

Changi**NG**ear

April 2015



at
The NG National Rally
Stratford-upon-Avon
3rd to 5th July 2015

the NG Owners Club magazine

The NG Owners Club

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We are now on



*With thanks to Jeremy Evans the club now has a **facebook** page at <https://www.facebook.com/groups/NG.Owners/>*

It is hoped that this will raise the profile of the Club and help to generate more membership. Jeremy has already identified a number of non-member NG Owners and will be encouraging them to join.

It is with thanks to a facebook post by Chris Bridgland that we became aware of the following Youtube clip from Kits & Cruising ,17 Aug 2000. which shows Richard Hammond doing a piece about the NG-TC (starts about 4minutes in from the beginning)

<https://www.youtube.com/watch?v=1Ag0HdZynp0&feature=youtu.be>

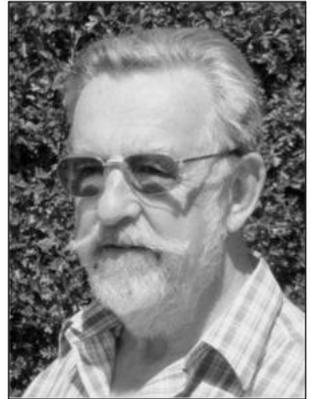
- Eds



Chairman's Letter

Rally, Rally, Rally, Really this is a call to arms. The National Rally on the week end of July 3rd to 6th at Stratford-upon-Avon is the common denominator and main event of our Club's motoring and social calendar.

This event, no matter what the weather, has always been enjoyable. So with plenty of advance notification I would ask that as many of you as possible mark the date in your diaries.



Even though the Kit Car Scene has taken a down-turn over recent years it is most encouraging that new members are still seeking membership of the **NG Owners Club**. Some having purchased pre-owned cars and surprisingly there are still one or two who intend to build cars from scratch. I cordially invite everyone, current owners and future owners / builders to visit the Rally, come and experience the event for yourselves, it will be worth the effort.

The Events Calendar, in this issue of the magazine, lists many other attractions and activities that can be enjoyed both with and without an NG. Summer is on the way, I have it on good authority, so let us all take advantage and be on 'our' way (the highway) in our very special cars and enjoy them.

Peter Clark

Mis-interpretation

Computers are generally unsuitable for accurate translation of 'idiom' between languages.

For example if the phrase 'The spirit is willing but the flesh is weak' is translated first into Russian and then back in English you end up with 'The Vodka is fine but the meat is awful'

Just Rewards ?

Most successful self-made men have got to where they are by jolly hard work.

-- Regrettably often not their own !!



Secretary's Notes

Welcome to you all in this April edition of our magazine , and especially to all the new members.

Manda and I hope you had a pleasant Easter and were able to venture out in not too bad weather. Our daughter celebrated her 40th birthday so the champagne flowed and chocolate eggs were eaten.

We are looking forward to our National Rally the most important event of our Club's year. We would love to see as many of you there as possible. You will all be very welcome.

NO NG on the Road ??
NEVER MIND COME AS YOU ARE !!!

It`s a great venue with lots to see and do. Stratford has many attractions within walking distance of our rally field or you can take the short river trip which drops you in the centre of the town, or there is always someone to chat to over a cuppa.

For further information about the Rally see Pages 22 to 30

And also Pages 5 to 10 for other future events and outings.

Bob Preece



Supplier & Services Directory ??? :

One of the proposals that came out of the recent Membership Survey was that we should 'regenerate' the Supplier & Services Directory. To put on record those sources of Goods and Expertise, that have a proven track record, and may be of use to Members in the future

So if you have direct and satisfactory experience of any such sources would you please email the appropriate details to ngoceditor@gmail.com And we will compile these entries for a future issue of the magazine.

Thank you –The Editors



Editorial

Well another Spring is with us again, how nice it is to have a bit of sunshine, and we hope that you all have your NGs properly 'fed and watered' ready for the new season. Rocket is all raring to go but is still needing a final wash and a polish before making his presence felt at the NGer's SE Weekend in a few weeks time.



Having earlier worked out the skeleton programme for this 3day event, and now getting this issue of ChangiNGear to the printers, we are fleshing out the bones, working out the various routes and locations etc. We have circulated details to all 'local' Ngers, and brief details are on the page opposite, but if we have missed anybody out or if you would like to come from further afield—then please let us know straight away—The More the Merrier.

Again we must express our thanks to all contributors to this issue. A good wide variation of articles, news and topics will hopefully provide interest and amusement.

On Page 18 Su is exhorting the NG Ladies to stop hiding their 'Lights under Bushels' and step forward into the limelight. It would certainly be nice to have some contributions to the magazine to give the female perspective to their role of the NG life.

Also in this issue, Page 15, we have introduced a section 'From the Archives', we will aim to continue this in future issues by ferreting out interesting 'snippets' from back numbers of ChangiNGear.

Both the Chairman's Letter and the Secretary's Notes have already stressed the importance of a good turnout for the Annual Rally, so we won't dwell on that any further— except to ask whether it is really Lord Kitchener on the front cover or does this bear an uncanny resemblance to our esteemed Chairman in his younger days ??

With Our Best Wishes for a cracking NG Season — Chris and Su



Future Events for 2015

The NG National Rally

This will be the Club's main annual event as usual
3rd to 5th July at Stratford-upon-Avon

Please be there this year

See Pages 25 to 30 For Details and Entry Form

NGers SE England Weekend 8th to 11th May

Aiming to return the compliment to Wim and Janine Bielars for their hosting of the NG Dutch Trip in 2014

A long weekend activity is proposed which will include a scenic route Treasure Hunt, visit/s to one or two place of interest, an Evening BBQ and an NG Sunday Lunch at a convivial Kentish Pub

Join us for all or part of the time

If you would like to come, please let us know, quickly

Chris & Su Hore @ candshore@hotmail.com

London to Brighton Sports & Kitcar Run Sunday 31st May

Starts from Royal Park, Greenwich, with a Lunch stop on route to the Finish at Madeira Drive, Brighton

see website www.classicmotorevents.co.uk for further details.

It is a well organised and enjoyable day. The downside is the cost at £95
Graeme and Sarah Lacey will be going again this year

Let them know if you are also going, Please ----- Eds

As the condemned man said to the Hangman upon being asked to step onto the trapdoor ----- " *Is this bloody thing safe ??!!* "



Events Calendar for 2015

<i>Date</i>	<i>Event — What / Where</i>	<i>Contact</i>
3-4 May	Stoneleigh Kitcar Show	Bob Preece
6-9 May	NG SE Area Weekend	Chris Hore
10 May	Wallingford Vehicle Rally & Parade	Paul Bennett
12 May	Brooklands Natter	Peter Clark
23-24May	Spa Classics, Belgium	John Hoyle
29May-1Jun	Laon Circuit Historique, France	John Coker
31 May	Adur Family Fun Day, Shoreham, E.Sussex	
31May-1Jun	London to Brighton Kitcar Run	Graeme Lacey
8-14Jun	NGers to Normandy	Angela Morrison
9 Jun	Brooklands Natter	Peter Clark
13-14 Jun	Le Mans 24hour, France	Chas Killick
20 Jun	Castle Combe, Classic Kit & Retro Action Day	
25-28 Jun	Festival of Speed, Goodwood, Sussex	
3-5July	NGOC Annual Rally at Stratford-upon-Avon	Paul Gray
14 Jul	Brooklands Natter	Peter Clark
11-12 Jul	Ardingly Classic & Kitcar Show, Sussex	Rob Garrett
18 Jul	Dogmersfield Fete, Hook, Hants	Paul Gray
24-26 Jul	Silverstone Classics, Northants	
22 Jul	Classics on the Common, Harpenden, Herts	Chris Humphreys
11 Aug	Brooklands Natter	Peter Clarke
8 Sept	Brooklands Natter	
11-13 Sept	Goodwood Revival	
23-30 Sept	NGers Trip to Ireland	Jeremy Evans
13 Oct	Brooklands Natter	Peter Clark
10 Nov	Brooklands Natter	Peter Clark



NGer's Trip to Normandy 8th-15th June 2015 - Update

Things have moved apace since January. There are now 9 of us going to Normandy or 5 NG's **including ours!!!** In early February, Robert and I spent a very fruitful weekend starting with looking at the suggested accommodation options kindly put forward by our French twinning friends. As soon as we met Sophie, the friendly owner of Le Clos du Saint Vincent in Manneville ès Plains only 10 minutes away from Veules-les-Roses (see picture) and after seeing a couple of the rooms in her



B&B, we didn't hesitate in booking all five rooms. Nadine, a 101% anglophile, whom we've got to know through the Alfriston and Veules-les-Roses twinning and lives nearby, has kindly invited our party of 9 to dinner with her family at her home one evening during our stay.

We met Yves Lecointre, the proud owner of a mint condition TR6, who had already been in touch with some owners of 'interesting' cars. Since our meeting, he has organised a tour for us with some of his car enthusiast friends, covering ca. 80 miles visiting various places of interest, incorporating stops for coffee and lunch. There will be a photo opportunity on the sea front in Veules-les-Roses and we may well end up in the local press!

Following the Normandy landings in June 1944, the reformed 51st Highland Division was in the vicinity of Le Havre and Montgomery was insistent that they retook the port, thereby liberating neighbouring Veules-Les-Roses and St Valery at the same time. By 13 September 1944, the German forces in Le Havre had Highland Division beat the retreat in St Valery. To recognise this milestone, a combined party from B Company and 7 soldiers travelled to Veules-les-Roses last year and visited the sites where the 51st Division blocked the road from Dieppe to Le Havre to deny the Germans access to the village, and the cliffs where many Jocks so sadly fell to their deaths while attempting to climb to safety.

This year, Veules-les-Roses are again welcoming a larger contingent of the 51st Highlanders, who are participating in the 75th anniversary of the evacuation and we have been invited to the dinner and ceilidh organised by our twinning friends on Saturday, 13th June.

Eric Leblant, a French NG member, who lives near Rouen has kindly invited our party to lunch at his house on our penultimate day.



Photo Competition — 2015

Now that Spring is upon us 'Get Snapping'

Please keep your cameras handy throughout the year and send in some Scenic and Action shots as the opportunities arise.

Please email your entries as a .jpg attachment with some details and a Snappy Caption to us at ngoceditor@gmail.com

Thank you !! — Chris & Su

Wallingford Vehicle Rally and Parade -- Sunday May 10th

This relaxed, friendly and very informal event returns for its 11th year. It is organised by a small group of volunteers. The event will kick off at 11am with a parade of 250 vehicles through the picturesque Oxfordshire town of Wallingford starting from The Wallingford Sports Park, snaking around the streets, through the Market Place and culminating in a static show at the Kinecroft in the centre of town.

Throughout the day there are displays and side stalls hosted by local suppliers and charities, helping raise funds for their worthy causes. Local food traders will also be there throughout the day so you can sample the tasty delights from local suppliers.

It is well worth attending this event. I have been three times now and it has been a good event every times with lots of interesting cars and various stalls to have a look around. Last time I went it was attended by Mike Brewer presenter of Wheelers Dealers on the Discovery Channel.

I would recommend getting booked in early as spaces are limited.

More information can be found at: info@wallingfordcarrally.org.uk
or via the website <http://www.wallingfordcarrally.org.uk/>

Perhaps I will see some of you there — Paul Bennet

CONTRIBUTIONS PLEASE

Contributions for the July issue of ChangiNGear by 12th July Please



Brooklands Monthly Natter Evenings

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

- 12th May Late spring Natter & Noggin
With Chris Bass on Piano
- 9th June Pride of Ownership, Concours d'Elegance
Ladies & Gentlemens Period Costume Competition
- 14th July Summer Barbeque
Best Ladies' Headscarf Competition
Best Gentleman's Waist Coat Competition
With Live Jazz
- 11th Aug Summer Natter & Noggin
- 8th Sept General Knowledge Quizz
With Chris Bass on Piano
- 13th Oct Brookland Natter
12th Anniversary
- 10th Nov Early Guided Museum Tour
- 8th Dec Enthusiast of the Year Awards
Gentlemens & Ladies Competitions
Hot Sausage Rolls & Mince Pies

There will be a raffle on all nights

These events may be subject to change
Please check with Danny Bryne, Brooklands Club 01932-829814)
Or Peter Clark, NG Owners Club, 01737-832367



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 :

Brent McCarty, (1557)

21 Stour Walk, Donnington, Telford, Salop, TF2 7QA

Nigel Beale, (1558)

Burnside, Deppers Bridge, Southam, Warks, CV47 2SU

Paul Bracey, (1559)

17 Hazel Grove, Winchester, Hants, SO22 4PQ

Kenneth Halls, (1560)

51 Stonecroft, Eccleshill, Bradford, W.Yorks, BD2 2HW

Matteo Pirazzi, (1561)

Via SS Cosma E Damiano 7, Tento, Italy, I-38100

John Watson, (1562)

21 Spirithill, Calne, Wilts, SN11 9HP

David Fox, (1563)

Parc, Rhosgadfan, Caernarfon, LL54 7LB

Gerard Stafford, (1564)

Ashfield House, Hall Lane, Lathom, Lancs, L40 5UW

ChangiNGear is again delighted to see so many new members and extends a very warm welcome to you all. We look forward to hearing from you in due course with 'your news' to publish - thank you.

Chris & Su : The Editors



Welcome New Members : Robin and Suzanne Carr

2014 was a momentous year for Robin on three counts !!!

Not only did he acquire his NG Henley Pastiche Regn. ERC 807T and join the NG Owners Club, but he also got married to Suzanne

They live in Northallerton, N.Yorks where Alan is proprietor of Blastkleen Ltd, doing soda and abrasive blast cleaning. Any NG Members in that area who might be in need of such treatment would no doubt get 'mate's rates'.



Robin and Suzanne only got their NG (called ERIC, of course !) at the latter end of last year so they are looking for to a Summer on the open road, and to add somewhat to the 1700miles so far 'on the clock'.



Blastkleen Limited (see Ad on Page 40)

Web: www.blastkleen.com

Tel: 01609 781717

Mobile: 07976 624029

Do you Realise ??

Most Car Insurance policies do not cover tyre Damage !!

Your tyres bear the brunt of your car's wear and tear, and never more so with the worsening state of our country's roads.

You would not expect fair wear and tear to be covered but you would probably be surprised, and maybe aggrieved, to find that pothole, vandalism and accident damage to tyres are not usually covered and thus leaving you potentially out of pocket.

Many current models of car use costly special tyres, whether ultra-low profile or 'run-flats'. The latter may be handy in the event of a puncture but very expensive to replace.

But never fear many Insurers, Adrian Flux being one, now offer a policy add-on to cover all tyre damage, and may including caravans etc. A small 'excess' per tyre would normally apply.

So if you feel 'at risk' it may be worth your while looking into this

Eds



News, Reports, Articles, Letters & Technical

The Morrisons have Moved (at Last !!)

Did Phil Spencer help sell their home in Shriv-
enham? Who knows? Who cares! After living in a
'Shoebox' (Compact Granny Annex No. 1) followed
by the upgrade to a 'Welliebox' (Bigger Granny
Annexe No. 2) for the past 6 years, Angela and
Bob (our Membership Secretary) have finally
moved in to their new house in Hailsham (see in-
side front cover for address).



As we go to press we are told that the garage is
almost ready for their NG-TF 'La Bête' to come
out of storage and move into its new home. More
importantly, Bob can then work on getting the car
on the road ready for the NGers Trip to Norman-
dy in June (see Page 7)



*See update on the Normandy Trip in this issue.

Do You Need a 'POD' for the National Rally ???

Unfortunately Angela and Bob cannot make it to the NG Rally this year
so the 'Pod' that they booked (and deposit paid) at Riverside Park for
3 nights i.e. Friday, 3rd to Sunday, 5th July inclusive, is up for grabs.
If you would like to take this over then please ring Angela
Tel: 01323 843769 or Mob: 07765146500

Five Rules for Life :

1. Forgive your enemies but remember the bastards' names
2. Money can't buy happiness but its more comfortable to cry in a Mercedes than on a bicycle.
3. Help someone when they are in trouble and they will always remember you when they're in trouble again.
4. Many people are alive only because it is illegal to shoot them.
5. Alcohol does not solve any problems but then again, neither does milk.



NG South East Sunday Luncheon 1st March

We had an excellent NG Meet at the Oak & Ivy, Hawkurst and I would like to thank everyone that came along. It was truly a wonderful gathering with 25 to lunch and five NG to decorate the car park. We thought that the Pub looked after us very well, the food was excellent, plentiful and very good value. We were blessed with a lovely sunny



and dry day, with a touch of Spring in the air — proper NG weather. It was good to see some new as well as old faces, from as far afield as Colchester, Potters Bar and Shoeburyness. It was unfortunate that Wim and Jantine Bielars from Holland, could not make the event at the last moment due to an illness in the family. Our thoughts were with them and we look forward to seeing them for the NG Weekend next month and our next Sunday Lunch which will be on 10th May, and we hope that this will also be as well attended.

Su Hore



Follow this link for all the photos
<https://www.dropbox.com/sh/fff5bjifjw68e0/AAC81RGkhsAFdF7bqrAD6dqya?dl=0>



From The Archives :

Su & I were having a tidy-up of the club archives and thought that the following might be of interest.

The first issue of the NG Owners Club Newsletter was issued by Ian Peacock in June 1981. At that time it was just that, a newsy letter, of two or three pages sent out every one or two months.

The first actual issue of ChangiNGear was sent out in May 1985, Peter and Penny Fellowes being the editors at that time.

The name 'ChangiNGear' resulted from a Competition won by Alan Layland of Rainham. Suggestions from the runners-up were 'wheelspiN Gazette' and 'News Grid'. At that time it was in the form of stapled A4 pages, This issue of ChangiNGear will be the 189th as a club newsletter and the 150th under it's current name.

The club magazine has always relied heavily upon 'contributions' from Members for it's widely varying and interesting content.

Long may this continue — So please keep your 'Input' coming.

*We take this opportunity to thank our reliable 'Regulars' but please let us also see some new 'scribes' coming forward — Thank you
Chris & Su*

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www.insurance4kitcars.co.uk

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A new lease of life for Chitty

I purchased a rolling NG-TC chassis from Andrew Brooks-Holmes way back in June last year, on the reasoning that I could upgrade my existing TC 'Chitty' (VML 732G) by simply swapping the parts over, and with the addition of a new nose cone.

In reality things were/are not that simple! I'd kept my old car on the road until I had secured the correct nose cone from Findhorn, but



Simon and Jane

due to some confusion with Nigel (or I think his supplier, who was moving premises at the time) it has taken around 8 months to get the right part. Up until then I was not sure I had a viable project and did not dare even make a start.



The New Rolling Chassis

Anyway, having started last month, I'm now at the early (messy!) stages and there is significant progress. 'Chitty' is now several buckets of bits all over the garage, shed, house etc.. and the start of rebuilding is imminent.



Chitty — as Was

I've taken lots of pictures in anticipation of some sort of article for a future edition of ChangiNGear — so wish me luck and watch this space.



— a Work in Progress !!

Simon Camsell



Le Mans: 24hour: 13-14th June 2015

Charlie Killick is a veteran of Le Man having attended every year for the last 32years.

This is what he says about his plans for this year -

This year I shall be joining the 'NGers Trip To Normandy' before heading off to the Le Mans circuit. I will as usual be camping having pre-booked a camp site. We had originally booked "Maison Blanche" inside the circuit but building work for a "Porsche Experience" development has meant that we have been moved to "Camping Bleu"

Tickets and Camping details can be found from <http://ticket.lemans.org/mon-aire-accueil-auto>

Circuit entry tickets can be bought on the day but camp sites need to be booked in advance.

I'll be meeting up with a guy from work and an ever growing group of his friends & cousins for Le Mans but I usually do my own thing as far as watching the racing.

My normal timetable is to arrive at the circuit on Thursday morning, set up the tent then go off into the countryside for a drive, including a quick trip down those parts of the circuit which are public road, and stop for lunch somewhere nice then back to the circuit for the qualifying sessions which take place early evening through to midnight.

On Friday there is nothing going on at the circuit, except a walk down the pit lane to see the cars being worked on in the garages, so I head off down to the Loire to visit a chateau, pick up a few bottles and find lunch before returning to the circuit in the evening, by which time it's much busier with a lot of people coming down during the day. I generally stop off and get food for sandwiches over the weekend as the roads are pretty jammed on Saturday morning.

I'll walk to the nearest track side on Saturday morning to catch the 'Historics' in action then back to the tent for a stock up with food and



drink and up to the track to get a good viewing point for the start of the race - get up there by about 12:00 to get a good spot - I usually go to the area beyond the Dunlop bridge to see them bursting over the brow following the start at 15:00. After that one can see as much or as little of the race as you like. It used to be quiet crowd-wise at night, although last year it





was still pretty busy, and it's good to go up to the main straight and watch the pit-stop action in the dark, then back for a brief nap before returning to the track to see the racing through the dawn. I generally pack up the tent at mid-day then drive out to the exterior viewing areas at Arnage/ Indianapolis then at the Mulsanne corner from where I see the end of the race, and can then get a clear getaway avoiding the scrum leaving the camp sites and circuit. I head back in a roughly north westerly direction and find somewhere to stay on Sunday night and then spend Monday meandering back towards Dieppe. The times of ferries back never seem to work out well, so I end up on the early crossing on Tuesday morning (5am-ish) and so have ended up sleeping in the car, although last year I did get a room in a motel at the top of the hill just before the ferry port.



*--- I am really looking forward to my 'excursion' again this year !!!
---- Chas Killick*

Gentleman this is for the Ladies

We were contacted by a Lady NG member who had taken the trouble to ring us up, thanking us for the January Issue of the magazine and the enjoyment she got from it. During our chat it occurred to me that some ladies members of the Club may never be given the opportunity of reading ChangiNGear . Once it gets in the clutches of the 'men' - does it just disappears into their "Man Caves" ?

So - Come on you Guys - Be Fair and let your 'other halves' have a bit of a read

And by the same token it would be nice to have some contributions to the magazine from Lady NGers to give a feminine 'slant' upon the Club's activities.

Are you Ladies been given the opportunity to partake in some of the local activities, trips and functions?

Do you Ladies you have ideas that would be fun for your local NG'ers to participate in at there local get-togethers.

Please let us know and we will include them into the magazine

So come on Ladies - Let's be having a show of Girl Power !!

Su Hore



My other cars a.....

This is the first in what hopefully is a new regular occasional spot in ChangiNGear as after all whilst we are car NG people we are car people too. I expect quite a few club members have other classics or kit cars that they dote time and money on - so lets hear about them. To kick the series off I want to declare - My other car is a Morris Minor

Now you will have all immediately have a picture of the Moggie Thou in your head - but No, - Morris introduced the Morris Minor in 1928 to compete with the Austin 7. For the first 3 years of production the Minor had an 848cc over head camshaft engine, a forerunner to the engine used in most pre-war MGs and the early Wolseley Hornets.

In 1931 Morris in a cost cutting exercise swapped over to a side valve engine of the same capacity. Morris fitted a range of bodies saloons and open 2 and 4 seat tourers. There was also a Special Coupe model which as the posh Minor. Morris also sold chassis to coachbuilders such as Hoyle, Maddox, Arrow and Mulliner.

My car left the factor in Cowley in October 1931 as a standard side valve saloon. The years took their toil on the car and by the time I got the chassis in 2011 the body had gone and only the chassis frame remained.

This fitted neatly upside-down on my roof rack for the trip back from Suffolk, thankfully Rob tied it on nice and tight!

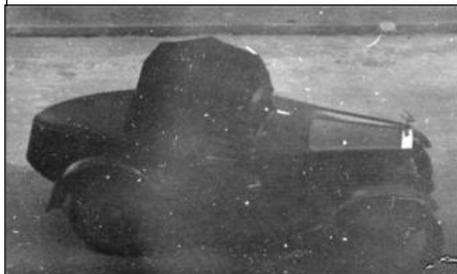
So with a chassis bought what was I going to do with it? I had wanted for a number of years to build an ash frame from scratch as although I had restored a number of vintage and classic cars and build a couple of kits I had never built an ash frame before.

I looked through pictures of the various coach built Minors and liked the look of the Mulliner 2 seater sports model. To make things interesting no Mulliner bodied Morris Minors survive and there was only one known picture.—and not very good at that !!

With the body style decided I then set about collecting axles, wheels, engines, etc. from around the country trying to get a complete set of mechanical parts. The Minor donated a lot to the first MG Midget the M

type. They share just about all the mechanical components including the chassis so some re-manufactured parts are relatively easy to come by—at a price of course.

I started the body in late 2012 but other than a sheet of marine ply for the floor I did not get that far until early in 2014 when I started to put a little more effort into the build. Using





my knowledge of how M type MGs are made and the lucky chance of finding a chap restoring an Austin 7 Mulliner of the same year I started to pull together drawings of timbers and structures. These I then transferred onto the ash planks and using a band saw started the cutting. The pictures that follow give you some idea of the complexity of the frame. I had a local vintage car restorer make the aluminium covers for the tail top and bottom as I don't have the equipment to make these bits.

I was lucky to win a rear axle on ebay in September and then once the wheels were restored I had a defining day in early December when the Morris was standing on all four wheels for the first time



I have pretty much finished the ash frame now, just a few little areas to sort out. I am now working on the propshaft tunnel and battery box.

The next steps with the body are to cover the frame in 3mm birch plywood and then over that goes sheet wadding and an exterior grade vinyl. The car will be finished in black.



I think there is about 18 month work left to do (brakes, wiring, lights, engine, wings bonnet, etc, so when I am not tootling round in Mr ToAd you know where I'll be !!!



— *So Wish Me Luck*
— *Jeremy Evans*





— and An Update :

Jeremy wrote his article opposite a bit earlier in the year but it arrived a bit late and was too large to fit in the January issue of ChangiNGear. We have recently received an update on his progress, as follows : Eds

The ply cover is now completed - in fact the main body tub is complete bar the fabric covering (see below). I have started on the brakes and planning of the wiring, both of which are straightforward but are upgrades of the original to improve reliability, and in the case of brakes — performance !! The original car would have had cable brake. On my last Morris these were not great so I have opted for hydraulics ones this time. There is one road locally that is a steep down hill ending in a T junction with a busy main road - I went down it once in my last Morris - only once !! - could not stop at the bottom and overshot the junction !!- it was pretty scary!! Electrically I am upgrading from 6v to 12v and putting on an alternator for more 'amps' - so better lighting etc. The engine is also at the machine shop to be collected Thursday. The bearings, pistons and gaskets should arrive this week so next weekend could see the engine rebuild begin.

All good and I hope on track to finish it for early 2016

-- funds and time permitting of course !!!

Jeremy





NGOC National Rally 2015 3rd to 5th July Update News :

As the date for this year's National Rally is fast-approaching (Fri 3rd to Sun 5th July), we thought it would be a good idea to give you some more details of our plans for the weekend.

Firstly, we would love to see as many members and their families and grand-children as possible.

Your committee has worked hard, during the last few years, to make the National Rally a truly 'family affair' as evidenced by the increasing number of youngsters attending. We would very much like this trend to continue - after all, it is the next generation who will hopefully be keeping the club going in future years. To make the event more attractive to our younger members, John & Barbara Hoyle have very kindly offered to arrange some 'games for children' during the weekend. We also hope to encourage more youngsters to take part as passengers during the driving tests. Whilst on the subject of attending, please don't think that you have to attend in an NG. It will obviously be good to see as many NGs as possible but we understand that there are many reasons why it may not be possible to bring an NG during the rally weekend. We would, however, urge you to attend the event and support your club - it really is a great social occasion and opportunity to 'catch up' with old friends. We can assure you that there is nothing prescriptive about our event - just come along, relax, and enjoy the weekend!

The rally field is within Riverside Park, Tiddington Road, Stratford-upon-Avon, CV37 7AB. One big advantage of this venue is that they have a number of static caravans for hire and a number of 'snugs' & 'Hobbit Houses' which have been very popular with our members during previous rallies. The

site can be contacted direct on 01789-292312 if you would like to discuss hiring a static caravan or snug/hobbit house.

On the rally field itself we welcome any form of tent/caravan/motor caravan and there are no restrictions on siting different types of unit together. Please remember that for us to be able to use --
Continued on Page 27 >>>

Cont. from P. 24 >> the rally field,





RALLY BOOKING FORM



at
The NG National Rally
Stratford-upon-Avon
3rd to 5th July 2015

If you want to leave your magazine intact you can download a copy of this Form from the Club Website, or we will email you a copy

-- Eds

BOOKING FORM

Name: Membership No:

Rally fees :

Rally fee enclosed: £..... (£10 per day or £25 for weekend, for each family unit)

Camping fees :

Camping fee enclosed: £..... (£16 per night per family unit)

I enclose a cheque made payable to the NGOC for £.....

NGOC National Rally Friday 3rd to Sunday 5th July 2015

Riverside Park, Tiddington Road, Stratford-upon-Avon, CV37 7AB.

For a full description of the weekend's events, please see article in this edition of the newsletter.

Your rally committee would be delighted if we could rely on the support of as many members as possible for the weekend. If you can attend, please help us by completing the form below (in block capitals please) & return it with your payment (cheques made payable to the NGOC) by the end of May.

Please post to:

Teresa Goodbun, NGOC treasurer, 43 West Court Lane, Shepherds Well, Dover, Kent, CT15 7PT.

There will be a rally fee charged, per family unit, for attending the event.

The rally fees are a small contribution to help cover the costs of hiring the site, marquee, tables, chairs, tea-urn, gas BBQ's, teas/coffees & for the catering for Friday & Saturday evenings.

Rally fee: £25/family unit for whole weekend (3 days) or £10/family unit (1 day).

In addition, for those camping on the rally field, there will be a fee of £16/night/family unit (no extra charge for separate children's tents). Note that camping is available Friday, Saturday & Sunday nights. There is an additional charge for electric hook-up via swipe-card obtainable from Reception.

For those who can only decide to come at the last moment you can always 'Pay on the Day'



ChangiNGear - April 2015



we must have a reasonable number of 'campers' so please join the campers if you are able to.

For those who joined us at Stratford previously, you will find that we have secured the same rally field for this year's event. After passing Reception and heading into the site, you turn left at the crossroads. Having turned left, continue along the road

until you reach the rally field approx 150 metres further on. We will erect the usual NGOC signs to make the navigation straightforward.

River access is easy from the site although the field doesn't abut the river. The field is nice & level for camping and there are lots of electric hook-ups so no problems with powering all those gadgets! A couple of drinking-water points are positioned just inside the field. Please also note that there are local shops in the village of Tiddington which is only a short walk away.

The club have again hired a large marquee (12m x 9m) that will be positioned just inside the rally field on the left-hand side. On arrival at the field, please make yourself known to one of the committee who will advise on camping options and car-parking. We will have a sign-up sheet in the marquee to log attendees in the normal manner. There will also be an itinerary for the weekend with confirmation of events and timings.

The marquee should be erected during Friday morning (hopefully) and the site will be available for members to arrive on site from lunchtime. Please help the organisers by not turning up too early whilst the site is being prepared for the rally. Whilst on the subject of 'arriving', please note that our rally is being held on the same weekend as the British F1 Grand Prix at Silverstone. We therefore strongly suggest that your route-planning avoids the Silverstone area. Having said that, we've held our rally at Stratford on other occasions that have clashed with Silverstone F1 and it hasn't proved to be a problem.

There will also be a plentiful supply of free tea & coffee on tap throughout the weekend. We would again ask you all to bring your own cups for the tea & coffee. There will be a small supply of plastic cups but please bear in mind that these are intended as back-up for those who forget to bring a cup. As





has become traditional, some of our members generously bake or buy cakes and bring them to the rally for others to share. If you would like to donate in this way your contribution would be most welcome.

On Friday evening we will have a cold buffet, starting at about 1900 hrs. Please bring your own drinks, glasses, plates & cutlery. Following the buffet, as has become traditional, we will be holding a light-hearted quiz in the marquee.

We will be hiring several large gas-fuelled BBQs so bring your bacon & eggs to cook a sumptuous breakfast on Saturday & Sunday mornings. For those who prefer to avoid the challenge of a self-cooked breakfast, there is always the clubhouse on site where breakfast can be purchased from 0900. Whilst on the subject of the clubhouse, there is an upstairs room with a large-screen TV that can be used to view any sporting events that happen to be broadcast during our stay.

On Saturday morning, attendees will be free to take an electric-powered ferry along the river into the centre of Stratford or tour the beautiful local countryside. If you venture into Stratford-upon-Avon during the weekend you will come across the Stratford River Festival. For information, we have included a short description of the Festival from their website: <http://www.stratford.co.uk/events/stratford-river-festival> :

"Hello and welcome to the seventh Stratford River Festival. As every year, the two-day FREE celebration for all the family is organised by Stratford, the town's Business Improvement District, which represents nearly 500 shops, cafes, restaurants and other businesses. Since it was established the Stratford River Festival has grown to become one of the region's leading free festivals. 2014 was a record breaking year bringing nearly 50,000 revellers into the beautiful town of Stratford. For two whole days every summer the riverside comes alive and 2015's event will feature more free events and activities than ever before, whilst also welcoming back a host of old favourites by popular demand."

This year we have again managed to gain permission from the site managers to hold our ever-popular driving tests event; as always, this is very weather-dependant. We intend to offer two opportunities for drivers to have a go at the driving tests. The first opportunity will be on Saturday afternoon and the second will be on Sunday morning. Judging from the popularity of previous driving tests, we should have a good number of entries. Please note that this is a family event & we would like to see spouses also have a



go, even if they don't normally get their hands on the controls of that prized NG!!!

If anyone would like to have a go at arranging a scenic run or treasure-hunt please let any member of the committee know - any help would be most welcome. If such an event can be run, full details will be available in the marquee. For those who just fancy a local run, the site's location is ideal for exploring many of the nearby picturesque Cotswolds villages.

Please note that Mark Staley will again be bringing some of his stock of club regalia so, if you need anything from Marks stock, please look out for Mark in the marquee during the weekend. If you have any particular requirements it might be worth giving Mark a call before the weekend.

During Saturday a group of members will be working hard to prepare the salad, french sticks etc to accompany the BBQ. Please bring your own BBQ meat, drinks, glasses, plates & cutlery. The BBQs will be available from early evening for members to cook their own food in the usual convivial company. As a number of members have pointed out, we do seem to be quite capable of amusing ourselves during such gatherings.

Sunday morning will be BBQ breakfast again for those of us for whom this is one of the highlights of the weekend. There's nothing better than a bacon & egg breakfast eaten outside in the early morning sunshine - well, what's wrong with a bit of wishful thinking!

After breakfast there will be another opportunity for members to try their hand at the driving tests & see whether a convivial evening and a good night's rest might have improved their performance.

There will also be time for local runs during the morning before the cars are lined up for the concours event from around 1100 hrs. We will be asking members to complete their voting slips by 1300 hrs to enable the presentation of awards to take place at about 1500 hrs (or earlier if the weather looks likely to deteriorate).

Finally, as in previous years, we have introduced a small contribution to the overall costs to help ensure that we can afford to continue to put on a similar event each year.

The rally fees plus (if applicable) camping costs are shown in the sign-up sheet elsewhere in this edition of the newsletter. Please ensure that you complete & send back the tear-off sheet so that the organisers will have an idea of the numbers to cater for. If you turn up for the day without send-





ing payment in advance, please make yourself known to our treasurer, Teresa Goodbun, who will relieve you of a small amount of cash.

We look forward to seeing you there — Your NGOC Committee



Do You Need a 'POD' for the National Rally ???

Unfortunately Angela and Bob cannot make it to the NG Rally this year so the 'Pod' that they booked (and deposit paid) at Riverside Park for 3 nights i.e. Friday, 3rd to Sunday, 5th July inclusive, is up for grabs. If you would like to take this over then please ring Angela
Tel: 01323 843769 or Mob: 07765146500

A Natty Combo !!

Ed Powell sent in this pic of the Paul Davis built NG-TF, now owned by Norbert Brokineier and based in the Netherlands, towing his period caravan as seen at Donnington last year.





News from Paul Keeble (NG 1499)

After a period of some silence we have recently hear again from Paul, he says :

I am not deliberately ignoring you all but have had a trying time for the last year.

My wife Sandra had a bad accident at work, she is a nursing sister in ITU, and is still waiting for neuro-surgery to her spine. She may have to wait a few more months yet and then there will be a long recovery period. We have therefore been tied to the house most of the time, although I have now been able to return to work. So all our plans for rallies and trips in the NG have had to go on hold, but we will, we just have to be patient. Sooner or later we will join you all again.

Our NG got through inspection and is on the road but I am still sorting out a few little jobs, eg getting the speedo to work properly and calibrate it, curing a bad water leak from the join between the hood and the screen.

Having said that, the car runs really well and I love taking it out, just sad Sandra can't join me yet. The boys squeeze in one in the front and one in the back but that is only for short journeys.

Found a really good car trimmer in Bromley (Cass Bros. Ring Gary on 020 8462 2387) who made and fitted the hood, side screens, carpet and interior trim. Did a lovely job and at a reasonable price.

On a lighter note I have attached a couple of pics of our NG, not seen at any NG Event, to date alas.

We wish you all, the very best, and we are sorry we can't be with you all just yet.

Paul Keeble



It certainly sounds as if Paul and Sandra have had a rough time of it lately. We are sure all readers of ChangiNGear will join us in wishing them well and a speedy recovery for Sandra — Eds



The Beast of Turin

— *is driven for the first time in 100 years*

This is a 1910 Fiat 576 4cyl 300hp @ 1900rpm,

— with pistons like 3gall buckets !!

Only two were ever built, with the aim of snatching speed records from the grip of Germany's Benz. It became the World's fastest car in 1911, taking the Mile Record at Saltburn Sands, Yorkshire.

It also recorded a speed of 135mph over 1km in Belgium but this was not an official record as it was unable to complete the return leg within the hour.



Eventually one car was dismantled to hide its trade secrets, the other went to a wealthy Russian, and later was to find it's way to Australia, before coming to the UK for a 10year rebuild project, — which is now complete. It is to put in an appearance this year on the famous Hillclimb during the Goodwood Festival of Speed, together with other similar 'Monsters'

YOU JUST HAVE TO SEE THIS :

See a preview of The Beast in action on <https://youtu.be/bsdWgmp4TaQ>
OMG !!! Poor (Lucky !!!) Lord March, he must have needed a new set of undercrackers, eyebrows and eardrums !!

And more details at

<https://grrc.goodwood.com/festival-of-speed/latest/video-legendary-28-litre-fiat-s76-driven-for-the-first-time-in-100-years#6Yd5aLdZTg6pxF3a.97>

Eds

A Postscript on the Dartford Crossing

Further to the piece in last months ChangiNGear.

I should perhaps of pointed out that it is still free to use the Dartford Crossing on any day between 10:00pm and 6:00am

So if you are a 'dirty stopout' or an 'early bird' you can save a few bob !

Chris



News from Marsac

I must be one of the oldest members of NGOC, and I feel ashamed that I have not written before to the magazine. I have owned my NGTA for a very long time, close on 30 years, and in all that time I have only attended the NG Rally twice when it was held at the racecourse. I have driven very many thousands of miles all over Europe and 'Noddy' is still with me now that I live in deepest rural France near to Toulouse and the Pyrenees and Spain.



I am an architect operating from London with projects from China to USA, that is the reason why I could never attend any of the Rallies or get together- I always seemed to be somewhere else. However now I am settled here in France and the ever faithful 'Noddy' is as sprightly and willing as ever. For several years 'Noddy' and I could be seen on the first hovercraft of the day from Ramsgate to France and en route to my office in Belgium. In 1992 I decide to retire and left the UK and settled in Andorra. To get there it was necessary to climb the highest main road pass in Europe at 2450metres[close to 7000 ft] no problem, the car loved it. On one occasion we drove from Andorra to Maidstone in Kent in just 2 days, and only put the hood up when we reached Dover !! In Andorra it was Estebe who looked after our mechanical needs, his normal work was looking after Rolls Royces, Maseratis and Bentleys !!

Our last move was to France where we had a house built with 3 garages (Noddy deserved it !) and we are now into our third house, each time with a luxury garage for 'Noddy'. This region of France called 'Lomagne' is just perfect for driving in an open NG, fine warm long summers, and charming twisty roads leading to quaint old villages, where locals wave as we go by.



Noddy approaching the hilltop village of Marsac

Often the Gendarmes pull us over, we are quite used to it, they just want to have a good look! Locally there is a huge classic car show at Negreplaise, some 600 vehicles on show and 'Noddy' is the centre of much attention.

Maintenance is now in the trusty hands of the Benetti family who so enjoy working on the NG that they forget to send me a bill and when it does come in is rarely over 20



euros. Occasionally we see other hand made open sports cars but so far no NGs. As I am approaching my 80's it is my Grandson, Stefan, who at 19, likes to drive us around this area, and it is I who can wave to all the locals. Two years ago we drove up into the Pyrenees to look for rare birds. We found Golden Eagles, but the most spectacular were the Griffon Vultures with their 3 meter wingspan, who put on a 40 bird fly pass just for us. An NG with hood down is the best way to see all manner of wild life.

I think that for ease of access I will have to stop climbing over the side and have doors fitted. I have had two replacement exhausts and some heat insulating patches around the carbs, but other than that 'Noddy' is as the day I bought him from a man in Southampton. What a lucky day that was!!

All the best to the Club and to ChangiNGear which does an excellent job of keeping me in touch, but it would be nice if any members would like to explore this magical region and we could meet up.

John Gill (NG 59) and 'Noddy' - HADIILL.

PS: John says that he would love to meet any NGers who might be holidaying in his area. He lives just South of Junct No.8 of Autoroute A62 — Toulouse to Bordeaux Give him a ring : 05 63 941 5 02 Or email : john.janina.gill@gmail.com



JOHN GILL
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The Winalot Diet (continued)

I added that I probably shouldn't try it again because last time I ended up in hospital. Though I'd lost 2 stone before I woke up in intensive care with tubes coming out of most of my orifices and IVs in both arms.

I told her that it was essentially a perfect diet and that the way that it works is to load your pockets with Winalot Nuggets and simply eat one or two every time you feel hungry. ----- Continued on Page 45>>>>..



Wire Wheel Balancing ? - Whose got the Right Kit ??

I have often found it difficult to locate a local tyre fitter with the correct adaptors/tooling to balance wire wheels. Such local companies usually answer a query with "yes, we can balance wire wheels" and when you turn up they just use the standard cones as for normal wheels.

For members who have experienced the same frustrations, and who might not have seen the latest MGOC publication, I thought it would be worth passing on the details of a new kit that they are selling.

The 'Wire Wheel Balancing Cones' kit, Part No. W179, costs £64.95 plus P&P
See Advert opposite

The kit contains cones and slip bushes that can be fitted to the majority of balancing machines. The idea is that you take the kit and ask the fitters to balance your wheels using the adaptor cones.

To illustrate the problem in balancing wire wheels, I've located a couple of pics and some descriptive notes that will serve as reminders of the differences between these and normal wheels.

Special attention is required when balancing spline-drive (sometimes referred to as "centre-lock" or "Dunlop style") wire wheels. To properly balance this style of wheel, it must be centred on the balance apparatus in exactly the same manner that it is centred on the car. The two seating surfaces that centre the wheel can be seen in Figure 1. These two bevels are typically "machined" surfaces as opposed to less exact "rough-cast" surfaces. Note that the splines are used to drive the wheel, not center the wheel. Balancing spline-drive wheels by using a computer spin balancer is only effective if the wheel is centered as shown in Figure 1. Some spin balancers have a cone set designed specifically for spline-drive wheels but these are very rare.

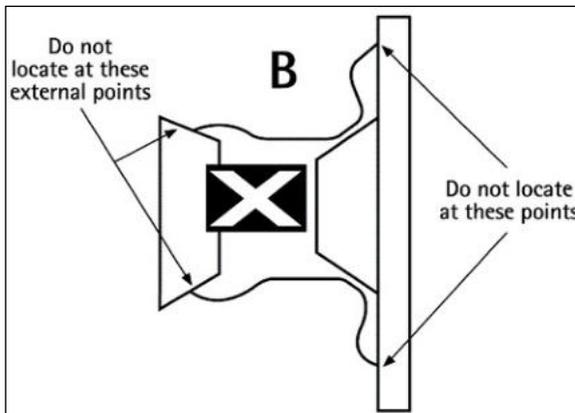
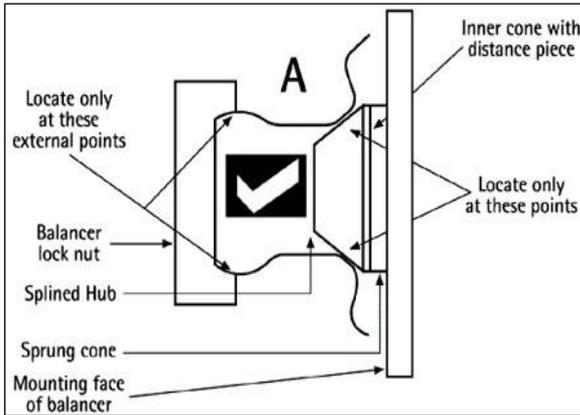
Diagram A : opposite shows the centre of a wire wheel attached to a balancer and is the correct method of locating the wheel.

Diagram B : opposite shows the centre of a wire wheel attached to a balancer and is the incorrect method of locating the wheel. This method will give false readings and the appearance of untrue wheel or wheels where large amounts of weight would be required to balance.

— Paul Gray

NG Member Profiles

Are there any Volunteers for the next edition please ?? — Eds



WIRE WHEEL BALANCING CONES

Balancing wire wheels requires specialist equipment which many tyre centres often lack leading to poorly balanced wire wheels evidenced by steering wheel shake and uneven tyre wear. Compact balancing cone kits are manufactured from high tensile plastic and supplied with a pair of slip bushes (to suit the majority of balancing machines in use today).

Two kits are available, 42mm to suit all wire wheel MGs and 52mm to suit Austin Healey and Jaguar models.



PART NO DESCRIPTION

W/W BALANCING CONE KIT

W/W BALANCING CONE KIT

W179 W/W Cone Kit MG

£64.95

W179A W/W Cone Kit AH/JAG

£64.95



EU Directive Could Change How You Buy 'Motor' Insurance

Consumers in the UK could soon be forced to insure every motor vehicle they own, regardless of whether it is used on a public road or not, following a recent ruling by the European Court of Justice (ECJ).



The 'Vnuk ruling', which came out of the Vnuk v Zavarovalnica Trigla trial, has caused a splash both in the insurance industry and in UK politics in recent months by suggesting sweeping changes to current insurance regulations.

If enacted in full in the UK, the ruling means anything from mobility scooters to ride-on lawnmowers would need at least third party liability cover by law.

The trial centered on Mr Vnuk, a Slovenian man who made a claim for compensation when injured by a tractor at work on private land in August 2007. When a court denied his claim on the grounds that the tractor was not being used as transport at the time, the case was referred to the ECJ, which has since ruled to ensure that any victim of any motoring injury is fully compensated, no matter the type of vehicle or its use.

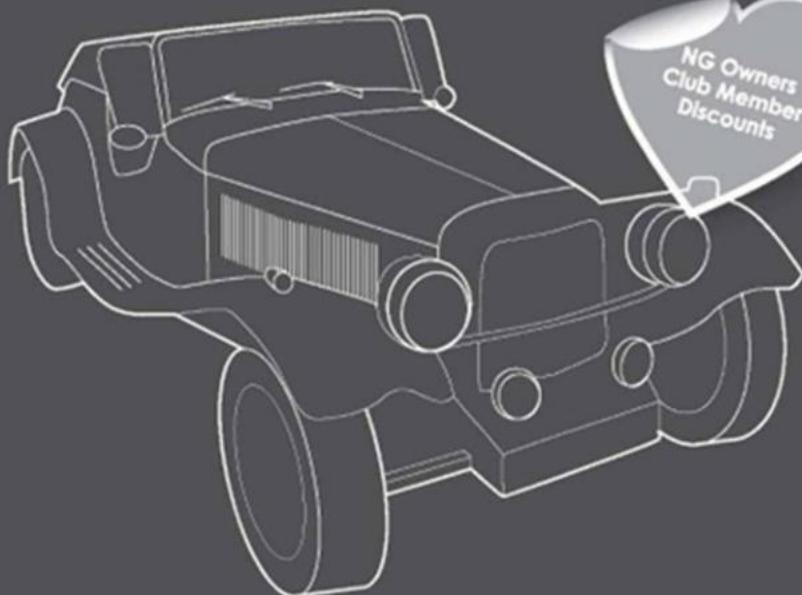
Though not yet enforced, the ruling could mean that insurance would be mandatory for any motor vehicle being used on private land. The ECJ has broadly classified any motor vehicle as a machine which travels on land powered by an engine, and 'used' as being any use consistent with its normal function - so farm work for tractors in Mr Vnuk's case.

It might be hard to see through the courtroom jargon to understand what this all means, but the suggestion is simply that anything motorised should be insured, regardless of its use. Such a change could potentially bring a raft of new vehicles into the insurance market, including golf carts, mobility scooters, go-karts, ride-on lawnmowers, farming equipment, track cars and many more.

-- with acknowledgement to **Adrian Flux Insurance Limited**



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Gaydon Motor Heritage Centre Club Expo Event

Recently (28th Feb) I visited the heritage centre at Gaydon for The 2015 Club Expo. This event was focused on classic car clubs but there seemed no harm in attending to see what it was all about. The event was organised into the keynote speech and then 3 other sessions based around classic car clubs.

The keynote speech was given by a senior police officer from the West Midlands force. Interestingly he didn't focus on road traffic incidents but more on the security of classic cars, especially of those not located at home. It is a sobering thought that as the price of classic cars increase (correctly registered and well build kit cars will hopefully follow suit) so the likelihood theft also increases, so for those cars kept remotely, a tracking device could save a lot of heartache.

The first of the organised presentations was by the Stag owners club who utilise social media to communicate with members about events etc and raise the profile of the club. Things like **facebook** are useful for communicating with other members and raising the profile of the club. There seemed to be an increase in the 'number of hits' on their site and the increase in number of 'facebook friends' was quite dramatic. However, it wasn't really clear that this had a positive impact on the club in terms of membership numbers. The benefit seemed to be more in the wider aspects of classic car ownership where more people are being made aware.

The second presentation was about motorsport by the BTRDA. This was to encourage more people in the classic car fraternity to get involved in grass roots motorsport. I have been involved with this organisation in the past and my daughter was sponsored for a season with the BTRDA to compete in production car trials and autosolos. I can say these events can be a huge amount of fun and you get a lot of time in the driving seat for your money while competing. These events could be very suitable for NG's as the car must be taxed, insured and driven to and from events. *Anyone needing more information just let me know and I can point you in the right direction.*

The last presentation of the day was by one of the insurance companies. The main thrust of their presentation was about which cars were significantly increasing in value and was quite surprising. It appears that a lot of the eighties cars are now increasing in value. So if you have a Ford Capri or MK1 VW Golf you could be in the money. It also seems like any car with a celebrity owner in the past are also starting to outstrip normal variants. Of course the over-rider to price is quality with buyers being far more discerning when parting with their money. This means the days of the tarted-up banger are pretty much over but buyer beware, they are still a lot out there.

So in conclusion, an interesting day with a few useful snippets of information. The values of classic cars are increasing so I suspect the value of our cars will lag behind but follow the general trend. The use of social media such as **facebook** could help communications but looking at the usage of the Club Forum this might be an uphill battle to get this adopted by the



wider club membership. There are plenty of opportunities to use our cars for motorsport should we so desire at a reasonable cost.

Paul Bennett

Editor's Note :

See Page No.1 About the Club's New

facebook

Page

Does your NG now Qualify for 'Historic' Status ??

If first registered before 1st January 1974 then you no longer need pay any Road Fund License Fee (VED)

Paul Bennet offers the following details as obtained from the DVLA :

Legislation has been introduced via the Finance Bill 2014 to exempt vehicles manufactured prior to 1 Jan 1974 from the payment of VED. This came into force on 1st April 2014. In addition, legislation was also introduced to exempt vehicles manufactured prior to 1 Jan 1975 from the payment of VED.

This will come into force on 1 April 2015. The intention from HM Treasury is to introduce a legislative clause every year so that vehicles manufactured 40 years ago will become exempt from VED. In essence this introduces a 40 year rolling exemption but also provides future Governments with the flexibility not to introduce such a clause.

If you are in possession of a V5C Registration Certificate and the taxation class is not already shown as Historic Vehicle, you will need to apply to tax the vehicle in a person at a Post Office® that deals with vehicle tax. The earliest you can do this is 01/04/15.

The V5C must show a date of registration prior to the 01.01.1975.

The following documentation will need to be submitted:

- V5C Registration Certificate*
- valid MOT Certificate*

The keeper will need to write 'Historic' in the change to taxation class field in section 7 of the V5C and sign section 8.

An updated V5C will be returned within 4 weeks.

More information on the historic vehicles taxation class can be found on information leaflet INF34 Taxing Historic Vehicles available from DVLA



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Using a range of blast media our specialist equipment is ideal for cleaning paint and corrosion from car chassis, body shells (including fibreglass), degreasing and cleaning engines (including internal parts) and many other applications.

Unlike traditional blast equipment, our specialist blast pot allows us to finely control the blasting pressure thus avoiding the dangers of panel warping etc. In particular our eco-friendly soda blast-media does not strip metal so it is ideal for cleaning the internals of engines and gear boxes etc.

At our premises on Standard Way (behind Motorscope) in Northallerton we can clean anything up to a full car body shell. Larger items are also possible. We also have a mobile rig for other projects (boat anti-foul, building restoration etc)

Special rates for NG Owners Club members

Contact : Robin Carr (NG Member 1555)

www.blastkleen.com

Tel: 01609 781717 Mobile: 07976 624029

Email: blastkleen@btinternet.com or
enquiries@blastkleen.com

Registered Office: 2 Friarage Avenue, Northallerton, North Yorkshire DL6 1DZ
Company Registration No: 8967765



Are Diesels getting a Bad Press ??

For some years Diesels have been in somewhat of a love hate relationship with the car buying public, rather like automotive Marmite, you either 'luv'em or hate'em'

It is undeniably true that early diesel driven cars were noisy, smelly and expensive, and blindingly boring to drive. Over the years this has changed, excessive noise and smell are no more, pick the right model and the 'drive' can be quite 'perky'. True these are still more expensive to buy than their petrol cousins, but if you buy the right thing for the right reasons then lower running costs will see you gain in the end.

While the perceived benefit of low CO2 emissions gave diesels somewhat of a boost in past decades, the worm has now turned and bitten the diesel on it's proverbial arse for exhausting high levels of carcinogenic particulates. Hence the quite draconian measures proposed by many inner city areas for setting up Ultra-Low Emission Zones (see separate article on Page ??)

Diesels have also earned somewhat of a reputation for not delivering the promised reliability. Though this can often be attributed to the use of the wrong tool for the job. Diesels are great for being thrashed about all day by the travelling salesman or white van man, but totally unsuited for Grandma to do her two trips a week to Bingo and the local shops.

Low mileage diesel buyers felt a bit aggrieved, understandably, when they ran into problems, saying that their cars weren't fit for purpose. The whole episode could have been avoided if they had been correctly advised by the salesman (...like they give a s**t, they've sold a car, got their commission, its not their problem. "You wanted diesel, you got a diesel !")

Modern diesels can have a Diesel Particulate Filter (DPF), or Soot Filter, which forms part of the exhaust system & works together with a tiny squirt of special 'Eolys' fluid, held in a little tank, to capture & burn off all the smelly black soot particles. Some are incorporated into the Catalytic Converter, while some are separate and resemble an additional silencer.

Like any filter fitted to anything, over time it can & will become dirty & require cleaning or replacement. It therefore becomes a serviceable item with an average service lifetime of 7 years or 80,000miles approx.

PSA Peugeot Citroen were pioneers of this emissions technology back in 2000, fitting them as standard to their cars long before it became EU5 legislation for all diesel powered vehicles to have them.

Premature failure or blockages of the DPF will occur if the car is only ever driven on short trips because the DPF will not reach the massively high temperature needed to complete a full burn cycle. >>> *Continued Over* >>>

Continued from Page 41 >>> In most cases blockages can be cleared by putting the DPF through a re-generation process at a dealer workshop, but if this only proves to be a temporary fix then it will need replacing.

So to cut a long story short, if you don't live in a heavily urban area, do over 10,000miles per annum, with relatively few very short, stop/start journeys then a diesel should hold no problems for you. But to be on the safe side, every once in a while, 'drive it like you stole it' to give it a good clear out!

Chris & Simon Hore



Rear Wind Shield for NG-TF

A cheap, effective and easily made answer to the wind turbulence that causes your hair to be blown forward, and makes the cabin very noisy and cold.

It is frameless at the top and sides, so it is very inconspicuous and does not detract from the great lines of the car. The bottom rail was made from a length of aluminium channel I had in the workshop from an old shower screen. The two ends are 25mm aluminium box section, 80mm long. These ends are pop riveted to the channel section, or you could use box section for the whole bottom rail.

The screen is 6mm Polycarbonate 860 x 260mm (£10 plus P&P from Birchwood Trading, Polycarbonate Offcuts). The ends of the box section have 19mm semi-circular cutouts to fit round Hood Sticks, made with hole saw, hacksaw and files. It is a tight fit both in length and around roof sticks. It has to be fitted at an angle as shown in photos and pushed along roof sticks as far as the front hinge, when the hood sticks are in the stowed position it is clamped in place. It does not interfere with seat belts and if the hood needs to be deployed, it can easily be stowed behind the front seats. You still get the wind in your hair, just not quite so much of it!

I hope this might be helpful to someone

— **Matt Whiteford** (Scottish Borders)

The sequence of pictures opposite can be viewed in colour using this link
<https://www.dropbox.com/sh/s6df9nleni2t1i5/AABOntSq-S9VQuMuHk05g51fa?dl=0>



The Winalot Diet (continued)

I have to mention here that practically everyone in queue was now enthralled with my story

Horrified, she asked me if I ended up in intensive care because the dog food poisoned me. I told her "No I stepped off the kerb to sniff an Irish setter's arse and a car hit me !!"

I thought the guy behind her was going to have a heart attack he was laughing so hard. --- *Concluded Overleaf*



News from Nigel Brooks, concerning Findhorn Cars

Nigel has been in touch with ChangiNGear and would like to make NGOC Members aware of the following:

Findhorn Cars Limited is no longer in existence as a Limited Company
However Nigel's other Company, Hill Hampton Limited, now also trades as Findhorn Cars.

He receives a steady stream of requests for NG specific items, such as mouldings, wings, weather gear etc. He still holds the same range of parts as he has held since 2002. However the business is comparatively slow, which is why a separate limited company is no longer warranted.

The Findhorn Cars Website was 'hacked' recently and had to be 'taken down', and has not yet been re-instated.

You can contact Nigel on 01730-823647 and email@nbpat.co.uk

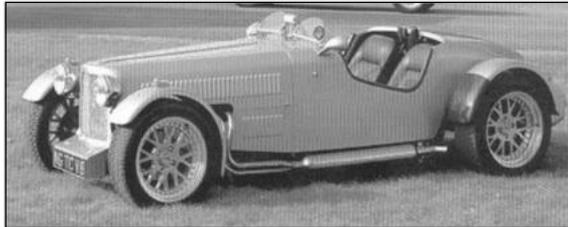
Findhorn Cars

**Hill Hampton Limited
East Meon,
Petersfield,
Hampshire,
GU32 1QN**

**Contact:
Nigel Brooks**

Phone: 01730 823647

Or email@nbpat.co.uk



**All NG parts supplied
from chassis to brake pads**

The Winalot Diet (continued)

So I'm now banned from Sainsbury's — Didn't much like shopping there anyway

And the Moral to this Story is :

— that you had better watch what you ask retired people ~ they have all the time in the world to think up stupid answers !!!

— Thank you to Angela Morrison for sending in this 'Funny'



: 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-TA Tourer



Built in 1987 from 1969 MGB Roadster donor. 1800cc Engine
Blue fabric body, black bonnet/wings & red wire wheels
Full hood, tonneau, side screens and hood cover
MOT to May 2014
Taxed to June 2014 (tax exempt)
Valuable Reg. No. 1137 HN
Low Mileage 7800
Reduced for Quick Sale
£7,000 ono
Martin Wakelin (NG 289)
Phone : 01527 - 836242
Email : corncot@tiscali.co.uk

NG-TF V8 3500cc



Registered 2001, under 1,000 miles
MOT till Feb 2014
Maroon /Burgundy, Tonneau cover
Always garaged when not in use
immaculate condition - can supply more photos on request
Kept in a collection of vintage vehicles for several years - hence low mileage.
First to see will buy.

£9,500 ono

Brian Tellam, Cornwall
Phone : 07977 844850,
Email : tim-warne@sky.com



NG-TF



First registered 2007 - Donor 1978
 Rubber bumper MGB-GT -
 Engine professionally reconditioned, new
 big ends, main bearings, oil seals, water
 pump. Unleaded head.
 MGB British Racing Green body; Black
 Leather Seats, Black Double-duck Hood &
 Sidescreens; Black Interior; Grey Car-
 pets; Walnut Dashboard and Leather
 Steering Wheel.
 Front suspension stiffened by the use of
 Metalastik Bushes, Rear suspension bush-
 es polypropylene
 Wire wheels (need refurbishing), splined
 hubs and part-worn Pirelli Cinturatos
 Fully SVA compliant, all Documentation
 available, all bills available
 Has only covered 500 miles since build
 and 150 since SVA Test - 12 Months
 MOT will be obtained prior to sale.
 Anno Domini and Arthritis have finally
 caught up and the NG has to go!
 Always stored in dry garage.
£7500-00 o.n.o.

John Carson

Location, North Wales

Phone ; 01745-855529

Email : john.carson@talktalk.net

ChangiNGear - April 2015

NG-TA : Reg. ONW 426B



Donor 1964 MGB Roadster.
 MG Purchase 24.05.82
 Kit Purchase 17.07.82
 First MOT 23.03.83
 Current mileage : 58837

Braking system renewed
 Down-rated front springs . Ad-
 justable Spax at rear
 Rebuilt Wheels with new Pirelli
 CA67 tyres 165-14.
 Engine MGB 18G 3Brg rebuilt .
 Gearbox standard MGB plus OD .
 Std banjo rear axle 3.909:1.
 Converted to negative earth and
 new wiring

Colour : Jaguar Old English
White

Price £4500 or close offer

Ken Winter

North HumberSide. HU12 OHZ

Phone : 01964 670102

Email : Ken.Winter@nphire.co.uk



NG - TF



First registered 1999.
 1798 cc MGB engine (1974
 Donor—1968 chrome
 racing MGB-GT
 Racing green
 light beige
 upholstery
 green
 leather
 In-

recondi-
 head)
 bump-
 body.
 interior
 and trim,
 carpets and
 steering wheel.
 cluded are ton-
 neau cover, aero
 screens and chrome
 wheels.

wire
 MOT until Sept 2015.
 Current on SORN
 Hardly used, stored in garage.
 Very low mileage - 800 miles.

NOW SOLD

!!! NOW REDUCED !!
£5250.00 or near Offer
Tony Maher (NG 1016)
 Mid-Wales
 Phone ; 075286 - 77600
 Email : tony@maher100.plus.c

McLaren F1



6.1litre ,V12, 241mph,
 0-60mph in 3.2secs
 P Reg, 17 years old, 40,000Miles
 One careful (?) Owner
 Only crashed twice
 Rebuilt by McLaren costing £900,000
 and taking some 16months
 (and your thought your garage was
 slow !!)
 Servicing Cost : £30k per 6000miles
 Price New— £550,00 approx
 Offers in the Region of : £8,000,000
Contact : Mr R Atkinson

NG-TF Luggage/Boot Rack

Eric still has a small stock of new
 racks for Sale
 Price—£185 plus P&P
Eric Fosbeary (NG 1339)
 Tel: 01634 861608 (Medway)

FOR SALE : NG-TA N Regn. British Racing Green
 Not Lead Free, has stood idle for sometime but stored indoors
 Will need work and TLC, Good Home URGENTLY required
Open to Offers :: Ring Kerry (Bracknell) 01344 360327



WANTED

Wanted

NG-TC V8 in nice condition
Greg Musgrave
Phone : 07957 571014
Email : gregmusgrave@aol.com

Wanted :

NG-TD or TF in Good Running order
Everything considered
David
Phone : 07798 866071

Wanted :

A pair of matching Headlights for NG Project
Larger than standard lights would be preferred
Pail Bennett
Phone : 07815 375065
Email : paul.v.bennett@btopenworld.com

Classic Cars escape the London ULE Charges :

As reported in a recent issue of **Classic & Sports Car Magazine**, plans to implement an Ultra Low Emissions Zone in central London were given the go-ahead recently, along with news that all historic vehicles will be exempt from any charges or restrictions. The '24-hours-a-day seven-days-a-week' ULEZ will share the same borders as the current Congestion Charge Zone and will come into effect on 7 September 2020.

Petrol cars built before 1 January 2006 and motorcycles older than 1 July 2007 are likely to fall foul of the new regulations, as will most diesel vehicles manufactured before September 2015 (a handful produced in the year before will meet the required standard). However, agricultural, military, non-road-going construction vehicles and some mobile cranes will be given a permanent reprieve - as will all historic vehicles that are eligible for VED exemption.

If the rolling exemption system continues, by the time the ULEZ comes into effect, any car built before 1 January 1980 will be unaffected by the new regulations, which will result in

Non-compliant vehicles are to be charged £12.50 per day to enter the zone, with that for HGVs, buses

and coaches being set at £100.

People currently living within the ULEZ will be granted a three-year sunset period with 100% discount to give them more time to meet the ULEZ standards, which will expire on 6 September 2023.

The exemption for classic cars was due in part to thousands of enthusiasts who signed various petitions such as that organised by **Classic & Sports Car Magazine**

Club Products & Regalia - available from Mark Staley

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

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

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



Sweatshirt (navy, dark green) L, XL

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

Baseball Cap (navy)

Beanie (navy)

£14 + £2.50 p&p*

£10 + £2.00 p&p*

£8 + £1.50 p&p*

£7 + £1.50 p&p*

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

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

Club Literature :

The following items of club literature are available as PDF files to download from the NGOC website at www.ngownersclub.org.uk/articles.htm. Alternatively send £1.50 per printed copy to The Editors (cheques payable to NG Owners Club)

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

L4: Fitting Enclosed Boot to TF/TD (Brian McCarthy & Chris Wilson 2001-2)

Several other titles are available - e-mail The Editors for further details.

Contributions to this magazine contain only the personal opinions of the individuals concerned. The Club accepts no responsibility for such opinions nor for any advice or information in this magazine or any other item of Club literature. Nor does any featured advertisement imply an endorsement or recommendation by the Club



*Inconsiderate Parking ?
Or What !!!!??
Anyone got a fag paper?*

Underground Parking ???

Early-morning commuters on the underground network in the German city of Dortmund got a bit of a surprise when this Ford Focus, with a confused-looking driver behind the wheel, pulled into the station instead of a train. The 31year old, off-duty soldier, a learner driver, followed a tram as it turned off the road into the tunnel of the U-Bahn (a combined transport system in which both trains and trams run on some stretched of road)



— Ooops, Ooops and Double Ooops !!!!!!!!!!!

the NG Owners Club magazine