

*Changi***NG***ear*

October 2014

Reminiscent of Summer past



NG motoring at it's Very Best

Mr ToAd and Rocket around Welsh lanes

the NG Owners Club magazine

The NG Owners Club

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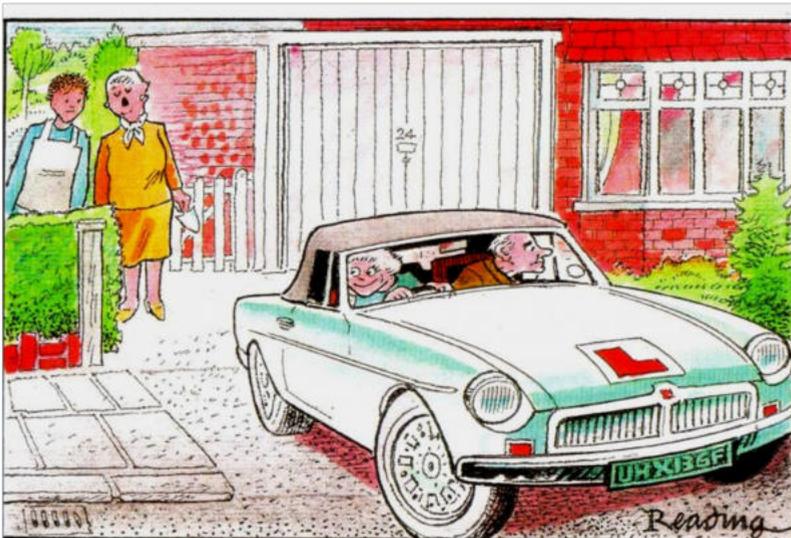
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Contents

Chairman's Letter 2
 Secretary's Notes 3
 Editorial 4
 Club News, Future Events & Meetings Calendars 5 to 12
 2015 NG Annual Rally News 6
 2014 Photo Competition 9
 2014 Membership Survey 10 & Loose Leaf
 Members Profiles none again this month
 Events Reports, Articles, Letters & Technical 13 to 40
 Events Website Listing 41
 Welcome New Members..... 11
 Sales & Wants 40 to 42
 Club Products, Regalia, & Literature Inside Rear Cover



" SHE STILL HAS SOME BAD HABITS, LAST WEEK SHE WAVED TO A KIT CAR "

From the MGOC – Enjoying your MG Magazine



Chairman's Letter

The closing phase of the year is now upon us. As I write, there is a full blown thunder storm doing its best, the third one today. How different to the much appreciated long spell of dry and warm conditions we love to call Summer, so good for NG cars.

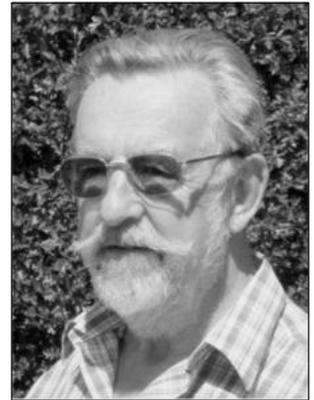
With activities tending to wind down, there is not a lot to report on or discuss.

The Club with a membership approaching 250, is as you may know, run, managed and generally organised by "The Committee". This is as one would expect of any club or organisation, but with us there is a subtle difference. Most committees are elected, however, as far as our Club is concerned, our Committee is not elected, but consists of a group of very willing volunteers dedicated to the development and survival of the Club. Recently a meeting of "The Committee" was held, as usually happens two or three times a year, to review the last National Rally and other future events and activities of the Club. Resulting from our considerable discussion, it was agreed that a form of questionnaire/survey should be compiled and incorporated into ChangiNGear for distribution to all members. (*enclosed with this issue.*)

To help me and The Committee to do all we can for the Club, please take time to study and complete the questionnaire and return it to me in due course. Each return will be analysed and the results used for the benefit of the Club - so please do your bit, it is important that we have your feedback —Thank You

This year has gone by so quickly it seems only yesterday that I was making this wish, being a little early but timed for this issue of the magazine.

A very Merry Christmas with all the Seasons Greetings to you all and your families. I hope we can all look forward to an exciting and productive 2015.



Peter Clark



Secretary's Notes



October already, the leaves are falling and for every one I pick up two will take its place, it is like running up the down escalator on the London tube which I and my school mates used to do - until we were chased off by the station staff !! - this was many years ago, we would probably get an ASBO these days !

We are getting to the end of the year and not much is going on in the Kit Car world, a number of the kitcar shows did not take place this year and I fear more may not take place next year either. This reduces the opportunities for club members, and non-members, to get together and swap information about their cars and life in general.

However we do still have one special Club get-together with the our National Rally, now booked for the weekend 3rd-5th July 2015 at Stratford upon Avon. It is always a most enjoyable meet so please put this date in your dairies and I look forward to seeing you there.

I know that we keep using this site but it does offer all the facilities that we require, of camping, with tent or caravan, or on site accommodation, and with plenty of local B&Bs, and a central location for other amenities and entertainment. Also in it's favour is that Stratford is a reasonably central location and is an enchanting and interesting place to visit.

Our club is always open to suggestions, so if anybody has knowledge of an alternative venue then do please let us know for consideration for our 2016 Rally.

An enjoyable committee meeting was hosted by Peter & Mary Clark on Saturday 27th September, and many thanks is due to them. A number of issues were discussed, and it was agreed to include a Member Survey in this issue of the magazine so that opinions may gathered as an aid to making future plans. It was also decided to discontinue the issue of annual membership Cards, this is explained in more detail in this issue.

Bob Preece



Editorial

So once again Autumn is upon us and some NGers will be putting their NGs away for the Winter, while other more hardy souls will keep their cars on the road in the hope of the odd dry and sunny day to come.

This late October issue of ChangiNGear has the usual variety of features, articles and snippets of news, and these will all, we hope,

be of interest. Disappointingly perhaps, considering that the summer this year was really quite good, very little by way of activity reports have been received for this issue. Hopefully some of you NGers that have been out and about in the last few months and may continue to do so throughout Autumn, will have something to offer for the next magazine in January.

Please vote now for the 2014 Photos of The Year — see pages 9 and rear cover. This year NG Calendars will be to prior order only — see page 9

And please remember that it is never too early to enter for the 2015 Photo Competition.

Future events, still for this year include an NG South East Sunday Lunch on 23rd November (page 7) and the NG Christmas Luncheon on 7th December (page 8). While to what your appetite for next year there are a number of proposed 'outings' detailed on pages 6&7— hopefully there will be a lot of support for these, please make your interest known to the organisers at an early date. Next years main Club event will of course be the Annual Rally 3rd-5th July (page 6) - being the same week as the Stratford River Festival, it is suggested that you book early for on-site caravans or offsite B&Bs.

Being the last issue of ChangiNGear for this year, may we take the opportunity thanking all contributors for their valued input. And add our plea for more of the same for 2015, and some from a few new faces would be very welcome.

Finally our Very Best Wishes for the forthcoming Christmas and New Year festivities, and we hope that ChangiNGear will continue to provide you with some interest and entertainment through out 2015

— *Chris and Su Hore*





Events Calendar for 2014 & 2015

25-26 Oct	Exeter Kitcar Show (CANCELLED)	Peter Saunders *
25-26 Oct	Malvern Kit Car Show	
2 Nov	Veterans London to Brighton Run	Chas Killick *
11 Nov	Brooklands Natter	Peter Clark
23 Nov	NG South East — Sunday Lunch	Angela Morrison
7 Dec	NG Christmas Luncheon	Sue Bolton
9 Dec	Brooklands Natter	Peter Clark
1 Jan	Brooklands New Year Rally	Peter Clark
13 Jan	Brooklands Natter	Peter Clark
11 Feb	Brooklands Natter	Peter Clark
8 to14 June	NG Trip to Normandy	Angela Morrison
3 to 5 July	NGOC Annual Rally — Stratford upon Avon	Paul Gray
September	NG Trip to Ireland	Jeremy Evans

Contact Details

Peter Clark	01737 832367	Sue Bolton	01372 842416
Paul Gray	01252 617175	Angela Morrison	01273 813590
Peter Sanders	01271 327860	Jeremy Evans	01545 571072

* **Note** : Contacts thus shown may not be organising anything for these events and may not be going this year. But they have been recently and will be able to offer advice if needed.

Irritation :

Be master of your petty annoyances and conserve your energies for the big worthwhile things. It isn't the mountain ahead that wears you out — it's the grain of sand in your shoe
— Robert Service



and Jeremy Evans — marcos67uk@yahoo.com

The Brooklands Club — Natter Meetings

**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**

Nov 11th Early guided Museum Tour.

Dec 9th Enthusiast of The Year awards,
Ladies & Gentlemans competitions

**NG South East — Sunday Lunch
23rd November
at The Cock Inn, Ringmer, Nr Lewes
East Sussex, BN8 5RX**

**Please make a booking with Angela Morrison by 8th Nov
amorris1847@aol.com**



NGOC Christmas Luncheon

7th December 2014

at

The Star, Malden Rushett, KT22 ODP

For those who have already booked please ensure that you send your menu selection and cheque payment to Sue Bolton before 1st November

For those who have not booked but would like to attend please contact Sue immediately.

Some place may still be available or Sue will hold a waiting list in case of any cancellations.

2 Course @ £19.95

3 Courses @ £23.50

For those who have already booked but find themselves unable to attend please let Sue know ASAP so that your places may be offered to others.

Thank You

Mrs Sue Boulton,

5 College Gardens, New Malden, Surrey KT3 6NT.

0208 949 1065

First Principles :

When the inventor of the Drawing Board messed up, what did he go back to ?



Photo Competition — 2014

Please Vote Now !!!

We have Sixteen excellent entries for this year's Competition
See Rear Cover of this issue

But also , to see them in full glory — go to the Club website

Choose your first, second and third places

and email the photos numbers (P1 to P16 at bottom each photo)

To us at ngoceditor@gmail.com

Please vote by the end of November —Thank you !!

— Chris & Su

2015 NG Wall Calendar

Sales of the 2014 Calendar were not as great as we had expected, and sadly we suspect that there may be insufficient demand to justify producing an NG calendar for next year.

We are however happy to produce one if a sufficient number are pre-ordered

Price is quantity sensitive and is likely to be in the range of £8.50 -£10.50 including P&P

If you would like a calendar please advise us by email

ngoceditor@gmail.com — with quantity and the maximum price you would be happy to pay.

Please let us know by the end of November

— — Thank you — Chris & Su

NG Member Profiles

Sadly yet again we have no 'profiles' to present in this issue

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



Membership Musings

Club membership has been relatively constant in the last 5 years with about 250 members. Over this time postage and printing costs have risen considerably and it now costs the club about £240 a year to print and send out membership cards. Most members probably just file them away and never look at them again. So after discussions at the National Rally this year and a straw poll of members 'we' decided at the recent committee meeting to save money and no longer issue Membership Cards. We believe that the money would be better spent on events, changiNGear magazine etc. If your insurance company needs proof of membership, just let me know, along with your current e-mail address, and I will forward you a .pdf of your membership details to give to them. If you do not have email then I will send you a snail mail version.

Also Please, don't forget to let me know of any changes in address or email so we can keep you record updated.

Thanks, — Bob Morrison : NGOC Membership Secretary.

Members Survey — 2014

In order that they may better serve the membership 'The Committee' would like to be better informed of your views and preferences

Please complete and return the enclosed questionnaire as soon as possible.

— Thank you

Every thing has a Price :

Did you see that EBay wouldn't let a guy auction off his Soul ?
They said that " If you want to sell your soul you'll just have to run for
Prime Minister, like anybody else"
Jay Leno



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 :

Tony Bridger, (1550),
4 Vicarage Court, Southminster, Essex, CM10 7GZ

Stephen Tilston, (1551),
10 John Burns Cottgaes, Ridlands Lane, Oxted, Surrey, RH8 0SS

Andrew Fowell, (1552),
22 Oulton Street, Oulton , Lowestoft, Suffolk, NR232 3BB

Barney McGee, (1553),
57 Farmhill Meadows, Douglas, Isle of Man, IM2 2LN

Kelvin Sutton, (1554),
22 Janes Lane, Burgess Hill, West Sussex, RH15 0QR

Robin Carr, (1555),
2 Griarage Avenue, Northallerton, North Yorks, DL6 1DZ

David King, (1556),
Abbots Leigh, Washington Road, Storrington, West Sussex, RH20 7AF

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

Chris & Su : The Editors



Photo Competition — 2015

The 2014 Competition is now closed and we aim to run it again for next year, so -

This is OPEN NOW !

Please keep your cameras handy throughout the next few months and send in some Autumn and Winter shots as the opportunities arise.

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

Thank you !! — Chris & Su

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Thinking of buying an in-car Camera ??

Then see the article on Pages 26/27

With Club Discount available for the Digi-Cam from RBS



Reports, Articles, Letters & Technical

Chatham Feedback :

In the July edition of ChangiNGear (page 16) Mike Greenland writes of his Navy Day visit to the Chatham Naval Dockyard and queries the identity of a large old open seater car.

This is an 'American La France', which would have started life around 1910-1914, and as a fire engine, believe it or not !! A number of these have been converted to open sporting cars over more recent years, normally two seaters with a huge fuel tank behind.

The engine is a 'Simplex' of around 12 litres, based on a Mercedes design with chain driven transmission via large drive sprockets. As befits a commercial vehicle chassis, everything is of very generous proportions, huge wheels and a high driving position. A number have taken part in long distance rallies over recent years and one used to be maintained by my local garage here in Daventry. Indeed a heroic means of transport!



Mike Hills

More about Car Insurance

Further to details in the last issue of ChangiNGear (page 43) about the likelihood of rises in Insurance premiums. This now seems to have become fact.

Gleaning details from various of the national press it seems that an average comprehensive premium, for younger drivers, has risen by as much as £56 since June denoting the end of a period of falling premiums for the last three years.

Even mature drivers with a good accident record are facing increases of some £20.

However there is still fierce competition amongst insurers for new customers so low cost deals are still to be found, though second year renewal premiums may then be found much higher.

So the message must be to 'shop around' in good time before your insurance is next due and to switch insurer every year if necessary to find the best deal.

It seems that in this regard — Loyalty butters no Scones !!

Chris Hore



Weedon Depot Open Day and Great War Commemoration. 10th August 2014

The Depot at Weedon, Northamptonshire is a large Grade 2 listed group of buildings. Originally built in 1804 as a Military establishment, and garrisoned through the years by a large number of different Army Regiments. The purpose was to provide a central stores for gunpowder, small arms, ammunition, clothing and other supplies. The threat of invasion from Europe, mainly those perfidious



French!, was reason enough to close down a number of storage depots on the South Coast and open somewhere larger in Central England. The Army School of Equitation (fancy horse riding!) was also there for many years. The site was continuously occupied until 1965, latterly by the Royal Ordnance Corps.

More recently, the site was intended for some years to be a home for a National Fire Fighting Museum. But this now seems dead in the water,

although a large number of firefighting vehicles, hand propelled, horse pulled and motorised, are still stored on the site.

The event on Sunday was the first ever open day, giving the public a chance to see inside this fascinating complex of buildings. A few of which are now occupied by various businesses, the most interesting of which is a motor sport preparation shop.

Meryl and I and our trusty 1968 MGB based TA, GEY 303F were there as part of our local Kilsby MG Club display of around 10 cars. A 1955 MG TF owned by a friend won best in show, of around 70 vehicles on display. Some of the Magic Dust from his car





parked next to ours, must have been blown onto us as we won a small trophy for 'Best Fun Car', much to our astonishment. We have now owned the car for 29 years, and it has indeed given a great deal of fun, although en-route at 8.45 a.m. that morning, we had driven through a torrential thunderstorm of around 3 minutes duration, not that much 'Fun' in a car with no weather protection.



On a more serious note an MG owning friend of ours rents a small vaulted area for car storage within the 'casmates' of this depot, and recently whilst cleaning the walls down he found a small faded pencilled note:-

Good Luck, The war is over, We go home

This we think dates from the Great War, obviously some of the more lucky ones.

Mike and Meryl Hill.

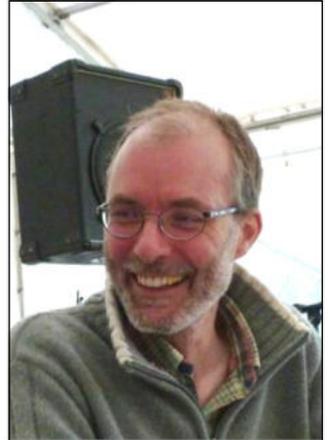




Mr ToAd's Wonky Rear ! (part one)

Following my rebuild of the front suspension I was hoping that the tyre scrubbing problem that was obvious on Mr ToAd would have been resolved. With all new bushes, king pins, negative camber wishbones and re-set tracking I had had my fingers crossed.

However ! it was not to be that easy! After a few hundred miles it was clear that, whilst the front tyres were looking better, the rear tyres were still a problem. Seeing as Mr ToAd, along with most other NGs, has a dead axle it seemed odd to say the least. However the rear tyres, particularly the passenger side, scrub the outer shoulders off in around 5,000 miles !!!



At the national rally, the amount of NG knowledge was vast and many conversations were had about this problem. In summary it was generally agreed that there must be something amiss with the rear axle location. As the axle location is totally down the rear spring mounting points, we set about measuring, with a tape, the distance between a fixed point on the front of the car to the front rear spring mounting bolt. Sure enough it seems as though the driver side mounting was between 3mm and 7mm further back than the passenger side.

Rather than take this rather amateur measurement as fact on return to Wales after the rally I booked Mr ToAd in to the local tyre place for a go on their 4-wheel alignment machine.



The chap soon had Mr ToAd on the lift and had some equipment fixed to each wheel. Mr ToAd was then rocked back and forth a few times as the machine went through its measuring sequence. All the measurements were displayed on a computer screen.

The measurements in red (for those reading this is black and white, the red figures are 'circled' in the pics - Eds) are those that are incorrect when compared to the make and model selected from the system parameters — we used MGB as the base car settings.

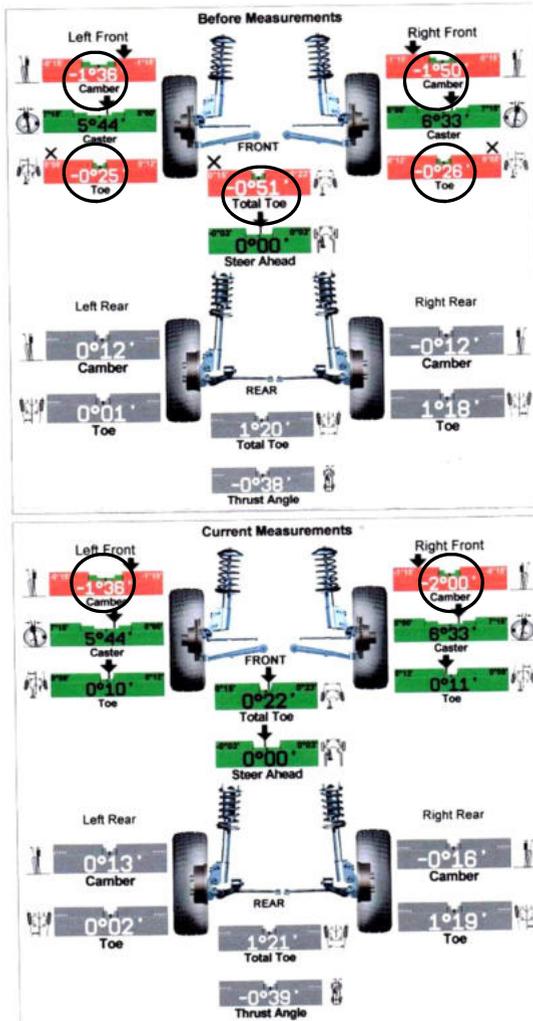
As you can see, and much to my surprise the front tracking was way off.



HUW LEWIS TYRES AND MOT CENTRE

Work Order: R002977
Last Name: ?
Registration: OGF 265E
Technician: OSIAN
Mileage: 12692
Date: 19.8.14 8:54

Rover/MG/Austin/Triumph : MGB : Rest of World : 1962-80 MGB/GT





Clearly my garage, who set it up after the suspension rebuild had not set it as I had instructed for 3mm toe-in. They had set it to 3mm toe-out !! I guess we all need to be a little more careful as modern garages mostly deal with front wheel drive cars where a toe-out setting would be ok.

This was soon sorted with a bit more gadgetry attached to Mr ToAd's steering wheel and with this done, the computer churned out a printout showing all the setting for all 4 wheels.

This showed the rear tracking issue resulting in a side thrust angle which the alignment operator said was the cause of the rear tyre wear. The printout shows both before and after settings, with those in Green being



within tolerance for an MBG. My negative camber bottom wishbones clearly non-standard show as red measurements on both.

The rear axle measurements show an imbalance side to side with quite considerable toe settings. Some toe out on the rear is ok — as the car drives the torque pulls the wheel straighter, in a similar way to the front settings on a modern front wheel drive car. My problem is the imbalance in the first instance.

This measurement whilst in degrees and minutes confirms that the drivers side wheel is further back than that on the passenger side, thus confirming that the backaxle is not set square to the centreline of the

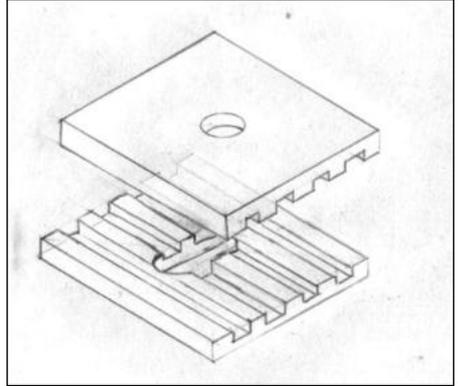
chassis. I sat down with a pen and paper to draw up the angles, not easy as they are so small, but with perseverance I got there, and it confirmed the 3mm positioning problem with the spring mountings.

With the problem identified and quantified I turned my thoughts towards a solution. The miss-alignment was not enough to simply drill another hole



and re-bolt the spring. Something more sophisticated is needed. I also thought it would be a good idea to make the new set up adjustable, so I could take it to the 4 wheel alignment machine and adjust the spring mounting to get the best possible setting. Trawling my mind for ideas I remembered that Ford Cortina's had a serrated plate on one side of the rear axle to allow just such an adjustment. Similarly rear camber kits for classic Mini's have serrated plates, one with an oval hole and the other with a round hole.

The idea is that you weld the inner plate, with the oval hole, to the chassis of the vehicle and then clamp the outer plate, with a round clearance hole, to the inner with the mounting bolt. You can then move the outer plate one serration at a time until the right position is found. The serrations in the picture are probably a little coarse but I hope this give you the concept!



I need to have two sets of these made, one for either side of the drivers side U bracket where the rear spring mounting goes. Once the final position is found, the outer plate can be welded on as well to ensure that nothing moves, although I doubt whether it could.

With a solution found I now just need to get on and do it !! It is on the "winter jobs" list along with some wind deflectors and side screens for which there has been some great suggestions on the forum. I'll be sure to report back once the job is done so watch out for Mr ToAd's Wonky Rear (Part 2)

Jeremy Evans

Did You Know ??

It is probably a little known fact that parking on the wrong side of the road so as to face the oncoming traffic is contrary to Para 239 of the current Highway Code.

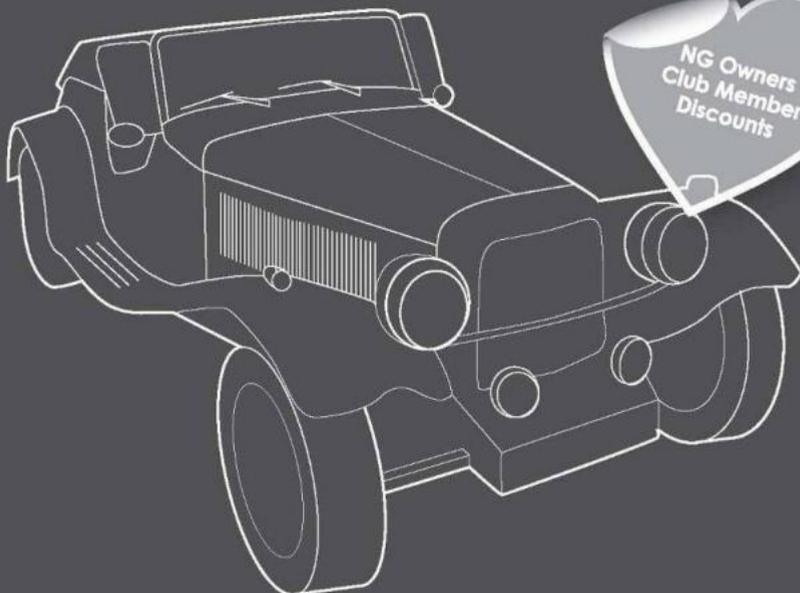
So no matter how carefully you pull away from the kerb you will already be at least partially at fault if an accident should occur. You are thus at some risk of prosecution and of a reduced insurance payout

Eds

Well – did you know that ??



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In Memoriam of the Tax Disc (Further to ChangiNGear April'14 Page 31)

From the start of October, after 94years, drivers need no longer display a Tax Disc. However there are a few points that you should keep in mind about the recent changes

- Road Fund Licence must still be purchased (alas !)

- Even Historical class must still apply for licence, though it still costs you nothing.

- You will still receive a renewal reminder by Post. If you move house don't forget to tell DVLA of change of address (a sin if you don't !) - else you will not get the reminder and without a tax disc it will be so much easier to forget.

- Road Fund Licence can be purchased On-line or at a Post Office as before, but you can also now do this 24/7 by phone.

- Rules covering secondhand private vehicle sales have changed see below

- SORN and Scrapping rules have not changed

- You can check if a vehicle is Taxed or SORNed by using the gov.uk website

- Fines for getting anything wrong range from £80 to £1000
- A driver who is not the registered keeper gets an on the spot fine of £80 for driving an untaxed vehicle. Company car drivers beware! - without a tax disc it will be hard to tell if your employer has kept the tax up to date - particularly for 'pool' cars.

- A recent poll by money.co.uk found that as many as 50% of drivers were unaware of recent changes and/or the date changes were implemented -- At least now you have no excuse to be one of them !!

An important change if you Buy/Sell a car privately

From 1st October the unused element of Road Fund Licence cannot be transferred to the Buyer

The Vendor can reclaim the unused element (whole months only), a refund will be issued automatically once you advise DVLA of the sale (an offence not to do so)

The Purchaser must tax the vehicle before they can drive it away. They can do this on-line or by phone at the point of purchase or the Vendor could perhaps deliver it.

The Purchaser would have to tax the vehicle from the start of a given month. Thus, unless the purchase coincides with last/first day of a month, the DVLA may collect a full extra month Road Tax than can actually be used.

It is little publicised, but by this simple change of rules, it has been estimated that the DVLA will collect as much as £50million per annum from the vendors/purchasers of the 3,000,000 or so secondhand vehicles transactions per year.

— *Crafty or what ??*



Chris Hore



Italy unpacked !!

We had booked a Continental Car tours event, now operated by Scenic Car tours, but it clashed with the NG Rally in Stratford—sorry folks. This was a 10 day tour travelling through France, Switzerland, Austria, and on to Italy via the Stelvio pass, staying in Nancy and St Valentin going; and back via Weggis Switzerland and Bascharage in Luxemburg coming back.

SC organised a excellent road book and information pack in a ring binder.

The only negative was the long drive to each hotel, which was at the expense of a picturesque route, that involved a fair bit of motorway and tolls. I did change most of the route going to encompass the scenic roads I knew to Nancy and avoided the Austria 'A' roads by going NW to SE thro' Switzerland taking in the Fluelastrasse pass. The Swiss boarder customs at Basel were well organised, you were directed into the 'pay' lane handed over 40CHF (£28) and drove off with a very nice sticker. Now, how to fall out with 'Jane' my Tom Tom sweetie; she doesn't talk to me in tunnels! A bid problem in the motorway tunnels of Basel and Zurich and in Zurich, with a choice of two left and two right lanes we took the wrong right and finished up in the city centre, !! then she sent us around the block a few times. The newly purchased tourist map of Switzerland was unfolded—even wider then the car, and double sided! and still not much use. Arrh 'the car?' I here you say — the NG was tucked up at home; we had sold the M&TF and since acquired a BMW Z4, 2 litre '07 plate, to which I had fitted cruise control for long journeys.

After Zurich, the Swiss traffic being little different to the M25 car park ,



and plenty of red lights in the towns!, we progressed SE towards Davos and over the Fluelastrasse pass which was our first taste of snow capped mountains, but the pass was open, so heater on and over we went.

We made it to Hotel Stocker, Bozen in Italy and had an excellent meal and welcome bottle of wine that evening before retiring; we needed it after the 331 miles, 8 hours driving, too much!, and the weather wasn't that kind with both

rain and fog. It was interesting that 'my' route was also followed by another couple who also thought 'Google Maps' wasn't the best and shortest - but they didn't get lost in Zurich.



Next morning was via the Stelvio pass down to Garda and it was being mentioned at breakfast it was closed because of snow and ice however, we took a chance like others and headed up via the opposite side, although raining, plenty of bends and steep gradients we made it to the top only to find a police barricaded across the road. We retraced our route back until all stopped in a queue. A 50 seater coach stuck across a bend, grounded fore and aft and the drive wheels in the air !!



Oh dear!!
— they struggle for an hour !!

Two hours later the fire bridge arrived in Land Rovers; jacked it up; placed planks of wood under the wheels until they moved it back down the hill. What else can you say; the driver had passed 3 warning signs about weight and size restrictions. There must be an Italian phrase—'Grando Plonko' . However, we travelled several mountainous routes down to Riva and along the lake to Hotel Drago which was our base for the 5 days, although shorter mileage (180) it still took most of the day to get there.

The hotel food was excellent, a bottle of wine on our table every night, and the room had a view of the Lake.



Next day Monday we took it easy and went for a 10 mile walk around the lake footpath and rested in the afternoon around the pool for the remainder of the day.

Tuesday we had breakfast early and went on a coach tour to Venice. We had a guide and Gondola trip all organised plus free time to get totally lost in the back streets and cafés, and, as you do, we met this lady; she had married an Italian and had two sons who were Gondola drivers. She was born in Brixton and live there for a while, same as myself! So Yes we have now been to Venice and not on the bucket list to see again.



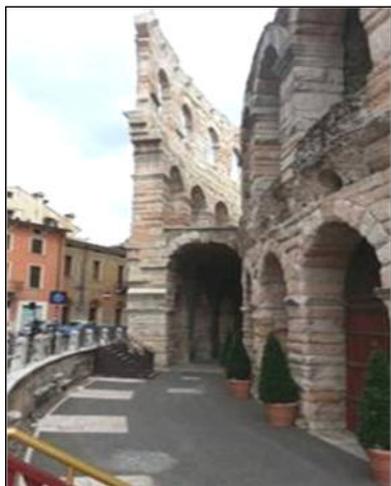
Wednesday we drove to Verona; firstly to the Museo Nicolis in Villafranca it wasn't just about cars. It has motor bikes, cycles, musical in-



struments, Also, typewriters, cameras, military zone, even aircraft on the roof, and a display of F1 drivers' steering wheels in a massive cabinet. An incredible place; visit it if you are ever nearby. We had intended to drive to Modena to the Ferrari museum but it was a fair mileage, so this place made up for the disappointment.



After this we went into Verona, the city of Romeo and Juliet, and we found an underground car park right next to the walled city.



After we walked to the Piazza delle Erbe; Roman Arena, which was disappointing, we left within 20 minutes. after using their toilets. Better looking from the outside and we wandered around the first century buildings and found all the usual 'shops' and NO I don't need a new handbag from Mulberry' and YES it was expensive .

We spent the last two days local to the hotel and lake, the last day we hired a catamaran and traversed the lake several times with a few others enjoying the water.

On Friday morning we left and headed towards Milano and up the motorway to Lake Como into Switzerland, the weather closed in and rain came, so roof up at a 'touch of a

button', and we travelled on to the Gottard tunnel, we turned off to take the 'hilly route' via the Furkastrasse and Lungern. This made up for not driving the Stevlio as the winding roads and mountains went on for 80 miles.

Our hotel, the Schweizerhof in Weggis, was on edge of Lake Lucerne. Our room overlooked the lake and had comfortable beds. The town waterfront was shut off for the annual music festival and music went on to the early hours of the morning or so I was told—I didn't hear any of it.

Next morning it was back thro' Basel and towards Colmar, parallel to the



Furkastrasse Pass



Rhine, then north and through Germany to Luxemburg, stopping in Dinant, next the Meuse Valley, but a bit early in the morning for a river trip, and not enough time either!! so on to Luxembourg.

We stayed at hotel Gulliver in Bascharage, another quality hotel and before booking in filled up with fuel for the final run. Next morning we left for Calais and eventually the sight of the P&O ferry said the journey was over and once docked in Dover the sun came out and the temperature went up to 20°C, home in 40 minutes. Not so lucky for our two Irish friends who still had to get to Holyhead and the ferry back to Belfast!



All our meals were included in the tour price of £1400 and we couldn't fault any of the hotels for food or accommodation except the bed in hotel Drago. We covered about 2000 miles and the Beamer returned 44.1 mpg. Whilst these car events take you to far away places you only seem to be travelling with no time for stopping for café and cakes every few hours. An extra day there and back would suit us; but next time 'do it yourself', the internet is a great device for searching places to stay.

Mike Greenland

Driving Licence Costs

DVLA is to charge less for driving Licenses

For on-line transactions, the first licence for new drivers will drop from £50 to £34

and a ten year renewal from £20 to £14.

However for paper applications by post the saving is only about half.

The Treasury has suggested that this would save drivers some £18million per year.

Does it not seem odd that, if the Treasury and the DVLA are so keen to reduce costs, we are still faced with the nonsense of having to have both a photo-card licence as well the paper counterpart ?? Surely a huge saving could be made by doing away with the latter. -- Eds



Dashboard Cameras

Owning and driving a kit car is great but so often high traffic density can have it's risks and consequences and it is good to be aware of ways to counter this and help maintain the enjoyment.

As you may have seen in a recent issue of Total KitCar Magazine the Editor reviewed dashboard cameras. While these do nothing to reduce risk these can provide valuable evidence in the unfortunate event of an accident

Two industry statements are thought provoking -

From the Insurance Fraud Bureau :

The Insurance Fraud Bureau estimates around 30,000 'Crash-for-Cash' incidents take place every year, costing insurers around £350 million and pushing up premiums for honest, innocent drivers by about £45 each

From The AA :

A more recent phenomenon 'Flash-for-Cash' is in where fraudsters flash their headlights at an innocent driver, apparently to beckon them out of a junction only to speed up and induce a crash for which the innocent will be blamed - *'I was driving along normally and you pulled out without looking'*.

The AA has said this about Dashboard Cameras:

More and more drivers are installing video caners in their car to protect against this type of fraud, or even to protect themselves against possible accusations of careless driving.

Cameras can give good protection against crash-for-cash scams and can be helpful in the event of an accident to help establish who was involved and who was to blame but should not however be used for vigilante purposes. Video footage is useful to support an insurance claim and the development of this technology is generally welcomed and supported by insurers

There are plenty of cameras on the market, so what to choose ?

For those who wants the best pictures and videos then the GoPro, as used by the BBC, is expensive at £400 plus, but for great results for track days, etc. may be the best.

For the gadget minded then something like the Mobius (about £70 from Amazon) or Drift may be ideal. But it is tiny and does not have a built in view finder. You down load the manual from the internet, check out the forums for help, and down load an app to your smartphone to control them.

Or for something in between

Perhaps the *Digi-Cam* from RBS provides a simple solution with everything you need in the one box. The *Digi-Cam* includes a Class 10 micro SD card (note : Class4 cards are not fast enough.) Unlike many cameras the *Digi-Cam* comes with a range of mounts for dashboard, windscreen, handlebar or helmet, and has a waterproof casing (to 10mtr depth) and can be



unclipped from the vehicle and used for other leisure pictures as well

The Digi-Cam kit normally sells for £124, but **Stan Ratcliffe at RBS has kindly extended preferential discount terms to NGOC Members** The special offer price being £79 Further - RBS also do a CHIPnTRAC security kit and this is also available to members at a greatly reduced price of £70 (usually £149)



Email us for the club password to obtain discount at ngocedictor@gmail.com
Then go to www.rbs-propertymarking.co.uk

To get an idea of picture quality watch the Digi-Cam day driving video <https://www.youtube.com/watch?v=31IEGsrHRMk&feature=youtu.be>



Another option might be the Dragonfly from www.Dashcam.co.uk Similarly priced at £169 but with a limited time 'special offer' available from their website reducing to £89. It is however unclear as to whether the Dragonfly includes the same range of mounting options.

I hope this will be of interest

Chris Hore

Stuff for the Mag

Have you 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

We've not had much of these lately !! — Thank you !!



Every picture tells a story... RTL 985N — Returns To Life !!

Tuesday, 7th October 2014

"Haven't had my hood on for years... Wonder why it's been put on now? A few strangers have opened the garage door in recent months and said nice things about me. What's going on ? I've been kept in the dark for such a long time !! I've only seen my Master a few times during the last 6 years - he seems to have lost interest in me. Can't remember the last time he drove me. Got a feeling something's about to happen"



"I was right but who's this?, and where's he taking me? Hope he knows my brakes aren't connected...!! Where's my Master?!?! I'm trying not to panic!"



"Whew! Someone must have told him. What's this thing attached to my front suspension?"

"Never done this before!
I hope I am not being stolen !!
Or there will be hell to pay.
And surely I haven't been sold.
I don't deserve that !!!! "



"Ooh er, I don't like it up here and not having my wheels on the road. Glad he remembered the brick again or he'd have to do it all over again."



"We appear to be leaving Cox's Road.
Wish I knew what was going on.
There's nobody around, I don't like
this at all!"

"

Oh, so I've got company. Lovely to
travel with another quality car but
where are we going? You don't know



either! Well, it better be somewhere
we like. What will my Master say when
he returns, **IF** he returns?!?!?"

Note to readers:

For those who don't already know, Bob
and I are pleased (well ecstatic is



probably a better word !!) to announce
that we have finally sold our house in
Shrivenham (it's only taken five and a
half years !!) and our beloved NG is
now safely in its new temporary home
in East Sussex. We've found a house
to buy and are hoping to move by Jan-
uary. As soon as '**La Bête**'
is in it's new permanent garage Bob
WILL finish the handbrake modifica-
tion and get the back on the road
ready for our trip to Normandy and
other outings in 2015



— **Angela 'Belle' Morrison**
(aka MissPrint)



Bloodhound SSC Project :: Visit 11th Oct 2014

As Brooklands Museum Trust Members, a group of us were invited to visit the Bloodhound SSC (Super Sonic Car) project for a presentation on current status and to view the partly-built car.

Even if you have missed the various press releases about the current project, you may well remember that Richard Noble headed the Thrust SSC team that successfully won the current world land-speed record in October 1997 achieving a supersonic speed of 763mph.

Previous record attempts

Richard's history of land-speed record attempts began with Thrust 1, the car subsequently being destroyed in an accident. The next project was Thrust 2. The estimated cost of developing the new car was £1.75M and hence it couldn't be achieved without sponsors. The car was therefore built as a 2-seater so that Richard could take potential sponsors for a ride.

Unfortunately, this car also suffered a 'runway crash', the insurers cancelled cover for passengers, and the project consequently suffered a shortage of money. However, ballast was added to the passenger seat and Richard broke the record at Black Rock in Oct 1993, achieving a speed of 633mph. After this, Richard retired from the role of driver and employed Wing Commander Andy Green for further record-breaking attempts. As a fast-jet pilot, Andy should be well-equipped to deal with the +2g acceleration and -3g deceleration loads of Bloodhound SSC.

Thrust SSC was subsequently developed and achieved a new record of 763mph with Andy at the wheel. The car was not without its quirks; e.g. at 600mph the car tried to turn left and took a great deal of driver-input to keep it straight. Once through this speed, the car became stable again. This effect was later found to have been caused by the fact that the car was wider at the front than the rear, causing problems with the airflow under the car. There were also concerns about an aerodynamic problem - it was later calculated that, had the car pitched up by as little as half a degree, it would have taken off at 30g with disastrous consequences !!!



The new car

Bloodhound SSC will attempt to break the existing world-record during the summer of 2015 and will then go for the 1000 mph target in 2016.

The car will weigh 7.75 tonnes, has an overall length of 13mtrs, and will cover a mile in 3.6 secs whilst consuming 1.5 tonnes of fuel in 55 secs !!! because 27,000lbf of thrust is needed to push the car to 1000mph. !!!

The Bloodhound project was launched in 2008 with Richard Noble as project director. Due to the state of the stock market at that time it was difficult to raise sponsorship. The projected costs were £40M. Early



sponsors included Rolex (cockpit), University of the West of England (design expertise), the IMechE (project development engineers) and a local building company that helped with the factory fit-out. More recent sponsors include Castrol (cash and lubricants).

The concept of the car required a jet engine to provide initial acceleration to 650mph. This will then be boosted by a rocket-motor to achieve the required 1000mph. The essential difference between this rocket and a standard rocket-motor is that it will be controllable, i.e. it will be capable not just of being switched on but also of being switched off. To be controllable, the rocket-motor has to be a hybrid, i.e. powered by liquid and solid fuel. The liquid fuel is High Test Peroxide (HTP) at 98% concentration (also used to dye hair at 1% concentration). The fuel is very dangerous, one litre having the equivalent energy of a stick of dynamite. The car will carry 1,000 litres of HTP. A massive reaction occurs when the HTP is mixed with the solid fuel (HTPD) producing heat, steam, and thrust.

A prototype of the 6-inch rocket-motor was tested at Newquay Airport in October 2012 with the aim of providing 6,000 lbf of thrust. The test was successful and proved the technology. The initial development work was carried out by Jack Judd but future development is now in the hands of NAMMO (Norwegian Ammunition). NAMMO are sponsoring the project as well as developing the bespoke 6-inch rocket. Further tests are due in Norway mid-October 2014.

The jet engine is an EJ200 made by Rolls Royce and currently in Service powering the Typhoon (Eurofighter). This engine is capable of generating 20,000 lbf of thrust in full re-heat. The obvious question that arose was "how on earth did you manage to acquire this engine?" Apparently,

Richard Noble approached Lord Drayson who, as the Minister of Defence Procurement at the time, said NO. However, he withdrew his objection on the understanding that the project would create an educational programme for schools with the aim of inspiring the next generation of youngsters to study engineering and science. Richard promptly set up a team of professional educators to spread the word in schools and science clubs. Over 1200 'ambassadors' have volunteered to support the education programme and they have formed links with more than 5000 schools in the UK. The ambassadors typically organise competitions in schools with balloon-powered models racing each other. More ambitious competitions involve rocket-powered models, the current record held by one school being over 300mph in the playground!





One of the challenges faced by the team was to design a controller interface that would enable the aero engine to be controlled as required for the car. For example, the aero engine would shut down if asked to operate at 1000 mph at ground level because it would see this as incorrect. After the team developed the new controls the engine was set up on a test-bed and successfully run up to full re-heat.

A further aspect of the engine is that, in aero mode, it normally provides hydraulic and electrical power. For the car application a gearbox, driven from the EJ200, has been developed and built in-house to provide these functions.

Early in the project it was decided that the aerodynamicists would use computational fluid dynamics (CFD) techniques to model the aero behavior (rather than wind tunnels). CFD builds a virtual world around the car to model airflows. There are 70×10^6 cells around the car and the computer models can cover the whole speed range for lift and downforce. The team's requirement was for zero lift with a small amount of downforce and this to be independent of the speed of the car.



The aero team-leader, Ron Ayres, needed convincing that the CFD tools were up to the job and the team therefore conceived a practical test as a form of validation. The previous car was therefore modelled in CFD and an instrumented model was then fired down the rocket-sled track at Pendine Sands in South Wales, achieving 0-800mph in 0.2 sec. The results showed a correlation within 5-10% and hence CFD modelling was adopted as the aero design-tool for Bloodhound SSC.

Incidentally, there will be three shockwaves formed at different stations along the body as the car goes supersonic. These are not expected to cause any issues.

It has taken two years to achieve the final body shape/configuration. One result of the CFD modelling has been to make the rear of the car more bluff rather than the earlier taper. This was required to reduce downforce at the rear. A further mod to reduce this rear downforce was to make the tail fin thinner but larger.

During development, there were a number of significant challenges to the design team. The early design started with the rocket on top and the jet engine underneath but this was changed because the nose was being pushed down. But with the jet engine now above the rocket there was then an airflow problem, i.e. the need to slow the intake air down by some 300mph (from 1000mph to 700mph). This was mainly achieved by the shape and position of the cockpit and windscreen, directly in front of and below the engine intake.



We were shown the cockpit - an incredibly strong monocoque built from 7 layers of carbon fibre, honeycombe spacer and then a further 5 layers of carbon fibre. The cockpit will have to withstand loads from both aerodynamically-induced and thrust-induced forces, resulting in a calculated 12 tonnes/m². The windscreen itself is a key aerodynamic part and is manufactured from Acrylic, stretched from a large block down to 12mm thickness and then laminated to another piece to give a total thickness of 25mm.

The final result has to be optically perfect. A further reason for its immense strength is the risk of bird-strike.

The car is wheel-steered, the wheels being forged from aluminium in Germany and then finish-machined in the UK. The wheels are some 90cms diameter and have no tyres, the loadings are huge with rotational speeds up to 10,000rpm with 50,000g at the rims plus 30 tonnes loading on the front suspension. There

were two wheel profiles considered; one with a slightly humped shape gave better lateral stability at lower speeds but tended to break up the surface. A compromise between the humped and flat profiles was adopted after tests with the wheels fitted to a weighted trailer. The final profile was successfully spun using a test-facility in Derby.

An interesting question was how much control is there via the wheel-steering. Apparently, over 500mph the airflow over the wheels is such that they start acting as rudders and the car becomes more controllable as a result.

Brakes were another interesting subject. Most of the deceleration is accomplished by air-brakes. Once below 160mph the wheel-brakes are deployed.

It's important to have accurate control of braking in the latter stages so that the car can be brought to rest adjacent to where the support vehicles will be waiting to re-fuel, replace rocket-motor, etc. The window for the record-breaking attempt is only one hour and that has to include two timed runs, hence the turn-around time is crucial. Carbon brake discs were tried initially but broke up during the 10,000 rpm spin test. The final design uses steel discs, the discs reaching a temperature of 800°C.

The airbrakes are fitted on each side of the car and are hydraulically-operated. The panels are made from carbon-fibre with a series of holes to control airflow. The airbrakes are interlinked as it's vital that they both move





together.

The process of braking is initially by drag, i.e. after switching off the jet and rocket the car is allowed to slow to 800mph before the airbrakes are applied progressively.

There are two parachutes fitted as a back-up in case the airbrakes fail.

Venue for the record attempt

The venue selected for the record attempts is Hakskeen Pan in South Africa. The traditional places for such record attempts were not considered suitably flat & smooth. A research team identified 12 places on earth that might be suitable and Andy Green visited them all before short-listing Hakskeen. The area needed is 20km long by 4km wide. The surface at Hakskeen is very hard and it also floods every year resulting in a flat surface. There was a problem with a road through the middle but the South African government were so keen to encourage the project that they have dug up the old road and built a new one around the perimeter. A new water pipeline has also been installed by the government that is having the knock-on effect of helping local farms & settlements. So far, over 300 local people have been employed to clear stones from the surface and a total of 6,000 tonnes has been collected and re-distributed around the edges of the site. The site is also very flat, only rising by 0.5m over its length.

The competition

There is some competition for the record attempt from four other teams. Two of these are from the USA, e.g. one appears to be a Starfighter with the wings clipped and wheels added. This has achieved 450mph but doesn't appear to represent a viable competitor. The Spirit of America team has a car that has achieved over 600mph and that has some potential. The Aussie Invader 5 is well-developed and will probably run in Australia. The final team is Jet Black from New Zealand. Their car is in concept form at the moment and little detail has been released.

Supporters Club

Ian Glover, 1K (Supporters) Club President, talked to us about visits to South Africa to witness the runs in 2015 and 2016. Apparently such visits will be operated by tour operators in conjunction with the South African government. It will also be possible for members of the supporters club to witness some low-speed runs in the UK prior to the record attempt. These runs will employ the jet engine but not the rocket-motor.

Ian finished by showing us pictures of the full-size model of Bloodhound that was built out of K'nex pieces (similar to Lego) and was on display for a time at Brooklands Museum. This is apparently the largest K'nex model ever built. It is an aim of the team to be very open about all aspects of the project. Further details can be found at www.BLOODHOUNDSSC.com.

Paul Gray



MG Owners Club — South Downs Run : 31st August

After being unable to use Rocket for nearly 8 weeks, due to protracted dealings with the DVLA (Chris will tell you all about this saga at a later date), Chris and I were having severe withdrawal symptoms, but at last we had all the necessary details to make Rocket 'street legal'. So the opportunity to join the MG Owners Club on their annual SouthDowns Run was too good to miss, and besides it was the 25th anniversary of this event. Being a Tulip Run of some 65miles from Arundel to



Eastbourne along the most scenic parts of the Sussex downs. We had decent weather although it could have been a bit more sunny and warmer but at least

it was dry all day. There was a great turn out of MGs, about 250 in all of all ages plus us — the only NG (Rocket passing himself off as an 'MGB Tribute Act') Many of the cars were MGBs, BGTs, Cs & V8s plus some more modern offerings. But surprisingly few true old classical cars being 4 MGAs, 2TDs & 2TCs, but no original TFs. The event was very well organised and when lining up at the finish, at The Lawns at the west end of Eastbourne



seafront, all the 'oldies' were put together making a very pleasant sight.

There was plenty of refreshments available and a band for entertainment. We were quite amazed at how many MGs were red !! Very much the predominate colour. Rocket caused a lot of reaction and Chris was able to tell them all about NGs as 'born again MGs'. Everybody we met and talked to were very friendly and welcoming. There were quite a number of V8MGs in various forms but none had the Rocket NG V8 sound - far too much exhaust pipework I suppose !! In all we did about 175miles that day and it was really enjoyable.

For those of you in the South who are MGOC Members, you should try this event—it's great fun.

Su Hore





More about Waterless Coolant

Richard Phillipson writes :

I meant to write last time you enquired about Evans coolant fluid (ChangiNGear January 2014 Page 34) I have fancied trying this in various vehicles but have yet to do so. I have however had a serious browse on the US Model 'T' Owner's Club forum. Gist of it seems to be some people swear by it and others don't like.

Apparently it is flammable !, it stinks and is very 'searching' — often leaking out where a water/glycol mix did not. I fancy that as it is very slippery it would give a highly stressed water pump seal some help. Probably true, but as it is very 'searching' I have hesitated. Inflammable coolant makes me think too !!

It works in thermosyphons and pumped systems so I fancy it in the 'T' which runs at 95C unpressurized !!

One important comment is that if you have a serious overheating problem Evans

will happily run at , say , 130C but the clearances in your engine are not designed for such temperatures and your engine could seize up!

Hope this helps ! Incidentally, no boiling at 100C means NO pressure in the cooling system WHICH MUST BE GOOD.

Chris Hore replies :

Hello Richard thanks for your thoughts on the Evans Coolant, we have not received any other feedback from any NG Member

I was not previously aware that it was inflammable. There is no 'caution' about flammability in the Evans leaflet nor on the product bottle. So they presumably do not think this an issue.

I have played with the sample I have. A small puddle (quarter teaspoon) in a jar lid will combust but needs a flame applied for quite some while.

Though would probably light quicker if it was hot. The vapour given off a hot sample will burn off but did not light the remaining liquid. By comparison paraffin is much harder to set alight in the same way. However a spill of newspaper saturated with Evans does not light any more easily or burn any more vigorously than the plain paper, while paraffin on paper obviously lights quite easily and burns with vigour.

The sample I have has very little smell and what there is in not unpleasant, it may be a bit more apparent when hot.

The consistency is of Evans is as of very light oil so would indeed be more slippery than a water glycol mix. But hard to say if it would be more 'searching' though, it does seem more 'greasy' rather than 'penetrating'. Interesting what you say about high operating temperatures, engine clearances etc (Evans will actually operate up to 180oC !!)

Certainly the low pressure operation would be good for some and there is no need for a 'pressure' cap



and Richard responds :

Only repeating what seemed the more intelligent of the comments on the forum

Seems like inflammability is not really a problem and unlikely to start a vicious fire, plus, of course, with no pressure it is hardly likely to "burst forth" from a ruptured hose.

I remain quite keen to try it a) on my Elan because slippery and no pressure sounds

good with a slightly fragile water pump ; and b) on my Model 'T' because that runs around 95C, and c) even on C15 so the hoses are not under such pressure.

Pity it is so expensive !!!

And more from Chris :

Yes the Evans is rather costly, particularly since one is supposed to use a pre-treatment in order to purge as much water as possible from the system. I

gather that less than 3% water is preferred (meaning one should remove all but 6% of the water/glycol coolant) Though the pre-treatment fluid can be reused 3 or 4 times (until it is saturated) which will depend upon how well one can initially drain the system by manual means.

As it happens I have noticed that both the MGOwnersClub and Holden sell '4Life

Coolant' (approx £18-19 per 5litres incl VAT (with free UK delivery from MGOC (if ordering 10ltrs or more) - there is no mention of needing a pre-treatment.

Finally from Richard :

I was recently with a friend who has a nice collection of middle aged sports cars, amongst which is an ageing Maserati. He said beast ran too hot all the time here in France in summer.

He put waterless coolant in and it now runs happily at 110 to 115 C. with NO pressure in the system. Despite many hoses and complexities, he had no leaks or weeps either. So he is delighted.

Has anybody anything else to contribute to this thread ??? Eds

Life's Journey :

Life is like a train journey. You expect delays and diversions from time to time, but you just pray for no derailments

Willie Stargell



More on Lead Acid Batteries

Paul Gray's earlier article upon battery charging (ChangiNGear Jan 2014 Page 33) took me straight back to my days as an aircraft electrician in the RAF. One of the more mundane tasks we had to perform was a battery change on every aircraft once every month. There were three batteries in a set and we did changes on three or four aircraft in a day. When you add this lot to all the mechanical transport batteries you can imagine what the battery charging room looked like. All those batteries being gently trickle charged for several days at a time, the smell was something else (hydrogen sulphide gas) it's just like rotten eggs!! The reason why they were replaced so often was simply to keep them in tip top condition so in the event of them having to be used for starting because there was no external ground power available they would always have enough juice in them to get you away.

Anyway I digress :

I do not intend to go into the technical make up of a lead acid battery as that is something that has not changed since the early days of motoring and I'm sure you could look it up if you really want to know .
Now consider the poor old car battery. Sometimes referred to as an SLI battery (Starting, Lighting, Ignition) . It sits there year after year never being any bother until one day.....!!!!!! I would guess it gets totally neglected and with the advent of sealed batteries it gets even less attention. All it ever gets is a small trickle charge from the alternator whenever the engine is running. What you may not realise is that there are many things in the modern car that require power long after you have switched off and walked away. OK not a lot of power but none the less a drain on the battery and if your battery is in a poor state to begin with then it may well let you down. Ever left your car for a couple of weeks and then tried to start it only to find the battery is flat!!

Some facts and figures on the humble lead acid battery.

A 12v battery consists of six cells and when these are fully charged, off charge and with no load applied they will show a reading of 2.1volts per cell. So a fully charged battery should show a reading of 12.6volts to be considered fully charged.

12.35volts means 75% charged

12.1 volts means 50% charged

11.85 volts means 25% charged

11.6 volts... forget it !!!

If you only ever use your car for short runs, especially in winter, then it is quite possible that you will never fully recover the charge the battery at each journey.

Modern day car electrics do not consider the state of the poor old battery. The alternator and the regulator together provide a constant voltage level of about 13.8 - 14.4V which is enough to trickle charge the battery. A flat



battery would need a current supply of 30-40 amps initially. Something that just isn't going to happen. .

I would recommend removing the battery from the car and using a good old fashioned battery charger to restore it to its former glory. This will probably take about 3 days on a trickle charge. Don't forget to check the fluid level if you can. The fluid should be covering the plates. Top up with distilled water if required.

You could of course turn everything off on the car that you can. Run the engine at something above tick over and after three days and nights it maybe somewhere near fully charged.

So, to answer your question Paul. I would suggest it's far cheaper to use a battery charger and more reliable than to rely on the car. Other than the cost I can see no valid reason why one method is better than the other. Hope this helps.

Jeff Yardley

-and there's more

Another point to note is that a flat lead acid battery should be put on charge without delay. If left discharged this type of battery will become 'sulphated' quite quickly (a layer of sulphate deposits out of the acid solution onto the surface of the battery plates, in effect isolating it from contact with the electrolyte)

Once fully sulphated no amount of trickle or boost charge will bring a battery back to life, and even partial sulphation will significantly reduce battery performance

Chris Hore

Contributions Please

Next issue: January 2015

Last Date for submissions

6th January — Please

but the Earlier the Better

***Your input is important to the quality of your Magazine
Thank You***



News from Wim & Janine Bielars (Holland)

Saturday 17th July,
Our holidays started for Janine a week ago and mine starts today. This afternoon our NG is used as a wedding car for the wedding of the daughter of a colleague of Janine's, also called Janine with husband Deo. It was wonderful. The weather here was excellent, more than 32 degrees, it was like being in Spain !!



Sunday 31st August, we drove our NG on a Treasure Hunt, organised for cars over 25years old. The entry fees being donated to charity. At the start we got a route book with tulip diagrams, very difficult but fun to do ! It was very warm weather and we had a fantastic day, very well organised



Best

Wishes from Wim

Need New or Replacement Bonnet Straps ?? or other leatherwork

Rocket's bonnet straps had deteriorated where these had occasionally draped over the hot exhaust during servicing.
Rocket now has a nice new set, at modest cost, from :

Mr D P Brambling at Brenchley Saddlery,
Swigs Hole Farm, Horsmonden, Kent, TN12 8HR
01892-722112 :: www.brenchleysaddlery.co.uk

Re-use your buckles, hardware or supply new to suit
He is local to me so I am happy to act as intermediary if necessary
Chris Hore



Events Web Sites

Bath Pageant of Motoring	www.bathpageantofmotoring.com
Beaulieu Motor Museum	www.beaulieu.co.uk
Brooklands Museum	www.brooklandsmuseum.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Classic, Kit & Performance Show	www.classicmotorevents.co.uk
Detling (Kent) Kit Car Show	www.detlingkitcarshow.co.uk
Donnington Kit Car Show	www.doningtonkitcarshow.com
Exeter Kit Car Show	www.exeterkitcarshow.co.uk
Goodwood (Festival of Speed/Revival)	www.goodwood.co.uk
Harpenden: Classics on the Common	www.classicsonthecommon.com
Heyford Leys Camping Park (Bicester)	www.heyfordleyscampingpark.co.uk
Jaguar Enthusiasts Club (Hambleton)	www.jag.org.uk
Knebworth Classic Motor Show	www.classicmotorevents.co.uk
Knebworth House	www.knebworthhouse.com
London~Brighton (Kit & Sports Cars)	www.classicmotorevents.co.uk
London~Brighton (Veteran Cars)	www.lbvcr.com
Newark (National) Kit Car Festival	www.kitcarshow.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Prescott Hill Climb	www.prescott-hillclimb.com
Racing Car Show (Autosport Int.)	www.autosport-international.com
Raising the Roof Country Fair	www.raisingtheroof.info
Riverside Caravan Park (Stratford)	www.stratfordcaravans.co.uk
Shrivenham Village Fete	www.shrivenham.org
Silverstone Classic	www.silverstoneclassic.com
Stoneleigh (National) Kit Car Show	www.nationalkitcarshow.co.uk
Stoneleigh Park	www.nac-stoneleigh-park.co.uk



Sales & Wants :

Unlimited advertising is free to members but Ads may be removed after 2 issues unless we are notified that you wish to re-advertise, (For non-members there is a charge of £10 for 2 issues). Ads will also appear on the NGOC Web Site unless you specifically request otherwise. Ads may be accompanied by a single photo and may be sent to us by post or email. **Eds**

For Sale

NG-TA Tourer



Built in 1987 from 1969 MGB Roadster donor. 1800cc Engine
Blue fabric body, black bonnet/wings & red wire wheels
Full hood, tonneau, side screens and hood cover
MOT to May 2014
Taxed to June 2014 (tax exempt)
Valuable Reg. No. 1137 HN
Low Mileage 7800
Reduced for Quick Sale
£7,000 ono

Martin Wakelin (NG 289)
01527 - 836242

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



NG - TF



First registered 1999.
 1798 cc MGB engine (1974 reconditioned with unleaded head)
 Donor—1968 chrome bumper MGB-GT
 Racing green body. light beige interior upholstery and trim, green carpets and leather steering wheel.
 Included are tonneau cover, aero screens and chrome wire wheels.
 MOT until Sept 2014. Taxed until March 2014.
 Hardly used, stored in garage.
 Very low mileage - 800 miles.
!!! NOW REDUCED !!
£5250-00
Tony Maher (NG 1016) Mid-Wales
 075286 - 77600
tony@maher100.plus.c

That's how is was --
 Nothing is more responsible for 'The Good Old Days', so much as a bad memory !!
 — Franklin P Adams

ChangiNGear - October 2014

NG-TA : Reg. ONW 426B



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

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

Colour : Jaguar Old English White

Price £4500 or close offer

Contact : Mr & Mrs (Ken) Winter
 North Humberside. HU12 0HZ
 Phone : 01964 670102
 Email : Ken.Winter@nphire.co.uk



NG-TF : Reg THR 466J

NG-TF Luggage/Boot Rack



Fully SVA compliant
Historic, road tax exempt.
Donor 1970 MGB
Fully documented rebuild history
Unleaded head & Kent mild road
camshaft .

Rebuild started in 1993 and completed in 1998
I have owned the car since 2004 and have managed to get the mileage from 900 to 1200 only
Stored in a dry garage
Started regularly and rolled
Car has never been on a wet road.

£6950 - ovno

Contact - Jim Rattray
Warsash - near Southampton.
Phone : 01489-5751

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)

The Metric System :

If God had intended Man to use the metric system,
why did Jesus have twelve disciples ?

Club Products & Regalia - available from Mark Staley

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

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

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



Sweatshirt (navy, dark green) L, XL

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

Baseball Cap (navy)

Beanie (navy)

£14 + £2.50 p&p*

£10 + £2.00 p&p*

£8 + £1.50 p&p*

£7 + £1.50 p&p*

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

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

Club Literature :

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

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

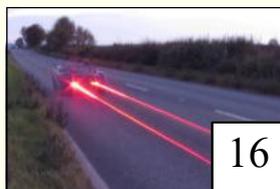
L3: Fitting Doors (Mel Clark 2001)

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

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

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2014 Photo Competition Entries



Please Vote Now

See Page 9



the NG Owners Club magazine