

# Changi**NG**ear

August - 2013

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## **NGOC Annual Rally**



**Stratford - upon - Avon**



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**the NG Owners Club magazine**

# The NG Owners Club

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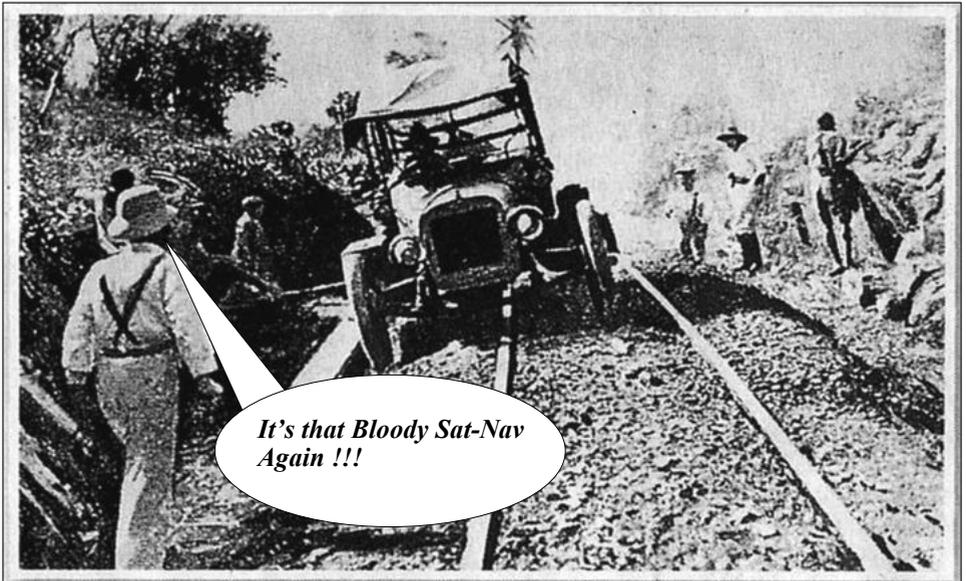
## Contents

Chairman's Letter .....	2
Secretary's Notes .....	3
Editorial .....	4
Events, & Meetings Calendars .....	6 & 7
Events Web Sites .....	see January issue
Events & Activities Reports .....	8 to 36
NG Rally Report .....	24 to 29
Members' Letters, Articles Etc .....	42 to 51
Members Profiles .....	36 to 41
Welcome New Members .....	52
Sales & Wants .....	53 to 56
Club Products, Regalia, & Literature .....	Inside Rear Cover

**!!! Contributions Please !!!**

*Next issue: October 2013*

*Last Date for submissions: 12th October - Thank you*



## Chairman's Letter

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Boy oh Boy! How could we have been so lucky ? A National Rally in glorious sunshine for the complete week end, what a winner.

The venue at Riverside, Stratford-upon-Avon was up to the usual high standard (no matter what the weather ) allowing plenty of space for all our requirements, camping, presentation parking and other activities.

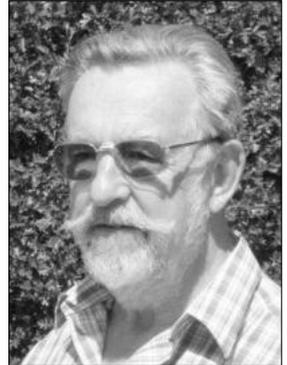
The marquee was again the focal point for the most enjoyable social side of things with the remainder of the rally field allowing plenty of space for a range of thoroughly enjoyable driving skill tests. All in all a super event.

Despite the favorable weather forecasts ahead of the rally the number of members participating was somewhat disappointing with less than 40 cars attending over the week end. A number of ' Apologies for absence ' due to unavoidable commitments were received. In particular, one from Nick Green, our President. He did however wish everyone a pleasant and successful event. I can only think that, like all good things **NG** that he has given us, he must have had a hand in providing that most important **NG** Car component - brilliant weather.

Thanks to Nick and to all the organizers; helpers and attendees, well done. We all enjoyed the event so much. So spread the word and let us see if many more cars can drag their owners to the National Rally next year and make a grand show.

As for the next few months, now is the time to enjoy your NG to the maximum, so good driving and do not forget, send in your holiday or journey experiences for inclusion into future issues of ChangiNGear.

**Peter Clark**



### **Please UpDate your Membership Details !**

The Club's Membership Records are somewhat out of date in a number of cases and is in particular very short of members Email addresses. This makes it difficult to keep you up to date with Club Events and News

Contact The Membership Secretary,  
**Bob Morrison : [rmorri1847@aol.com](mailto:rmorri1847@aol.com)**

## Secretary's Notes

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We are half way through this year already and I'm sitting writing this in the shade of one of our oak trees. Summer is here at last.

The National rally went very well; the weather was wonderful, a great change from last year's very wet one. A fantastic spread provided by Mary and Barbara and an equally appetising one from Donna on Saturday. Thank you again to all concerned. What would we do without you?

Many thanks too to John and Barbara Hoyle for creating the Driving Tests which we all thoroughly enjoyed with much laughter.

Please note some imminent forthcoming events :



### Bob Preece

#### August 24<sup>th</sup>

Shrivenham Village Fete

This is our Membership Secretary's Village, Post Code: SN68BL  
Contact Bob & Angela Morrison (NG`s must be in place by 12 noon)

#### August 25/26<sup>th</sup>

Knebworth Classic Motor Show

Stevenage Herts. Post Code: SG12AX

Info Only

#### September 12/16<sup>th</sup>

Multi-Club Derbyshire Rally

Hosted by the Merlin OC with an invitation to NGOC join them

Post Code: DE62BW

Contact: Chris Hore

### To be Treasured —

*Real Friendship is like fine bone china,  
Precious, frail and rare.  
If broken it can be mended,  
But the break is always there.*

*From Noah's Ark by Barbara Trepido (Bloomsbury Publishers)*

## Editorial

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As you will see this edition of ChangiNGear is an August issue rather than July as intended! Our apologies to those of you who have been having withdrawal symptoms waiting with baited breath for this latest arrival - now you can get your 'fix'.

The brilliant spell of weather in July was just too good to be slaving over a hot keyboard.

Also Su has been slightly indisposed following some bodywork repairs at the NHS Service Centre but is now fit for NG'ing again. The scope of activities in the preceding period plus the many other articles etc have made this somewhat of a bumper issue and has taken longer than usual to prepare. Our special thanks to all contributors who have again made for a diverse and we hope interesting magazine.

This issue covers our excellent Annual Rally, what brilliant weather we had, as well as numerous other activity reports. We hope these will encourage greater participation in similar events next year. There is also another batch of member profiles, a mixed bag of articles plus the usual sprinkling of 'funnies'.

And talking of 'bags' - don't miss the opportunity to win a 'Bootbag' entirely free - see Page 51.— a particular boon to TC owners.

Personally, we have had a good NG season so far, though it started off with a big disappointment when Rocket was unfit for the Welsh Holiday. Maurice, the BMW was pressed into service at the last minute - fun, - but not quite so much fun as it would have been. However Rocket performed well for Brooklands/Brighton, NGs in the Garden, NG Rally and (after last year's failure) the Dogmersfield Fete. However all these outings were noted for a massive amount of coolant loss which we are pleased to report is now finally solved - full details on Pages 42 to 45.

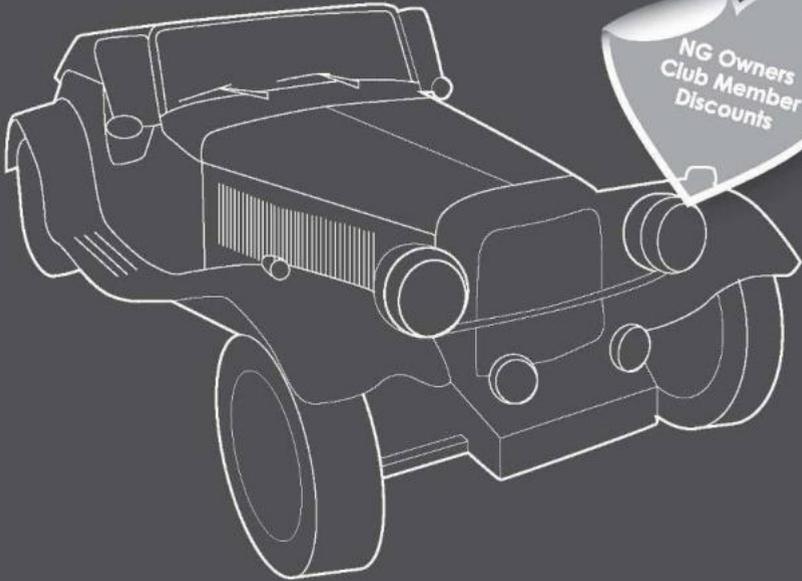
We hope the latter part of the summer and early autumn will remain fair. We have a number of further Rocket outings planned. The primary one being to the Merlin Rally in Derbyshire in September - there is still the opportunity for more NG'ers to take part, for the weekend or just a day visit - see Page 52. We hope that the good weather has enabled all of you to do a lot more NG'ing than was practical last year. And we trust that your cameras have been particularly busy - so we hope to see a spate of quality entries for the Photo Competition - submit these by mid-October please. Likewise we hope to have news of all your activities as contribution for the next edition.

We hope you enjoy this offering of ChangiNGear and wish you all 'Cooling Runnings' for the rest of the season.

**Chris & Su**



# NG Insurance



NG Owners  
Club Member  
Discounts

*Policy benefits can include:*

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- FREE Legal Cover
- Laid-up Cover
- Limited Mileage
- Club Discounts

## Specialist Car Insurance

Adrian Flux know how much you love your NG, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

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**adrianflux.co.uk**

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## The Brooklands Club — Natter Meetings

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*Meet on the second Tuesday of every month  
At the Brooklands Club Bar at the Brooklands Museum  
Use the Campbell Gate Entrance off Brooklands Road — KT13 0QN*

- |          |   |
|----------|---|
| Sep 10th | General Knowledge Quiz<br>with Piano accompaniment later in the evening   |
| Oct 8th  | Best Handmade Model Car Competition   |
| Nov 12th | Early Guided Museum Tour  |
| Dec 10th | Enthusiast of the Year Awards<br>Plus Best Waistcoat Competition<br>Plus Ladies 'Feely Bag' Competition<br>Plus ( <i>Free</i> ) Hot Sausage Rolls & Mince Pies<br>with Piano accompaniment later in the evening |

**NB. These events may be subject to change,**  
Please check with Danny Byrne ( 01932 829814 ) Brooklands Club  
or Peter Clark (01737 832367)

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## Bogus MOT Certificates

I'm sure that buying an NG from a fellow-member of the NGOC is likely to be a straightforward affair with minimal risk. However, according to the Trading Standards Institute, one should be cautious buying a second-hand car from an unknown source. I am referring in particular to proof of MOT status.

You may have noticed that new-look MOT certificates were introduced by VOSA in 2011 but may not have realised that these are no longer proof of existence of a valid MOT certificate. The new form is downloaded and printed and can therefore be altered before printing.

The only way to check that your prospective purchase has a current MOT certificate is to do an on-line check and VOSA apparently recommend this. You could, of course, ask the seller to show you an on-line check on his PC.  
> > > > > > > Alternatively, you will need the registra-

## Events Calendar - 2013

24-25 Aug	Donnington Kit Car Show Donnington Park, Castle Donnington, Derby DE74 2RP	Info only
25-26 Aug	Knebworth Classic Motor Show Knebworth Park, Stevenage, Herts SG1 2AX	Chris Humphreys 01707 851320
7-8 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire SO42 7ZN	Info only
12-16 Sep	Merlin (multi-club) Rally at Swinscoe, Derbyshire NGs are invited	Barry Jones Merlin OC 01394 448852
13-15 Sep	Goodwood Revival Meeting Goodwood, Chichester, West Sussex PO18 OPX	Info only
13 Oct	Classic Rally & Autojumble Old Warden Aerodrome, Biggleswade, Beds, SG18 9EP	Info only
26-27 Oct	Exeter Kit Car Show Westpoint Exhibition Centre, Exeter, Devon, EX5 1DJ	Bob Preece 01202 573644
3 Nov	Veterans London to Brighton Run	The Editors 01892 723998.

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tion number, serial number of the VT20 MOT certificate or the document reference number of the V5C logbook to carry out your own on-line check. It's worth noting that you can also carry out an MOT history check of a vehicle via the VOSA website. This is particularly helpful if you buy a car with only the current certificate and where you would like to learn more of it's history. Test failures and reasons for failure, including advisories, are also recorded.

The VOSA website address is: [www.direct.gov.uk](http://www.direct.gov.uk); select 'driving, transport & travel' and then 'MOT & vehicle insurance'.

**Paul Gray**

## Club Events & Activities Reports :

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**TC or not TC ?,  
THAT was the question.....**

*Or to put it another way*

**How does a lady passenger survive a 280mile trip in a TC and hope to look half decent at journey's end?**

Whether 'tis nobler in the mind to suffer  
The slings and arrows of, in this instance ,rain, hail  
...etc etc

Hang on a minute..some of that stuff was written  
by

Will Shakespeare methinks. Yes , I know we are  
not in Stratford-upon-Avon , so let's start again.

It must be the memory of all that rain last year in Stratford and the  
prospect of rain and yet more rain which was forecast for the NG Welsh  
trip to Llanerchindda.

*So, to go back to the beginning...*

Should we go in the TC or the Astra?...was questioned over several days in  
the Goodbun household during the run up to the trip. There was no question  
in my mind...It had to be the TC. 'Come on', I said. 'We've got to go in the  
TC— We're hardened TC-ers'. We've got to show them we're made of  
sterner stuff.' After all, we had made numerous journeys across France in  
previous year, helped by the fact that we live only 21 miles away from  
Calais. So a trip to Wales must be simple.

Packing a TC for a week away has become much easier over the years. We  
once went to Le Mans with a 4 man tent, 2 sleeping bags and enough clothes  
for 4 days and all the usual tools etc stowed in the rear end. Clothes had  
to be confined to soft stowable bags, carrier bags or anything similar.

Now, as every girl knows, we need shoes for various occasions, which is  
something that men just don't seem to understand. ...amongst other things  
they don't understand, but hey, don't get me started on that one...there's  
not enough pages in this mag.

The night before we were due to leave, we still hadn't finally decided  
whether

we were going open top or not....the weather forecast was not at all good.  
So, off to bed I went...I , always being the eternal optimist, laid out all the  
necessary layers for the morning.

Morning awoke. Why is it we Brits are so obsessed with the weather? Did



I really expect it to be any different from what had been forecast ? When inclement weather is on the horizon we seem to watch every blessed television forecast or have an ear 'glued' to the radio. When you have an open top car, weather forecasts can become almost addictive.

So, decision made ...TC . I wasn't going to get caught out this time...I had planned it down to the last detail so as not to have any wardrobe malfunction. During the last 15 years of TC travelling I have tried every type of headgear to avoid looking like Bridget Jones . I've tried headscarves both square and rectangular, baseball hats, sheepskin helmet, sheepskin flying helmet, summer (white cotton) helmet which I modified by attaching a silk square so as to hide the helmet !...and the NG Beanie, which was by far the most successful. Now, I know I'd put it



somewhere.....but where !!? Ah well, it didn't really matter, because last year I invested in a crash helmet. Age (and sense) has got the better of me, after appreciating that I am travelling in an open top car and that realistically my head is like an egg. I opted for a scooter helmet, and I have to say it works a treat. I feel both safe and comfortable...shame it doesn't colour match the red Goretex coat, which is a must.

I have a sheepskin flying jacket which is very nice but the cold gets in to the small of your back sometimes, might haul it out of the wardrobe this year (the jacket I mean). The last time I remember wearing it was on a one hour flight in a tiger moth at Headcorn eleven years ago.

Now to start layering...after the unmentionables, first to go on are the tights, then leggings and socks, then trousers over knee high boots. That's the bottom half pretty much sorted. Now on top, the long sleeved thermal vest, the long sleeved T shirt followed by an extremely warm mohair jumper. Then a TOG24 fleece gilet and the Goretex coat. Round the neck a wool Pringle scarf, and on the head , a balaclava, and finally , my beloved crash helmet. Don't forget the leather gloves. All this still allows sufficient movement to be able to then negotiate the art of raising the right leg over the side of the car ( and yet not feel/look like the Michelin man), whilst using the right hand to hang onto the back of the seat to support the body, then hitching the left leg and accompanying body parts into the footwell and sliding down onto the seat...more with a bang than a whimper these days!

With one small canvas bag each, one sponge bag each and a carrier bag of 'other' shoes and eighteen picture frames (complete with glass) to deliver to our daughter , Nina, in Wiltshire on the return journey ,we were ready to go. At last , we were on our way. The plan was to meet up with our buddies, Mike Greenland and Teresa at Cobham services. From the start of planning the trip it was unclear as to who would be taking their NGs on



the NG Owners Club Tour of Mid Wales....well, 2 of us did, with Rob and Helen Garrett biting the bullet too. After an overnight stop in Quedgeley, Glos. Alan, Mike Teresa and I arrived at LLanerchindda Farm on the Sunday afternoon.

What an amazing place it is, feeling comfortable and inviting from the moment we arrived. We had a most enjoyable four night stay, divine hosts, fantastic food and

you couldn't have asked for more. You could do as much or as little as you liked. The pre-planned tours were amazing and well thought out. As it turned out there were a variety of cars, and Alan and I were most grateful to Mike Bond and Hils on the second tour, during a week when we reportedly had a month's rain in 24 hours!...they were gracious enough in offering us a ride in their Skoda ..a big thank you! We were joined on the second tour by Welsh NG member Jeremy Evans, who took the lead over some amazing roads. It was lovely to have some local knowledge.

*Thanks Paul and Donna for finding this one..I'm sure we will return.*

Oh, and by the way...all 18 picture frames were delivered safe and sound after being bounced around for best part of a week

*Teresa Goodbun*

## Photo Competition

There are some excellent entries already posted on the Club Website  
***But we needs loads more — Please !!!***

Hopefully with the lovely summer weather you have been out with your NGs & Cameras and have lots of photos to send us.

**Please send your entries by email with .pdf attachment to the Editors at [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com).**

Please include Name, Membership No., and Description & Caption

**Closing date for Entries : 15th October**

*Su Hore*

## NGOC Wales :: 12-16May at Llanerchindda

Following on from several foreign holidays with a group of NGs taking various ferries over to France, we decided to try the same formula but swapping the English Channel for the Bristol Channel.

The first problem was finding suitable accommodation for an envisaged 12 cars and their crews. An essential pre-requisite for such holidays is a meeting area large enough for everyone to socialise together and this usually means a hotel where group holidays are a speciality. With this in mind, we did the usual googling and kept an eye on reports from other car clubs, finding several references to such a place in the Brecon Beacons area of Wales.

With countryside at least as good as the Lake District but at half the distance from the south of the UK it looked distinctly promising. All reviews were good and, in particular, there were good reports from a number of other car clubs.

The venue is called Llanerchindda Farm covering 60 acres of beautiful countryside. There is a purpose-built guesthouse with 9 rooms plus a traditional farmhouse & cottage that can be used if the guesthouse is full. The owners live in a cottage a short distance up the lane. The farm has been set up as a family business run by parents Martin & Lynn and their twin sons Andrew & Mark. Having run a gourmet hotel in the Lake District for many years, one aspect that was guaranteed to be good was the quality of the food.

A possible downside of Wales as a holiday destination is its reputation for plenty of rain and, in this respect, it did not disappoint. Following the very wet summer of 2012 and wet spring this year, we knew that the odds were against a warm sunny period in May. Thankfully, the guesthouse has a large conservatory attached to the dining room with magnificent views over the hills and railway viaduct (see photo on club website). There is also a large patio in front of the conservatory that would have been a delightful place to sit in good weather.

With the vagaries of the British weather in mind we made it quite clear to our fellow holidaymakers that using their NG on the holiday was purely optional, the main thing being to come & enjoy the holiday.

With a deteriorating forecast just prior to the holiday, the majority of our group opted for alternative cars, some of which had soft-tops. There were some notable exceptions and it was good to see Alan & Teresa Goodburn's TCV8 and Rob & Helen Garret's TA, both cars having travelled from the depths of Kent in



some very wet weather. Local member Jeremy Evans joined us on Tuesday in his excellent TA "Mr ToAd".

We had booked a mid-week holiday of 4 nights, arriving on Sunday and departing on Thursday, as this represented a useful cost saving and seemed about the right duration. On Sunday afternoon we all arrived by teatime, the significance being that afternoon tea and homemade cakes would be available at that time. I've already mentioned the catering standards and the cakes were excellent; all part of the package provided by our hosts.



A further attraction of this venue was the fact that our hosts, in aiming to cater for group holidays, could tailor the holiday to suit their customers' particular interests. For car clubs, the recognised format is road runs and we had already opted for such outings on the Monday & Tuesday of our stay with a rest day planned for the Wednesday. I use the expression 'rest day' advisedly because there were a number of activity options available such as quad-biking, clay pigeon shooting, archery, off-roading etc. - more of that later!

For previous NG holidays of this type in France everyone had planned their own days out (or by the pool...!) but this time, since the runs were part of an established format, it seemed a good idea to try it.

The advantage for us was also that the research and planning was entirely down to our hosts and we knew that they'd had a few years to practise! We had seen examples of their route-books and were most impressed.

On arrival, we each found a printed and bound route book in our room covering the two tours. There was also an OS map of the area with the two routes outlined using a highlighter pen. This was a very thoughtful addition because following routes via tulip diagrams is great until you take a wrong turning! Over dinner on Sunday evening, Martin informed us that he would give us a briefing on the route after breakfast on Monday morning.

Sunday evening's meal was preceded by a Pimms reception that was very well received and set the tone for an excellent 3-course dinner.

After a splendid buffet breakfast on Monday morning we were briefed by our hosts on the planned run for the day. The tulip diagrams were supplemented in our route books with helpful notes to aid navigation and to also provide some local history. The day's run was approximately 100 miles in length, including a circular tour of the Elan Valley, with various suggestions for refreshment stops etc. The general idea was that cars would set off when ready, but not in a convoy, their crews free to travel singly or in groups as they wished. There was no compulsion to go on the runs but everyone did take part. The advantage of the pre-planned tours was that our hosts had painstakingly researched and driven the





runs, with the aid of local knowledge, allowing us to experience a great range of superb driving roads and scenic views.

Of the several diversions suggested during the day's run, one of the more popular was a visit to the Red Kite Feeding & Rehabilitation Centre at Gigrin Farm near Rhayader. During the summer, feeding takes place at 3pm and a number of us made sure that we were in place in good time.

There are number of 'hides' close to where the feeding takes place and some of our group were able to obtain some pretty impressive photos. Gigrin farm has been a feeding station since 1993 following a request from the RSPB. During feeding, crows come in to feed first and this shows the Red Kites that all is safe. Some Kites then swoop in and grasp the meat in their talons before making off with the meat held beneath their tails. Others swoop low over the crows or ravens heads to try to make them rise from the field with food, whereupon they then make chase and rob the crows in mid-flight.

On returning to Llanerchindda at around 4.30pm we were treated to another superb selection of cakes, washed down with an excellent blend of tea. For Tuesday, a showery day was forecast, with an intense depression moving in from the South West. Just as well that we were heading NW towards Aberaeron on the west coast. Another circular route was planned, taking in Llyn Brianne Reservoir, Tregaron, Aberaeron, Llanerchaeron House National Trust property and Lampeter, a total of about 80 miles. However, during breakfast we checked the weather forecast again and had second thoughts about the advisability of doing a 'scenic run' in heavy rain and poor viz. We therefore swapped itineraries with Wednesday, our nominal rest day.

Since Jeremy Evans was already on his way from Aberaeron to meet us, we decided to ask Jeremy to lead a few of us on a shortened tour with the benefit of his local knowledge. Starting with a convoy of 8 cars we enjoyed a drive along the Devils' Staircase with cars peeling off to return to the farm at intervals, depending on their agenda for the afternoon. After leaving the convoy we headed back via the Llyn Brianne reservoir and admired the 300-foot dam and sheer scale of the architecture before stopping at a deserted country pub for some homemade soup.

In the afternoon, a group of 5 of us went quad biking through some gloriously muddy terrain and had great fun getting wet and muddy in the process. We had borrowed overalls and boots so most of the damp stayed on the outside and the continuous rain didn't detract from the fun at all. Rob Garrett had a go off-roading in a Land Rover whilst others went to visit various local landmarks etc. Another superb meal in the evening was rounded off by Chris & Su Hore who kindly organised





a general knowledge quiz.

On Wednesday we had a much better weather forecast and enjoyed a run out to Aberaeron on the western coast. Most of us took the pre-planned route anti-clockwise and ended up at the National Trust property at Llanerchaeron. Our hosts covered entry fees as part of the overall holiday cost. Arriving back at the hotel some of us took the opportunity to use the hosepipe and wash off large quantities of mud that had been deposited on the cars during the last few days. Although the day's run had been rain-free, the previous evening and night had seen a huge amount of rainfall

and there were some very large puddles to negotiate.

On Thursday morning after a leisurely breakfast we gathered the cars together for a group photo before starting the run home. A very relaxed affair with no ferries to catch! As a further memento of our holiday, our hosts, having been out-and-about taking photos of our cars, gave each of us a laminated copy of a pastiche of their snaps as a memento. Incidentally, our webmaster Mike Peel has posted a number of his excellent photos on the club's website.

In closing, a very enjoyable holiday in great company.

*Paul Gray*



### **Apt but Worrying ??**

He felt that America wielded her huge power in the world with a brash confidence that reminded him of a toddler who has got hold of a hammer.

*From Major Pettigrew's Last Stand by Helen Simonson  
Bloomsbury Publishers*

## LAON CIRCUIT HISTORIQUE

11th to 15th May

Since our first trip to this event four years ago it has become an annual pilgrimage. The first time we were incredibly lucky in that the weather which had been very cool suddenly changed and we enjoyed scorching temperatures for the long weekend, no small relief as it was Hana's first experience of open cars and an NG! The two years to follow were a bit mixed, but mostly dry at least. This year was to be payback time! Although again the weather had been very wet and cool, it was at least likely to stay mostly dry for the Friday we left and the Saturday, so I set off from Ewhurst at 5am with the hood down for a cool but clear run to Dover. After a revitalising coffee with Hana we loaded her luggage and headed for the docks. One of the things I have always enjoyed greatly about this event is the fun and camaraderie starts at Dover. It's claimed to be the biggest classic car meeting in Europe and this year 360 cars were booked in from the UK alone. As usual the ferry car park was adorned with lovely old cars and we were soon onboard for a hearty breakfast. Fellow members Mike and Krisia Carter with their NG TD rolled on board behind us along with John Towell and Jan who were again travelling with us in their Morgan.



John and Jan are great at finding quiet and interesting routes through France and this time we left the auto route about 15 miles out of Calais to thread our way to Laon, 140 miles, without any more fast roads. This is much more relaxing and our route took us through the Somme valley with some very attractive scenery and ideal NG motoring, of course it took all day, but that was why we opted for an early ferry. The Ibis in Laon had previously proved to be well placed for the rally starts and to have a reasonable restaurant so we opted for the same this year.

The Saturday event is a scenic run, actually now three runs of different lengths to cater for the large entry of 700 to 800 cars and their different capabilities. The majority of entrants are 50's and 60's vintage, but with significant numbers of older models and the inevitable few supercars tagging along. The start is at the road around the Cathedral perimeter and one drives up there to be handed a goody bag and rally instructions. The instructions are very well prepared and clearly someone puts in a lot of time, they again aim to keep the participants off busy roads as much as possible and lead us through quiet villages, forests and countryside. This year's longest, rally "B", proved to be especially interesting and led us through the Champagne country towards a lunch stop at Chateau Thierry, passing on the way a particularly moving statue in one of the many war cemeteries depicting a soldier carrying his lifeless comrade in his arms. In previous years all three rallies came together for lunch in a single place, but perhaps because we were further out this time, or because of the log jam it always caused only two of them met up this year. Drinks and a ba-

quette were dished out to all crews and we sat beside the river to eat and relax. The weather had been rather dull and cool, but although there was little extra warmth the sun did show it's face for the afternoon. A short walk around the town centre and we set off again for a similarly enjoyable run back by a different route. At the finish all three rallies come together at a very impressive looking military barracks in Laon where the cars are all parked up for visitors to stroll around. There is a Concours de Elegance competition for those who choose to enter and free champagne for all. About an hour after our arrival we got a taste of things to come when the rain started.

Ever the optimist for hood down motoring I foolishly left the tonneau on overnight, but by morning we faced steady and at times heavy rainfall, so gave up and put up the hood before making our way up to the town square. The cars are again all parked up around the town for viewers to wander around and then the Mayor welcomes participants to Laon in the town hall with more free Champagne and nibbles afterwards. After lunch the town streets are closed and a parade circuit set up. In years past the pavements were thronging with spectators, but this year the



weather kept most at home. Unfortunately I managed to damage my rear wing on a low post that the hood prevented my seeing when leaving the tight parking area for the two parade laps, so further dampened my spirits. As the rain continued relentlessly we dropped out after one and a half circuits as we passed near to the hotel and returned to lick our wounds and inspect the damage. Luckily that proved to be limited to a cracked wing and torn out lower fixing.

Most participants head home on the Monday, but we were staying on an extra couple of days for some private touring. Having thought about it overnight the first job was a visit to the nearby Carre Fourre to buy a drill to enable me to secure the flapping wing with tie wraps, (how did we ever live without them?). Job done we decided Reims Cathedral was probably the best option on such a wet day and set off in the unrelenting weather. The visit was enjoyable, but the drive rather less so in the heavy rain. The following day we opted for a drive to Epernay to visit a Champagne factory, again a beautifully scenic drive rather spoilt by the weather. Unfortunately the Morgan suffered an alternator failure on the way, so after lunch (in the pouring rain!) we set about changing it for the spare John that had brought, while the ladies went to the factory. Murphy had obviously come with us as after fitting the unused "reconditioned" spare it also proved unserviceable. An attempt to build one good one from the two was thwarted by different internal designs and so the original that did still occasionally show a low charge was replaced. We limped back to Laon hoping the battery would hold out, which thankfully it did.

At last the rain stopped on the Wednesday and we were promised a dry if

cool run home. The Morgan's battery, which was close to dead, was swapped with that of Mike's TD and we set off for Calais with a planned stop at the Canadian war memorial near Arras. We lunched in a nice café just down the hill from the memorial and did another battery swap before the last leg to the ferry.

Having said our goodbyes at Dover I took Hana home and the other two left for Surrey/Sussex. Ironically we had been discussing the merits and reliability of electric and mechanical fuel pumps on the return ferry the Morgan then suffered an electric pump failure not far out of Dover. The brand new spare was got out of the box only to find that Facet had changed the thread type and it could not be fitted, however some ingenious fixes eventually got them home.

As it was actually, warmer in the UK than France I finally put the hood down again and set off for home, clocking a total of 823 miles on arrival home. It was not the carefree experience we had previously experienced on the Laon event, but the company still made it a mostly enjoyable one with some lovely cars to see. I would recommend it to members as a worthwhile weekend that can be booked as a package deal through Continental Car Tours, (see web site).



*Next year, for a change, Hana and I are considering visiting the similar, but smaller rally, the "Ceaux Retro" at Allouville Bellefosse (about 40km from Dieppe ferry terminal) and then maybe going on to the Loire valley or Brittany if anyone might like to team up.*

*John Coker*

## **Stuff for the Mag**

**Have any amusing anecdotes, poems, limericks or one-liners come your way ??**

**Why not send these in to ChangiNGear and share the joy**

**We always need small filler items to make up the pages**

**— Pretty Please !!**

## Brooklands to Brighton Sunday 2nd June

Chris and I went on our first Brooklands to Brighton run with 'Rocket' in June. We met up with Graeme & Sarah Lacey with 'The Bitch' who are regular participants of this event. It was whilst we were talking with them at the Rally last year that we decided to join them this year. Due to the early start we met them at the Sunbury, Travelodge on Saturday evening. The morning weather was dry but cold and we arrived at Brooklands in good time, We were directed to park our cars in the kit car section. We booked-in and collected our route plans before devouring a "salty" bacon sandwiches - yuck! (not the most memorable aspect of the jaunt). We then went back to the car park where various other marques and weird (or should I say unusual) models had arrived and all very friendly people. Then we were off and having had our photo taken at the start with 'The Stig' in the shadow of a Concorde. Graeme and Sarah led us on the tulip route and did a brilliant job. There was a coffee & comfort break at Newlands Corner. We also noticed another NG which was parked opposite us - Chris found out that it was Stephen Hill (NG-TF) and his wife all the way up from Cheddar for the event. We then continued on to our lunch



break at Parham Park and had a picnic and walk round the garden (and we got some useful gardening tips from Graeme) and while there also said hello to Lincoln Summers with his 'Pistachio' (NG-TA). We then left for the final stretch to Finish Line at Brighton Race Course (not the famous Maderia Drive this year). Sarah was a little disappointed that we could not walk down The Drive to view all the cars lined up as she thought it was more authentic but as it had rained on previous occasions, felt that it was probably good to be in the dry at the end of the day. The final run into Brighton was along Ditchling Beacon with it's spectacular views, but due to the problems of exiting a right turn onto the A27 the tail-back was horrendous. It must have taken at least 15-20minutes and probably worse for those coming later. Being the hottest day so far in the year it sorted out all those with marginal cooling systems and we passed numerous breakdown - which was very sad. However rather surprisingly Rocket survived the experience and The Bitch also had no problems. Unfortunately soon after this section we lost touch with Graeme and Sarah. Chris taking the second rather than third exit at a roundabout - counting was never his strong point !(even to 3 !) and age is factor !! We



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found ourselves in a one way system and unable to get back to Graham and Sarah although they waited a while for us. We picked up signs to the Race Course and so followed these. While Graeme & Sarah were taken along the seafront which was very busy with old motor cycles and Minis on their club outings. Another logjam with more overheating and breakdowns, so Chris & I were quite pleased to have missed that. Graeme & Sarah finally caught up with us at the Race Course and we all had a nice cup of tea, with sandwiches and cakes all laid on.



It was then time for Good-Byes and going our separate ways. With thanks to Graeme and Sarah for being such excellent guides. As we were readying to go Chris spoke to Dave Shearer, recent purchaser of his NG-TF V8 and hopefully to become a new NGOC member.

We made our way via Ringmer and called in on Bob & Angela Morrison for further refreshments before finally getting home to Tunbridge Wells after a really good outing

*Su Hore*

## **Shrivenham Village Fete - 2013**

Saturday 24th August at 1.00 pm  
MEMORIAL HALL AND RECREATION GROUND  
Highworth Road, Shrivenham, Oxon, SN6 8BL

### **Hello NG'ers**

We would like to invite all members of the NG Car Club to attend our village Fete. It's lovely to have your cars at the Fete; and we would love to see you here. We do hope that you will be able to join us. Should you have any questions about this year's Fete please don't hesitate to contact me. Kind regards, **Sally Kershaw**  
Entertainments Co-ordinator - Shrivenham Village Fete  
Tel: 01793 86195 & 07971 052910 [shrivenhamfete.co.uk](http://shrivenhamfete.co.uk)

**NG Co-ordinator : Bob & Angels Morrison**  
01273 813590 : rmorri1847@aol.com



## Rocket to the Isle of Wight and 'NGs in the Garden' : 21st to 24th June

Su and I decided that we would take up Bob & Manda's kind invitation to join 'NG-in-the-Garden' at the end of June. For us, there and back in a day would be a fair trek so what started as a potential overnight stop turned into a week-end on the Isle of Wight.

We booked an early ferry and Friday at 'sparrow fart' saw us Rocketting along the A272 towards Portsmouth. What a great morning it was for NG driving ! we covered some 75miles before the A3 overtaking nothing and nothing overtaking. Indeed we made such good time that we caught an earlier



ferry. A trouble free crossing to Fishbourne saw us on the Island and looking for breakfast by 8:00am and a seafront café in Sandown was duly located for the purposes of the 'Full English'. We met a couple of local dog walkers who gave us some useful pointers for the things to see (and the things to avoid ! IoW it seems has somewhat pandered to the 'holidaymaker' with some fairly 'tacky' attractions)

We took in the Roman Villa at Morton and the Model Village at Godshell.

The former being extremely well presented with a lot to see, and the latter being only one of quite few points of interest there but by far the best. Some of the model houses, being so realistic that a close up photo is hard to tell from the real thing, all laid out among immaculate miniature



lawns and topiary with various diaramas of village life (cricket match, wedding at the church, scout camp etc) Interestingly the model village is a model of the village of Godshell, and the model itself includes a model of the model, and a model of the model of the model, etc etc.

We checked in at The Luccombe Hall Hotel, Shanklin which was originally built as the Bishop of Bournemouth's Summer Retreat, quite grand in it's day, but now is comfortable but a little run-down and in need of a refurb. It did however have the benefit of hot tub, pool and sauna which set us up well for the evening meal and an early night.

Saturday morning was blowing a gale and a half !, Chris braved the outdoor pool before breakfast

and then we headed off to Yarmouth for the ferry to Lymington. We took the scenic route around the south and west of the island past the Needles but this proved to be a route very exposed to the gales and odd spell of driving rain. So we were quite pleased to get into the warmth of the ferry for a slightly chopped crossing - not helped by having to heave-to in the middle of the Solent because the ferry departing Lymington was delayed

leaving. By now the weather had improved a little and a quick whizz through Christchurch saw us at Bob & Manda's before 1:00pm. Rocket was joined in the garden by The Humphrey's Dobby, The Stretch's Red TF, and of course Bob & Manda's TF. We and other NG'ers in tin-tops were very well fed and watered with Manda's usual aplomb at organising.



Hils Bond contributed to the dessert menu with a supply of 'Chocolate Pots' which received the unreserved approval of one Mr Humphreys (of which more elsewhere !) It was then time to head off back for the ferry and our hotel.

Sunday dawned a better day and we headed again for the Needles end of the island taking in the glassworks but avoiding the more tacky bits of Alum Bay, then the afternoon at Ventnor Botanic Gardens in its own microclimate sheltered by the 'Undercliffe', with more use of the hotel spa before the evening meal. Monday again a dry start and we called in at The Pirate Museum at The Arreton Barns for a fascinating collection of all things 'maritime' about the Island, we could have spent much longer there but for our ferry time. Crossing back Fishbourne to Portsmouth and reversing our road route, not so traffic free on a weekday afternoon, got us to Tunbridge Wells by late afternoon. Altogether a very enjoyable weekend away with Rocket and very many thanks to Bob & Manda for their hospitality.



**Chris Hore**

### **Risk Factors :**

*In America it is currently reckoned that in any one year the chances of dying from various causes are :*

- 1 in 25,000,000 - by Terrorist Attack on an aircraft
- 1 in 500,000 - by Lightning
- 1 in 1,700 - Murdered by Shooting
- 1 in 850 - in a Car Accident.

*Makes you wonder whether all the cost and diligence expended upon 'homeland security' might not be spent to better effect*

## Our NG Rally Road Trip 5th July

I could tell it was going to be a beautiful summer day bearing in mind it was only quarter to four in the morning.

Travelling to Stratford-Upon-Avon with just our TA 'Freya' was going to be a challenge as last year we had taken my tin top Meriva.

This was our first camping trip with Freya and I usually err on the side of 'everything including the kitchen sink' in the hope that all eventualities are covered. I left Rob to do all the getting Freya ready for the trip while I packed everything from the inevitable list.

We met up with Chris and Su in Rocket at Newlands Corner on the A25 and then went on in convoy to our breakfast stop at the Royal George in Odiham, for me the first half of route always seems the longest. We duly arrived at the Royal George ready for a break and breakfast. Chris had found the George for us and had booked ahead, we were amazed at the dining room, all wood panels and stone floors from very many years ago. Our table was beautifully laid up, there was fruit juice and cereals, plenty of tea and coffee and a full English fried breakfast, croissants and toast with jam or marmalade, truly a feast. The hotelier and his daughter looked after our every need and we left ready to face the journey ahead.

For the next leg Chris and Su lead the way using their sat-nav, which Su holds to her ear like a boom-box to hear over Rocket's throaty roar, and me using the crib sheet Robert had made up for us. It's always both more fun but also challenging as you follow each other through town areas and trying not to get separated but we both got on well enough and after a fill up with fuel at Newbury I drove for the final leg. The country roads after Newbury were less busy and more scenic and therefore more relaxed and enjoyable. The day was getting quite warm and we stopped to put the hood down, though first our first attempts to roll it up and tie it with a 'bungy' didn't work too well. So we had stop again and this time I dug down into the boot area and pulled out our leather straps while Rob kept Freya ticking over.

We could then see so much more the countryside, I counted 11 Red Kites during my driving, hearing their 'mewing' first. We took the B4000 after Newbury which was very pleasant rolling up and down and roundabout, perfect touring roads, passing several steep hills covered with sheep and an unusual field with large rocks scattered all over it.

Around midday we looked for somewhere to have a break and by chance found a lovely pub on the roadside. We sipped cool drinks in the shade outside and ordered a sandwich or roll. When these duly arrived at our table we were overwhelmed, the rolls were beautifully fresh as was the bread (door stop thick) and the ham was off the bone and thickly cut, a feast! On top of a great breakfast too! We relaxed and enjoyed a pleasant break in lovely surroundings and when we finished couldn't resist saying hello to a lovely grey horse in an adjacent paddock, before setting off on the last short hop to Stratford



This last bit is always tricky, you've driven miles, eaten well and the hours since starting out are mounting up, but with a little patience and not panicking when traffic lights or traffic held us up we arrive at the campsite. We stopped at Reception to pick up our keys and drove down to the NG Rally field, parked up and said hello to Mary & Peter, Barbara & John and Paul & Donna who were already there and getting well organised

— We've arrived !!!!

I had just started sorting the stuff into our Snug when it was decided we should pop into town on the river taxi. Rob and Chris didn't want to go so Su and I went together. I missed out on the river taxi last year so I was really pleased to get the opportunity early on; the journey was cool and very relaxing as the boat chugged along into Stratford. We popped into Sainsbury's and got most of the things we wanted then it was the carrying it back, which is where could have done with help from Chris and Rob !!, but we managed together and waited in pleasant company for the river taxi back. We chatted with other waiting passengers, listened to music from the river festival and fell in love with the a beautiful white German Shepherd Cross. The journey back to site was tranquil though with several bags of shopping amongst us all and a certain beautiful dog making himself comfortable across our laps it was a little cramped but all very good humoured and enjoyable. The shopping seemed even heavier after that but at least now all that we had to do was relax and enjoy the Rally, meeting old friends and new, enjoying the music courtesy of Mike & Andy and their guitars, enjoying yet more food with a wonderful spread put on my Mary, Barbara and the team,

**A great start to a truly great Rally**

*Helen Garratt*



## **Goodwood Revival Meeting :** **13-15th September**

**Is anybody planning to go this year ?**

New member John Gillies is intending to go and would like to meet up . (See John's Member Profile in this Issue)

Contact John at : [gillies@johnsongillies.co.uk](mailto:gillies@johnsongillies.co.uk);

## NGOC National Rally Report 5<sup>th</sup>-7<sup>th</sup> July 2013

What a fantastic weekend, wall-to-wall sunshine, perfect weather for open-top motoring and camping. Thankfully, the supplier was persuaded by Peter to prioritise our marquee delivery and the team arrived mid-morning Friday and left us 'operational' by early afternoon. Just as well because people



started arriving soon afterwards and Bob & Manda's tea urn was soon in constant use. Thanks to the many members who brought cakes to share, there was always the option of a slice of cake available. Thanks also to Bob & Manda who again towed their heavy trailer to the event behind their trusty TFX8 with all the paraphernalia needed to 'keep the pot boiling' throughout the weekend. As in recent years, most people seem to have



decided to attend for the whole weekend and we had a good turnout. Traffic congestion was a problem for some but all arrived and pitched tents, parked motor-caravans, moved into snugs or booked into B & B's etc. by the time we were ready for our evening meal. And what a feast! As has become customary, Mary had prepared a marvellous selection of food for the buffet with plenty to go round and much enjoyed by all. Barbara then produced an array of sumptuous desserts that finished the

meal off perfectly.

Earlier in the day, Mike Robinson arrived in his motor-caravan, with Marilyn driving their turbo-charged NG and, crucially, Mike had brought his guitars, amps etc. Not only that, but he had managed to persuade Andy, one of his regular group of musicians, to come along as well. Andy is their lead singer/guitarist and brought along his daughter Megan and they both camped close to the marquee to keep an eye on their expensive gear. As people were having such a good time eating, drinking and chatting, the evening wore on and we realised that 'something would have to give'. Lincoln, who had very kindly offered to be our quizmaster, was happy to postpone the quiz until Saturday evening, when we planned to start the proceedings earlier. Mike and Andy then

entertained us with a great variety of songs until around 10.30pm at which time we were required by the site managers to reduce noise levels. Saturday dawned with another clear sunny day with temperatures rapidly rising to the late twenties. John and Barbara were soon out in the field setting out their marker poles for the various driving skills tests.



Some of us took advantage of the BBQ's and cooked a 'full English breakfast' whilst others wandered along to the on-site café where it was still possible to obtain a cooked breakfast for only £0.99 - unbelievable!

By mid-morning people had variously headed off either to explore the area by car or to take the electric boat from the site into the centre of Stratford. Donna had kindly printed off copies of two scenic runs that had been provided in advance by the Stratford tourist information office.

These were used as a basis for exploring the local area.

Those heading into Stratford by boat (approx 2 miles) or on foot, were able to take advantage of the annual Boat Festival being held in Stratford. Driving into Stratford during the weekend was therefore a no-no but thankfully the location of our rally site precluded the need to drive in.

Stratford is situated at the confluence of the river Avon and the Stratford and Avon canals and has a basin with space for a number of canal boats making a colourful backdrop to the town (not to mention Shakespeare!).

Also during the morning, Nina drove Donna to a nearby supermarket to buy the French sticks and salad items for the evening meal.

Early afternoon Saturday provided the first opportunity for people to try the driving tests. For this year, John and Barbara had varied the theme slightly, the tests being as follows and mostly 'against the clock' :-

- 1) Balance a tennis ball on a dish on the bonnet whilst driving around chicanes.
- 2) Pick up golf balls & place them in a bowl and then balance a duck on top, all done with a long pole at three different locations.
- 3) Parking in bays either forwards or backwards
- 4) Judging the width of your car.
- 5) Drive with a bucket on your head whilst passenger directs you around various obstacles.

Although slow to start, there was soon a queue of cars waiting their turn. It was good to see that all the NGs taking part were able to cope with 29degsC ambient temperature without overheating, even the V8's!

Additionally, on Saturday afternoon, Jeff Yardley and I popped along in Jeff's concours TF to a local airfield where he had spotted a Vulcan bomber. By making a contribution to the restoration fund we were given a guided tour of the aeroplane including access to the



cockpit. The aeroplane is fully functioning but not airworthy and frequently taxis around the airfield for the benefit of visiting groups of enthusiasts. Jeff (tongue in cheek) asked whether it would be possible to photograph his NG next to the aeroplane and, much to our surprise, we were allowed to park the car under the nose of the aeroplane. The attached picture says it all.



To add variety to the weekend, Richard Philipson arrived in his recently-acquired Model T Ford and proceeded to take a number of members for rides around the field. Some of us were even allowed a drive. What an experience, many thanks to Richard & the best of luck with your long drive in the Model T to the south of France.

By 6 pm Saturday evening the three BBQ's were lit and were quickly sizzling with a variety of tasty meats. During the afternoon, Donna and her band of helpers had prepared the salad items that were much appreciated by all. After supper Lincoln entertained us with a superb quiz covering a variety of topics with 'something for everyone'. The winning table were given a hearty round of applause and Lincoln very kindly offered to do the quiz again next year.



After the quiz Mike and Andy again entertained us for a couple of hours with people either in the marquee or wondering around outside in the glorious weather. It was very kind of Mike and Andy to bring all their gear and entertain us on both evenings - much appreciated by all.

Sunday morning dawned bright and sunny once more. We were given another chance to improve their times and performance on the driving tests; amazing how competitive some people became. A massive vote of thanks to John and Barbara for organising and running such a fun

event made even more difficult in the extreme heat on Saturday afternoon. A special vote of thanks to Chris Humphries who kindly allowed me to have a go in his immaculate TF.

During the weekend our treasurer Teresa Goodbun did a sterling job of ensuring that she had collected all the relevant fees from members and then making sure that the site fees were paid to Riverside Park.

Early afternoon was the opportunity for members to have a look at all the cars and vote for their favourites. At this point I would like to thank Jeff Stretch for producing all the voting slips and also for producing and erecting all the NGOC signs throughout the site.

By mid-afternoon Sunday, it was so hot that we had to move the trophies table into the shade. Peter Clark gave his usual comprehensive round-up of the weekend's activities before awarding the various trophies. Peter also

thanked all those responsible for making the event a success but it must be remembered that Peter himself contributes a huge amount of his time and energy to NGOC matters and is owed an enormous vote of thanks for his efforts.

The award winners were as follows: -

<b>Driving Tests</b>	<b>Alan Goodbun</b>
<b>Best Cardboard Car</b>	<b>Jeremy Evans</b>
<b>Best TA</b>	<b>Jeremy Evans</b>
<b>Best TC</b>	<b>Chris Hore</b>
<b>Best TD</b>	<b>John Cocker</b>
<b>Best TF</b>	<b>Chris Humphries</b>
<b>Best Henley</b>	<b>Peter Towner</b>
<b>Concours</b>	<b>Mike Robinson</b>
<b>Editors Cup</b>	<b>Chris Humphries</b>
<b>Peacock Trophy</b>	<b>Rob Garrett (Clubman of the Year)</b>

(For his major contribution to the high standard of the magazine)

As for the future, the general feeling from this year's attendees was that they'd like to do the same again in 2014 so your committee have now booked the same site for the period Friday 4<sup>th</sup> to Mon 7<sup>th</sup> July 2014. If you haven't yet started next year's diary, please make sure that the NGOC National Rally is the first entry! We look forward to seeing you all there.

**Paul Gray**



## Contributors Prizes

The Lucky Winners of the draw for April Issue contributors were:

John Coker, Jeremy Evans, Chris Humphreys, Amanda Preece & Robert Sheenan. Amanda Morrison (aka Angels, aka Miss Print) kindly made the draw.

There will be another five lucky winners for this August edition, which will be announced in the October issue.

***You need to 'in it to win it' - so please lets have your Contributions***



### NGOC Annual Rally at Stratford –





- upon -Avon :: 5th to 7th July 2013 ###



## NG Rally : Stratford-upon-Avon : ' Let the Games Begin '

Well ! the second NG Rally for Chris and me - what wonderful weather, sunshine all the way ! This time I packed too many winter clothes and not enough summer ones. Next year perhaps I will believe the weather forecast and take correct amount & type of clothes.

I must say we had a wonderful time, the company was wonderful and the 'Ladies that Do' looking after all our culinary needs. The food provided by the A Team (Mary, Barbara, Donna, Amanda just to mention a few) was brilliant, the entertainment by Mike & Andy outstanding. and a smashing Quiz set up by Lincoln - more of all this next year Please. Oh Boy !!!

On Saturday Chris and I went out to see various places (Hidcote Manor, Chipping Campden & Broadway) with Bob and Angela (aka Miss Print, aka Angels) Morrison. They did not have their NG with them (which is still languishing in the garage at Shrivenham in need of a little TLC) so I lent my half of Rocket to them for a gentle reminder of what they are missing.

Now the fun part - we got back Saturday afternoon and took part in the Driving Tests (so much missed last year) brilliantly organised by John & Barbara and their team. Me? - I was so excited I nearly "p...d my pants". I thought I was going with Chris in Rocket but I was deputised to go in the Golden 4.3 Mean Machine with Driver Alan 'Nutter' Goodbun (T having a dodgy knee). Well there were several tests, and I got so excited it was 'orgasmic' , the speed Alan ignites from his car by his hefty right foot down the car to its 'boots' is quite awesome. And when it came to the 'bucket on the head job' I was so 'hyper' that I did not allow him or myself sufficient time to do these manoeuvres - sorry Alan !. We had another



attempt at these games and improved in some areas but then Alan (understandably seeking some higher degree of competence) ditched me in favour of Chairman Peter. No doubt the 'Old Man' was better than me, at least Alan would not again have had to suffer a total idiot shouting obscenities at him. Gratifying that Alan finally won these Games with yet another Navigatrix - I would like to

think it was all down to the preliminary training of my earlier tutoring !?

In my 'absence' Chris took Rocket with Bob Morrison ( Angela having declined the experience - feeble wench ! ) but unfortunately being tied up with Alan I was unable to watch much of their round but they seem to do well and enjoyed themselves as much as I did with Alan. Hopefully next year it will be the Hore's versus Morrison's in a challenge duel to wrest the title from 'The Goodbun'

Alan thank you so much for the fun & speed ( I don't think I would want Rocket to have gone round quite as fast in case something broke - I would have been gutted ! ). Thanks also John and crew for the imaginative driving car games and not forgetting Bryn for allowing us to use his precious tennis ball.

**Roll on Stratford - 2014 : see you all there I hope ! Su Hore**

## Manda`s National Rally Poem

Car and trailer packed to the brim ,  
Driver and passenger looked quite trim.  
It was the meeting of the season ,  
Our National Rally was the reason.  
You came to join us - You came to stay ,  
Fun and laughter all the way.  
Some of us camped - some did B&B ,  
A very nice guest house for Bob and Me.  
Coffee and tea and delicious food ,  
To whet your appetite and raise your mood.  
A quiz to test our little grey cells ,  
A musical sing song for all us "gals".  
Cars all in a line - Oh how they shine !  
Proud owners standing by.  
When all of a sudden up goes a cry,  
*"My left handed spinner is all awry!"*  
Out came the tools, plus John's book of rules.  
Spanners and hammers at the ready ,  
*"Mind how you go, just keep it steady."*  
*"Well done guys!"* - Jobs done and dusted ,  
Nothing got busted.  
The left handed spinner had just got rusted.  
The glorious weather made our weekend great.  
We`d obviously chosen the perfect date.  
So come and join us - be in no doubt.  
That`s what our Rally is all about.

*by Manda Preece*

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## Devon Disaster.

Last summer I was talking to a neighbour and said that we were thinking of going on holiday in the NG. He looked at me quizzically, and said "Why not, it's reliable enough, isn't it?" I said it was the risk of going on holiday in the UK in a car without a roof, not the reliability. Decision made, NG it is then! Holiday itinerary: 2 days in Bournemouth, 3 days in Dartmouth, then 2 days in Bournemouth on the way back.



So, first day is the drive down to Bournemouth with two fuel stops; one for us and one for the car, and on both occasions the starter motor struggled a bit, so the first job when we arrived in Bournemouth would be to try and get a replacement starter motor. It is a Range Rover high torque item and I am unlikely to get one off the shelf. We found a garage that said they could get one for the following morning. We waited for a phone call to tell us it was in, but by midday I needed to call them and find out where it was. Would you believe it, the van delivering it had broken down, but another van had been despatched to take over his deliveries and it should arrive in a couple of hours. (I actually met the driver of the van that broke down at another meet a few weeks later; his turbo pipe had come adrift.) At about 4pm we got the call "Your part has arrived" We walked into town to collect it and on return to our Travelodge it was a 12 minute job to change it.

Day three and we are off to Dartmouth. We have been driving for a while when it starts to rain. We just get onto the M5 when it turns into a thunderstorm. Wipers going sixty to the dozen, (Sarah wiping the inside of the screen while I wipe my glasses on my jeans), heater blower on, lights on, rear fogs on and visibility about 40 yds. We are doing under 50 mph (which means the rain comes into the car) when we have total electrical failure and the car grinds to a halt on the hard shoulder. We phone the emergency services and have to wait an hour and three quarters in the pouring rain to be collected. A low loader takes us to their depot in Exeter. By the time we arrive the weather has changed and it is a nice sunny afternoon, thank goodness. While the car is still on the flatbed an auto-electrician says he will have a look at the car; if it is a quick fix he will do it there and then, otherwise it will have to be booked into the workshop. He finds that there is still power to the starter motor, but nothing beyond it. He says he can do a temporary rewire to get us going, but it will need to be done properly when we get home. We are now able to continue our journey and the rest of the holiday goes without incident.

On our return home I set about doing a proper rewire. I have stripped back the wiring loom and I am tracing the faulty wire to replace it when I find the cause of the electrical failure - the main fuse box for the dash and ignition has melted, but the fuse itself was still intact. I assume that because I had most circuits on I must have been drawing so much current that I was on the edge of blowing the fuse, but didn't quite, so it just got hotter until it melted. I rewired with two separate circuits; one for the dash instruments with a 20

amp fuse and one for the ignition circuit with a 30 amp fuse. Over the winter I also had to change the remote gear-linkage bushes as they had completely disintegrated (so poly bushes were fitted), and while the transmission was off I replaced the BMW 318 rear diff with the diff from my 325 that I blew up over Christmas. It is now running like a dream again (although a little hot in the current weather) and we have just clocked up 20,000 miles after 12 years on the road. Happy motoring

## Graeme Lacey (1051) NG TC V8

### NG Chocolate Pots Recipe by Hils Bond

#### Ingredients :

285ml (1/2Pint)	Single Cream
200g (7oz)	Dark Chocolate
Best Quality 70% choc solids (min)	
2 Large	Egg Yolks
3Tbspns	Best Brandy
20g (3/4oz)	Butter

#### Method :

Use a thick bottomed pan, heat the cream until nearly boiling. Remove from the heat and set aside for 1minute then add the chocolate, broken into small pieces. Stir until melted and smooth. Beat in the eggs yolks and brandy and stir until smooth. Allow to cool slightly before stirring in the butter. Pour into small individual pots (makes 8small servings or 4large ones—it is very rich !)

#### Serving option :

Pour a little Baileys on top before serving

#### Top tip :

If the butter is added when the mix is too hot it will 'split'. To rectify this, allow to cool some then whisk in a little milk unit smooth.

#### Warning !!!!!

This rich dessert has been known to drive men to do strange things. Witness Chris Humphrey's digitally deft demonstration of how to save on the washing up !! (see photo above)



## Dogmersfield Fete :: 20<sup>th</sup> July

This year we celebrated our 60<sup>th</sup> year since the Horticultural Society was started. Donna & I are relative newcomers, this being our third fete since we both joined the committee. The fete and flower show are run by the Hort Soc on behalf of the local villages with the intention of providing a traditional day's entertainment on a cost-neutral basis.



For many years the cars section had been named 'Vintage Cars' and for obvious reasons not many cars attended. At some point the name was changed to 'Collector's Cars' to broaden the scope. After joining we thought that we could attract a greater range of vehicles by changing the name to 'Enthusiast's Cars' and this year we have also included classic bikes; in fact, anything that might be a crowd-pleaser on the day.

Over the last three years we have seen numbers increase from 7 cars in 2011, 13 cars in 2012 and 21 cars plus 4 bikes in 2013. The variety of cars attending this year made for an interesting mix and we certainly attracted a lot of visitors.

For a bit of fun, we offer a prize of £10 to the most-liked car and the same for the bikes. We ask the public to fill in a voting slip stating their favourite car & bike and count the number of votes at the end. Many thanks to Sue Stretch who helped me to sort and count the votes at the last minute before the prize-giving.



We were very pleased to welcome three NGs, namely Jeff & Sue Stretch in their superb TCV8, our esteemed editors Chris & Su in 'Rocket' and Tony & Sheila Pearce in their TF with freshly-vented bonnet panels (just the job during the current heat wave).

The winning classic bike was a Kawasaki Bighorn 350 Single driven to the fete by

Samantha who was quick to praise her hubby who had painstakingly rebuilt the bike from boxed parts.

The winning car was a Talbot AG1445, owned by Trevor & Ann, that just pipped a Jaguar E-Type and Ferrari F430 by one vote. One notable car was an original unrestored Model A Ford that was in regular use - fantastic. Other cars included an Austin 7 & 12/4, Morris 8, Morris Minor, Morgan Plus4, ex-Police Daimler SP250, Ford Falcon convertible etc. A Jaguar XKR (supercharged) was entered because the original owner was Screaming Lord Sutch, leader of the Monster Raving Loony Party (& longest ever serving



party leader for those who can remember !).

Thanks again to all those who attended & helped to make the show such a success. Please note that the date for next year's show is Saturday 26<sup>th</sup> July 2014, at which we hope to see even more NGs .

**Paul Gray**

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Last year Su & I got to within a few miles of Dogmersfield Fete until Rocket lost the cooling fan in a traffic queue on the A31. Engine temperature become alarmingly high before we could park up in a place of safety, and from where we limped home with a 'jury-rig'.

We were thus determined to make it this year.

After an early start to avoid traffic along the A25 we had a leisurely 'Full English' at The

George Hotel in Odiham before walking along the towpath of the

Basingstoke Canal to see the ruins of Odiham Castle, passing a variety of wildlife including ducks, swans and a quite awesome bull (behind a rather insubstantial wire fence !) on the way.

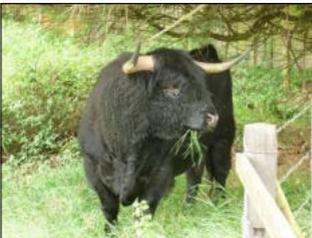
The Castle was originally built by King John in the 1200s and was a centre of power when occupied by Simon de Montfort before falling into disuse in early 1600s. It is now cared for by Hampshire County Council.

After a further stroll to The Mill House pub/ restaurant at North Warnborough for refreshments we drove the few

miles to the Fete and spent a very pleasant afternoon viewing the wide variety of stalls and entertainment that had be laid on, and expertly organised. Taking the longer but more scenic route home (A286 and A272) gave us a pleasant traffic free journey along 'good driving' road on a very pleasant summer evening.

**In all a really good days NG'ing !!!**

**Chris Hore**



Age is an issue of mind over matter. If you don't mind, it **doesn't** matter.  
— Mark Twain

## NG Member Profiles :

### John Gillies (NG1519)

I was born at The London Hospital in Whitechapel, so I guess that makes me a Cockney. I have lived in London and then Essex all my life, and my father gave me a keen appreciation of motor cars and engineering. My career as a Chartered Building Surveyor is now starting to wind up and I have recently reduced my working time to three days a week. I am Chairman of a successful firm of Chartered Surveyors, which is owned by my family, and I am in the process of handing over the executive management to my sons.



I have been married to Julie for 38 years and we live as far east as is possible, on a former Army firing range, at Shoeburyness. Our first love has been sailing and we have travelled extensively in the North Sea and English Channel. I have had some racing successes over the years, but 10 years ago we made the huge leap from sail to motor, becoming the current custodians of a classic wooden motor yacht, a Rampart, built in Southampton to a 1920's design. We sailed to the Mediterranean last year and are currently based in Auxonne.

My interest in cars came from my father, who was a fitter working on Spitfires and later on Blenheim bombers during his war service in the RAF. During the late 50's and 60's we used to visit Silverstone to see clubman racing in various classes, but the memories of Mk 9 Jags racing Austin A35's has stuck with me.

In my profession I have had to travel extensively so had the great fortune to have had a regular supply of quality cars. My current car for work is also my favourite, an X350 Jaguar XJ tDi. It is without doubt the best driving car I have ever owned, easily beating my last car, a Merc S Class. I also have a Jaguar XKR for fun driving and I am a member of the XK enthusiasts club and attend various events. My wife has a Triumph TR8 as her fun car, and has owned it since the mid 90's. We rebuilt the whole engine over the winter, but on a motoring holiday in May, in the XK, she tripped over, of all things, a disabled access ramp! She broke one ankle and detached a ligament in the other. As a result, she can't drive, probably until August.

Last Christmas, I was whiling away an hour, playing on the internet. I flicked onto EBay and in the classic cars section saw a rather lovely looking

traditional sports car. It was in Newcastle and had been taken in PX by a garage. It caught my eye and on investigation it claimed to be an NG-TD. I had never come across the marque before so did some investigation and liked what I found . I had a telephone conversation with the garage owner and it seemed it had been fully restored in 2010 by a Swede who then discovered he could not import it. The car was a 1988 build but has been heavily modified and the rebuild was designed to give more than a passing nod to the design of the 1932 MG J2 midget. Anyway, as sometimes happens when I have time on my hands and my pals egg me on, I made the guy an offer which I though would be rejected, but , lo and behold, I became the new owner.



We have had a really good six months since purchase. There are a number of friends with classic cars and we meet regularly, but the Essex get together for breakfast on the 1st Saturday of the month at Roxwel outside Chelmsford, is a must.

Julie and I am keen to join in with the NG club meetings but it has not worked out so far. We are attending the Goodwood Revival in September, so if anyone else will be there, please do get in contact.



**NG - TD 1800cc**  
Reg Nr.- Q396 JKP  
Build year - unknown  
Donor - MGB  
Colour - Green  
Note ; This car has an usual 'bustle' tail

## Member Profile required — Please

We need volunteers to provide 'profiles' for future issues of ChangiNGear

Please get writing — Thank You — *Chris & Su*

## Robert and Angela Morrison (NG814) - A Low (?) Profile

Angela is the very patient wife and assistant to 'Bob', NGOC Membership Secretary (since 1997) who lives in hope of their much loved NG TF coming out of its all too long 'retirement' in Shrivenhams. Since being charmed well over 15 years ago by John Hoyle, who was the then owner of NG Cars Ltd and whom she described in her last NG magazine article as 'the most laidback salesman' she had ever met; little did she know that once the car was built, it was not the end of the story.



Since 'finishing' the car, Robert has changed the engine (well, he really always wanted a V8, which involved a lot of cut and shut on the body shell), fitted a TVR Griffith 500 T5 gearbox with linear actuated hydraulic clutch, fitted independent suspension all round and just before moving to East Sussex had started to modify the handbrake to eliminate the pathetic Sierra callipers and replace them with MKIV Golf ones. This means changing to larger 15" wire wheels to clear the billet aluminium brackets.

After being chivvied big time (you know who you are and a BIG THANK YOU for nagging), Robert recently devoted some time to working on the car BUT spent an hour or two searching for his wheel nut spanner, which he eventually remembered loaning to someone. He was able to finish work on the two wheels he had previously loosened, but the other two are still awaiting attention. At the recent NGOC National Rally, Angela asked if anyone had the necessary spanner, which is now on loan (better not forget who the kind owner is...).



That is the great thing about the club, folk are so very helpful. All that's needed now is time and another dry weekend for Robert to complete the job to be able to get the car MOT'd and on the road again (trying not to see those pigs flying over again...).

Angela and Robert live in Ringmer, East Sussex and have two children, David aged 27 and Emma aged 25 and built their car whilst living in France. Neighbours' children did not believe that the 'crazy Englishman' was building a real car and as it took shape, interest grew in the local community. Every time the UPS van turned up, it was always exciting to open the latest parcel and hope that it contained something which Robert could work with. Unlike those of you who built your car in the UK, parts did not always come in the desired order nor were parts available locally! When completed, a big party was held and much wine drunk. If only the removals company had

taken notice of the measurements of the car as, as soon as Robert saw the size of the removals van, he commented "That's nowhere big enough for all our belongings and the car". Due to having to come to the UK to attend his mother's funeral, the bemused removals men were left with the headache of trying to find another truck. Happily another one was found and it was a relief when the NG arrived undamaged back in the UK.



The car is by no means a concours car. It was used every day by Robert to commute to work whilst living in Shrivenham and has crossed the English Channel several times. It has been to Le Mans, Le Mans Classic and made several NG trips to Brittany. One small anecdote must be recounted (really? - Bob) and advice given to make sure your wheel nuts are tight! Driving over the cobbled streets must have loosened the nuts, which hold the wire wheel adapters on, so much that after insisting Robert stop the car to investigate a worrying noise; a wheel came close to coming off. Whaaaaaat! Imagine going in to a motor accessories shop in France and looking for a ratchet and socket to tighten them up. Loctite was applied to ensure that they do not loosen again. One lives and learns..

Angela and Robert miss motoring in their NG and, as some of you know, had they sold their house in Shrivenham and purchased another in East Sussex, they would most definitely be joining the rest of you in attending NG events and making the most of the recent amazing weather. However, nil desperandum. Here's hoping the car will be on the road again soon.



**Car - NG-TF V8**  
**Reg Nr. - RTL 985N**  
**Build year - 1997**  
**Colour - Midnight Blue**

**Journalist is to Politician, as Dog is to Lampost — H.L. Mencken**  
**(the urge to piss on it is irresistible !)**

## Chris Humphreys (NG 1152)

Born 1953, Married  
with 3 grown-up children and 1  
grandchild  
Semi-retired (just!)



From the day I saw an advert for the NG TF in 'Practical Motorist' (remember that one?), and was taken with the flowing classic lines, I always harboured a desire to build one. At that time I was working as a Head of ICT (and later Network Manager) in a North London Secondary School and living in East Barnet. After nearly 20 years at the school, I felt I needed a change and I took up a post at the esteemed St Albans School in Hertfordshire in 1999 as Head of ICT/Network Manager. Being an independent school meant lower stress levels and better remuneration so I had a chance to consider my 'dream'. So it was that in October 2000 my wife, Lesley, and I visited the NG premises in Epsom where John Hoyle showed us the superb demonstrator. It was just the kick-start I needed and the build commenced in April 2001 after some preparation work in the garage and, of course, having joined the NG Owners' Club.

In parallel with building the NG, it was time for me to exercise my website building skills so in tandem I created my website ([www.ngtfkitcar.co.uk](http://www.ngtfkitcar.co.uk)) to provide a source of information for other kit car builders.

There were some heart stopping moments along the way, such as when IGI (who had bought NG from John Hoyle in 2001) went into receivership in 2002 just after I ordered my body kit. However, with the encouragement of John Hoyle and other NGOC members and the eventual purchase of NG by Findhorn Cars, I was able to continue and finish my TF build in October 2004.

At this time Paul Gray was looking for someone to edit the club magazine, 'ChangiNGear', and so I offered. Believing it to be an important means of keeping the club together, I did not want to see the magazine's demise. I was the editor from 2005 to 2012 inclusive (8 years) and I am very glad to see we are in safe hands with Chris & Su taking it over.

In July 2010, we moved into a bungalow in Potters Bar and have settled here very happily. Our daughter married in October 2011 (with the help of 'Dobby' - you may have seen the photos) and a few weeks ago she had a daughter (our first Grandchild).

Many of you will know my car as Dobby (who also claims to be a writer) and he has now been on the road for nearly 9 years and 29,000 miles. He is a frequent visitor to the School car park and his existence owes much to that day when I was offered the job there.

After 14 years at St Albans, my job having evolved into Network Support and then into Database Management, I have decided to take my retirement

but to work 3 days a week helping out in Network Support - thus my description of semi-retired. I was delighted to be presented by the staff with a crystal trophy bearing an engraving of Dobby and an inscription. So hopefully now I will have just that little bit more time to enjoy Dobby.

**Chris Humphreys**



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## The Function of our Club

A club is a group of people that interact on a voluntary basis with a mutual interest/purpose. The NG owners club comes under this category but because of the geographical spread of members, it is not always easy to meet up in person. With the spread of internet usage over the last few years it has been increasingly easy to communicate through email generally and NG owners generally through the forum on our web site managed by our web master Mike Peel.

The website and the club magazine are very similar in so far as they need input from the membership to provide the content and especially in the case of the web site, to keep the content fresh. Otherwise it becomes a Cob web ( sorry it had to be said).

It is clear that there are few or no 'new' builds coming through the pipeline to produce a fresh crop of members asking questions on the forum and getting involved with other club members around the country. Most new members are coming to the club with previously owned cars or having rebuilt an existing car. This means by the traffic on the forum is very, low and getting content to fill the magazine every quarter is a challenge.

We are a small club of less than 300 members and like most clubs and voluntary organisations it will always be a hardcore of members that get involved and interact. However, a couple of things that generally single out an NG owner are enthusiasm and inclusivity. Most of the NGs on the road today would not be there if it wasn't for the prolonged enthusiasm of the builder and you only have to see a car with problems at a rally to see how much help springs up out of nowhere. If you are reading this article in the magazine then you are probably an NG owner and I would respectfully urge you to use the forum and supply snippets of information to the magazine editor/webmaster so they can added for the benefit of all.

**Paul Bennett**

## Letters & Articles :

### Cool Runnings — At Last !!

When we bought Rocket in Sept'12 we quickly realised that the cooling system was marginal. Given any form of traffic queue on a moderately warm day then the gauge would creep up ominously. Rocket has a 3.9ltr V8 with aluminium radiator and separate header & expansion tanks.

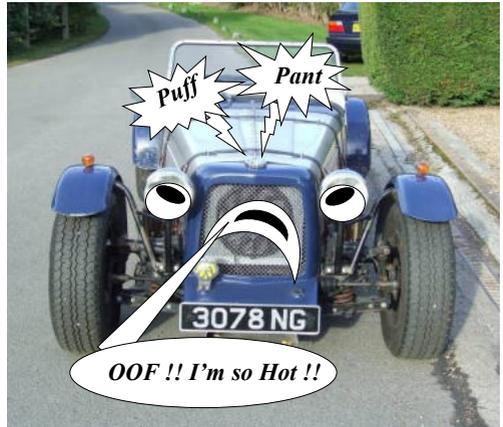
No thermostat was fitted (presumably to minimise any restriction to coolant flow) so no fault there. The 11inch fan on a 380 x 310 radiator matrix could clearly be improved. So after discussions with Kenlowe a 12inch heavy duty, 2speed fan was fitted this would give up to a 30% greater airflow but consumed a hefty 24amps. This made a significant difference but the circumstances of a motorway snarl-up with a high residual heat load on a hot day was clearly still going to be an issue.

Suspicion then fell upon the header tank location which seem too low to maintain a proper level in radiator and top hose. Relocating the header tank as close up under the bonnet as possible achieved the desired coolant level as long as the tank was completely full with no air space.

All seemed fine initially with engine temp. staying cool and the fan only cutting in below 30mph and quickly cutting out with increased speed. However this only held good for quite short journeys, anything over 50-60miles would see the engine temp climbing progressively. It was also noticed that the expansion tank was taking in rather more coolant than one might expect (given the coefficient of expansion of water, the volume and temperature rise) and that it was not being sucked back into the header tank as the engine cooled. More alarmingly it was found that even when the contents of the expansion tank was manually returned, the header tank was still not full - thus we had coolant loss - but where from and where too ? Moreover we found that the longer the journey the greater the coolant loss (up to some 1.5litre in 150miles!!) but the engine temp. remained fine as long as we topped up ever 70miles or so.

Over this period I had taken the opportunity of sounding out various NGers as to there coolant setups and stuck heads under various bonnets for a look see. Lots of helpful thoughts and suggestions from the likes of Alan Goodbun, John Hoyle, Peter Clark, Paul Gray, Jeff Stretch and others - and many thanks to them.

Following one such natter it was fairly clear that the header tank pressure



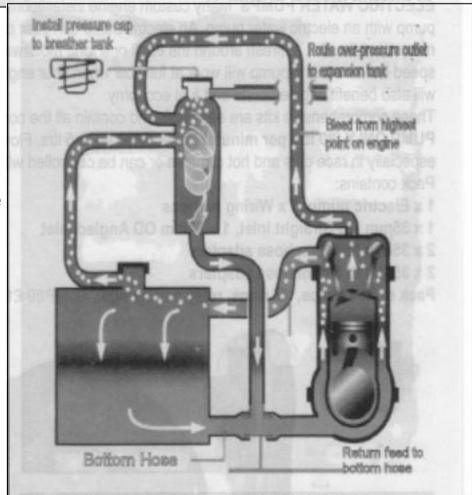
cap must be faulty and not allowing the return of the expanded coolant. It was while looking for a new pressure cap in the Car Builders Solutions Catalogue that I came across their 'Engine Cooling Hints & Tips' on page 243. This exactly described Rockets coolant set-up and the way it should work, and it was this write-up and the associated diagram (reproduced herewith with the kind permission of Matt Foreman of CBS) that sparked the final identification of the problem. >>>> Page 44

Whoever had installed the heater as a retrofit to the original build had

## ENGINE COOLING HINTS & TIPS

It is almost impossible to build a specialist Kit, Race or Sportscar using all donor engine cooling components in an identical layout to the original installation. Engine power is often increased, radiator size may have to change to fit the new space available and the original header tank may be too big and ugly to fit in a new compact engine bay. In this short guide we'll try to give you a basic idea on how engine cooling works and guide you in your choice of components.

One of the most common misconceptions is that a Header Tank and an Expansion Tank are one and the same. They are most definitely not the same. A header tank is a pressurised part of the cooling system, usually mounted above the level of the highest point of the cooling system. Part filled, it allows for expansion and contraction of the coolant as the engine heats and cools, always keeping an optimum amount of coolant



circulating whilst at the same time bleeding back any air that may be generated.

An Expansion Tank is a non-pressurised, open container part filled with coolant that is used in conjunction with a full Header Tank. A hose, one end connected to the overflow on the neck of the Header Tank has its other end submerged below the level of the coolant in the Expansion Tank. With this setup the Header Tank is filled to the brim. As the engine heats up, expanded pressurised coolant forces its way past the lower valve of the radiator cap, through the overflow hose and into the Expansion Tank, raising the coolant level. As the engine cools, the coolant in the Expansion Tank is drawn back through the radiator cap into the Header Tank. An Expansion Tank does not have to be at the highest point of the system - it can be mounted anywhere.

So, when do you need an Expansion Tank and when is one unnecessary? It's a bit of a suck-it-and-see thing but as a general rule, coolant in larger engines expands more than that in smaller engines so an expansion tank may be necessary. Or, if your header tank will not hold enough coolant for the rise and fall of expansion and contraction, then you should fit one.

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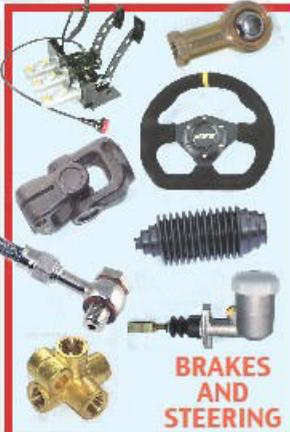
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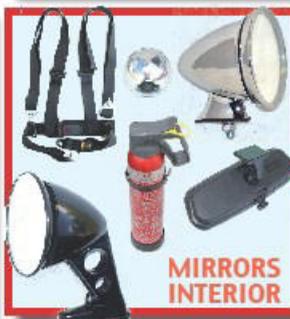
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then plumbed the header tank into the wrong hose, on the outlet side of the pump.

Thus instead of acting only as a reservoir the header tank was trying to be part of the circulating system. The pump was trying to force coolant into the tank and out through the airvent hose to the top of the radiator.

This both stopped the system venting properly and over pressurised the header tank, forcing coolant out to the expansion tank to a point that after a certain stage so much coolant was lost and so much air was entrained in the system that the engine progressively overheated.

Now after a very simple reworking of the plumbing everything works perfectly, no coolant loss, and given a 40+mph road speed achieves a steady engine temp at the current summer ambient temperatures without fan. (indeed maybe now runs too cool at low ambient conditions and it may now be wise to refit the coolant thermostat)

So far we have covered some 200mile without any topping up of coolant.

So as you can imagine we are WELL PLEASED

**RESULT !! COOL RUNNINGS - AT LAST !!!**

The separate Header and Expansion tank arrangement is however not the only suitable system for NG-V8s. Alan Goodbun and Paul Gray have both used a system (from RangeRover?) which uses a combined pressurised header/expansion tank in clear plastic, mounted at quite a low level. This being unclipped and raised for filling/topping up.

Bob Preece has another variant which uses an inline 'radiator cap' fitted in the top hose to aid topping up

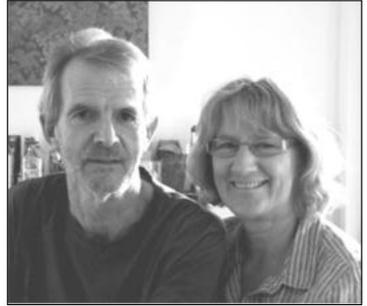
For those of you not already familiar with the CBS Catalogue, you will find this contains a variety of handy hints and tips and various instructive dvds are available quiet apart from the wide range of parts available from stock @ [www.cbsonline.co.uk](http://www.cbsonline.co.uk)



**Chris Hore**

## A CAR IS BORN ( Part Two )

*In the April issue Peter Bilsborough recounted the building of his NG-TF in Edinburgh, between shift working in the Algerian Sahara and then, having finessed his way through SVA and registration, was within days heading for Spain — now read on.*



— When I was not in Algeria or not building cars and when Norma was not studying, we lived in Spain. Actually, we lived more in Spain than in the UK - we do lead a complicated life. Anyway Spain was where we wanted the car. We did not do too much route planning except for the the channel crossing booking - in case of breakdowns, problems etc. we decided to be flexible - just as well.

We set off from Edinburgh on a Saturday morning at the end of September 1999, through the Borders, through the Lake District to Wrexham where we were going to stay the night with an Aunt. We avoided main roads as much as possible. One feels very vulnerable in an NG TF on the Motorway in typical Scottish drizzle.

A wee problem arose in Wrexham. I drove into a petrol station and ripped the exhaust pipe off! The bottom lip of the silencer box caught the kerb and pulled the main pipe from the manifold section and sheared some of the connectors. I don't know if the kerb was exceptionally high or if the exhaust system had settled due to vibration and heat on the journey down. Anyway all of Sunday was spent in Kwik-Fit where the guys did a great job with an oxy-acetylene torch and some brackets. They would not take payment as their system was set up for standard replacement exhausts and this was far from standard. A contribution to their "welfare fund" was gratefully received.

Down the road we continued to Poole where we had a ferry reservation at Midnight which we made comfortably. For the French section of our trip, we used the *Guide Bleu* which is a listing of two star hotels. We chose hotels with covered parking. We would drive for the morning, find a suitable hotel in the afternoon and check out the local sights. From Cherbourg, we stopped off at Mont St Michel and proceeded into Normandy proper. Again we avoided main roads and village hopped. I remember coming out of one village on a rising left hand bend. A French family of Ma, Pa and *deux enfants* were getting out of their car at the last house in the village. As we approached, they turned and, to a man, gave us a round of applause as we passed. Another time we were having dinner in the restaurant of one of the hotels. The only other customers were an elderly French couple, we got chatting and they asked if that was our car in the garage - the *bijoux* (jewel). The man then went on to tell me that when he was young, "*c'était la voiture de mes rêves*" (it was the car of my dreams).

I may be wrong but I think there was a glimmer of a tear forming in his eye but it may have been a trick of the light caused by the tear in my eye.

By the time we got to Angoulême the exhaust had started blowing. One of the exhaust manifold studs had sheared - presumably stressed by events in Wrexham. The Hotel was able to point us in the direction of a mechanic - I told them I needed an old fashioned mechanic rather than a Renault or Peugeot dealer type of garage. We were directed to an industrial area where we found the mechanic's shop. And what a find it was. The workshop was large; the front was a garage type workshop and the rear was for storing vehicles but not Renaults and Peugeots it was full of old Ferraris, Porches and Bugattis - I even saw a MG TF peeking out under a cover. I felt quite embarrassed to have my humble home-built NG TF in such exalted company. Only later did I realise that Angoulême is the home of the *Circuit des Remparts* rally and these cars had all participated in the previous race only a few weeks earlier. One last night in France at the unbelievably named *Hôtel de Bastard* in Gers - their specialities are two of my favourites - Armagnac and foie gras - I had a 4 course meal with foie gras in every course - including dessert!

Across the border and into Andorra at the largest petrol station I have seen - there is some tax advantage in Andorra which makes petrol particularly cheap and therefore attractive to thousands of nearby French drivers. Through Andorra and into Spain.



Following the River Ebro, we hit the coast at Benicarlo where we spent the night at one of Spain's state run hotels called Paradors. Interestingly, I parked alongside a UK registered Morgan+4. Unfortunately, I couldn't find the owner to talk to. The final leg took us from from Benicarlo, by way of Valencia to our home in Moraira.

Not long afterwards, we moved house to Javea the next town along the coast and she now rests in her newly built garage. I had to get her registered in Spain which was surprisingly easy - a note from the British Consul, an engineers report from Marcelo the local Mr Fixit and *Roberto es su Tio* (Bob's your Uncle).

The NG is great to drive in Spain - particularly on the country roads; the weather is perfect for going topless and the people love to see the car. I did have one or two problems. I could not get Left Hand Drive style headlamps to replace the UK Cibie units and ended up modifying (butchering) a pair of SEAT lights. I also had problems with the braided fuel line I mentioned earlier. The inner became very brittle, cracked and started to spray petrol all over the engine bay - not good. I have replaced it a couple of times but the problem returns - I guess it is a combination of the Spanish heat coupled with the fact that fuel is stagnant in the lines for significant lengths of time due to my work cycles and ability to use the car. I guess I will have to replace it with copper pipe as I was supposed to do in the



first place. However, my pipe straightening skills will have to improve first. After eight-and-a-bit years in Spain my job has taken me to Australia. I briefly considered shipping her to Oz but we were going to a remote region; the huge distances, the fierce heat and the Australian bureaucracy involved all conspired to make it a bad idea and so she sits forlorn once again in a garage, on axle stands, without a

battery, cylinders full of oil - mothballed - waiting patiently for my return

**Peter Bilborough**

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## The Ramblings of a Car Builder

The number of new club members actually building cars appears to have dried up. This caused me to ponder the reasons why there are no new member/builders coming through to swell the ranks of the club.

The heyday of the kitcar industry was in a time when Britain was a very different place. The cars themselves were generally of a much simpler construction without the things we take for granted today. Without such things such as ABS and all the other associated electronics that go to make cars today safer and more comfortable. Then society was not so wealthy and luxuries were not so available. This meant that people tended to mend, make do and craft their own luxuries. Generally people had more practical skills as training tended to be apprenticeships rather than university as is the norm today. That said, an engineering background is not essential to put together a very nice looking and safe car. Britain is a much more throw away society today than it used to be and this can be seen in the garage trade where component replacement rather than clean and repair routinely happens.

While the current IVA test does thankfully keep some dangerously built vehicles off the road, it also creates a significant barrier to successfully getting a kitcar on the road. The level of difficulty of successfully getting through the IVA test is dependant on the quality of kit and skills of the builder.

Although we are currently in recession, generally we are an increasingly wealthier society. However, to build a kitcar requires a significant investment both in time, faith and money. Not to mention space and support from an understanding partner. "You are always out in that dammed garage" and

"will it ever be finished" probably contributes to the large number of cars that can be seen on Ebay as 'unfinished project'. Obviously the kit manufacturers need to make a living to be able to maintain the production of kits. While NGs are not the most expensive kits on the markets compared with similar type vehicles, the starting point for a basic NG kit is £10k-£14k and the estimated finished car cost is circa £15-18k. This brings a kitcar in the price bracket of a new MX5 or 5 year old BMW Z4 among other second hand production sports cars. The choice for most people is to spend £15-18K on reconditioning 40+year old parts over a 2-3 year period in a normally freezing cold garage into a car that will rarely be worth more than £10k when it is on the road, or go to a garage and buy a new or relatively new second-hand production car that you just have to put fuel in and service.

There is also the 'top gear' factor where the need for speed going sideways in a cloud of tyre smoke in a supercar is the order of the day. For the average youngster in their late teens or early twenties that have the urge to be involved in the car world, kitcars are generally not feasible. With the high initial cost of a kit and building up a reasonable tool kit and finding a suitable place to build it puts it out of reach of most. Perhaps this has led to the rise in custom vehicles instead of kitcars. For a young man or lady it is possible to buy a cheap small car such as a corsa or saxo. Use it as their daily driver but do modifications as funds allow. For example buy a loud exhaust one week, fit it at the weekend and drive to college/work on Monday morning. Save up for a huge spoiler or a loud stereo and repeat the cycle. I think we have all been there in some form or another. Perhaps these folk will be the kitcar builders of the future?

In conclusion, there is no answer or conclusion. Anyone who builds their own car must be slightly different to the norm. To have the enthusiasm and sheer will power to spend a huge amount of money and maintain the drive to see the build through all the wrinkles and beaurocracy onto the road makes kitcar builders a select group. Besides there is nothing like driving along country roads in a car you built yourself with a grin on your face, stopping at a country pub and someone saying "nice car mate, what is it?".

Perhaps that's why we go to all that trouble.....??

**Paul Bennett**

### **Too Good for his own Good**

Last year workman demolishing a house in London found a skeleton with a medal around it's neck.. The inscription read -

**'World Hide & Seek Champion — 1910 '**

— Frank Carson

## Rocket meets 'The Boot-Bag'

When Su and I bought Rocket we realised that a TC boat-tail provides minimal luggage space. This was brought home to us on our first major outing to the Annual Rally last year and it was clear that we were going to need some for of additional external capacity. Alan



Goodbun had devised a very functional luggage rack for his TC and he also told us about the existence of 'The Bootbag' which he had used for camping trip to Le Mans etc. The Bootbag is a soft zip-up holdall that had been designed to strap to the bootlids of Lotus 'Elise', Porsche 'Boxster' etc. Having looked at the details available on-line we reckoned a Bootbag would suit Rocket very well, so we decided to purchase the larger Bootbag 'Vacation' and then see how well this worked or whether we would also need a luggage rack like Alan's.

The Bootbag comes with a detachable harness with 6 hooked straps, a detachable shoulder strap and a soft, non-slip, non-scratch mounting mat. As soon as we offered this up to Rocket we realised that it could have been purpose made for an NG-TC, and that no rack was going to be needed. The two side straps hook securely to the inside of the cyclewings, the two forward straps hook behind the seats (and do not impeded the fit of tonneau or hood) while the two rear straps hook to the scuttle either side of the numberplate. All straps have 'pull tight' tensioners and when fixed down by these onto the non-slip matt it is very secure.

The six straps are very long but can be cut short or wrapped away as preferred. The top of the Bootbag has a 'flap' that draws down over the zip to make it weatherproof. However this may work less well if the bag is overfilled and it may then be wise to pack clothes etc into individual plastic bags to be on the safe side

Our first test for our Bootbag was intended to be on the NG Welsh Holiday in May but Rocket was 'indisposed' at the last minute!, so the trial run was our weekend away on the Isle of Wight for NGs in the Garden at Bob & Manda's. You can pack an impressive amount of stuff into a Bootbag, though it helps if these are mostly soft items with harder bits buried in the middle.

We did find that it gave the bag more 'body' for carrying if one fits a 5mm hardboard or plywood base. Once packed it took about ten minutes to fix the Bootbag for the first time but can since be done in three, and dismount can be done in less than one minute.

Our second usage this year was to the rally in Stratford and again the Bootbag performed admirably. So far we have covered some 400miles and the Bootbag has remained totally secure thorough out. The Bootbag has certainly answered our additional luggage needs most effectively.

**Chris Hore**



## **WIN YOUR OWN BOOTBAG -- FREE !!**

Anthony Dixon of Boot-Bag has most kindly offered to donate a BootBag 'Original' (with 6 Elise straps) to the Club as a prize for the lucky Member drawn from those who visit the Bootbag Website at [www.boot-bag.com](http://www.boot-bag.com) and then correctly answer the two questions below :

- 1) What is the litre capacity of the Bootbag 'Original'**
- 2) What is the current price of the Bootbag 'Elise'**

Email your answers with your Name and Membership number (or address) to [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com) (or send my snail mail to The Editors - address inside front cover). Answers to be received by End September 2013, Winner will be announced in the October issue of ChangiNGear

## **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 :*

**Tim Udell, (1523)**  
West Wickham, Kent, BR4 OED

**Jack Commons, (1524)**  
Retford, Notts, DN27 9DL

**Eric Leblant, (1525)**  
Le Neubourg, France

**Kenneth Warrilow, (1526)**  
Buxted, Derbys, SK17 ONA

*ChangiNGear extends a very warm welcome to you all and we look forward to hearing from you with 'news' to publish in due course - Chris & Su : Editors*

## **Multi-Club Derbyshire Rally :: 2013** **12th -16th September Swincoe, Derbyshire**

This event is being hosted by the **Merlin Owners Club** they hope that other Owners Clubs of Classic 1930s style kit cars will join them . Members of the **Merlin & NG Owners Clubs** are specifically invited to participate.

**There are still Camping Spaces / B&B available for anyone interested. — Also potential for Day Visits. Su & I have booked and it would be nice to see some more NGs there — Eds**

Full details were given in the January ChangiNGear

**To Book :** Please contact Barry Jones, the Merlin OC Secretary,  
01394 448852 or [barry.jones448852@btinternet.com](mailto:barry.jones448852@btinternet.com)

## 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

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### For Sale

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#### 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  
**£7,550 ovno**  
**Martin Wakelin (NG 289)**  
01527 - 836242

#### Challenger Henley



**This 1985 Sports Car** has a 2000cc four cylinder engine with manual five speed gearbox. The bodywork is painted in British Racing Green and it has Beige interior upholstery and trim. Mileage is 59000miles  
12mths MOT and 4mths Tax. It was built by the factory as a show and demonstrator car and it comes with knock-on wheels, a wooden dashboard, motolita wheel, plus Cherished number worth £1500 (may sell separately). Any inspection welcome, sad to let her go. Also advertised on EBAY  
**£6500 ono**  
**Tony Whitfield : 07778 - 622168**

## NG-TC V8 Project



I've now bought a completed NG-TC V8 so my current project needs to find a new home  
For sale is a rolling chassis complete with John Hoyle IRS and IFS setup.

Also included is a professionally built Rover 3.5l V8 by Paul Bristow with all new components including high compression pistons, ported & gas flowed heads and JE Developments front cover. Good for 250bhp plus!  
The engine is mated to a brand new LT77 gearbox. Full details of the project including receipts are available. I also have various parts which will be included in the sale. **All this for reduced Price of £5700.**  
**Andrew Brooks-Holmes**  
[andrew@brook-holmes.com](mailto:andrew@brook-holmes.com) :  
07801-881181

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## Steering Wheel



A brand new unused classic 15" Moto-Lita leather rim steering wheel that normally sells for £178. This wheel meets the new IVA requirements and yet has the classic look. It fits the 9 hole Moto-Lita boss for the MG steering column  
**For sale for @ £100.**  
**Paul Keeble** (NG 1499)  
East Sussex : 07506-801829

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## NG-TF Luggage/Boot Rack



New and unused (not the one in the photo but identical) Tig welded and polished, made of marine grade 131L stainless steel with 4 pivot points, s/s bolts and wing nuts to give access to the spare wheel. Rubber anti-vibration and stainless washers plus nyloc nuts supplied for fixing .  
**Price : £185**  
(plus postage anywhere in UK £12 )  
or welcome to collect.  
**Eric Fosbeary** (NG 1339)  
Tel: 01634 861608 (Medway)

**NG-TF Reg. No. DTN885K**



Correctly Registered on V5  
(First Reg 01.08.1971 - Tax Free)  
1798CC MGB Engine (unleaded Head)  
New Kenlowe electric fan  
Powder coated wire wheels (done last year). 4Speed gearbox with overdrive on 3rd & 4th  
Full hood with 4 side screens ,full tonneau cover plus hood & bag  
Bright Red, 1 years MOT  
**Price: £7,495 ono**  
**David Stevens** (NG 863) - Kent  
Tel: 07836-770726  
Email: [jean.stevens@tesco.net](mailto:jean.stevens@tesco.net)

**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  
07977 844850, [tim-warne@sky.com](mailto:tim-warne@sky.com)

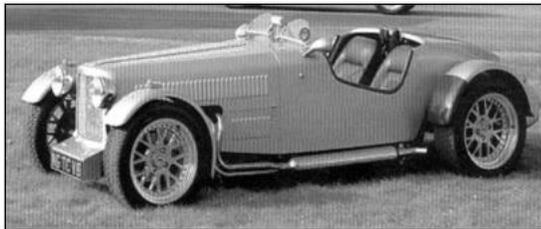
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## Findhorn Cars Limited

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

Tel : 01730 823647  
Fax: 01730 823580

[www.ngcars.co.uk](http://www.ngcars.co.uk)  
[info@ngcars.co.uk](mailto:info@ngcars.co.uk)



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

## NG-TF Weather Gear

**For Sale:** for early aluminium screen. A Full Set ie hood, sidescreens and tonneau in Vinyl. Second hand but like new with hood and sidescreens in plastic protective bags.. Colour cream.

Would cost £960 new  
**will accept £500 ono**

**Paul Keeble** (NG 1499)  
East Sussex 075 0680 1829

## WANTED

### NG-TA Chassis : Wanted

Has anyone got an unwanted or damaged TA Chassis ?. In any condition but with correctly registered V5. Or maybe you have a car that needs too much work to see the road again.

**Martin Boagley**, Cleveland, Teeside  
lesley.boagley126@btinternet.com  
07917-651833

### Various Bits : For Sale

**For NG & 2ltr Ford Pinto**  
Weber 32/36 DC8V  
Ford Pierburg 2E Carburettor  
Plus Inlet Manifold & Pancke airfilter  
Mechanical Distributor  
TCI coil ofr Electronic Ignition  
Blue high performance HT leads  
Brooklands Aeroscreens (needs 1 new glass)

Headlamp Cowl (GRP) Rover Flame Red  
Various connectors, & relays etc

**Brian Lygoe** : blygoe@btinternet.com

### NG-TF : Wanted

I am looking for a TF that is in need of plenty of work and thus at modest cost

**Eric Fosbeary** : 01634- 861608

### NG-TF or TD : Wanted

Anything considered but must be in good running order

**David**  
07798-866071

### *Other Stuff for the Mag*

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

*Please send in a few words and pictures for ChangiNGear?*

George Osbourne has found a way to clear the country's National Debt within days. -- *He's going to put it on his wife's Gold Card !!*

David Cameron has expressed his support for 'fracking' to exploit our gas reserves. This would be fine if only he understood a 'fracktion' of what he was talking about !!

## 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](http://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*

# ChangiNGear



Brooklands to Brighton Run



NGs in The Garden



Llanerchindda—Welsh Holiday



Dogmersfield Fete



**the NG Owners Club magazine**

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