

*the National Rally 2023*



CHANGING GEAR

The  Owners Club Magazine

*Summer 2023*



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**Contributions Please**

*Been anywhere interesting, done anything " newsy" in your NG, or to your NG; do you have an entertaining story to tell ??*

*Please send in a few words and pictures for* 

*Please send your contributions for the Autumn issue by the beginning of November to [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com).*

*Remember, without your input there would be no magazine!*

**Thank You**



## Chairman's Message

Hello to you all. Well, sun burn aside, the weather during these last few months following the Spring issue of ChangiNGear has been incredibly suited to riding our steeds! The NG Facebook page is evidence of our many outings, and, thanks to Dave Woolgar plenty of opportunities identified to meet likeminded parties.



I'll leave 'Words from our Events Secretary' on page 7 and the very busy Events Calendar on pages 10/11 to inform what's been and what's coming. There is editorial on Caux Retro in France, Wallingford, and many more members' adventures.

Whilst my own overseas trip to the Old Timers Grand Prix at the Nürburgring is a few weeks away, I did manage the annual weekend with the Winscombe Car Club, a wonderful picturesque trip through the Cotswolds followed by a memorable trip on the Sunday to the Prescott Hill. Although it's a Hill Climb owned by the Bugatti Owners Club, this year's promotional photo was none other than the NG TC 'BOW' which had been photo'd going up the Hill last year. Clear evidence that NGs are both classical in shape and beautiful in style!

The Malvern Kit Car Show although supported by NGOC was not well attended. The committee is looking to replace this gathering with better placed regional events, and so encouraging our members to support such annual events as the Jorvik rally in North Yorkshire, the Winscombe weekend, and Wallingford, to name but three.

Behind these possible events is the hard and often unpublicised effort of our committee. No more so was this visible than with the successful NG National Rally at Tiddington, (Stratford Upon Avon). This year over 90 visitors witnessed a brilliant weekend, plenty of food, lots of chatter and great weather. And for the first time for maybe 20+ years we received a surprise visit from the designer and founder of the NG Company, none other than Nick Green accompanied by his biographer. Nick was delighted to see so many NGs, several with some unique and very bespoke changes to his original designs. In particular Chris Hollier's TC and Phil Prior's TD(F). Phil's membership number by the way is 13! Nick also agreed that our ex Chair, John Hoyle, should become Vice President of the Club... really great news.



We took the occasion of the National Rally to hold the AGM. For good order not only were the committee members re-elected but we also unanimously approved the Constitution. Recording these two elements was important. One of the critical job functions within the committee is that of Treasurer. We've all witnessed, I'm sure, the loss of banks in our towns. It means depositing cash and cheques can require hefty journeys to another town in order to use a bank. This has become a problem for our Treasurer, Theresa. To reduce at least one of her chores, we're wanting to benefit from internet banking. For this to be approved the bank requires a copy of our year end accounts, minutes from the AGM, and a copy of the Club's signed Constitution. The AGM and the Constitution will appear on the Web site.

Until next time.. good and safe Nging

John



Photo: Charlie Dwyer



Photo: Peter Killingback



NGs at large





## From the Editor

It's been a busy summer for me since the last issue, despite the rather mixed weather that we've been having.

Lots of local events kept me occupied throughout May and then June kicked off with a weekend away for the Kit Car Show at its new venue in Malvern. Despite a super location and sunny weather it wasn't well attended, although those who did come along enjoyed it. At the moment it seems unlikely that we will have a club presence there next year but that will depend on feedback from you all. A few days later and I was off to Le Mans for the 24hr race, the Centenary of the first race and the promise of the dawn of a new era of the "Hyper Cars" well supported by the manufacturers. The race lived up to the hype and I had a great time there.

A couple of weeks later and it was up to Stratford for our National Rally, another very enjoyable weekend, with a similar turn-out to last year; a few of the regulars missing but good to see some new faces.

Hot on the heels of the rally I was off to Le Mans once more, this time to the Classic, an event that I had never been to before but, after seeing such a wonderful collection of cars both on and off the track, it's one that I'll go to again. It would be nice to be joined by other NGs when it's held again in two years' time.

Since returning from the Le Mans Classic there have been breakfast meetings, trips to Dogmersfield and to a Classic Car show at Storrington

Although we haven't been blessed with the endless days of sunshine that we had last year there are still plenty of events to go to, regular breakfast meets as well as steam fairs, fetes and country shows that include classic car gatherings.

I still have a trip to the Nürburgring for the "Old-timer Grand Prix" as passenger/navigator with our Chairman in his TC and later on a few days in Scotland in my own TC to look forward to.

As always, many thanks to all who have contributed articles or photos for this issue.

*Charlie*





### Words from our Events Secretary

"I know what time is, time is a thief. It will steal into bed and rob you while you sleep".

This is the first line of the Larkin Poe song, Paint the Roses. It is actually a very

poignant song by the Lovell sisters about their grandfathers dementia. Every time I

hear it, which is quite often, it is a timely

(pun intended) reminder to myself to get on and do something and not just say; Oh well, there is always tomorrow to go here or there or do

this or that. Procrastination is not for me. I consider myself very fortunate to always be occupied, be it working, enjoying my cars or just

being there with the horses and doing stuff at the yard.

Over the past few months I do seem to have been out of my TA for five minutes come rain or shine, even getting to three events in one weekend along with our editor in his TC. Although, as you will no doubt read in this issue, he has been getting in even more miles than me by making two trips to Le Mans in June! I hope that you have also been able to get out in your NG this summer as there have been a great many events and meetings that you could go along to. Of course we have had the the very successful NG Owners Club National Rally at Stratford Upon Avon, for which we were blessed with beautiful weather. Some interesting cars were present this year and I am looking forward to seeing a couple of others than I know are nearing completion.

Over the past couple of days I seem to have been flooding the NG Facebook page with meetings that I have found and shared together with others that people have kindly sent to me, so keep an eye on our page. As you can see from the events calendar there is still plenty of events that you can attend in your NG before the end of the season.

It might be tight for this issue, but Angela and Robert Morrison invite members to their summer soirée and cream tea in their lovely garden at Hailsham in East Sussex.

An event that I am involved in is the HURSTPIERPOINT FESTIVAL 2023, now in its nineteenth year. The Treasured Transport Parade is part of Super Sunday which this year is on the 17th of September. It would be great if some of you could come along.

Last year there was a good attendance from Past N Curious, N G Owners





Club members and others from local classic car groups. This time we would like to eclipse last years numbers for what is actually a really grand day out. The High Street is closed after the parade has gone through to park on the recreation ground for the afternoon. There are all manner of entertainments, music, food stalls even a barn dance and of course our pubs which will be heaving. So something for all. The parade assembles at the lovely Washbrooks Farm Centre which overlooks the the stunning South Downs. You may recall my report from last year and the fun that was had by all. If you would like to come along, email me and I will send you the details.

I would also encourage you to book for this years Christmas lunch as it is a wonderful opportunity to catch up with one another at this social gathering.

Please let me know if you would like to host a meeting for club members in your area or know of any events around your way that I can share with everyone. As always: "If you go, let us know"!

Dave



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**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 NG club members.

Most of all you will be joining one of the friendliest car clubs around !

Contact Bob Morrison, Membership Secretary – details inside front cover

The following have recently joined the ranks of NGOC :

ChanginGear welcomes these new Members and hopes that they will get out and about in their NGs and meet many others NGers.

Tim Holway	1724	Leicestershire
Mark Cox (Returning to the Club)	354	Cambridgeshire
Neil Cook	1725	Angus
James Mason	1726	Hertfordshire
Gordon Davidson	1727	Fife
Mark Impey	1728	Berkshire
Laurie Bush (Returning to the Club)	0198	Norfolk

We look forward to hearing from you in due course with 'your news' to publish in ChanginGear

- Thank you and Welcome, Charlie, Editor

**From the membership Secretary**

It was really good to see so many of you in Stratford and I hope you all enjoyed yourselves.

Recently, I sent out an email to all our local South East members inviting them to our annual 'Cream Tea in the Garden'. 25% of the emails bounced back as undeliverable. I know the club may be low on your priority list, but if you change your email, could you please let me know so we can keep you updated?

Many thanks, Bob ([rmorri1847@aol.com](mailto:rmorri1847@aol.com))



2023 Event Calendar		
5th - 6th Aug	Weald of Kent Steam Rally <a href="https://wealdofkentsteamrally.co.uk/">https://wealdofkentsteamrally.co.uk/</a>	On-line to book
11 <sup>th</sup> - 12th August	Old Timers Grand Prix, Nurburgring	John Watson
13 <sup>th</sup> August	The North Devon Festival of Transport North Devon Sports & classic Club	On-line to book
19 <sup>th</sup> August	Capel vehicle Show Surrey. RH55LB Registration required	John Watson
20 <sup>th</sup> August	GVEC Manor Park Classic Vehicle Show Glossop	On-line
26 <sup>th</sup> August.	Barns Green Classic Car Meet. (Donation Entry) Op. Queens Head, Barns Green, Horsham. RH130PS	On-line / Face- book
August	Hesslewood (E. Yorkshire) Classic Car Rally	On-line / Check date / Info only
26 <sup>th</sup> - 27th August	Egham Show Surrey <a href="http://www.eghamroyalshow.org.uk">www.eghamroyalshow.org.uk</a>	John Watson Pre entry only
27th August	Alfriston Fete	Angela Morrison
28th-August	Prestatyn Classic Car Show	On-line / Face- book
2 <sup>nd</sup> Sept	Cookham Regatta. SL69SB Pre-book <a href="http://cookhamregatta.org.uk">cookhamregatta.org.uk</a>	On-line
September (check date on line)	Classic Car & Vintage Rally, Amerton Staffs	On-line / info only
Sun. 17 <sup>th</sup> Sept	Basingstoke MGOc Doughnut Run Pre- book <a href="http://www.basingstokemgclub.co.uk">www.basingstokemgclub.co.uk</a>	On-line
16 <sup>th</sup> - 17th September	Kop Hill Climb. Bucks. HP270LA Pre-book? <a href="http://www.kophillclimb.org.uk">www.kophillclimb.org.uk</a>	On-line
17 <sup>th</sup> Sept	Hinckley Motor Show (main event) Town Centre LE10 1DD 3 smaller shows during year	<a href="http://www.hinckleybid.co.uk">www.hinckleybid.co.uk</a>
19 <sup>th</sup> Sept.	Treasured Transport Parade Hurstpierpoint Festival	Dave Woolgar
Sat.23 <sup>rd</sup> Sept.	Castle Combe Autumn Classic Race Meet- ing. SN147EY	Info only On-Line
3rd December	<b>Owners Club Christmas Luncheon (see pages 56 &amp; 57)</b>	<b>Sue Bolton</b>



### Regular meetings

May be seasonal always check with organisers - Some also have web sites.

9am - 11.30am Check for venue	Four Counties Classic Pub breakfast meets around North Surrey / Kent.	Facebook
10am on. Various dates	Past N Curious, Newhaven / East Sussex, Two main venues.	Facebook
1 <sup>st</sup> Sunday 2pm - 4pm	Classic Car Sundays. Alton Hants. GU344BH	Facebook
Various dates & times	Port Solent Car Meet Some are themed.	Facebook
4 <sup>th</sup> Sunday of each month.	Goldalming Breakfast Run. Jack Phillips Pub. GU71HR	Facebook
10am - on.	Hidden Valley Breakfast Meeting Ilfracombe EX348NU	Facebook / check
8.30am - on.	Vintage Tyres Breakfast Meeting Beaulieu National Motor Museum. SO42 7ZN	Facebook / check
2 <sup>nd</sup> Sunday 10am - 1pm	The Riverview Meet (Pre-2003) Forest Row RH18 5DW	Facebook
4 <sup>th</sup> Sunday 8.30am - on	Horton Historic Vehicle Club Cross in Hands Old Sodbury BS37 6RJ	Facebook
2 <sup>nd</sup> Sunday 830 - 11.30am	Black Swan Classic Car Meet Ockham, Surrey. KT111NG	Facebook
Various dates	Southern Classics. Shows / meets	<a href="http://www.southernclassics.org.uk">www.southernclassics.org.uk</a>
Various dates	Storrington & Dist. Classic & Sportscar Enthusiasts. Shows / meets	<a href="http://www.sadcscase.co.uk">www.sadcscase.co.uk</a>
1 <sup>st</sup> & 3 <sup>rd</sup> Thur.	The Coopers Arms. Weston On Trent. DE722BJ	On-line <a href="http://www.coopers-arms.co.uk">www.coopers-arms.co.uk</a>
Occasional	British Motor Museum Gaydon Various events through the year.	<a href="http://www.britishmotormuseum.co.uk">www.britishmotormuseum.co.uk</a> Facebook etc.
2nd Tuesday evening April - Oct.	Gaydon Gatherings Anything interesting	Tickets as above

The NG facebook page (<https://www.facebook.com/groups/NG.Owners>) is also well worth checking but, as with the magazine, it is reliant on NGers spreading the word, so if you hear about an event that you think would appeal to others please share the details.



## .Wallingford Vehicle Rally, Oxon 14th May 2023

This was one of Paul's favourite NG events, so I feel it's fitting to keep the organisation in the family and continue its success. We have a faithful core group who have attended a number of times and this year we had some first timers and guest cars making up our contingent. Wallingford Vehicle Rally is a local fundraising event, with a parade around the town, then parking up on the Kincroft for the rest of the day. There are charity stalls, fire fighter demos, the Sporting Bears and this year, Chitty Chitty Bang Bang attended too.

The tickets went on sale in early February, so Paul's sister Jane, and myself were poised ready and bought 17 between us. They all sold out within 20 minutes - fastest finger first!

Bright and early on the 14th, we gathered at our meeting point before heading to the sports ground for a chance of coffee and bacon rolls. We were 16 vehicles together at this point, Phil sadly sidelined by a car problem. First chance to mingle and chat with other attendees and there are always people very interested in our cars. Across the rally, there were approximately 300 vehicles, from Mini to Military, Limousine to Lamborghini and everything in between.

The parade set off at 10.00 with our NG's; Rich & Sue, Jeffrey & Susan, Alan, Ed & Loraine, John H, Nigel, Paul S, Dave, Peter, Jeff S, Dave and Sue, Mike M and myself & Sophie, plus Jane in an MX5, my neighbours - Steph & Brian in their MGB GT, and John in his special edition Lupo.



The sunshine had brought out many spectators along the route, there was plenty of flag waving and compliments received as we drove through the streets to a packed town centre, around the ring road to the Kincroft. Rich had a problem with his fan and overheating, but soon joined us in our designated area, so we were all pleased to be parked up together.

A little bird had told me it was Ed Powell's 50th birthday in May, so, once the chairs and picnics were out, we surprised him with a card, gift



and birthday cake to celebrate. (sorry Ed, blame Loraine!!).

I have since been notified by the organisers that £25,000 was raised for local charities. Thanks to everyone who came from near and far to support this event. I know everyone enjoyed it and I hope to be first in line for tickets next year!

### *Bernadette Bennett*

The day started very overcast with quite a nip in the air. The arranged meeting point for the NGs on Sunday morning was the local "Lidl" car park. I was staying in Brightwell-cum-Sotwell, about three miles away, and was the last to arrive, but on time I may add. Our tickets had been obtained by Bernadette back in February, the 250 tickets for the whole event are like gold dust and normally sell out in around thirty minutes so I'm not sure how she managed it !!

The assembly point for the rally, Wallingford Sports Park, was a short distance away and the journey was completed with the



fourteen NG's still together. The parade through the town started at ten o'clock and fortunately the skies had cleared by then to reveal the sun shining brightly upon us. Thousands of people lining the streets along the parade route, yes I do mean thousands. With the temperature of the day getting hotter unfortunately so did some of the cars. The parade around the town and surrounding roads ends at "The Kinecroft Park" near the centre of town, all vehicles are then displayed, including "Chitty Chitty Bang Bang" this year, along with a fun fair, children's climbing wall and a parade ring for various demonstrations throughout the day such as the Fire Service showing how they remove the roof from a car using the "Jaws of Life", a few snips and off it comes!

This year had a great turnout of NG's with 14 in total coming along

*Alan Goodburn*





## The 24th Jorvik Classic Car Run

On a cold but bright morning I picked up my son (navigator) for the Jorvik Classic Car Run in North Yorkshire; as we made our way past York the sun came out and stayed there all day. We passed the old venue of Castle Howard and went through Malton to the "NY 500 Cafe" near Pickering, all based on motorbikes, cars and anything with an engine, which turned out to be a great starting point.

Straight away we noticed 2 NGs never seen before which made a total of 6 taking part. After exchanging greetings and congratulating John Watson on being our new Chairman of the club, we collected our route instructions and commenced the 100 mile run along with the other 60 classic vehicles.



This took us through some well known Yorkshire land marks; Rosedale Abbey, Gothland (home of Heartbeat TV series), Fylingdale Moor and many lovely small villages, just passing by both Whitby and Scarborough with fantastic views over a flat calm sea.

I thought I knew this area well but I did not know that some of the roads we ventured down existed, with grass in the middle and very narrow, a joy to experience.

We then wended our way back to the NY 500 Cafe where Derek Mathewson (Bangers and Cash) presented the Trophies for various categories.

The event was organised by the Ryedale & York MG Owners Club to raise funds on behalf of the Yorkshire Air Ambulance and a cheque was presented to them for £3800.

*Ken Elliott*





## A Tale of Two Cities (well Villages!)

The weekend of the Winchcombe Rally was only one evening away. BOW ready to roll and all packed. My co-driver, Harriet, had just finished defending Windsor Castle from potential marauders and arrived complete with soft luggage and armed with her mobile phone and the installed WAZE app. She put in Gretton UK, the place we were staying. All good, a two and a half hour drive, exactly as my AA route finder had stated.

We set off, M4, M40, and knowing the rough route, I then turned onto the A40, but a desire for a comfort break quickly decided us to turn for the back entrance to the M40 services. Having lightened the load Harriet informed me it would, according to WAZE, be slightly quicker on the M40 for one junction, so off we set.

We eventually arrived just one mile from Gretton and found a most welcoming pub for a drink and the need to text the landlord of our Shepherds Hut. I'd forgotten the info sheet on the exact location and key box code. I sent a text to the owner asking she resend the instructions via WhatsApp. I was duly sent the attachment, but alas I couldn't open it and asked if we could speak on the phone. The phone rang and I explained we were at the Sondes Arms in Rockingham and according to others in the pub, we were just minutes away. There was silence on the other end of the phone.... Then the male voice, her husband, explained we were about two hours away from THEIR Gretton!! It was now around 9.30 pm. On explaining the news to the owner of the WAZE app, she folded her arms on the bar, lay down her head and rather loudly exclaimed "Oh Feck!" well something similar. After people had stopped laughing and some even clapping, the pub offered directions to various local hotels. However, having imbibed a couple whiskey's, Harriet decided perhaps, by correctly putting in Gretton Cheltenham, we should go on. It was now 10pm!

For that entire journey, my co-driver issued instructions, just like a rally navigator. Not once taking her eyes off the WAZE app. For those unfamiliar with the true ability of this app, not only was I being given minute by minute route instructions, occasionally this would be interrupted with "potholes 300m!". This commentary was rather interesting over the 2 hours, but I hadn't realised that despite the darkness, Harriet had been wearing her sunglasses all this time in order



to avoid the glaring head lights of oncoming traffic, the efficiency (speed) with which we attacked the country lanes had felt to her unnerving. We arrived safely at 12.15am It was only the following morning that Harriet revealed, she had been terrified during that drive and that WAZE had kept her eyes off the road and enabled her to concentrate on directing me!! Interestingly the WAZE app can do that. A must have chaps, if supportive instruction is preferred to your co-driver screaming!

And we're still smiling

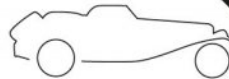
Jahn



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## The National Kit Car Show, Malvern

The forecast for the weekend at Malvern looked excellent but when I left home in Kent at 6:30 am it was under leaden skies with a chill north wind. When I checked my chosen route just before departure Mr Google showed no delays and an estimated journey time of just under 3 hours for the 160 miles. I headed off onto the M25, surprisingly busy for that early an hour but moving freely, then onto the M40, past High Wycombe in just over an hour then onto the A40; no more motorways, A roads only until Malvern. As I reached Oxford the clouds began to part and skies got ever bluer. After a lovely sunny drive through the Cotswolds via Cheltenham and Tewksbury I arrived at the Three Counties Showground, nestling at the foot of the Malvern Hills, just before 9:30, almost to the minute as predicted and pulled up into what I took to be the allocated NG club area.

Moments after I pulled up Chris Currie arrived in his beautiful TC V8 with son William as co-pilot and with his trusty little teardrop caravan in tow. A waved greeting then he carried on round to the camping area to drop it off.

I had just set up the club flags when Mike Manners arrived in his TD and as he parked up alongside me I turned round and spotted the "NG Owners Club" marker; I'd misinterpreted the site plan and claimed the grass access road... oops!

A quick repositioning of flags and cars and all was ready to welcome other NGers. Our area gave a good view of all the cars arriving, with a backdrop of the hills beyond.

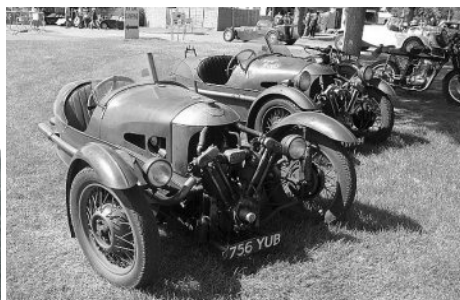
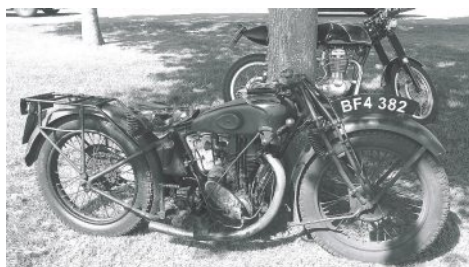
Among the early arrivals was a super red Formosa, with BMW 523 engine, the first long run for the car whose build I have been following on the "Homebuilt Cars from scratch or kits" FB pages, looking even better in the flesh.



A steady stream of Cobra replicas, Westfield/Caterham types and a surprising number of beach buggies was interspersed with a great variety of kits new and old, plus low volume fibreglass classics and home-built specials and most welcomingly some more NGs swelling our numbers



to eight for the day on Saturday. I suppose unsurprisingly, given the location, a couple of original and definitely unrestored, JAP engine



Morgan 3 wheelers arrived with an equally original Terrot motorcycle of similar vintage, I would guess

they had dropped in for a quick look before continuing on a nice run out in the sunshine.

The classic low volume/kits area had some beautiful cars on display over the weekend including an immaculate Ginetta G4, a Peerless GT, looking magnificent after many, many hours of restoration work by the owner, and a couple of Rochdale Olympics, one each day, and a





### Gilbern GT

The area for one-off home builds included one with a nod to a 1930s Le Mans Bentley, based on a Sherpa chassis and a Rolls Royce engine from a Vanden Plas 4L R. I know that Ettore Bugatti used to refer to Bentleys as lorries so I suppose a Sherpa isn't such strange parentage! The builder's hours of work have created a car that gives a great way to experience the vintage feel on a limited budget.



As an alternative to things automotive there were a group of BMX riders performing death defying stunts and jumps throughout the day, including a high jump competition where the winning jump was to a height of 12'+



The final NG arrival on Saturday was Dave Woolgar, the furthest travelled with a 170+ mile motorway-free cross country route, bringing the club tent, providing some welcome shade and shelter from the breeze for brewing tea on the camping stove kindly loaned by Chris Currie.

At opposite ends of the spectrum with regard to the cost of component parts were an immaculate Daytona Spyder replica, using many genuine Ferrari components including a period correct 4.4L Columbo V12 engine, with the finished car for sale at a shade under £160,000, and an attractive little Dutch produced Burton using 2CV running gear. I've seen finished cars on the continent but this is the first that I've seen one in the UK, all be it just a rolling chassis and body needing to be built.





A total of 8 NGs had made it the show on Saturday and we were pleased to have visits from several owners who were currently rebuilding or recommissioning cars and seeking advice or inspiration.

After a warm and sunny day the cars headed for home, or to overnight accommodation for those staying for the second day, in my case fitting the sides to the club tent and putting up my camp bed - well someone had to guard the biscuits.

A final wander round, before turning in, was illuminated by the rising of a decidedly pink, strawberry, moon, looking huge as it emerged above a line of distant trees.

Sunday dawned grey but with the promise of another warm and sunny day and sure enough by the time cars began to arrive the clouds had cleared and the showground was basking under a clear blue sky once more.



First through the gate was Ed Powell in his very nice TF, accompanied by Lorraine and pup Cooper, and after a quick circuit of the show ground they arrived at the club area.

Paul Strickland returned, having had a comfortable overnight stay at the Spa hotel, and gradually our numbers grew to a total of 9, with Tim Holway and Alex arriving in their recently acquired TF having had a few problems with the electric fan on their trip up from Hertfordshire.







Walking around the showground it seemed a little quieter on Sunday than it had been on Saturday but there were new arrivals to see, some immaculate like the red Gilbert GT and blue Rochdale Olympic in the 60s area, others decidedly less so; the 1963 Falcon 515 displayed in the same area and described as a restoration project will need a huge amount of work to resurrect it. While the body didn't look too bad the chassis was little more than a loose assembly of rust flakes. As it's bonded into the body



repair will be a formidable task.

The trade hall had some beautiful GT40 and Cobra replicas. I was pleased to see Westfield and Chesil, rescued from insolvency, back with a busy stand and displaying fully electric versions of both models.

Although a smaller and quieter show than in its heyday the move to Malvern is a great improvement over Stoneleigh and I enjoyed my weekend there. It was good to see those NGers who came, just a shame that there weren't more there to enjoy the splendid weather and lovely setting.



Charlie



## Centenary Le Mans 24hr Race

The car had barely cooled down after the return from Malvern before it was time to load up and head off to catch the midnight ferry from Newhaven for my annual visit to the Le Mans 24 hr race.

Since my visit last year Rouen had established a ULEZ however the exact boundary was unclear; while some sources suggested that the through routes were not in the zone, on the map it seemed that they were. To avoid any problems I decided to amend my habitual route and pass well to the west, crossing the Seine on the Pont Brotonne.

The ferry got into Dieppe at about 5am and I was clear of border control and on my way shortly before six. I started off following my usual route towards Rouen and was amazed to find that the new section at the start of the N27 has been finished at last; for years there have been tantalising glimpses of a bridge to nowhere and some major earthworks and now finally the carriageways have been completed and I was crossing that very bridge, before swinging off towards the west.

As the sun rose I skirted Yvetot and crossed the Pont Brotonne in sunshine, looking down on Caudebec-en-Caux where we stayed last year for the Caux Retro. All was going smoothly until I came to a "Route Barre" blocking my intended route.



Moments after turning onto the "Deviation" route I spotted a Boulangerie Patisserie, seemed the ideal opportunity to partake of a pain chocolate and consult the map. It looked that the Deviation route would mean that I would join the D438 at Brionne, one town further down than I'd planned, no problem and, as it turned out, a very pleasant drive through the forest on deserted roads.

Once I was on the D438 I was back on familiar roads having used the route for the past 40 years on my Le Mans trips, when I first came it was the N138 and was the main road to Alencon & Le Mans. It is much quieter since the péage has taken all the traffic. Over the years the French have adopted roundabouts enthusiastically (on my first trip I think that there were only two on the whole route) and many of the little towns have acquired by-passes. The remainder of the journey was



completed without problem until my final approach to the circuit when confusion between the red arrows for Parking Rouge and Camping Rouge led me astray however after a bit of messing about I pulled into Tetre Rouge where my camping ticket was exchanged for an enormous red windscreen sticker. It was the first time that I had camped in this particular site and was delighted to be able to do so as it is the most convenient for access to the circuit. Until I



received the Tetre Rouge ticket, benefitting from a late cancellation a couple of weeks before the race I had expected to be in Beausejour, the most distant site. Camping Bleu Nord, where I had booked, had been taken over for additional parking in anticipation of larger than usual crowds for the Centenary and everyone had been moved to Beausejour.

I found a vacant pitch with a tree to give a brief patch of shade and started to put up my tent. First problem; after weeks without rain the thin stony soil was as hard

as concrete and my tent pegs could make no impression. I was helped out by my friendly neighbours who had come prepared with a battery hammer drill! After pre-drilling for the pegs the tent was up in a few



minutes - the tent itself is a veteran having been used on my first visit to Le Mans in 1983.

Time for a trip out for a very fine, and inexpensive, three course lunch a few miles south of Mulsanne and a visit to the supermarket for provisions on the way back to the circuit to catch the "Hyperpole" shoot-out for pole between the top 8 qualifiers in each category. Thursday night always used to be two two-hour qualifying sessions in darkness for the race and I haven't got grips with the new format of the half hour shoot-out at 8pm. Feeling that I'd had a bit too much sun I had what I intended to be a brief lie-down only to wake up and find that I'd missed the Hyperpole and Ferrari's capture of the front row....Damn!

Friday always used to be the day for a trip to explore as nothing much



was going on at the circuit, the public road sections were reopened and it gave the chance to drive down the Muslanne, along to Indianapolis, Arnarge and up to the Porsche curves but all that has changed in recent years. The public road sections remain closed and there are qualifying sessions for the Porsche Carrera Cup and Ferrari Challenge cars and a "Road to Le Mans" race. This race was incident packed resulting in much of it taking place under yellow flag conditions or behind the safety car so not a thrilling race however Valentino Rossi, in his first season on 4 wheels, secured a class win and announced his intention to contest the full 24hr race next year.

As this year is the centenary of the first race in 1923 there was a parade of past winners spanning the period. I watched the more recent cars, all of which I had seen racing in period, coming down the hill from the Dunlop bridge and then realised that the older cars were being taken off the circuit just before the bridge to return to the museum on the service road. A quick sprint up the hill and I had a close up view of iconic cars passing within touching distance.



Lorraine Dietrich B3-6 Sport 1926 winner



Jaguar D-Type Winner 1956



Ford GT40 Winner 1966



Porsche 917 1970 Winner



Saturday dawned with sunshine but with the threat of thundery showers and I strolled the few yards from my tent to watch the support races, firstly the Ferrari Challenge then the Porsche Carrera Cup, plenty of cut and thrust to whet the appetite before the main event.



Then back to the tent to make sandwiches and drinks ready for the main event before returning to my usual spot. In previous years provided that I'm in position by 12 o'clock I have been able to set my chair at the fence with an uninterrupted view, this year the fence was already one row deep along the entire length, nevertheless provided that everyone didn't jump up at the start I would have a good view.

The viewing screen opposite showed the build up on the starting grid, the helicopters started to circulate and the Goodyear airship made lazy circuits. The safety car led the cars at a gentle pace on the formation lap about 10 minutes before the start.

Excitement mounted as the clock ticked towards 4 o'clock, the Patrouille Acrobatique de France trailing red white and blue smoke roared overhead, the engine noise of the cars increased; the race was underway and moments later the first cars burst into view beneath the iconic arch of the Dunlop Bridge.



I was hoping that this year, after years of decline in the manufacture support top category resulting in little competition for victory, the race would return to its former greatness as the Hypercar category had 16 cars from 7 manufacturers all with a chance of victory. As the cars streamed down the hill on their first lap the two Ferraris were in the



lead, marking their return to the top division for 50 years, with the Toyotas snapping at their heels closely followed by the Porsche, Peugeot, Cadillac, Glickenhaus and Vanwall cars and the massed ranks of P2 cars and GTs all with class victories to battle for over the next 24 hours.



Heavy localised rain in the early hours of the race, where the south eastern corner of the circuit was awash while the remaining parts were either merely damp or bone dry, caused numerous incidents and frequent deployment of safety cars, slow zones and yellow flags. The lead changed hands several times with Peugeot, Cadillac and Porsche at the front for a period but the lead returned to Ferrari and, despite dramas in the final couple of hours, come 4 o'clock on Sunday a historic victory went to Ferrari by less than half a lap from the sole remaining Toyota with a Cadillac taking the final step of the podium.







The top 9 places were taken by the Hypercars with 6 different manufacturers represented; 10th place was taken by the best of the P2 cars. Victory in LM GTE AM went to the Corvette, a fitting swansong to their 25 years of participation, and frequent success, in the GT category.

All in all a very fitting centenary race and an encouraging opening to a new era, with a further three manufacturers confirmed to participate in the Hypercar next year.

I view of the additional crowds I decided to delay my departure until the Monday morning so made an early start, packed the tent away and left the campsite at just after 6:30am with an easy drive through Le Mans and on to Alençon in the morning sunshine. Sadly as I headed north I encountered fog and apart from a brief sunny break when I stopped for breakfast at Caudebec-en-Caux on the north bank of the Seine, it remained for the rest of my day in France. My plan to meander along the picturesque north coast rather spoiled.

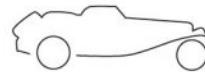
I had considered making this my last, being 40 years since my first visit to the 24hr race as well as being the centenary event, however in light of the good race and promising outlook I'm sure that I'll be back next year.

*Charlie*

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## The NG Awards at the National Rally.

1. **Phil Prior**, Membership no 13! - **TA Cup**: Awarded for his reinterpreted TA, a quite stunning design incorporating some TA body parts, but with TF wings and a unique scratch built rear boot
2. **Ray Bolton** - **Chester Cup**: For the continuous modification of his beloved TC over 23 years
3. **Toby Tyler** - **TC Cup**: For his most original and unmodified, yet reliable and well-travelled car.
4. **Steve Tyler** - **Bent Valve Trophy**: For the sad tale of a journey that began with good intentions, but ended way short of the target!
5. **Jeff Stretch** - **Peacock Trophy**: Jeff had not missed a National Rally since 1981, and has only done so this year because Sue his wife was too unwell to travel.
6. **Paul Strickland** - **Editors Cup**: For his superb account of his once in a lifetime adventure crossing America in his Henley.
7. **Chris Hollier** - **Concourse Cup**: For his beautiful and redesigned TC. Spotless inside and out and complete with a mobile garage ☐
8. **John Hoyle** - **New Members Trophy**: John and of course Barbara, were instrumental in growing the NG sales business, and in later years John proved to be an excellent Chair of the NGOC. Like the many engineering parts that have been repurposed and now form part of our NG's, so the new member's shield has been repurposed to encompass any description the current Chair feels appropriate, in this case John is no longer a committee member, but an active new member of the back benches!
9. **Murray Burgess** - **Special Award**: Occasionally the Club has reason to mention extraordinary deeds carried out by its members. In this case Murray was given a special mention. At our 40th Anniversary of the NG, we hoped that at least 40 NGs would appear at the National Rally in 2019. Murray ensured we reached that target by trailering his unfinished NG to our National. He has now sold the finished car and moved from Birmingham to Scotland! Yet he felt honour bound to attend this year's National, and in so doing clocked in total some 900 miles. Now that is the Club spirit that we all aspire to.

★ Numbers refer to photos of the winners on the centre pages ★

*John*

# The National Rally







Nat



# y Award Winners



## ational Rally 2023





# The National Rally







### Three generations to the Rally.

I don't get to drive our family NG's as often as I would like, but one event on the calendar I try to always attend is the annual club rally. Earlier this year I promised dad I would get the rear axle seals and brakes sorted on our TF. For several years the brakes efficiency had been reducing and the last MOT rolling road brake test had been marginal. Our friendly MOT tester said ...needs attention. I did not want a last-minute rush and so for once got myself organised and I planned several weekends well ahead of the rally to prepare the car with my father. Two weeks before the rally work was completed and the TF was ready. I had an enjoyable drive to work and back to give it a good shakedown.

That left ample time before the rally to get the TD out of storage, dust it off, run to work a few times and maybe even give it a good clean. All was good, so I thought, and I had holiday booked on the Thursday, Friday and Monday around the rally weekend to relax and prepare and even .....wash the TD. This year it was planned that I would drive with Dad in the TF sharing the driving, and Andrew would use the TD and drive home solo on the Sunday afternoon.

Thursday arrived I had a day to prepare with basic checks, tyres oil water, cleaning and packing including the usual shoe horning in three camping chairs and essentials into the rear. Wash bucket and Autoglym products ready to hand I was deliberating what to do first. Then many seemingly odd random background thoughts in my head assembled together and I realised I needed to a very thorough mechanical check of the car first, especially with Andrew now driving the car.

Andrew's Land Rover 90 had recently failed it's MOT due to the NS rear brake barely working- a frustrating moment during the MOT watching the rolling road brake efficiency gauges and willing the NS gauge needle to follow the OS. It did not! Discussion followed with our MOT tester and it was concluded most likely problem being the slave cylinder sticking from lack of use. When Andrew undertook the repairs, he found there was no brake lining left on the shoes! I had owned the Land Rover for the previous 12 years, it never failed an MOT on brakes and I had never taken the drums off to check the shoes. Oops.

With the TD up on axle stands and drums off all looked ok, shoes dusty and dry and no drips. But looking under the outer rubber seals, alas,



there was fluid beginning to build up. In my experience fluid leaking this amount means the bore will be corroded and needing replacing. On stripping the OS apart the bore was pitted and yes it needed replacing. Fortunately Dad had a spare cylinder and lives a mile away as the crow flies. It didn't fit - the locating dowel was sightly off set. The bore on the new and old wheel cylinders was different and that was why the dowels were in



different places to prevent a potential mismatch of parts. Don't panic I have the whole day and it's still early I reassured myself. To great relief the closest MG specialist, Beech Hill near Reading, 28 miles away was still in business and short phone call later I was sifting through my folder of receipts from the original owner to see if I could find a part number. Essential to save a wasted journey because 1967 was a changeover year for brake parts, their stock was low and not due to be restocked before the next afternoon. I found a receipt dating from 1986 with the part number but my luck was running out - out of stock near Reading. My next nearest source was Moss near Heathrow. "Sorry no stock here sir, but we do have 34 at our Braford premises". Then I membered Sussex Classic Car parts and fortunately for me they had plenty in stock. After a 100 mile round trip taking 3 ½ hours I arrived home tired and hungry with the parts I needed. It was now 6pm and I had both sides to change (yes the NS was as bad too), brakes to bleed, other checks to complete and a test drive.



While I was out on my jaunt round Sussex, Surrey and Hampshire, Andrew had arrived home, so I had a pedal pusher. Perfect, proceeding were finally going well. The OS cylinder clip fitted quite quickly but the NS seemed to take forever and forever and yes forever to get the clip to locate correctly without damaging it. Andrew sat patiently by watching me struggle and offered several times if he could help - I carried on stubbornly. Success finally but I then had issues getting a good seal between the bleed nipple and



my usual bleed hose, because the manufacture had reduced the size of the metal lip on the nipples to almost nothing - to save cost? Andrew was very patient as bleeding was very slow as I battled underneath fighting spanner and nipple, hose and fluid. Side to side back to front, eventually I won, we had a firm brake pedal!

Seems so long ago the hot dry weather we had around the rally. Hot and tired with light fading we were finished at 21.30 ready for a test drive. The V8 roared into life, warmed up quickly and off we went, I drove first and Andrew back. The frustration of the day was gone, the evening warmth and light perfect, the sound, feel and smell of the car amazing and the adrenalin rush from a gentle blast round the town bypass and back was a great feeling.

It got even better when we got home, Andrew climbed out beaming from ear to ear, gave me a big hug and said that car is AWESOME, I love it, thanks Dad.

There was lovely friendly welcome on the field at Riverside the next day as we drove in. Dad and I arrived first in the TF1800 we had built together and Andrew close behind driving my TDV8 that Peter Phillips had built in the same year. Both cars are early Laundry Lane, New Milton 1986 era NG's.





Andrew driving the TD reminded me of a photo from an 80's promotional brochure.

I was so happy to be together with my father and eldest son and the NG family. It was so good to meet old friends and make new. I must

thank everyone, club committee, NG owners, families, and Nick Green for being together to make a thoroughly enjoyable rally weekend.



Thank you.

See you next year.

*Dave*

**Post script:** Driving home Andrew took a photo of the gauges to show me all was good with the car in his care!





## The National that wasn't

To be fair I had had the warnings, 5 weeks previously, during the Jorvik run we had one or two complete cut outs lasting about 1 sec, not enough to start fault finding. As a precaution I ordered a replacement coil, leads, points and condenser, I also made a bypass lead, to give a permanent live to the coil should it be a problem with the ignition supply or rev counter.

We set off for the rally with high hopes which were dampened by heavy stop start traffic and resultant high temperatures and an occasional misfire, now frequent enough to notice the rev counter drop in unison so I was confident it was a low-tension issue. The misfire, although very infrequent, improved as the traffic started to flow and the car cool down a little. As we were cruising along at a slightly illegal speed with the caravan in tow, we became aware of a cracking sound from behind so I pulled in to confirm



that the caravan cover was secure, it was not until we got under way again that I realised it was backfire reflecting back from the caravan. Confidence was growing as we made good progress until meeting standing traffic on the A1, after 5 minutes the car died in lane 2 just as the traffic started to move with lots of strange looks as people manoeuvred around us. Fortunately, a sympathetic and understanding lorry driver realised our predicament and shielded us from behind as we pushed the car and van across two carriageways plus an entry slip road, not all heroes wear capes. We shouted our thanks and he wished us luck. As the hard shoulder which we were on was a good size I decided to have a go at resolving the issue while Val kept an eye on the approaching traffic from behind the barrier.

I removed the points which appeared to be in good condition and went to fit the replacements only to find they were wrong, where they were from fails me and I had not included the recently purchased ones with my spares. I refitted the





points with the original condenser and the car would start and run for a short while before petering out. I replaced the coil and HT lead and checked all contacts but could find nothing obvious. After around an hour the car appeared OK although I had not found or changed anything obvious, I was considering heading home but with a bit of bravado we decided to press on. The fault was non-existent for some time until we were on the M1, the lack of hard shoulder made me chicken out and exit down a slip road at J29A, conveniently next to an emergency phone which I used to inform the highways and then contacted the RAC by mobile, a mechanic was in attendance within an hour which I had spent double checking everything again.

The mechanic was very helpful and tried a few obvious things but admitted that he was more used to plugging a diagnostics unit in. Our plan was now to get the NG home and travel to Stratford in the morning with the tin top, the RAC man offered to keep the caravan on his drive overnight, thus making our single vehicle recovery more straight-forward. After he logged our details we waved goodbye to the caravan as it departed behind a bright orange van, it was around 6pm.



I received a text from the RAC to say our status had been updated and that recovery was expected before 10:30 and we would receive further updates. With no further updates 10:30 I spent 20 mins on the phone before finding our incident was closed, they had not been able to find us and we did not answer the phone when called, which was unlikely as the number the quoted has been out of use for over 8 years, it took a further 10 mins to explain where we were despite having been visited by their mechanic. I was assured they would deal with it as soon as possible. While we were waiting, Highways visited for a second time and insisted that we were towed to a nearby industrial site with services for our safety, I had previously declined for fear of our priority being downgraded.

To cut a rather uneventful story short we were finally picked up at 4am



by a taxi and was assured that a recovery truck was on route to collect the car. While on route home I received a phone call from the recovery driver to say the car was safely loaded and that he would take good care of it. On arrival home I tried, unsuccessfully, to get an hours sleep and then set off back to collect the caravan, we were still of the mistaken belief that the NG would be returned that day and would need to be at home.

The car was finally returned home 4 days later none the worse for languishing in a compound, it would start and then die immediately. Consistent faults are always easier to trace. With a voltmeter across the points and earth I confirmed a good power supply when it died so despite never having experienced a failed condenser and a conviction that they suffer a complete short I changed it and the car ran perfectly. I should have been pleased but the realisation that we need not have suffered all the discomfort and easily have made it to Stratford cut deep.

I have for a lot of years been of the opinion that good old-fashioned points and condenser are great as they can be mended at the side of the road with an image of a little layby on an B road, far cry from my recent experience. About 25 years ago I retrieved a Lumination unit from a 260Z in a scrap yard paying a princely sum of £2, I still have it and may go modern yet, after all you can revert back to points if need be.

*Steve*





**"I had imagined this to be easier" or "The pitfalls of importing an NG to Germany and registering it there"**

Over the years, a number of vintage cars have come into the family, above all, air-cooled VWs have found their way into our collection. Now something "special" was needed... a pretty green NG TC - offered in Germany by the "NG specialist" Willy Rauschen - caught my attention. I kept going to Willy and his son Tobias' website ([www.to-sign.de](http://www.to-sign.de)) and looked there for the sporty gentleman's car in old British racing green, with Brookland's screens and side pipe. Then, a short time later .... I had to digest the "sold" sign on the website with horror. Too late! So... start the search over. During this time I kept going to (now that I've joined the club, I may say so) our club page and looked for offers. Somehow I was very focused on the NG TC with its wheel arches and pointed tail. Then, about two months later, a red NG-TF appeared on the club page. Neat condition, new and very nicely made beige interior... My man's heart must have fallen in love. In the next few days, contact was made with the seller in Suffolk and a lively email exchange followed. A few days later, the first hurdle was at the local German savings bank. A new two-page form for "Transfer of foreign currency to non-EU countries" caught the young bank official's full attention. Some of the information from my seller did not fit into the fields of the German form. The experienced colleague who was called then in turn consulted their boss and found some more information about the bank on the Internet and, after about 1 hour of intensive, joint work, the money was transferred. The seller was informed immediately. In the meantime, I had commissioned the aforementioned specialist company from the Rauschen family to collect and clear the goods. Since the import is now riddled with many stumbling blocks, I thought it would be a good idea to put this task in the hands of professionals.

A waiting period of approx. 2-3 weeks was announced and I then discussed this directly with the seller. After just one week, the seller received the information in the very late afternoon (8pm) that the car would be picked up the following morning at around 9am. The ferry would already leave the following day! Appointments already made for the next morning were postponed (many thanks!!!) and the car was prepared for transport. We were then picked up the next morning by a Polish colleague who unfortunately spoke almost no English at all. It was only thanks to the seller's prudence that all the papers were handed over (including the written sales contract...) and the car was quickly loaded. After I phoned





the Rauschen family a few days later, they contacted the Polish shipping company and then informed me that the car had been taken to a covered "collection point". Three weeks later the car left its home country. The car was taken directly to customs and had to be "released" there. Since I was the owner, I had to issue a certificate for this and hand it over to the Rauschen family with the purchase contract. The car could be picked up.



The first technical check was a surprise... During the exhaust gas check, the car boiled, all the headlights didn't work... a whole series of defects emerged.

The English seat attachments on both sides are not accepted by the German technical control (TÜV). The same goes for the mirrors that are too small in diameter. Since the seat backs are not adjustable and there is no sun visor (oh.. I love the thoroughness of German bureaucracy!) there was also an entry "serious defect". With around 20 of these serious deficiencies, the Rauschen family got to work. Most of the faults were electrical in nature... small fault, big effect. The central cable at the fuse box was off. It's no wonder that the Kenlowe fan can't help with the cooling and no light comes on either... After an experienced electrical specialist was deployed, a ground fault was also found, which in the meantime had led to the battery being empty and the car as a result no longer started. A newly installed battery was also empty again the next morning.... After a whole day of intensive searching, this problem was solved by a retired BOSCH car electrician. He climbed through the car in an acrobatic manner and certainly not only once cursed loudly about the misplaced electrical system. But he found the bug and fixed it. Some of the required parts could be ordered from a well-known German supplier and a hazard warning system was retrofitted.

The inspector also criticized the size of the side mirrors. "Especially in Germany, the left mirror is very important in a right-hand drive car! A longer and larger mirror must be installed here!"... In the big world of the Internet, chrome mirrors with a long arm from the VESPA scooter accessories were then bought and installed .



The second attempt at TÜV was crowned with success. "Without shortcomings". So I picked up the car from the Rauschen family with various individual reports (special reports for installed seat belts, non-adjustable seat backrests, etc.) and first brought



the NG on the trailer to Göttingen. The approximately 350km on the Autobahn was an experience. With this bright red classic car on the trailer, many drivers honked their horns when overtaking or showed their approval with the usual thumbs-up sign. Disillusionment then followed in Göttingen, because an appointment with the local registration office first had to be requested via the internet and the next free appointment had to be booked two weeks later... never mind... I used the time in between to clean, polish and read to shorten the time to the first exit. I would like to recommend the page [http://mg-wiki.britische-klassiker.de/index.php?title=Handb%C3%BCher/\\_Handbuch#MGB](http://mg-wiki.britische-klassiker.de/index.php?title=Handb%C3%BCher/_Handbuch#MGB) to you. There is a lot of good literature here for free!

The appointment with the registration authority was a surprise. For the "expert opinion on obtaining a special permit according to §70 StVZO and §47 FZV" an expert opinion must be requested from the Lower Saxony registration authority responsible for me. The very nice clerk informed me that this report could take up to 2 weeks. After a few minutes, the appointment - the application form filled out and handed over to the authorities with all the documents - was over. It was only at my constant insistence that I was given an extraordinary appointment for the following day. In the afternoon the call came that the expert opinion had been issued "through official channels". So I went back to the authorities the following day. The lady clattered all sorts of information from the reports into her computer system by hand and became more and more nervous. Again and again I saw a red error message from the side on her screen "Gasoline - incorrect entry and vehicle ID number may only contain 1-16 digits".... One could not enter the NG TF into the system because the vehicle ident -No. had 18 digits. Her boss, who was summoned, despaired even when trying to enter the car into the system. After two hours of searching together, the head of the authority then informed me that he first had to make a few phone calls to the software manufacturer and the appointment was again



postponed to next Monday. On Monday morning, around 9:00 a.m., the nice lady from the office called me and told me that the error had now been found and that I could make my way to the registration office - again with a special appointment. Everything was then prepared in the office and all the papers had already been issued. An attempt was made to manually transfer the "Manufacturer 900" field mentioned in the technical report. Instead, "Other manufacturers 901" would have been correct. This error then - for whatever reason? - caused the error with "fuel wrong" and "ID number too long".



With this German thoroughness and bureaucracy, nobody should really complain about any English cars and their electronics!

Just have the right number plates made and then back to the authorities. About 120 euros later (certificate for 45 euros, registration fees of another 50 euros, number plates for 25 euros....) I had all the documents together. The number plates were fitted on Monday evening and I drove my new old NG TF in the evening sun on the country roads around Göttingen for the first time. A fantastic and unforgettable ride... Everything, really everything worked... great! Smooth ride.

What remained was the realization that a hefty sum for transport, customs, conversions, expert opinions, authorities, etc. had to be added to the car price in the UK, in my case about 40%.

Nevertheless, after the first ride, I would do it again and again! Love my red NG....

"You can't create a general rule for imports, because it depends very much on the age of the vehicle. With many so-called specials, kit cars or more modern tuning objects, approval in Germany is hardly possible, even with connections."

I'm glad it still worked on my NG! But that was certainly only possible thanks to the good contacts and many years of work of Willi & Tobias Rauschen. Both have already brought more than 40 NG's to Germany in their careers....

*Johannes Wessels*



## TANK DRIVING EXPERIENCE

As some in the club know, Hana has never let me forget our visit to the Bovingdon Tank Museum during the very enjoyable club holiday we had in Dorset a few years ago. Tanks just aren't her thing, so she was not best pleased when I disappeared inside for a couple of hours. An afternoon drive to the coast for fossil hunting smoothed ruffled feathers, and thankfully she is not one to hold a grudge so enjoyment of the holiday was not spoilt. That said, Hana does not forget!

Hence, some years later to make the point she hatched a plan for my 75th birthday and presented me with a "Tank driving experience" at Tanks 'n Trucks near Faversham. I booked the event for the end of May and Hana suggested any club members who might enjoy a drive to Kent to join us there for a picnic on the day.

Tanks 'n Trucks are actually at Oare, a small hamlet on the banks of the Swale, where they have an area of scrub land for their operations. Oare was rather nice and had a similar quiet atmosphere as Bosham in Chichester harbour.

On arrival we found Charlie Killick waiting for us in his TC and Dave Woolgar rolled in shortly afterwards in his beautiful TA. Both had made significant journeys to get there and we were very pleased to see them as I had warned Hana that there were a lot of car meetings on that day and we were rather off the beaten track. Hana does a good picnic and lunch in the sunshine was enjoyed by all as we chatted and watched the guys preparing for my drive.

It was time to get started so I was shown pictures of the driving position and was surprised to see that the controls were much easier than expected. I had assumed there would be a lever system with brakes for each track to steer with, but it was a simple steering wheel with some clever system that converted the wheel motion to vary track speed and hence steer just like a car. Even the gear change was automatic, so it was really no more complex than an automatic Fiesta.





I was told that the vehicle was an Austrian built Saurer 4K-4FA that was designed as a "hit and run" type built mainly for quelling occasional border problems. It would probably have been operated by reservists with little training, hence the need for it being simple to operate and as armoured vehicles go, quite light at just 15 tons. It was really more of an armoured personnel carrier that could take a raiding party in and out quickly and in it's original form would have had just a 25mm cannon armament. The one I was to drive had been fitted with a larger barrel than it would have ever had in service by someone who just wanted it to resemble a larger tank.

The instructor started the engine before boarded via a ladder against the side. The driving compartment was small and the entry hatch clearly designed for a smaller person than I, but I managed to lower myself down taking care to heed the warning that if I moved the steering wheel as I slipped my legs around it the tank would turn on the spot.



The instructor climbed into the turret hatch above me and spoke via a blue tooth headset, quite hard to hear at times as I was very close to the engine and heavy machinery of the drive train. I was told to move off and found it surprisingly smooth with just a little lag on fine adjustments to the steering. Unfortunately, the driving area was largely screened by bushes and trees so we quickly disappeared from view as we rumbled off into the undergrowth. The instructor directed me to take the track he wanted at each of the many junctions and as I got the feel of it increased the need for tight turns and climbing over obstacles. It was essentially a flat area, but banks of around two metres high had been made so it was rather like a series of moguls. Some of the tracks were well used with very deep ruts and I was surprised we didn't get "beached" at times, but nothing seemed to give any problem. It was really very easy to drive, tight turns needed considerably extra power, presumably to overcome the sideways track drag. More power of course when climbing and then a smooth back off as the tank reached the top of a bank with its nose in the air and transitioned past the balance point. That was surprisingly smooth, I had expected it to crash down and was



very aware of the proximity of the metal hatch rim to my teeth, but no problem, as long as I eased back the power it transitioned very smoothly.

It had been dry for a while and as we spun around the area we kicked up a lot of dust. Probably preferable to mud, although the instructor said it slid around a lot more on wet ground so could be more difficult to steer. By the time we returned to the starting point I was well covered with dust and had to stand aside and brush myself off.



Dave and Charlie had been shown around a few other vehicles in the garage area including a similar vehicle undergoing repair while we were driving, so hopefully found that interesting. We settled for a final cup of tea and then went our separate ways.

It was an interesting experience and I couldn't help thinking it would be a useful vehicle in an M25 traffic jam, but would not have been much fun to drive with the hatch shut looking through a periscope while being shot at.

*John Coker*





## CHASING HORSES

What an interesting morning spent in the delightful company of Jamie and team at RACE (Road & Competition Engineering Ltd) just outside Charlwood in Surrey. I had booked a rolling road session with them to do the final carburettor set up on my SU's following the full engine rebuild and upgrades that I carried out over winter. With the head tightened, and oil changed to Millers 20/50 at 500 miles (which greatly reduced mechanical engine noise over the 30 grade running in oil) and things running well and settled in at 1,300 miles, it was time to undertake the final set up

RACE are on one of those small rural industrial estates where you find interesting people doing all manner of interesting things. The kind of stuff you log in the back of your mind for future reference. In front of the workshop are stables with a lovely Friesian mare looking out and open countryside beyond. Just perfect as far as I am concerned. Arriving just after eight, I am soon invited in and a welcome coffee is thrust into my hand. A little small talk soon reveals that I have just driven to the other side of Gatwick Airport to speak to a chap that lives only two miles away from me as the crow flies in Burgess Hill!

The phone starts to ring and Jamie is busy with calls whilst I wander around the workshop in wonder at all that it beholds. A Cobra, engine removed, with another under covers awaiting rebuild, the door is blocked by a Toyota Celica rally car and a red Davrian whose engine bay is filled with Ford Zetec, rather than Hillman Imp. Go carts up on stands, an Aston Martin awaits reassembly to name but a very few items, almost hiding around the workshop. Two ramps are in a line, generously filled by two 1963 two door Ford Galaxies. One is a historic race car the other it's road going brother, although you would be hard pushed to tell which is which. Rear axles are being exchanged to put the race version back to historic race specification with drums rather than discs for that race series. Both are using the ubiquitous nine-inch axles and same year supposedly, but different! A colleague takes me to a side room "where the miracles happen" he says, a brake drum is set up in a large lathe for machining to make parts match. This lathe is only one of many handy machines around the workshop, hardly new but certainly up to the job. Across the way is the engine clean room, which is dark today.

Joined by Jamie once again, delighted that he has managed to procure

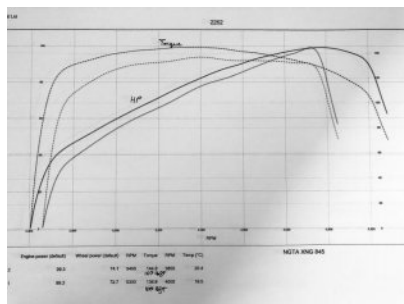


the last two of something, the doors of the rolling road bay are opened to remove the lovely Alvis T21 Drophead which has been residing there overnight. This is parked outside beside the TVR race car with Mk1 Cortina rear lights, or CND lights as we used to call them way back when.

I drive the TA in and on to the rollers, removing the old air filter box, (which was the old MoT testing station sign from my office wall in a former life over thirty years ago) as Jamie secures the rear of the car with tie down straps and sets up the exhaust analysis probe. Satisfied the engine is running well, he checks and adjust the ignition to give full advance when required. Much easier when you are using the latest Snap On timing light which adjust to this and that. The testing is now set up and an initial bench line run is made which shows the engine running lean as expected with the restrictive air box removed. Consulting the SU book of needles the first two are chosen from a clear plastic partition box, despite the number present, this is only a small selection of those available. Once installed a second run is made. Better, but still lean across the range.



Another set of needles are chosen from the box and fitted in minutes with mixture adjusted once again a third full power run is made. Now, when they say there was nothing on the clock but the makes name this usually refers to low level, in this case the needle was passed all the numbers on the speedo! Referring to the screen on the palm pad maximum power tailed off after 5,450 rpm rather than dropping sharply as before, but most importantly it shows that the Kent high torque cam that I fitted works really well with the graph rapidly climbing from 2,000 rpm and maintaining a nice curve right over to 5,000 rpm, peaking at 3,850 rpm. This







gives 99.3 bhp engine power (default) and 107.16 ft lb of torque.

So how does this equate to driving? Kent state that the cam starts to develop torque from 1,500 rpm and this is certainly the case. The tick over is slightly lumpy which is now set at a 1,000 rpm whereas my old standard engine was very soft with a tick over at 800 rpm, but pick up is instant partly due to the exceptionally light (for a Triumph 2000 straight six) flywheel that I used. Despite this, moving off from a standing start is quite normal and smooth pulling right way up through the gear changes, yet still being quite happy to accelerate in forth gear from 20 mph. This completely suits my normal driving style when driving on the open road which is into forth as soon as possible and then mostly switching between forth and overdrive as required for bends. I should add that handling is great now with the refurbished axle and bushes fitted together with the fresh bracket locating the full width Panhard rod to the axle.

So, was it worth doing? Certainly yes! Someone said to me; "Oh it's easy to tune them beside the road". Well, all I can say is good luck with that! You can spend hours messing about testing, trying to order the correct needles and retesting but still not achieving the desired result as your conditions are not static but continually changing.



Jamie and his colleagues can service, tune, repair and fabricate parts for all manner of classic and competition cars, including kits and hot rods. They have the right tools and a wealth of experience and it shows. The actual set up on the rolling road did not actually take long at all and a good deal of time was spent laughing about experiences and reminiscing about shared acquaintance we discovered we both knew.

Payment was made and hands shaken. It was a very pleasant drive home, smooth with plenty of power. Now all I have to do is drive it, check the levels and leave the engine alone!

*Dave Woolgar*



**Cars for Sale** (To see larger, and colour, photos please visit the "For Sale" section of the club website [www.ngownersclub.org.uk](http://www.ngownersclub.org.uk))



### **NG TF For Sale**

Concours Winning NG TF in Gris Cosmos Grey.

Tax exempt. 7000 miles, MOT until 3rd November

Registered 1973, original plates. Ford 2.0l Pinto (recon), 205 block RS2000 Alloy bell housing and sump pan, stage 2 polished head, runs unleaded fuel. Ford type 9 five speed gearbox (recon)

Front suspension is MGB with coil over damper conversation with adjustable shock absorbers. Rear suspension is standard MGB with down rated springs and adjustable Spax shock absorbers

Differential is an MGB, ratio 3.9

Car runs hydraulic power steering

Complete with side screens, hood, hood bag and luggage rack

Wheels/tyres 15 x 5 ½ J MGC Chrome Wire wheels. 185/65R 15 tyres.

Lots of photos available showing the build - location: Ascot, Berkshire

Tony Bell 07879 408948 **£14,950**



## NG TF For Sale



NG TF - 1972 MGB Donor vehicle. (Nil road tax)

2.0 litre Alfa, (alloy block), 1979 engine. Twin carbs recent jets, balanced etc. Lovely engine note.

Good road worthy condition.

Soft top good.

Originally built in 80s, rebuilt in 2000/01, with Alfa engine and 5 speed box, and has been roadworthy since. Dry storage. Reasonable, but not top condition but till turns heads.

Requires some TLC, some spoked wheels, paint or a polish, and some time, etc. (Some spares available, eg. Brakes, alternative silencer, paint).

**£5,650.** Drive away.

Jon. 07725 358998. Located North Hertfordshire.



## NG TF Project For Sale

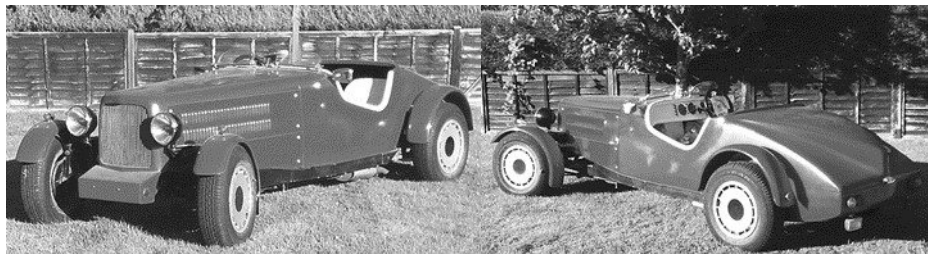


Unfinished project, MGB based, IVA spec chassis, spax shocks conversion front and back, as new body shell in gel coat, comes with 4 wings, rear valance, front shroud, 4 piece alloy bonnet, NG fuel tank, boxes of spares, donor MGB V5.

**£1600** Mark Sadler 07533 714882 Location: Malton, N Yorkshire



## TC project For Sale



A bit of a stop start project over the last 25 years, kept getting put on the back burner whilst life/house/kids kept happening! Rosso Corsa red with cream leathercloth interior and black carpets, lovely.

Original MGB kit adapted to fit Morris Ital running gear (some early model NG TCs used this car). 1.7 "O" series OHC engine. Currently unregistered, and will need a Q plate and IVA test to get it on the road.

Nearly got it finished '98 then the SVA came in, so I half stripped it back and mostly rebuilt to comply, back burner again then IVA came in! Again, stripped back and mostly got it done. I downloaded and printed the full IVA technical manual and the last big heave I had on the car I tried to tick off as much as I could.

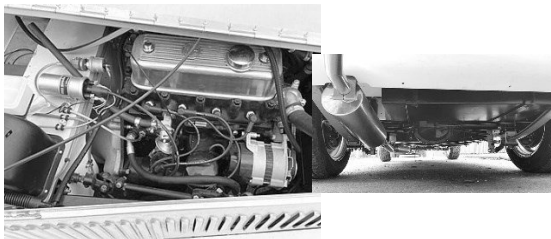
It's nearly finished but unfortunately could do with another strip back to weld the compliant seat and seatbelt mounts to the chassis (a bit beyond me), put on headrests and revise the aero screens.

Long story short, I have come to the reluctant decision to sell it rather than it sitting there for another 10yrs, someone could finish it and enjoy it in the meantime instead. I've recently changed the oil, coolant and cambelt and it runs lovely.

£5,250.00 ONO - Location: Near Redditch, W. Mids. Lawrence: [lawrence.vellam@googlemail.com](mailto:lawrence.vellam@googlemail.com)



## NG TF Project For Sale



### UPP 729N 1860 CC (IVOR Searle New stage 2 engine)

A totally one-off chance to buy a partly complete car with 90% of the parts to complete. The car was started around 2009 and worked on until 2012 when the project came to a halt. The car was kept with all of the parts in a dry heated garage until I purchased it in 2022.

All of the parts are professionally refurbished or brand new, Receipts and records to date show a spend of £26k.

The car is 75% complete with the engine, gearbox and drive axles in place.

Parts to complete Include:

- Professionally built gear box • Brand new Seats
- Professionally refurbished with new components front and rear axles.
- New dual circuit brake system • New wire wheels and tyres x 5
- New lights, gauge etc. • Donor car V5 documents
- Copy of build instructions and spec sheets.
- Mohair tonneau cover and bag. • Hood frame and fittings

This car needs to be seen and viewing is welcome by appointment on 07740 485745 Loughborough, Leicestershire.

Offers over £10k will be considered from buyers who have viewed the vehicle.



## WANTED: NG TF sought by a club member

Preferred spec....

- \* Must be correctly registered with the DVLA
- \* Should be in excellent condition all round, with no work needed
- \* Flexible on colour but red, blue or silver preferred with a light colour interior
- \* Must be MGB based but could also have a V8 engine + 5 speed box
- \* Engine should have an unleaded head (s), electronic ignition + additional cooling fan(s)
- \* Must have an overdrive gearbox if MGB engined
- \* Hoyle suspension would be a bonus
- \* Should have doors
- \* Should have a full hood, hood cover & full tonneau
- \* Should have painted wires, not chrome wire wheels
- \* Should have a current MOT
- \* Should have a brake servo

Please call 07934 463993 if you have a potentially suitable TF



Please refer to the NG Kit Car Group face book page <https://www.facebook.com/groups/NG.Owners/> where the details of cars for sale are often posted. Remember to check that the car is correctly registered as an NG to avoid potential future problems



NGOC  
Christmas Meal  
3rd December 2023  
BEST WESTERN  
REIGATE MANOR HOTEL

Best Western Reigate Manor Hotel is on the A217 only  
1 mile from junction 8 on the M25. The address is  
Reigate Hill, Reigate, RH2 9PF.  
01737 240125

Meet in Main Bar from 11:30 am  
Lunch in The Conservatory at 1pm

**WE NEED TO KNOW NUMBERS FOR OUR ROOM HIRE PLEASE  
CONFIRM BY RETURN IF YOU WISH TO ATTEND. IN THE  
EVENT OF BEING OVER SUBSCRIBED WE WILL ENDEAVOUR  
TO OBTAIN A LARGER ROOM IF AVAILABLE.**

Please email [\*\*rayboulton744@btinternet.com\*\*](mailto:rayboulton744@btinternet.com)

Menu is enclosed and I would ask you to forward me your menu  
selection and cheque made payable to NG Owners Club.

Member plus guest: £32.00 each

Non-Members: £35.00 each

Alternatively: BACS sort code 40-24-22

Account No. 41034065 NG Owners Club

and please use your surname as a reference.

Regards

Sue Boulton

5 College Gardens

New Malden

KT3 6NT





**REIGATE MANOR**

SURREY

*NG OWNERS CLUB*

*FESTIVE LUNCH*

*SUNDAY 3RD DECEMBER 2023*

*1pm*

*Starters*

*Winter vegetable soup with a hint of chilli, garlic croutons*

*Coronation chicken salad*

*Prawn and crayfish bound with chilli & garlic on toasted  
ciabatta*

*Mains*

*Sliced roast turkey with all the trimmings*

*Oven baked salmon, red pesto sauce*

*Roast pork loin*

*Winter vegetables parcel*

*All served with roast potatoes and seasonal vegetables*

*Desserts*

*Christmas pudding with brandy sauce*

*Salted caramel cheesecake, citrus crème fraiche*

*Chocolate & Cointreau brownie, vanilla ice cream*

*Coffee and mini mince pies*

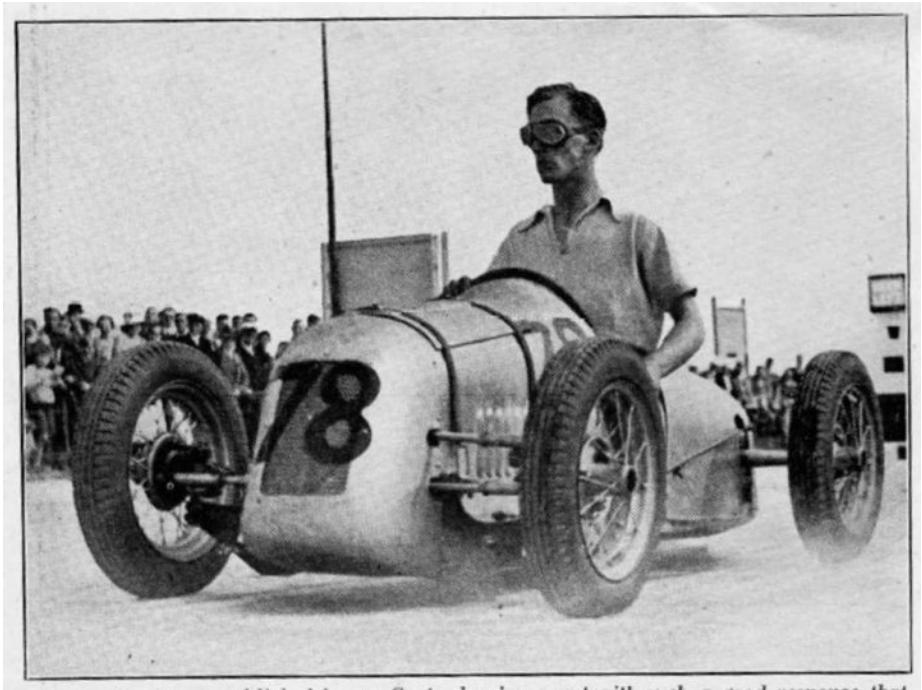
*When sending your menu selections please advise meal  
selection against each person as this helps me and the  
also the hotel who usually supply place cards with the  
menu for each guest.*

*Also please advise of any dietary requirements*



And finally.....

If you thought that you were exposed driving your NG.....



That's not a giant at the wheel just a very small car!

The Jameson, with a rear mounted supercharged 480cc two stroke, was used in sprint events in the late 1930s



Club Products & Regalia



The following are the current lines :

- Sweatshirt L, XL (temporarily No Stock) £14.00 + p&p\*
  - Polo Shirt S, M, L, XL £12.00 + p&p\*
  - T-Shirts M, L, XL £9.00 + p&p\*
  - Baseball Cap (navy) £9.00 + p&p\*
  - Beanie (navy) £8.00 + p&p\*
  - NG Car Badges (unpainted) (temporarily No Stock) £20.00 + p&p\*
  - Brollies (last few) £22.00 (only at The Rally)
  - Fleeces (temporarily No Stock)
- Logos are in contrasting Silver or Black

- all available from Mark Staley

7 Loxley Close, Oakwood, Derby, Derbyshire DE21 2PU  
 Tel: 01332 601654 or 07711 124153 Email: staley.mark@virginmedia.com  
 \*p&p contact me for charges.  
 Please state size/colour, and make cheques payable to NG Owners Club

Front	Cover Photos	Back
National Rally		NGs at Wallingford
National Rally		NGs at Kit Car Show, Malvern
		NGs at the Jorvik Classic Car Run

