex H16 engine, and a spare! Fire engines, luxury cars, sports cars, ordinary family cars, motor cycles and bizarre vehicles such as a three-wheeler with the engine and transmission on the right-hand side of the driver in an attempt to compensate for no left-hand front wheel. A truly eclectic but very interesting collection of 120+ cars and 100+ motor cycles.

In addition to the main museum there is a collection of old agricultural machines and vehicles housed in barns and outbuildings near to the house and café.

We departed Caister Norfolk lanes to the fore heading to Great stop in the Victoria Horsers than The Dorches-squeeze round at the



and meandered through the picturesque Horsey Mill be-Yarmouth for our overnight tel, think more Fawltly Tow-tower, parking was a tight back by the bins and break-

Not a Lot of 'Nuffin 'at Ness Point



fast was much delayed by a kitchen breakdown, no gas apparently!

Been There — Done That !!!

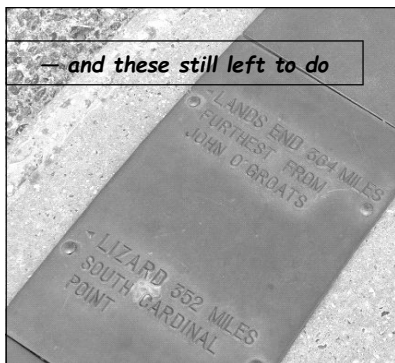


We left the hotel after an awkward reversing out and headed for Ness Point. To say that Lowestoft makes little of being the most easterly point in Britain would be an understatement. There is a single road sign on a minor road in an industrial estate, but

nothing on the main road, and in consequence we had a bit of aimless driving around one-way streets before we got there. When we did get there, we found

— and These !!!





that the marker is a roundel on a concrete area beyond the sea wall with a central bronze plaque and a bronze margin with directions and distances to other points of note, including the other extremities (cardinal points). Other than this there is a refreshing absence of visitor information or tourist tat, how different to Land's End or John o'Groats

Mission accomplished we moved on to our next point of call, the East Anglia Transport Museum.

It didn't take us long to find the museum and as we turned into the car park we were greeted by a steward



who asked if we would like to put our cars on display, we said yes and were directed to a different gate and, after a short wait for the man with the keys, were directed to a parking area within the grounds, just by the station buildings, and presented with complimentary tickets.

The museum has a fine collection of trams and trolley busses in full working order regularly travelling around the site offering rides to visitors. The trolley bus in action on the day of our visit was an ex Maidstone and District vehicle in their brown & cream livery and displaying "LOOSE" on the destination board. Chris was amazed as he used to travel on the trolley busses on that route as a child on visits to his grandmother so may well have been on that very vehicle.

Access to all rides was included in the entry ticket and we took trips around the site on the trolley bus and two trams and the short ride on the narrow-gauge railway, pulled by a small diesel shunting engine. The museum has recently acquired an adjacent area of land and has just started laying track for the expansion of the railway.

The selection of vehicles in service varies day to day being drawn from the museum's extensive collection.



The vehicles on static display are housed in a series of period buildings with recreations of village garages, bus and tram depots and workshops where current restoration projects can be seen being worked on.

Our visit to this excellent museum rounded off our most enjoyable East Anglian trip, and we headed home down the A12, even busier than when we came up.

Thus the 'Furthest East' was the third of the Extremes successfully completed, with only one more to go. And the final 'Furthest South' planned as an extension of the NGers Dorset Roadtrip in September

Chas Killick

Scary Face ??

I was invited to a Halloween party last week.

It said 'fancy dress', but I'm far too old for that sort of caper! - so I 'went I as am'.

Hostess nagged me for not getting into the spirit of things.

I said '- *is this face not frightening enough as it is ??*

— *Every morning in the mirror it scares the hell out of me !!!* '

--- Hostess conceded that I had a point !!!???



If only he Knew !!

" Precision of communication is important, more important than ever, in our era of hair trigger balances, when a false or misunderstood word may create as much disaster as a sudden thoughtless act "

- So said James Grover Thurber

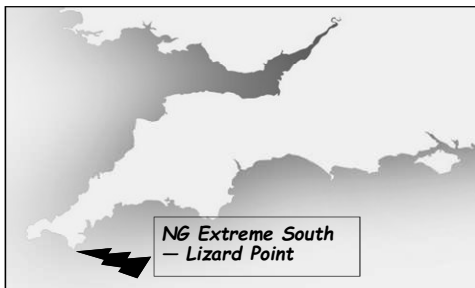
The above quote is thought to date from the 1950s when JGT would have had no inkling of the future 'horrors' of the Internet, The Worldwideweb, Fake News, Social Media or 'things' going 'Viral'

--- *Poor man must be turning I his grave.*



NGer Extremes — South To Infinity (the Lizard) and Beyond — a tale of NG antics

You will have read all about the Extremes challenge and no doubt wondered when the southern extreme was going to get tackled. Well here is the tale of that adventure.



With Chris, Su and Charlie on the Dorset Holiday (no doubt reported elsewhere) and me with a short escape from work the gauntlet was thrown down to meet up at the end of the Dorset Holiday in a Somerset town called Sparkford. Why Sparkford I hear you cry - well ok maybe one of two of you might wonder! Sparkford is the home of the Haynes International Motor Museum, so two birds with one stone, a meeting point and another museum of the 40-museum challenge in the bag. Sparkford is 182 miles from my home near Aberaeron. As such an early start was much needed. I took a cross country route through Wales ticking off places as I travelled. It was dark as I left but Mr ToAd's new headlamps did a good job of lighting the way. Lampeter and Llandovery were soon behind me as the sun rose and the pockets of cold passed away. The trouble with those pockets of cold is that one minute you have a nice clear windscreen and the next its fogged over on both sides and you are peering round the edges! Next up Sennybridge and Brecon and then Abergavenny for a quick fuel stop. From Abergavenny there are a couple of options, I took the road to Newport, down to the M4 and then across the bridge to England.



From there I joined the M5 - risky in the morning rush, but I figured I was in front of it. Luck was on my side and I was soon able to pull off at the Glastonbury junction and make my way across to Sparkford. Chris, Su in Rocket, Charlie in LWD and John W in Clipper arrived

shortly after me and we parked in formation fielding the usual question about Morgans !! (again !)

Presented with a car museum we were all itching to get inside and see what automotive delights we could see - oh no - hold your horse powers - let there be CAKE! Well !! if they will put the café in the foyer what were we supposed to do ??, it would have been rude to miss the opportunity !



The museum has some really lovely motor cars, from the "dawn of motoring" to modern "super cars" over 400 hundred in total. They even have a "custom and kit" section. Highlights for me were the Duesenberg (they have the only Model J in the UK), the Horstman and the sheer eclectic mix of cars from around the world.

The red room was indeed very red, but

how many different shades of red. Shortly John W needed to head off and we thought he had gone but a while later he came up to Charlie and me and asked where the exit was - err ! John - there just behind you under that big EXIT sign !!!! (— not that we had any doubts about him finding his way home to Egham ? - did we ??)

Time did not allow the rest of us to linger too long either. So, after another visit to the café we reclaimed our trusty steaks and headed south west on the A303. This road was quite congested, but we made steady progress and re-joined the M5 to scoot around Exeter.

We were heading to Moretonhampstead on the fringes of Dartmoor. Here we had arranged to visit our second motor museum of the day.

Moretonhampstead Motor Museum is much smaller than the Haynes one, with around 130 vehicles. It is run by Frank Loft who shares his love for cars with the public. We were made to feel really welcome a reserved parking space for us right by the entrance. And such a lovely collection of cars on two floors.

These were real cars, models we had owned in the past, cars we used to see on the roads, cars you could imagine getting dirty and thrashing down the lanes (or is that just me?). Some common marques others less so. An AC Royal nestles next to an early side valve Riley, Lanchester and Austin 7 upstairs, whilst and MG TD and a Jowett Javelin sat near each other downstairs.

We had a totally brilliant time, to be honest far better than the Haynes Museum. Fewer cars yes, but an interesting selection and a much more personal touch from Frank. Well worth a stop if you are down that way.





We were by this time sadly in need of, yes you've guessed it - CAKE. So next stop Warren House Inn. You will have heard of this one, the fire has been burning non-stop for 172 years. Warren House Inn is situated 1425ft above sea level in the middle of Dartmoor. Whilst very windy, the weather was beautiful with views for miles in every direction. The kind of weather that Dartmoor probably only gets 10 or so days a year, just perfect for NGs.



We ordered coffee and tea and settled by the fire. Chris then spotted the specials board. Treacle tart - yum - with ice cream, clotted cream or custard. Chris was debating the concept of OR - why not AND ? I heard him mutter. To cut a long story short, I ordered a couple pieces, and yep you guess it - I got Chris 's treacle tart with ice cream AND clotted cream AND



custard! You should have seen the look on his face - priceless !

Our bed for the night was at the Wheal Tor Hotel, the

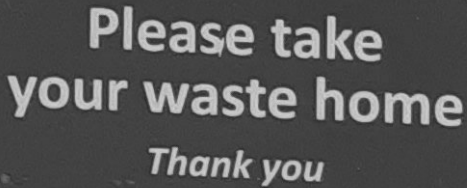
highest inn in Cornwall at 996ft above sea level. It made for a pleasant stay with a good restaurant even if we thought we had entered the Land's End Trial to reach it.

The morning marked a change in the weather, more overcast and less settled. Undeterred we set out for a run through St Austell and Truro to Helston and the small road to Lizard Point.

At Lizard point as we were parking the rain started, this continued on and off for the rest of the day, but hoods stayed resolutely down.

Lizard point is a National Trust location with a pretty lighthouse and coastal walks. Unfortunately, the lighthouse was closed, along with the café (On a Saturday Morning in September ??!!)

>>>>> Continued on Page 42



Please take
your waste home
Thank you

*An admirable suggestion, we're sure that you would all agree.
Except that you need to turn to Page 46 to see just where
this sign was posted*

Who's afraid of Alzheimer's ?

Then some interesting thoughts to ponder

Forgetting the names of family members and acquaintance, or forgetting where things are. If anyone is aware of their memory problems, they do not have Alzheimer's. Memory loss often happens in people 60 years and older.

They complain that they lack memory. But the 'information' is generally in the brain, it is the "recall processor" that is lacking.

This is "Anosognosia" or temporary forgetfulness

After age 60 most people have such a difficulty, which indicates that it is not a disease but rather a characteristic due to the passage of years.

- this is NOT Alzheimer's

The more somebody complains about their memory loss, the less likely it is that they suffer from memory sickness.

Those who are conscious of being forgetful have no serious problem of illness. Those who do really suffer from a memory illness, such as Alzheimer's, actually have no awareness of their condition.

In much the same way that a person who is aware of their drink problem is not a hopeless Alcoholic. If they were then they would be in total denial of their condition.

So if you are sufficiently aware to have a fear of Alzheimer's then you can take some heart from the fact that you're not there yet.



We did not discover until after we had paid for parking. (So it cost us £9.00 for 4 Pees and NO Cake !!!!!!!)

But thus the 'Furthest South was the last of the Extremes now successfully achieved. And the Four Points Challenge completed for Chris, Su and Chas.

And so a small celebration ensued

But we still had to get home - and quite a long way to go !!

We motored on towards Land's End stopping for lunch along the way. As the author of this piece I can skip over the fact that I tried to leave without paying for lunch, it was not deliberate I quickly add. I thought Chris had paid and he thought I had paid.

The matter was soon put right and red faces dulled.

Land's End was £6 to park, but with such misty weather there was little point in stopping. We headed back up the A30, past St Ives, Cambourne and taking a diversion to Port Issac to see where Doc Martin is filmed. We arrived at 4pm and frustratingly 4pm seemed to be the closing time for all the cafes. We had to continue with our thirst and cake needs unabated (- AGAIN !!)

We were due to stay at the Tree Inn in Stratton, near Bude. But unfortunately, they did not have a car park. The only place to park was some distance away in a public car park. We weren't too happy about that and whilst we were discussing options and ringing around for alternatives the heavens opened. I don't use the term "heavens opened" lightly. They literally did, it was as if someone had unzipped the sky and dumped gallon upon gallon of water out. Being stationary were instantly soaked.

Charlie's brother's God Mother (I think I have that right) had invited us to dinner, and Maggie, hearing our plight took pity on us and offered us a bed for the night. With rain still hammering down, in onset of darkness we drove the short distance to the Old Vicarage and arrived dripping puddles and all in need of a change of clothes. Dinner was delightful with lovely food and lovely company. Thank you Maggie a very much needed port in the storm.

After a good night's sleep, the morning looked brighter. However, with Mr ToAd's





hood up to keep the night-time rain out we had to start the day with the hood up for it to dry out. More a requirement than a necessity.

Mr ToAd was very reluctant to start. Perhaps a further symptom of the odd misfire from the day before which I had put down to a dislike to the fuel picked up in Truro or the excessive wet?

Once started we headed up the coast

Bideford, Barnstable and then the smaller A road tracking the coast to Lynton and Porlock. Before we got to Lynton we stopped at Lynton and Barnstaple Steam Railway. A great setting with homemade cakes which we had to sample with a cuppa be-



*Setting Off from Maggie's
- Dried and restored*

fore moving on.

We swept down Porlock Hill rather than up, but it would have been a breeze compared to the steep Yorkshire slopes reported last year - 1:3 on Rosedale Chimney Bank compared to Porlock's 1:4. Mind you Mr ToAd was running less and less well. Down on power and really feeling sorry for himself.

When we stopped for lunch, I took a

quick look to see if I could spot the problem. It was easy to see; the points had closed up. I'm surprised there was any spark. The joy of simple motoring is that 10 minutes later re-gapped, re-timed and purring like a ToAd!

The afternoon run saw us drop away from the coast down to Bridgewater and to our stopping point for the night. We drove through Cheddar Gorge to the Wookey Hole Hotel.

Job done, two museums, the 'Extremes' completed (though I still have Lowestoft to do) - mission accomplished!

I arrived back in Aberaeron on Monday mid-afternoon having covered 761 miles since leaving Friday morning. Chris, Su and Charlie made similar good progress, and everyone was safely home — ready for the next 'challenge' - of which more anon!



Jeremy Evans



A 'snippet' from George Valler

An old friend of mine who retired many years ago went to visit his daughter and son in law who were selling their house. To help out he offered to trim the trees in the garden. Unfortunately between ladder balance and tree it all went wrong and he fell into the garden just missing bamboo canes, the result of which would have been unthinkable. The ambulance was called but they were unable to get their trolley into the garden so an old door, handy at the time, was pressed into service. My friend though being old is no lightweight and they had to solicit the help of neighbours for the carry. He eventually got to hospital and in order to cheer him up I put his situation into verse — thus :

*I see the ground a coming; coming up right through the trees.
 I see the ground a coming; a coming up to welcome me.
 As I lay there in its embrace the shoulder taking the blame;
 While rising tall above me stood proud the bamboo cane.
 Get help ! get help ! get help ! I cry ; lying here is not much fun.
 And, while you are in the garden, from the table remove the rum.
 The 999 are with me; as on the ground they see I'm floored.
 The only way to get me out is suspended on a board.
 It's a call to arms from neighbours as they haul me to the van,
 And blue lights ,in their wisdom, get me there quick as can.
 'Your back is not a problem, it's your arm,' that's what they said.
 'So let's get it all strapped up and sit you up in bed'.
 'It's your arm that you have broken, the humerus -that's what you've done'.
 HUMERUS ?? - not bleeding likely !!!, HUMERUS ?? - it ain't much fun !!!!!*



OR Just another angle on the subject 'keep taking the tablets...'

*At the time he sent this in George said his neighbours was still recovering.
 - though he didn't say whether this was from the broken arm
 or George's poetry !!! ?? - Eds*

Desperately Seeking ?? Well it's this :

— From Page 11

Species : Alta Via Kingdom : Itinere
 Family : Villam Genus : Patentibus
 Status : Heavily Endangered
 Latin Name : Quod Aperta Itinere English Name : **The Open Road**

So now you've have it ?!

Well !! - have you seen much of it lately ?? — if so do tell !



Give it the Boot

The NG marque has been beautifully designed. Whilst there is plenty of variations and tweaks introduced by the many builders of the NG, the principle design of each of the models has a certain balance to the shape that is appealing.

I love both my TC and TF, but the TF until recently has benefitted from one strong element over the TC. It has wonderful and accessible luggage space, a

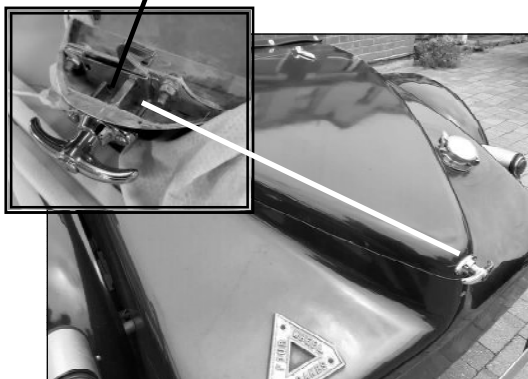
most satisfying ingredient when contemplating touring. Yes there is storage space behind the seats in the TC, and perfectly accessible, for a 4ft supple contortionist ! — which I am not. Of course I could have added a luggage rack. However I when saw Steve Tylers' boot conversion, Why, I thought, did Nick Green not introduce this feature on the TC from the beginning ?

Anyway I mentioned it to Ray Bolton explaining I didn't have the skill to carry out such a conversion. And within a few days he sent me a photocopy with the contact details of a 'composites fabricator'. The company, Westgate Composites, is based near Hungerford, Berkshire and so was close enough for me to give them a call. To cut a long story short, Andy Westgate agreed to carry out the modification. I gave him some pictures of Steve's build as a guide, and Andy also spoke with Steve to understand a little more about what was needed. The resultant boot now with a professionally constructed lid is just perfect.

Andy originally fabricated boats, but from a chance request to alter a kit car, his enthusiasm and skill drew him towards doing car modification full time. He exhibited at the 2019 Stoneleigh Kit Car Show. I found him honest, very approachable, and happy to send me photo updates as well as allowing me visits to assess progress.

(That's assuming that ,unlike John, you can find your way to Hungerford ???! - but that's another story to which John Hoyle can attest !!)

Westgate website is at <http://www.westgatecomposites.com>





WANTED :: NG Car badge

An Email received :

My name is Marc Veenhuis, I am a 56 years old and a classic car enthusiast. I've had 7 strokes and I have most physical difficulties from them.

But to keep being involved in old cars I collect car badges.

Do you have an old or slightly damaged NG badge for my collection please ?

Thank you very much

With kindest regards,

Marc Veenhuis,

Meindershof 45, 7255 BT. Hengelo GLD, The Netherlands

Email : carnut8@hetnet.nl

www.instagram.com/cliedercarnut/

So that Marc does not get overwhelmed by the response.

Please coordinate any donations with John Hoyle - Thank You - Eds





One for V8 Owners

I would guess that most of you with V8NGs will have the Rover LT77 gearbox bolted on the back of your V8 as I do. It is a very old design of box that has been extensively developed, and eventually it morphed into the R380. I have been very critical about it's agricultural nature. My particular box has been reluctant to engage first gear, especially when cold, unless second is tried first. Gear changing was notchy and hesitant and second gear was quite noisy. All these problems are the more apparent after driving a modern car with super slick gear changing. After some research I found an oil product that had been designed especially for the LT77. This oil is not cheap (£28/litre approx, box capacity 2.5ltrs approx) but the results are astounding, even my second gear is quieter !!

It is a state of the art lubricant, it transforms the ease and speed of gearchanges as well as reducing wear, lowering transmission temperatures and improving fuel consumption.

EVOLUTION 1 is specially created for Land Rover Transmissions. It has the perfect viscosity required and its high film strength prevents metal to metal wear whilst reducing gear and bearing noise.

Most importantly, it is highly shear stable, maintains it optimum viscosity span hot or cold and it has an ideal coefficient of friction for the gearbox Syncro hubs.

Check it out at www.difflock.com/oilandadditives/oils/gearbox-oil/evolution1

John Hoyle





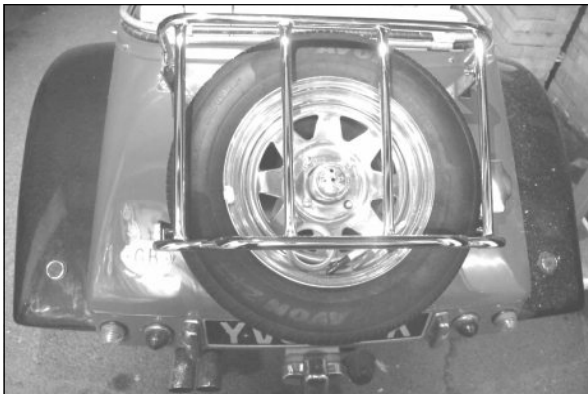
BOOT RACK for NGs A Note from Bill Hornby

Hi Guys,

I have found a nice quality of Boot Luggage Rack,
Chrome plated (or black) rack
with Stainless Steel Legs
at - £230 to 250

The standard racks come with
7inch legs. But for my wheels I
needed a clearance of 8 inches,
they supplied longer legs at no extra cost.

For details see their Website at WWW.boot-racks.co.uk/ng-henley.html



Hopefully, this information is useful to other members who cannot find a reasonably priced Boot Rack for their NG-TF. They make a massive range of Boot Racks, some of which may be suitable for the other NG Models.

And yet some More New Words

And yet a third batch of new words for the Everyman's Everyday Vocabulary

Caterpallor : noun

pronunciation - *katəpɪlə*

- the colour you turn upon finding half a worm in the apple you are eating

Flabbergasted : adj

pronunciation - *flabəgə:sd*

- the post Christmas condition upon discovering just how much weight you've gained

Intaxication : noun

pronunciation - *ɪn.təksɪ'keɪʃn*

- the euphoria you feel upon receiving a tax rebate,
until you realise that it was your money all along !!

Bozone Layer : noun

pronunciation - *bəʊzəʊn leɪə*

- the substance surrounding stupid people that prevents good ideas getting through.

Unlike it's near namesake this is not diminished by the action of hydrocarbons



The subject of MOT Exemption has rattled around the Club for a good few months. Ken Elliott has sent in the following 'article' he found at Heritage Car Insurance.

THE MOT EXEMPTION: SHOULD YOU STILL MOT YOUR CLASSIC CAR ??

Classic owners will know that once their car turns 40, they're no longer required to give it an annual MOT test in order for it to be road-legal[1].

This is a development that came into play in May 2018, replacing the old rule that only cars registered before 1960 were MOT-exempt. The rolling 40-year rule means that more and more classics are reaching this milestone.

Roadworthiness is still obviously a requirement for classics; it's simply that the MOT process itself becomes no longer necessary. We're finding that customers are asking the question, should I get my classic MOT'd anyway?



WHAT GETS CHECKED IN AN MOT?

Nearly half of all faults found during MOT tests could be avoided by carrying out simple maintenance[2]. These include:

Lamps, reflectors and electrical equipment, including car battery

Steering and suspension

Brakes, Tyres and road wheels

Seat belts and restraint systems

Body, structure, and general items such as registration plate and speedometer

Exhaust, fuel and emissions

Driver's view of the road, including mirrors and wipers[3]

These are all elements any driver should be keeping an eye on and ensuring proper maintenance of, not just in preparation for an MOT.

However, if you don't tend to carry out your own vehicle maintenance – and we know not all classic owners do – a formalised test may bring you greater peace of mind. And even if you do maintain your classic yourself, knowing it's had a professional eye over it and any advisories have been noted, can help ensure things keep running smoothly.

MOT EXEMPTION CRITERIA

A car is exempt from the requirement to have an annual MOT[4] if it:

Was first registered more than 40 years ago

Has had no 'substantial changes' made to it in the last 30 years

WHAT ARE 'SUBSTANTIAL CHANGES'?

A car is exempt from the requirement to have an annual MOT[4] if it:

Was first registered more than 40 years ago

Has had no 'substantial changes' made to it in the last 30 years

This clause caused some confusion when the MOT laws first changed.



Broadly, 'substantial changes' mean that the technical characteristics of the main components have been changed in the previous 30 years, unless the changes fall into specific categories[5]. This could include changes to the Chassis, Axles and running gear, and Engine

THE HERITAGE VIEW

In the interests of vehicle and driver safety, we would recommend that classic owners should continue to put their car through an annual MOT, even when it has reached the exemption. This ensures it is being regularly checked for roadworthiness, and gives you as the owner the confidence of a professional, regulated review of your vehicle on an annual basis.

In saying this, we recognise that some older cars may struggle to pass the new, more rigorous tests.

On the exemption criteria, while the government guidance on 'substantial changes' is extensive, we don't feel it is as clear as it could be. We would therefore strongly recommend that if you have made some significant changes / upgrades to your classic car, you continue to MOT the vehicle, to ensure you are not contravening the law.

References

[1] <https://www.gov.uk/historic-vehicles>

[2] Halfords autocentre, 'what's checked in an MOT'

[3] Halfords autocentre, 'what's checked in an MOT'

[4] <https://www.gov.uk/government/publications/historic-classic-vehicles-mot-exemption-criteria/historic-classic-vehicles-mot-exemption-criteria>

[5] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/670431/vehicles-of-historical-interest-substantial-change-guidance.pdf

And John Hoyle says -

'I am hoping that this will support what I have been banging on about for quite some while ?! and thanks to Ken for bringing this article to our attention '

Duty is what one expects of others.

It is not what one does one's self !! -- Oscar Wilde

There are several good protections against temptation.

But the most effective is surely cowardice — Mark Twain

Most problems may be solved by just walking around,

— but if not just try sleep on it. — Anon



: 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-TG 1800 :: Regn. ENW 165K (1972)

MGB running gear, White with Aluminium bonnet.

Overdrive, Wire wheels, Good tyres, Nice condition.

Some nice touches by the constructor.

Always garaged

Currently on SORN

Price £6,950

(location - Stafford)

Contact : George Valler

by email on gvall123@me.com



Rover Type LT77 5Speed Gearbox, complete with bellhousing.

- now an unwanted spare for a V8 NG (sold following bereavement)

Has been refurbished but not used since

Sold as seen, without warranty or guarantees.

Price £400 ono

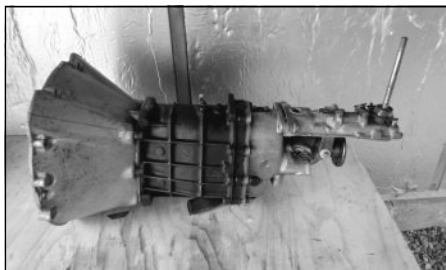
Buyer to collect (Exeter)

Proceeds will go to the 'Rainbow Living' charity

Contact : Jane Sawyer

Phone : 01395-232110

Email : jane-_e_sawyer@hotmail.com





For Sale :

NG (TF/TC) Rolling Chassis

- with 1800cc Engine and Gearbox
- without Bodywork or Bonnet.

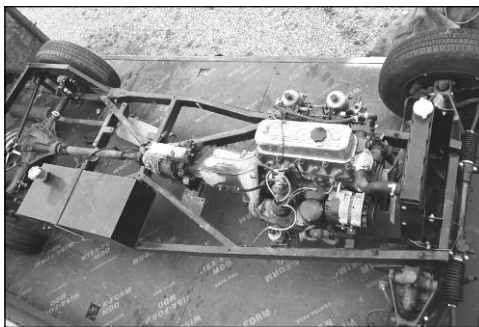
There is no supporting history or paperwork, or any 'extras'

What you see is what you get, and you only get what you see.

Location - Birmingham (buyer collects)

Offers invited - by Harjinder Singh

Contact - Email hsv633@gmail.com or Phone 07739 422190



Wanted

Rear Wings for (Marina) TA

Pair of rear mudguards wanted for special project

Any condition within reason,

Contact Paul Dales : Phone 07817821694 or email at pauldales@live.co.uk

NG-TC V8 Rear Axle

Looking to buy a 3 : 31 to 1 axle for my TC in good useable condition

John Shepherd : phone 07976-555737

NG-TF Non-runner (or mot failure)

Must be correctly registered.

Please contact Roland : phone 07715-005055

or email at rfeerry@ductform.com

NG-TC V8

Car ready to go if possible:: Q Reg ok.

Please contact Greg Musgrave

mobile 07957-571014 home 01243-784176

or email at gregmusgrave@aol.com

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) — In Stock	£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

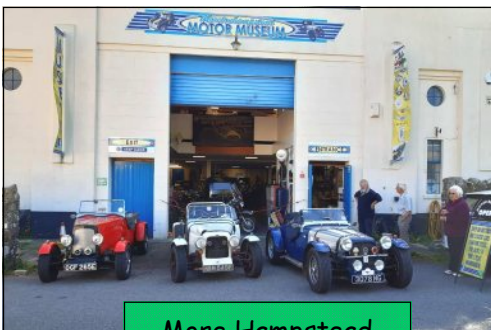
7 Loxley Close, Oakwood, Derby, Derbyshire DE21 2PU

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

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

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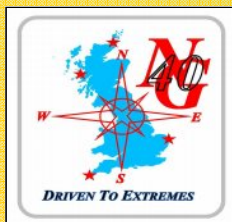


More Hampstead



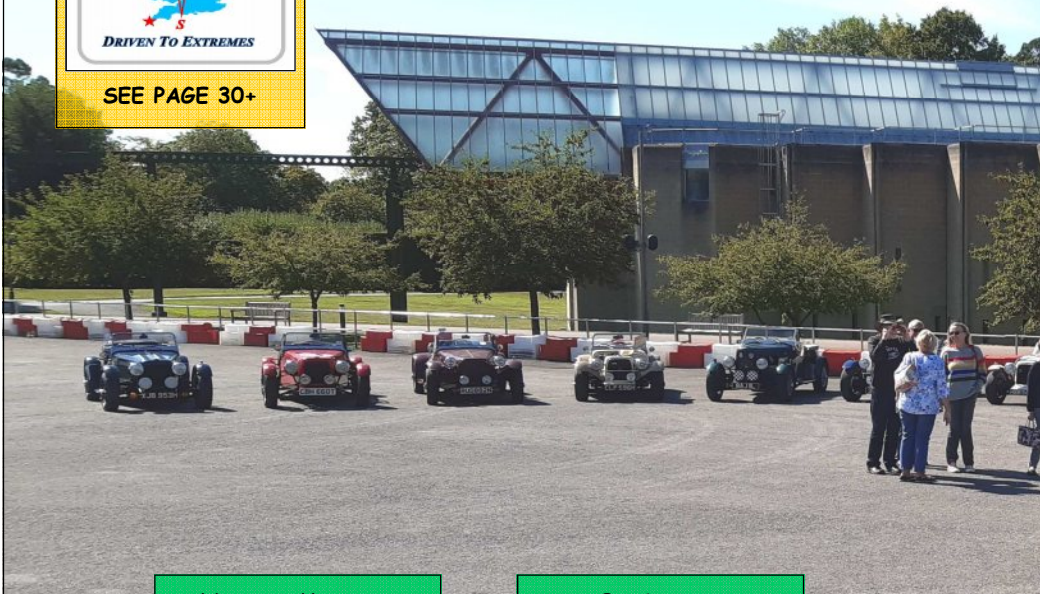
East Anglian

And



SEE PAGE 30+

Just five of the many Motor museums visited in the NG 40th Year



Haynes Museum

Bovington

