

the National Rally

An aerial photograph of a vintage car rally held on a lush green golf course. Numerous classic cars, including open-cockpit racers and vintage roadsters in various colors like red, black, and silver, are parked in rows on the grass. People are seen walking around the cars and sitting on the lawn. In the background, there are dense green trees and a small pond. Two blue banners with the 'NG Owners Club' logo are visible. A large white tent is partially visible on the right side of the image.

CHANGING GEAR

The  Owners Club Magazine

Summer 2022

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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 CHANGING GEAR

**Contributions for the Autumn issue by Mid-November Please
to ngoceditor@gmail.com Thank You**



Chairmans Mutterings:

I am writing this sitting in my little office upstairs and am just starting to roast. The outside temperature today is predicted to reach 32°C and by next Sunday the forecasters reckon we could break the UK record which I believe is in the upper 30's. That is the day I was hoping to join the classic car display, organised by Paul Gray, at the Dogmersfield village fair, in my TC V8, this is always a good event. I am now wondering if the NG and I will be able to cope with that level of heat. Actually the car should be ok as it has experienced the heat at Le Mans in the distant past, but not sure about myself...!!



That raises the interesting question as to how NG's cope with high ambient temperatures, I am continually hearing of members having trouble with their cars overheating or not re-starting easily after being run.

A standard MGB set up suffers from the carburettors sitting directly above the exhaust manifold, and as standard they have an insulated heat shield between them and insulating spacers between the inlet manifold and cylinder head. Often NG's, because of space constraints, are built without the heat shield, or with 2 smaller ones, or with the insulation missing, also spacers are removed or reduced in thickness. You should pay a lot of attention to the insulation of petrol pipes, float bowls, and tubular high flow manifolds in addition to the above.

V8 NG's can also suffer from fuel evaporation depending on what carburettor and fuel line set up is used. However the more common problem is overheating due to the relatively small radiator, the size of which is constrained by the space available, a modern efficient core and a large high output fan normally sorts this.

If you want to check some of these potential issues why not run your engine up (while static) to operating temperature on a hot/warm day and check that your fan is cutting in and out and controlling the temperature. It is also important that the ignition timing and fuel/ratio are correct as they too influence engine temperature.



It has been really great to see so many NG's at local events so far this year and especially the terrific turn out at the National Rally, my thanks go to Teresa & Alan Goodbun, John Watson, Bob & Angela Morrison, and not to forget the Sunday lunch providers, Mary Clark and my wife Barbara, for all their support and help in making this year's event one to remember. Sorry neither of my NG's made it but the excuse was the amount of "stuff" we need for this event which was transported in my estate car and trailer.

OJ, my TF V8, has finally been sold and so work on the rebuild of the 4 cylinder TC has started to pick up pace. With the temperature still rising I am going to take the dog and myself to the coolest place in the house - the Garage.

Sorry this was not meant to be a technical session, but the heat got to me...!! Keep cool this summer and enjoy.

John H

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From the Editor

As Jeff Yardley mentioned in the last issue it has become increasingly difficult for him to produce the mag so he has reluctantly stepped down and passed over the reins to me.

I'm Charlie Killick and have been involved with NGs since the mid-1980s, I ordered my TC from Nick Green at Laundry Lane in 1984 and built it in '85/'86 from a donor 1967 MGBGT, joining the club shortly afterwards. I built my TC as it gave me the chance to have some fun open motoring in style at a reasonable cost.



My TC has always been a car to be driven and, over the years, has taken me throughout Britain and to Le Mans, Brittany and Normandy on numerous occasions and as far as the South of France.

I took it with me when I was posted to Scotland for work in the mid-'90s and I have returned several times to visit since, most memorably when I helped to organise the 40th anniversary "Tour d'Ecosse" in 2019.

As the Covid restrictions have receded and things seem to have gone back to somewhere near normal the opportunities to get out and about to local, and more distant, car meets and shows, both with the club and with others, have opened up. As spring has headed into summer there are more and more events which club members, and NG owners more generally, will be attending throughout the country. For me a sunny "Drive-it Day", meeting up with other NGs at Headcorn, was followed by a grey and damp Stoneleigh, more sunny days for a visit to the De Havilland museum, several local car gatherings, a trip to Le Mans, the National Rally, then back to France for Caux Retro. Plenty to coax the NG out of the garage !

I would welcome any articles that you would like to contribute for future editions of the magazine; anything relating to owning, building, restoring, modifying or driving NGs. If you have been anywhere interesting near or far, home or abroad, have a favourite driving route or any entertaining anecdotes please send me a few lines and photos.

Many thanks to this issue's contributors, without whom there would be no magazine !

Happy Motoring, *Charlie*



Event Secretary's Notes

Event Secretary's Notes

Hello NGrers. We have all been very busy either putting in appearances at various car excursions, or preparing/improving our cars for this season's Classic Car Meets. The NG Facebook page has been very active with NG outings.



There are clearly lots of local events for both Saturdays and Sundays in your area. In this issue's Diary listings, (page 7) I've included some car shows that are openly published on Google. It is in the hope that, for those yet to venture out in their NG, there could well be a Classic Vehicle Show in this listing, near enough to consider driving to.

My comment in the last issue referring to.... "the year is now in full swing with Classic and specific NG Meets" couldn't be more true. BOW, that's my TC, has shared many outings this year with other NGs. For example, the Jorvic Rally, the London to Brighton Kit and Sports Car Run, The Winchcombe Weekend round the Cotswolds and up Prescott Hill Climb, the Wallingford Rally and of course most recently, our own National Rally in Tiddington. I intend going to the Kit Car Show in Newark to see if it might be a better venue than Stoneleigh which, according to the membership who visited it, this year was a poor show. I'll report back!

As an aside, I hope both my cars, the TC and the late Bob Preece's TF V8 will be out to Meets TOGETHER on occasions. A very dear family friend and neighbour, Harriet, who is in love with the TF will be driving it and has already gone solo with the Club trailer in tow!

I mentioned the NG Rally. This was a particularly time-consuming event to organise this year for two reasons. Firstly, we were unable to hire our usual Marquee, and secondly, we had lost the use of our 'Rally' field. Our Committee was a little unsure of the way forward, but after much soul searching and many emails, text messages and phone calls to the Riverside venue, the decision was to accept the Park's suggestion to hold it in the same area as the previous year's 'NON RALLY'. Additionally, an agreement was reached that the Friday evening and Saturday evening meal would be provided by the Park's own restaurant. I have to applaud the tenacity of John and Barbara Hoyle and 'T' for organising this year's



Rally, with of course our dear Mary Clark giving her usual support.

As for attendance this year, 39 NG's appeared over the weekend, along with half a dozen or so tin tops in support. All in all a successful weekend. With our knowledge of the NG's yet to be completed we hope to see 50 cars at next year's Rally!! The successful program and food arrangement will be the same next year. The date is fixed for 23-25 June 2023. Get it in your diaries!

That's it for now.

Until next time, happy and safe NGing

John W



NGers getting out and about



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 friendliest car clubs around !

Contact Bob Morrison, Membership Secretary — details inside front cover

The following have recently joined the ranks of NGOC :

PAUL CLARK	1705	SURREY
DEREK TYRRELL	1706	WEST SUSSEX
KARL LYON	1707	WARKS
ROBERT PAVELEY	1708	ESSEX
RICHARD PEARCE	1709	WEST MIDLANDS
PETER KILLINGBACK	1710	OXON
GENEVIEVE ELLIS	1711	WEST MIDLANDS

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

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

- Thank you and Welcome, Charlie, Editor



Events Diary

2022 Event Calendar

6-Aug	Ely Classic Car Rally	
6-Aug	Gt. Yarmouth Family Fun day & Classic Car Show	
6-7 Aug	Weald of Kent Steam Rally	
12/14- Aug	Old Timers Grand Prix Nurburgring	
21-Aug	GVEC Manor Park Classic Vehicle Show Glossop	
26-Aug	Hesslewood (E. Yorkshire) Classic Car Rally	
26/28- Aug	South Winchester Car Fest	
27/28-Aug	Egham Show Surrey	
28/29-Aug	Cheshire Classic car/bike Show	
29-Aug	Prestatyn Classic Car Show	
4-Sept	Shere Hill Climb 2022	See its website
18-Sept	Classic Car & Vintage Rally Amerton Staffs	
19-Sept	Basingstoke MGOC Doughnut Run	
24/25 Sept	Kop Hill Climb	
6-Nov	VCC London to Brighton Veteran Car Run	
11-13 Nov	Classic Motor Show NEC	
4 Dec	Christmas Luncheon (see page 58)	Sue Bolton

2023 Event Calendar

23-25 June The NG National Rally - **put it in your diary NGers!**

For further details refer to the particular event's website.
Above all get out and about and enjoy your NGs



"GET YOUR MOTOR RUNNIN', HEAD OUT ON THE HIGHWAY"

There are many joys to owning an NG. For some of us it is the building and the tinkering (as they are never truly finished). For others its about the driving of an appealing classic style sports car. For me it is both. As many will testify, nothing beats the satisfaction of driving a car that you have built yourself.

We are very lucky to have such a sociable Owners Club with a number of events that you can attend throughout the year, but the club cannot fulfil every need in every area of the country (or abroad) when it comes to having somewhere to go with your car.

For those who do want to get out an about with their NG there are many informal meetings that you can get along to if you know where to find them. Even if social media, with all its pros and cons is not your thing, it is certainly worth going on-line to find like-minded groups that hold meetings in your local or wider area.

Some events, such as more formal public shows you may have to sign up for. But increasingly popular are those informal meetings that you can just turn up for a morning or evening at a car park, pub or café. These are great for meeting other enthusiasts, getting a bite to eat or having a drink (light refreshment in our case of course).

In the South East of England, I came across a group who go by the handle of Past N Curious. They started off by going to a classic car meeting with their cars and found it a bit exclusive and not to their liking. This caused them to believe that they could organise something better themselves, so they did and all arranged through social media. Within two years they are in contact with at least 1,500 enthusiasts. Past N Curious now host local very inclusive and friendly meetings for anything that is pre-1990 or interesting. This includes; Classics, American, Pickups, Kits, Hot Rods, Customs and even Beach Buggies seem to be making a comeback. For example, they are providing cars to show at a charity event in aid of the RNLI at Newhaven next weekend. Most importantly, they also link to events that other groups are holding so you can always find something to go to. At the time of writing, which is just after the National Rally, I think there has only been one weekend that I have not found at least one show or meeting that I have been able to go to in the TA since April. The National Kit Car Show at Stoneleigh being



the only one that I have had to pay anything to attend other than cost of fuel.

Another benefit of going along to such events is meeting people, not just socially, but contacts for information or parts you may require together with hints and tips. Need some chrome plating or machining? "Oh yeh, you need to speak to Pete at so and so, here's his phone number" is how it goes.

Do have a look around at some of the groups in your area such as Classic and Kit Car pages and UK Car Shows & Events this week / weekend, for you are bound to find something of interest, and notifications tend to pop up on a Tuesday or Wednesday for the coming weekends meetings.

Don't forget, the more you use your NG, the better it gets and the better it will run.

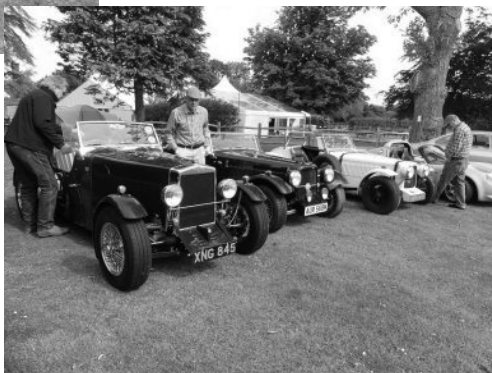
So, get your motor running!

Dave Woolgar



Newhaven, West Beach

The Yew Tree, Chalvington





Drive-it-Day

With Drive-it-Day approaching a suitable location was needed where the SE NG members could meet. Scanning the web for Classic Car events turned up one at Headcorn Aerodrome so the suggestion for an NG meet up went out.

The weather had been a little uncertain on the days leading up to it but Sunday dawned to sunny skies with the prospect of a good day ahead. I set off through the lanes; home to Headcorn is possible without going on any main roads, although not the quickest route according to Google it is the most pleasant on a fine morning.

When I arrived, the site was already beginning to fill up but as other NGs turned up, having travelled by diverse routes from Kent, Sussex and Surrey, we managed to gather together into a group as the spaces around us filled with other classics. Only the last NG to come, ironically a TA from very close to Headcorn, couldn't join the NG corral but was separated from us by only a few cars.



There was a good turnout of NGs, with nine in total, and lots of classics and customs in general, with some very unusual and rare cars there, including this Isuzu 117 Coupe from 1970, styled by Giugiaro, and the only one of its kind in the UK



Sadly, the stiff breeze meant that there was no flying from the airstrip, so no Spitfire or wing walkers to entertain us this time but it was an enjoyable day, good to meet up and a nice drive there and back.

Charlie Killick



To Stoneleigh and Back, an NG tale.

When Chris and William of Castle Donington announced that they would shortly be celebrating the 220 man-hour engine rebuild by visiting Stoneleigh kit car show, there was much talk and excitement in the Shire.

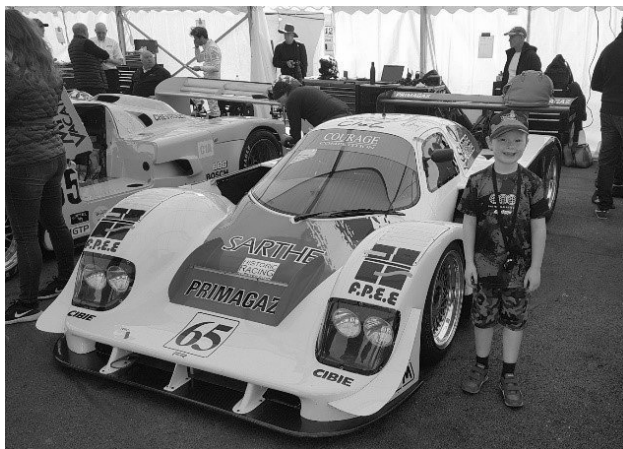
Well maybe not the whole shire, in fact the excitement was mainly focused around myself and my 6 year old son William.

This would be our second camping trip to Stoneleigh with Bernadette, and yes that is the name given to our NG TC V8 not my wife; Berny for short. Although last year's NG turn out was rather impressive, I was hoping for something a little more this year in terms of kit car show stands, tool stalls, auto-jumble stalls and night-time entertainment.

Berny had barely covered 400 miles since I had stripped her 3.5L V8 out over Christmas and completed a full engine rebuild. She still had the water-like 10w-30 break-in oil required to get the new piston rings to seat nicely against the newly honed bores. The newly acquired electronic programmable 123 distributor had been fitted only 50 miles ago (thanks Robert) and a new voltage regulator ordered urgently in the hope it would fix the alternator before the show. The weekend before the show I had also finally got around to removing the rear valance and fitting a tow bar. This year I was adamant I was taking a trailer, so that we could more easily access all the camping equipment without having to slide it through the small gap between the seats. Suffice to say that many things were new and relatively un-tested. In light of this I packed a few extra spares including another voltage regulator, fuel pump, aux drive belt and a whole replacement ignition system; you never know!

William and I spent Saturday at Donington Park at the historic festival watching the Jaguar E-types, Group C cars and "Under 2 Litre Touring Cars" (U2TC) race around the circuit. Neither of us had ever seen anything like it before. It was a beautiful day and we sat on the grass embankment listening to the commentator on the radio with the most amazing view of the track.

The Jaguars sounded awesome and were very entertaining to watch; I couldn't help thinking how rich these people must be to race these priceless classics that I could only dream of owning. The F1-like Group C cars were deafening and ridiculously fast.



My favourites turned out to be the Lotus Cortinas, which despite sporting a mere 1.6L engine were matching and beating the lap times of the Jaguars.

It was an amazing day and I highly recommend people to attend next year. It was also quite special being able to drive Berny under the track and park her in the middle of the circuit with so many other amazing cars.

At 4pm they allowed us to drive our cars back out of the track and William and I hurried back home to pack the trailer for the trip to Stoneleigh. We were aiming to arrive by 6.30pm so that we had time to pitch the tent and get some food before bed. By 5.30pm we were all packed, trailer hitched and ready to go. The crowds of the shire gathered to wave us off; well, that is how I remember it anyway. One final check of trailer lights and we were off. This was in fact the first time I had taken Berny on the motorway since the rebuild, the first time she had towed any actual weight and by far the longest single distance since the engine rebuild.

Despite some slightly worrying elevated temperatures at motorway speeds, we arrived at Stoneleigh within 50 minutes, having encountered no traffic at all. The first glitch came when we pulled up to the ticket booth and were asked for our tickets. After fumbling with my phone for a few seconds the man reminded me that these were physical printed tickets, not electronic ones. I then proceeded to tell him that I had left them on the Welsh dresser at home, to which he made me solemnly swear



that I was telling the truth before allowing us entry.

William and I then proceeded to the camping area to set up the tent. I had decided that this year we would camp as close to the toilets as possible. This would hopefully avoid the fun we had the previous year, where William and I ended up sprinting 400 meters to the toilet block at 3am.



While William played with some of his fellow camping children, I pitched the tent on my own, which was win-win in my book. I then set about cooking lunch. I say "lunch" and "cook" in the loosest fashion possible, because what I actually made was a pot noodle for me and a bowl of cornflakes (plus crisps and chocolate bar) for William. It was quite late by this point and that is what William wanted despite my suggestion of a pub trip. Those of you who have met William will know that he is quite difficult to argue with, so the pub would have to wait.

After lunch and a game of cards we settled down for bed. This year I had opted for the very comfortable, but overly priced, self-inflating mattress. It is a rather large piece of camping equipment, but I would say is on par with a pocket-sprung mattress. We both slept very well and didn't get cold at all thanks to some fairly thick sleeping bags. In the morning I treated William to yet another bowl of cornflakes and we headed over to the NG stand in Berry.

We were greeted very warmly by John and Barbara, who had set up the NG marquee the day before. Before we knew it, we both had a cup of tea



and William tucked in to several cakes and cookies.

At this point the weather was fair and we were joined shortly by several other NGs. Over the course of the day, we got up to 10 or 11 NGs on display, all of which looked amazing. However, as the day drew on the weather deteriorated and at one point around dinner the rain was so bad many of us ran for the cover of the cafeteria and tucked in to a plate of fish and chips.

After lunch William convinced me to let him have a go in the Westfield that was taking people for a ride. Those who have been will know this is no leisurely cruise, but rather a thrilling, tyre screaming, back-end drifting affair around a temporary course in the car park. He had enjoyed doing this last year and was desperate to ask the man to drive even faster this year.

Eventually William allowed me to have a brief walk around the many cars on display, which unfortunately seemed a little lacking. Don't get me wrong, there were some amazing cars. One Cobra in particular with a removal hard top, very large side pipes and 6.3L V8 could potentially have come between Berny and I. However, the combination of bad weather, poor layout of car displays and reduced numbers in general, left me feeling a bit deflated.

Inside the smaller show hall things seemed a little better. There were some fantastic chassis designs, most with even more fantastical prices. I noted that Dax had returned from bankruptcy and were showing off the first new Rush chassis for many years. Unfortunately, William was not interested in any of this so my visit was fleeting. My biggest surprise came when I wandered through in to the large hall, where I noticed several well-known retailers had not bothered to turn up at all. In fact it was so bad that the organisers had partitioned off less than half the large hall, as they could only fill the smaller portion. Considering this is the largest kit-car show in the world and used to fill a space at least twice this size, this was a little disappointing too.

I don't know why the kit car show has shrunk in size so much. I can't help but think that difficulty in understanding and passing IVA has something to do with it. The price of many kits is now unbelievably expensive and out of many people's reach. I guess it is up to people like us to make sure we attend and spread the word as much as possible.



Maybe we need to lobby for changes to IVA and associated guidance to make it easier to understand and pass? I know some people believe the skills required to build kit cars is dying off, maybe we need to create YouTube videos to help pass them on? I fear that if something doesn't change then we will not have this show much longer, or any new kit cars in general.

Anyway, I don't want to linger on that because despite everything William and I had a fantastic time. At the end of Sunday I drove William over to Halfords to get him a scooter. He had seen all the other kids on them and really wanted to join in. I realise this sounds like I spoil him, which may be true, but he had it as an early birthday present and it pretty much made his trip. I am just waiting for him to ask me to add an engine.



That night there was live music and plenty of food and drink to choose from. William had a great time playing with the other kids and I spent most of the night talking to their parents about kit car builds. The next day started fairly similar to the first, except that the weather was much improved. We all patiently awaited the 4 or 5 NGs who had suggested they would come, but it was very slow going and, in the end, only 3 cars made it for one reason or another.

At about 2.30pm we all pitched in to help pack the marquee away, say our goodbyes and William and I hitched up the trailer and set off back to Castle Donington. Berny didn't miss a beat on the return journey either and managed 24mpg over the whole trip. This included some quite spirited driving at times, so I was quite happy. Overall, we both had a great time and thankfully didn't need any of the spares we brought with us. I even managed to purchase an original, brand new in orange box, Lucas V8 dizzy cap to add to my supplies. Both William and I look forward to going back next year, I just hope things start to pick up and the organisers find a way to attract new crowds.

Finally, I must say a big thank you to John and Barbara who looked after both William and I, and made the whole experience much more enjoyable. I look forward to seeing you all at Stratford for the NG Rally.

Chris Currie



Mr ToAd goes to France!

Last year in the lockdown I had plenty of opportunities to dream about holidays and places to go. What did I enjoy and where did I want to go? Having been to classic Le Mans twice and the Old Timer Grand Prix at Nürburgring I fancied something as close as Le Mans but different. Leafing through the various old car journals I came across the Vintage Revival at Montlhery. Where better I thought!

The Autodromo de Linas-Montlhery was opened in 1924 and like Brooklands is a concrete banked circuit a little over 2.5km long. There is a road track extension that can be used and this lengthens the track to 12.5km. The French Grand Prix was held at Linas-Montlhery multiple times before World War 2.

The Vintage Revival is an event specifically for pre-1940 cars and motorbikes. It is known for attracting the weird and the wonderful, from aero-engined goliaths to cycle cars or should I say voiturettes. COVID had meant the event had been postponed a couple of times and so this year it promised a particularly full cast of machines.

With everything booked up, Mr ToAd fettled to within an inch of his life I set off for Portsmouth, hood down of course! In true ToAd fashion we blasted across the by-ways of Wales, meeting up with the motorway at the M48 old Severn crossing. I have to say the next 30 miles were pretty awful, so much traffic and little room for sanctuary. Mr ToAd is a great car though, he held his own and once past the M32 junction things quietened a little. We then soon turned off into leafy Wiltshire darting here and there at the behest of Google Maps! There was no rush as I was staying in a hotel and catching the early ferry the next day.

As morning dawned, we skipped through the outer bits of Portsmouth and were soon queuing up with other moderns and classics for the Brittany Ferries sailing to Caen. The ferry was nice and empty and the 6 hr crossing was as smooth as any bad sailor could hope for!

Disembarkation was quick and easy and we were soon tackling the route to the hotel on the outskirts of Paris. Most of the way it was lovely, soaking up the stunning French villages coming into spring bloom. Whilst I had told Google that I wanted to avoid toll roads I had not thought to say no motorways. As we got closer to Paris the roads got bigger and



busier. But again, Mr ToAd was the perfect gentleman coping with anything and everything thrown in his way. At times we were blatting along at the French motorway speed limit, then the next in 5 lanes of traffic at a crawl.

The hotel, a Best Western, was great, it had a very safe car park full of Morgans, all considerably younger than Mr ToAd, but to add to the mix there was a lovely WO era Bentley, a Crossley and a GN. And the next morning the FIAT race car known as the Beast of Turin. Just think this car has 4 cylinders, each one is a little over a gallon - can you imagine the size of the pistons!



The next morning we motored the short distance to the Autodromo and parked up in the public car park for classics. Only pre-1940 cars were allowed inside the circuit although Morgans had a special reserved parking area. The classic car park was interesting, with many MGs, Triumphs and other makes that we all know and love.



The two day event itself is a series of groups of cars going around for 15 minute sessions. These are meant to be parade laps - but not many people took them that way - some quite heroic driving from some trying to get to the top of the banking. Bearing in mind that the angle of the surface is 52 degrees at the top - brave or foolish I'll leave you to decide, but the sight of a late 1920's Bentley bouncing on the concrete surface and dropping down the slope as it came unstuck left me with an answer - and I'm sure the driver needed some clean underwear!

In the UK at vintage events we tend to see the same group of cars, it's probably the same for every country, but as with the Old Timer Grand Prix and its amazing collection of Mercedes SSK, Montlhery has Amilcar, BNC, Bugatti, Darmot and Salmson sneaking around every corner. Yes there were amongst others MG's, Bentley, GN's Frazer Nash, Morgan and Invicta but the collection of French cars was truly amazing.

I'm not a motorbike person, but there were an equal number of pre-1940 motorbikes as well. A particularly large group of Harley Davidsons were there. Between them and the V-twin Morgans and Darmots (Morgan's



made under license in France) you quickly got good at working out what was behind you from the noise it made.

In addition to the racing, there is a big autojumble area where you could buy anything from a complete car to an engine. I could have brought a Citroen 5CV home quite easily, although the British Humber was just as appealing. There seemed to be a shortage of Renault's though.

But look words can't describe what a great event this is. If you like pre-1940 cars then you'll love this. If you are standing behind a Bugatti race car when it starts up and you can feel the vibration through your rib cage you know you are in the perfect place. Here are some pictures to illustrate but they can't convey the informality, the chaos, the smell and sound of the event itself - vintage car heaven!



The journey back was a relaxed affair. I had plenty of time to get back to Caen on Monday for the 4pm sailing. This time I told Google in no uncertain terms - NO MOTORWAYS. I had the most delightful drive across France, enjoying all it could offer and when I crossed into Normandy it just got better and better. Mr ToAd was in his element, rolling on, covering the miles (155 to be exact) unflustered and without



missing a beat. We queued up and had a lovely time in the ferry terminal as a rolling collection of cars, from Beasts to ToAds!

The ferry docked at 9pm but there was a massive delay in unloading, and I was still trying to escape the Portsmouth officials at 10:30pm. What's more it looked like rain, having not had the hood up at all this was mightily frowned upon. The drive back in the dark was ok, again a good route thanks to Google and a fast motorway sprint to my youngest daughter's in Cardiff. As I parked up the rain started, a lucky escape.

I did the last part of the journey home the next morning, having covered nearly 900 miles over the weekend. Mr ToAd was the perfect companion, always well behaved.

But before I go I need to say one thing. During the trip the handbrake stopped working, and the footbrake travel increased. I put it down to usual wear as there was no side to side pull on braking. But on investigation when I got home one of the rear brake adjusters had stripped its thread and had popped the threaded part all the way out, leaving one side seriously out of adjustment. Worth a check if you haven't looked for a while and worth carrying a spare adjuster if you go on a long trip.

Overall, it was fantastic, I know many of you would love it too. Easy access from both Calais and Caen and if you don't want two days of old cars and bikes, spend one day in Paris. But whatever you do next time it is on, just go, I know I will!

Jeremy Evans





Our day at the Wallingford Rally 8 May

On 2nd February we received an e-mail from our dear friend Bernadette, passing on the good news that the Wallingford Classic Car Rally was back.

To be honest I couldn't remember whether we were on the original 2019 list of participants, but then after so much had happened during the last couple of years I thought I had better check my paperwork. I duly found the list of payees and yes, there we were.

So, at last, something to look forward to. First we needed to find somewhere to stay on the Saturday and Sunday. As some of you know, here in Dover we live nearer to the coast of France than virtually anywhere in the UK. We planned to have a two day stopover in or around Wallingford and it would be a welcome change to the chaos our town had been experiencing in Dover with Operation Brock, Operation Tap, and lorries causing chaos just about everywhere. Alan searched the internet and found what looked to be the ideal place in the village of Brightwell cum Sotwell. It meant that after settling in on the Saturday evening we would be able to journey to the meeting point on the Sunday morning to join up with our other NG pals and it would take us all of 6 minutes to get there.

We found our lodgings down a very quiet country lane on the Saturday afternoon and had been told by owners Sue and Bob, to let ourselves in as they would leave the key in the door. The village church fete was on and they had invited us to pop along if we made it in time. We parked outside their very large garage and proceeded through the garden of their delightful 19th century country cottage. There we came across a courtyard by a stream. We found the key in the door of a converted garage. It had been modernised internally to a large double bedroom with a bathroom. Double doors opened out onto the courtyard and to the

fields beyond. A few yards further along the garden there was a shepherd's hut for another guest. An American lady was staying there. After a quick freshen up we left the TC there and walked back up the lane towards the church. However, it didn't take long before we realised that we were too late for the fete as we saw people walking towards us with boxes and bags. So we turned back, admiring a multitude of thatched roof cottages. We curbed our disappointment by stopping at the village's 17th century pub, The Red Lion. The landlord mentioned that



they served evening meals and that it would be a good idea to book, which we duly did. Sue and Bob had been the previous landlord and lady for many years before selling it on and moving down the lane to their cottage. After suitable liquid refreshment we began to walk back to the cottage. On the way a car drew up beside us. The driver introduced himself as Bob, one half of mine hosts. Not far behind him appeared his wife Sue on her bicycle. They were most enamoured by Alaris TC and thus a conversation ensued as to what it was etc. etc. It wasn't long before it became apparent that lurking inside their garage was a Triumph Herald Convertible which Bob had not quite got round to renovating.. sound familiar ? We then said our farewells for the evening and would meet up with them at breakfast.

Sunday morning sunshine promised us a good day for the rally. After



breakfast we geared up for our long 6 minute journey to our 8.30am meeting point at Lupton Road. We met and greeted some of the others whom we hadn't seen in quite a while. Wristbands were handed out and then at 9am we moved off in convoy to join the line up of over 300 cars at Wallingford sports ground. Our amazing line up of 14 NGs were a joy to see and a fitting tribute to Paul Bennett.

This rally was being held for the first time since 2019 and it felt great. At 10am the line up started to move. There were all sorts of vehicles.. just about anything you could think of and even a boat on wheels. The parade took place through a residential route lined with people kerbside outside their houses. Many had set up with tables and chairs . Families waved and we waved back continuously. Everyone was so warm and welcoming. Children waved excitedly and it was all so much fun as always. Our hosts Sue and Bob had cycled up to a bend in the parade route to see us go past. Sue was jumping up and down and waving





with delight whilst Bob was snapping away with his camera. The town centre was crammed with people cheering and waving. The parade continued to its destination at the display field in the heart of the town, a large piece of common land known as the Kinecroft . There was a carousel for children and a selection of activities for families including a climbing wall, penny arcade and many food stalls. A Hurricane flypast was another treat. The sun continued to shine throughout and the event drew to a close in the early evening. We said our farewells to our fellow NGers and drove back to Sue and Bob's. We parked the TC outside the garage. We could hear music being played inside and thought that maybe Bob had decided to do a bit of decluttering.

Sunday morning 's breakfast conversation began with Sue informing us that Bob had been in the garage the previous afternoon and had indeed started to clear the clutter to find his Triumph Herald. He had decided with a bit of prompting from their son to make a supreme effort to get the car going again, with a view that in 12 months time it will be ready for the 2023 Wallingford Rally. He is indebted to Alan for giving him inspiration and the motivation and is now writing a blog. We will keep in touch with them and hope to see the end result. This is the third time we have entered the Wallingford Rally and hope to be able to do it again.

The event made it to the television screen on the local ITV news and I'm sure I saw Mr.Hoyle and OJ in the sequence. The rally raised a whopping £25,000 for local causes and initiatives.

It was once again a lovely weekend and our thanks and thoughts go to Bernadette and her band of supporters.



Teresa Goodburn



NGs to the De Havilland Aircraft Museum



After several abortive attempts to meet up last autumn (mainly due to the weather), a few local NGs finally managed to visit the De Havilland Aircraft Museum in London Colney on 14th May.

Arriving around coffee time, we were welcomed and invited to drive our cars into the display area outside the Mosquito hangar. Five NGs attended, those of Ian Clark, Geoff Quantock, Derek Mason, Charlie Killick and myself. After a convivial coffee outside in the sunshine, we

went inside the museum to see the enlarged and improved collection of aircraft.



The first area was the Walter Goldsmith Hangar housing 3 restored Mosquitos (one a prototype). Mosquitos were made of wood (a non-strategic material) which made them very light and smooth (no

rivets). This, combined with two supercharged, liquid cooled Merlin V-12 engines (the Spitfire only has one) meant it was incredibly fast and the enemy had very little chance of shooting it down. Many were used for reconnaissance but variations were also used as long range fighters or bombers.

The next area was the Sir Geoffrey de Havilland Hangar which houses a variety of pre, and post, WWII exhibits from a strange looking Autogiro to the fuselage of a Comet





1a, the world's first turbojet powered airliner.

Outside there were also a number of aircraft including a Sea Vixen, BAe146 Airliner and a Vampire Jet. All in all a very interesting time was had.

As a finale, we were able to park our NGs in front of the open Mosquito hangar for a sunny photoshoot.



Chris Humphreys

A PS from the editor

Included in the exhibits is a front fuselage and nose from a Horsa glider, so important in the D-Day landings, which was designed at Salisbury Hall, the location of the Museum, with the prototypes being built there.

The section of the Horsa was recovered from a field near Banbury in the 70's where it had been used as a workshop and garage for an MG!

I'd be interested to know whether any NGs have an equally unusual home!





The Jorvik Run

There are some wonderful routes in the UK that suit, among other cars the NG. Somewhere near the top of this impressive list has to be the tour of the Yorkshire Dales, and particularly in the guise of the Jorvik Rally. The organisers are most welcoming and the participants very friendly. The scenery breath taking.

The Rally, traditionally, begins from and returns to Castle Howard. Situated just 15 miles north from York, it has been the home of the Howard family for some 300 years. A magnificent dwelling designed by the architect Sir John Vanburgh, also the designer of Blenheim Palace, Castle Howard is quite an enchanting backdrop for the Rally start point. At the conclusion to the Rally, all participants were granted free access to it gardens.

I won't mention the many villages and scenery vantage points we all witnessed during the tour except to say that, for me, it was well worth the 230 miles trip!

We did come across a small village that had staged a cake and refreshment event in support of the local air ambulance. We stopped in a prominent part of the village green, and soon in addition to the BOW delegates many other Rally teams stopped and helped boost the days takings.

There were 4 NGs represented, next year it would be really good to see more attend, the Jorvik Rally is well worth the experience.

John W



The National Rally





Mary Clarke - Peacock Trophy



Chris Currie - Chairman's Shield



Paul Dales - Best TA



Alan Goodbun - Best TC



Pete Towner - Best Henley

y Award Winners



Ed Powell - Cheetham Cup



Jeff Yardley - Editors Cup



Mike Manners - Best TD



Dave Woolgar - Concours



Chris Humphreys - Best TF

The National Rally





The Winchcombe Car Club Weekend Rally.

At the suggestion of a friend and Teal owner, I booked a weekend of fun organised by the Winchcombe Car Club. It consisted of a tour through the Cotswolds on the Saturday and on the Sunday a couple of untimed runs up the Hill at Prescott. I definitely intend including this Rally in the NG 2023 diary!

With the perfect weather on the Saturday, along with an eclectic mix of classic and kit cars and a friendly group of participants, a great day was had by all.

We gathered at the Royal Oak, Gretton. Getting there early gave me the chance to wander around and have a chat with some of the other owners. What took my eye was a pair of Turners. The marque consists of a fibre glass body, usually benefitting from an A series engine and built between 1951 and 1966. One of the owners, Nigel Hinton, during conversation, mentioned he had an unwanted B series engine, blue'd and ported for sale. I thought about it....(for about 3 seconds) it is currently in Dave Wards garage being checked over, before I decide what to do with it.



I digress... we drove through very pleasant countryside using mainly country lanes. We did have some luck parking in Moreton in Marsh. Full of tourists, it's a difficult place to park. However we asked a car park attendant if we might park 4 cars(3 Teals and BOW) in the empty coach park. The attendant called the owner of the vehicle park, who not only said yes, but insisted we have FREE parking. Well if you don't ask!



Sunday, weather wise, was certainly in two halves. The morning drive up the Hill was dry and great fun, in the afternoon, very wet and exciting!





Whilst at Prescott we had the privilege to meet our own Chas Killick's brother, John, who was promoting a prototype electric van designed by his partner and which he's working on to get into production.



On the way home we stopped off in the small town of Woodstock (near Blenheim Palace) and found the only car parking space!

All in all a very enjoyable weekend.

John W





London-Brighton Kit Car Run

And so, after a frantic few days checking and rechecking, including managing to find, and get fitted, a set of new tyres for my TA, it was finally the day.

We left home in good time for a spirited run up the A3 to Brooklands, where we met many, many wonderful exotic cars and yes a couple of NGs gleaming in the sun. A cup of tea and we made our way, after several false starts, to the check-in and collected our teddy bear and instructions, then it was time to go.

Leaving under Concorde's wing was a memory I shall treasure. The route had obviously been thoughtfully planned; various cars were doing slightly different routes so we would pass other cars going in the other direction which caused a small amount of consternation, but we soon settled down and enjoyed the run.



Pulling into Madeira drive was a relief with the TA not missing a beat, unfortunately the heavens opened so we headed home soon after with a great deal of satisfaction; Portsmouth to Brooklands to Brighton and back to Portsmouth without missing a beat.



All together a wonderful day and looking forward to the next adventure.

Hugo Wilson



Back to Le Mans

I had been to Le Mans for the 24hr race every year since 1983 until the Covid pandemic caused an interruption for the last two years so I was looking forward to getting back this year.

I set off for the ferry at 7am on Wednesday 8th in light drizzle but with a forecast for it to improve and, as promised, it stopped as I arrived at Newhaven.

By the time I had passed through passport control, including the presentation of my Covid passport, and customs, I moved forward to board the ferry with sunny skies overhead. There were plenty of fellow Le Mans travellers in everything from a pair of chain driven Frazer Nashes through classic sports cars to modern super cars.



The ferry arrived on time at Dieppe, disembarkation and clearing passport control went smoothly and I set off for the road to Le Mans, skirting Rouen on the ring road then off down the old RN 138, now left as pleasant lightly trafficked D roads after the construction of the Peage toll motorways. There were an extraordinary number of "Convoi Exceptionnel", fortunately mostly coming the other way but I did get stuck behind one for miles (or kilometres) until a short stretch of dual carriageway allowed me to pass.

I skirted round the city of Le Mans following the "Garage Bleu" signs through Arnage and arriving at the camp site at about 7pm. It was quite empty when I got there, it would fill up with people arriving right up to Saturday morning.

There was a brief downpour just as I had started to put up my tent, very annoying but that was to be the last drop of rain on the trip.

Once I had set up my tent and shelter, I headed off to watch the night practice sessions at the track.





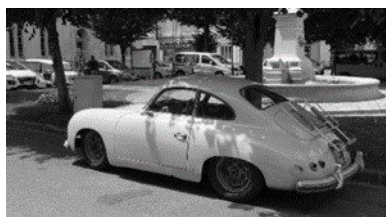
The first surprise was that the spectator entry point that I had used on all my previous visits had been closed off and a new one opened up opposite the control tower at the entry to the pits, quite a hike from the camp site. The format of the practice and qualifying sessions had changed since my previous visit and I was somewhat confused but it was good to be back.

It is much less busy, spectator wise, at these sessions and the grandstands are accessible so the viewing opportunities are good. Where in previous years the qualifying was done in the two sessions on Thursday night the revised format was a one hour session on Wednesday night, sandwiched by free practice, then a single half hour "Hyperpole" session on Thursday where the top half dozen or so from each class battle for pole position and starting order.



I had a run out through the lanes for lunch on Thursday intending to go to a restaurant at La Lude, which I have visited many times, but Madame came out as I was parking to tell me that it was closed as she was unwell so my plans had to change. I consulted my map and headed for Mayet which looked promising. I was rewarded with an excellent meal at a restaurant in the town square, nothing fancy but busy with locals having lunch. Good food and very reasonable, three generous courses and an aperitif for €15.

When I left there was a nicely original (slightly scruffy) British registered Porsche 356 parked outside. I have encountered it several times at Dieppe queuing for the ferry and have spoken to the owner; he's had it for years and while he keeps it in good mechanical order, he has no interest in restoring the body and interior, his argument being that it would cost a fortune and wouldn't increase his driving pleasure.

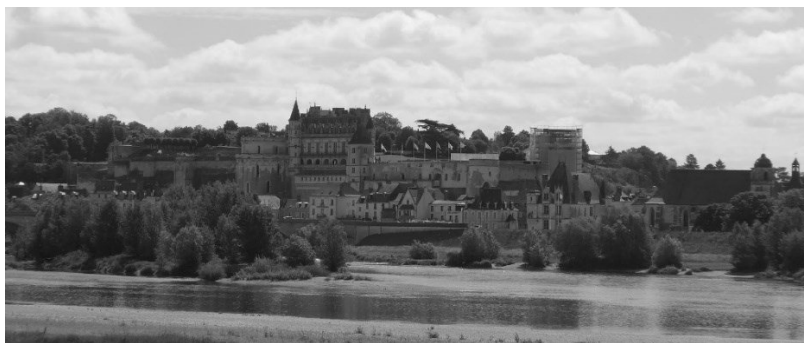


I returned to the camp site, noticeably busier than when I'd left, then back to the circuit for the first of the "Road to Le Mans" races and the



"Hyperpole". There was great excitement when the French Alpine seemed to have got pole for the 24hr race but joy turned to heartbreak when the Toyotas snatched the front row in the closing minutes leaving the Alpine third, followed by the two American Glickenhaus cars.

Friday has traditionally been a quiet day at the circuit so has been the day to go on a jaunt. I decided to take a meandering run down to Amboise on the Loire and back, with a lunch stop en-route. The town is dominated by the magnificent chateau, which I have visited in the past, and is approached by crossing the Loire on a multi-spanned stone bridge. The river is a tremendous width although in the summer when water levels are low it flows between wide sandy shores and is divided by numerous sand bars.



I returned via a supermarket to stock up with supplies for the weekend and was amazed to get to the camp site with no queuing, on previous occasions it has been a crawl all the way from Arnage. Although it was a bit fuller there were still considerable areas of empty space at the camp site. It seemed much quieter than previous years with much less partying and fireworks; I wasn't complaining as I wanted to get a good night's sleep ahead of a couple of busy days.

Race day dawned foggy but the sun soon burnt through and the temperature began to climb.

I made up sandwiches loaded them into my backpack along with fruit and bottles of water and headed for the circuit to catch the final support race and get into position for the start of the main event at 4pm. My favoured spot for watching the opening laps is from near the chapel overlooking the sweeping corners on the run down from the Dunlop



bridge, always dramatic seeing the cars suddenly bursting into view over the brow beneath the bridge. With near cloudless skies, high temperatures and blazing sun I found a good spot in the shade beneath the acacia trees, sheltered from the sun so that I wouldn't cook but still with a good view.



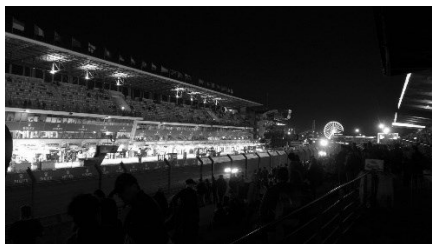
As the clock ticked towards 4 the Patrouille Acrobatique de France (the French Red Arrows) roared overhead heralding the start of the race

The two Toyotas rapidly established control of the race, leading from start to finish, swapping positions at the pitstops until a mechanical/electrical issue with the No 7 car led to a longer pitstop and dropped it to second where it remained. To the disappointment of the home crowd the Alpine was plagued with difficulties; a time penalty, clutch problems and an off-track excursion, dropping it out of contention, finishing 18 laps down in 23rd place. The third and fourth places were taken by the remaining Hypercars, the two Glickenhaus cars. The Glickenhaus team did not have a trouble-free race with one dropping down the order after a brush with the barriers and consequent limp back for repairs but, once repaired performed well and climbed back to 4th place. After that places were filled by the LMP2 cars, essentially a one make formula with all the teams using identical chassis, Oreca, and engines, Gibson, until the first of the GT cars in 28th place. The Corvette team suffered disappointment with one car out with mechanical problems and the other sideswiped into the barriers, and out of the race, by another car when lying second in class and going well.

Having watched the start, I stayed at the track to catch the iconic views, the cars sweeping down from the Dunlop Bridge as the sun sets, through Tetre Rouge and off down the Mulsanne as dusk falls, the pits at night then back to the tent for a few hours' sleep before returning to the track to catch the rising dawn sun seen through the Dunlop Bridge



silhouetting the cars as they crest the brow



I returned to the camp site mid-morning to pack away my tent and load up the car before driving off through the lanes skirting the circuit to watch the final stages of the race from near the Mulsanne Corner, allowing a cleaner departure from the circuit as I was booked on the midnight ferry and wanted to get to Dieppe in time for a final meal in France.

When the race finished, I returned to the TC and headed North under blazing sun and cloudless skies, straight through the centre of the city of Le Mans, passing in front of the magnificent cathedral and back up the old RN138. The only minor hiccup on the way back was being pulled over by the Gendarmes for a document check, driver's licence, vehicle registration and insurance. All was in order so I continued on my way arriving at Dieppe at 8:30 in good time to eat.

A straightforward passage through customs and onto the ferry just before midnight then try to catch some sleep in those instruments of torture the reclining seats, until arrival at Newhaven at 3:30am. Off the ferry and out through customs at 4:00am then a nice drive through lanes as dawn was breaking and back home by 5:15

Looking back, it was a slightly disappointing race in so far as there was little jostling for positions and it was lacking the exciting races within races which there have been in other years, nevertheless it was good to see strong performances by British drivers and teams and nice to see Robert Kubica having a good race, and a podium finish, 2nd in LMP2, and the Aston Martin winning the GTAM class. All in all, it was a thoroughly enjoyable trip and I'll be back next year for the Centenary running.

Charlie Killick



NG National Rally 2022

The first official rally since the dreaded Covid lockdown was a great success!. It was great to see everyone again, some of whom we havent seen for a few years and it was lovely to finally catch up.

The weather was mainly kind and the odd shower didn't dampen proceedings at all. Living fairly locally we opted not to camp this year but Cooper (the pup!) enjoyed his first rally, the attention and the trips back and forth in his custom seat.



The meals on Friday and Saturday evenings were provided by the site and they certainly didn't let us down, we were very well looked after and the atmosphere was very relaxed and everyone seemed to enjoy the new set up. Sunday lunch was provided by the club, it was lovely and much appreciated by all.

Over the weekend we had almost 40 cars attend, not as many as we've had in previous years but an impressive turn out none the less and the interest shown from visitors was high (we even had a advert promoting our meeting in the gents!!)

On Saturday it was nice to have a surprise video call from Paul Strickland who was in Ohio whilst traversing America in his Henley on the "Lincoln Highway" Paul would normally attend the rally but we'll let him off this year!



As in previous year the trophies were presented on Sunday afternoon with the usual very worthy winners!

We look forward to seeing everyone at next years rally if not before!

Ed, Lorraine and Cooper



The National Rally Highs and Lows

Highs for me were re-wiring half the dash in the NG TA in time for the Stratford rally by this I mean fitting modern fuses etc after a recent typical under dash electrical fire at the last event. On the plus side sitting in the Oxford Services drinking a morning coffee realising I had a 60 miles of country roads to drive in the NG. Great fun following Charlie in his NG TC through the beautiful Oxfordshire countryside on a glorious sunny day, top-down motoring at it's best.

Great to meet everyone in person especially after all the recent lockdowns. Had some great conversations through the day.

Lows were leaving

Stratford at the end of the day to the sound of my gearbox shredding

gears only to find myself on a slip road waiting for a recovery truck just 1 mile later. A high was breaking down just at the end of the Wellesbourne Airfield so got to watch a few bi-planes take off and land whilst I was waiting.

A low was having to use a large Parasol I had brought with me as an Umbrella in the rain whilst waiting for the recovery truck, especially, as it was very windy! A high was getting to test the new hazard lights I had recently wired up!

Luckily the recovery truck was two thirds of the way back home to Wokingham, Berkshire when he realised, he was only supposed to inspect my car not recovery it. When his boss phoned to wonder where he was, he conceded to take me the last 30 miles home as he was nearly there anyway! I think he spent more time taking photos of the NG than anything else.

Now I'm waiting patiently for the gearbox to rebuilt whilst the summer days pass by, I guess, there is always next year! Life with a classic car is nothing but adventurous.

Matt Bolt





National Rally Award Winners,

See photographs of the presentations on the centre pages

Ian Peacock Trophy.. Best Club member, this year awarded to Mary Clark for her annual supply of food at the National Rally over a 20 year period, commencing in the early days cheese and wine.

Editors Cup... This year goes to Jeff Yardley for his incredible effort over these past three trying years keeping ChangiNGear alive and fresh!

Chairman's Shield; The Best New Member... goes to Chris Currie for his enthusiasm and support in his first year.

Cheetham Cup... Best Modification... An outstanding innovation, the clever use of a choke management system (a clothes peg), and a stunning product positioned in the rear of his NG that not only showed design and woodworking skill, but it also served as a safety carriage for a lovely little canine (Cooper) Watch out for the next episode of Dragons Den!

The Best presented NG, by model. The criteria was for a well presented car partnered with real use :

Best TA goes to Paul Dales

Best TC goes to Alan Goodbun

Best TD goes to Mike Manners

Best TF goes Chris Humphries

Best Henley goes to Pete Towner

And finally The **Peter Clark Concourse Cup**; awarded to Dave Woolgar for his TA. Considering the number of classic car meets attended, the cleanliness of his car was quite exceptional.

Many congratulations to all the winners

John W



Glamping Pods for the 2023 National Rally

As you will read elsewhere in this edition, we now have a date for next year's rally at Riverside with the same, very successful, format as this year's event.

For those of you who might like to book a camping pod for the weekend, I thought it was worth bringing your attention to the fact that Riverside are now taking bookings for next year over the phone 01789 292312 (not via their website at the time of writing).

My reason for bringing this up is that a number of members mentioned to us that they would have liked a camping pod for this year's rally but found that they were fully-booked already. The pods are popular with groups of friends and hence they don't need many bookings for all the pods to be taken.

Cost is a very reasonable £125 for 3 nights. You just bring your own sleeping bag & a few camping items. The pods are equipped with mains power (bring your kitchen kettle), a fridge, and fan heater for those chilly mornings. They also have a sofa-bed and 2 bunk-beds.

In conclusion, if you are thinking of a camping pod for next year, suggest you book ASAP.

Paul Gray



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From the Archives



How it was done before computers! A page from ChangiNGear c1987, the Blue Peter school of DIY publishing.

Equipment: Camera, typewriter, scissors, felt pens and glue

Method: Arrange photos, type up and cut out captions, draw out cartoons, assemble page by page, photocopy, staple, send out to the members



News from Across the Pond

New York, the journey begins



Bonneville Salt Flats,
Utah



And finally a brief mention of the ultimate in adventurous NGing, Paul Strickland's realisation of a dream - Shipping his Henley to the US then crossing from New York to San Francisco on the historic Lincoln Highway by NG..... Just heard that he has reached the finishing line!





Many congratulations Paul



Paul at the finish with Adrian, co-pilot for the final leg, and, of course, the trusty Henley

Paul has been keeping us informed of his progress with words and pictures on facebook and hopefully when he returns there will be something for future editions of the magazine.

Find us on



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

This is a 'closed' Group, but it is easy to join
Jeremy Evans, the Group Mediator, will be happy to sign you up.



Memories of Bob Preece (club member No14)

Back in 1981 I decided to build a kit car from my old rusty MGB, the NGTA was the obvious one to build because with two small children the choice of cars that could carry all the family was very limited. Chassis bought, I set about the build. I went to a local spares shop to buy nuts and bolts etc, the shop keeper said he knew someone who was also building a TA near to us, he gave me the phone number, it turned out to be Bob Preece.



We met up and decided to collect the bodies etc together from New Milton, Bob had an estate car and we hired a trailer to get both at the same time. We had several trips to Richardsons scrap yard in Staines for spare parts.

One of the first meetings of the NGOC was at the Santa Pod Raceway, at the time there were only 7 members, we met Ian Peacock who told us about the club, Bob joined almost immediately and became member 14, I joined shortly afterwards and became member 40, so as you can see it was growing quite quickly.

When the cars were ready for spraying, I converted my garage into a spray booth sealing it as best I could. Bob's car was burgundy and mine was bright red but Janice always knew whose car was being sprayed by the dust on the top of the cans in the kitchen and on her shoes in the wardrobe!! So not as well sealed as I hoped!!

As families we went to lots of club meetings together and enjoyed time together outside the club as well.

Memorable club meetings include skittles at The Red Lion in Theale, the landlord, Alan Dry, was a member and arranged competitions for us. The Shire Horse Centre and pub in Littlewick Green was a favourite, the horses were



magnificent and they had a small children's zoo as well. I often wondered what our children's teachers thought of us because every Monday they



had to write what they did at the weekend and ours mostly centred around pubs!! I can't believe how far we travelled to go to club meetings, we went to Sherbourne, Castle Combe and Popham Fly In meetings all in one day.

Bob and I had two memorable trips to Le Mans in 1998 and 2001, I don't think Bob had ever camped before although they did own a caravan but he seemed to enjoy it. We also had a trip to the MG Day at Silverstone where it rained all day, not such a happy memory.

When Janice and I took over running the club, Bob and Manda were always there to support us, at the National Rally in Syon Park, kit car shows in Sandown Park, Newark and Stoneleigh.

When Bob retired he bought a Jaguar XJ40 and we spent time driving through the Midlands looking for somewhere to hold the National Rally, after several failures including a scout camp site with no facilities we settled on Leedons Park in Broadway.

I have lots of happy memories of our time with Bob, Manda, Beccy and Jonathan. Bob played an active role in the running of the club, he was club secretary for many years and was always there to help and lend support.

He will be sadly missed by all who knew him. *Eric Cheetham*



Bob & Eric at Popham

Bob, the proud NG builder, with his TA





Tech Talk

LIVING IN THE FAST LANE - A NEW LIFE BALANCE

One thing that can really spoil the enjoyment of driving our cars is poor wheel balance and if you do have a problem, you can bet the critical imbalance will occur at your regular cruising speed. Incorrect wheel balance will affect the handling of the car, may cause undue wear on the steering and suspension parts and most importantly, undermine your confidence in the car.

Should you be running steel or alloy wheels with reasonable quality tyres this is not likely to be a problem as most tyre shops will be able to provide you with a reasonably balanced set of wheels and tyres for your car. However, many NG owners run wire wheels and these do cause problems for your regular tyre shop when it comes to balancing and fitting, as Stephen Fry might say, "Due to general ignorance" and equipment. I seem to recall that the last production car to be fitted with wire wheels in the UK was the V12 E Type Jaguar of 1974 so demand for wire wheel balancing diminished very quickly, experience was lost and balancing equipment became much easier to use with the introduction of computer controlled balancing machines which can be used by anyone with some basic training.

All of this is much easier than the on - car - balancing that I used to do with the Laycock motor bike as we called it back in the 1970's. (I tried to find a photo of the kind of machine I used, and failed, but did find a company in this country who offer an on car balance service with a very similar machine. Price? £189 + vat!)

So, let's start at the beginning; Firstly, are your rims true?

The only way to test this is with a dial gauge set up so the pointer is running on the inside or outside rim (not the bead edge as this is subject to minor damage and dings). In practical terms it is easier to do this with the front jacked up and moving rear wheels to the front as required. A car ramp also provides a good firm base upon which to mount the magnetic dial gauge to measure the outer rim and the lower wishbone can be used as a mount for the dial gauge for the inner rim. Be patient and careful when taking the readings, trying to locate the lowest point first before zeroing the dial gauge and making a final reading. Motor Wheel Services provide a maximum run out figure for wire wheels of



0.055 inch (1.4mm). I checked mine and found them all to be within the tolerance with one being slightly over but not enough to worry about. If you do not have a dial gauge, I am sure you could still get a good idea by using a six-inch nail, or similar, as a pointer firmly clamped to your car ramp and a set of feeler blades to get a rough or visual guide as to how true your own rims are. The only difference would be to start at the high point, rotate the wheel and measure the low point with the feeler blades.



Second, have your tyres been fitted correctly in the first place?

A new tyre is almost never perfectly balanced during manufacture and the lightest point is usually marked with a white or yellow dot or circle on the outside side wall. This should be aligned with the tyre valve stem, particularly as we are using inner tubes of which the heaviest part will be at the valve. It makes sense to align this with the lightest part of the tyre so as to reduce the amount of weight you are adding to achieve correct balance when in use.

Tyres are not always perfectly round either and may have a slightly high or raised area on the tread which can cause a vibration when rolling. This is due to the overlap of the internal structure of the tyre and is noted by a red dot.

If a red dot is present it takes precedence over the white or yellow dot and should be aligned with the tyre valve stem. Red trumps yellow or white.



Now most tyre fitters will tell you; "Oh yeh, I've never found it made any difference" even if they do know about it as mine did. (And be thinking that you are a know-it-all numpty). This is all very well and good with a modern alloy wheel and good tyre combination as they will probably get away with it, but most of these guys are not experienced in dealing with



problems that may result from wire wheels. So, if you are fitting new tyres make sure that the tyre fitter aligns the marks correctly as it may help to resolve an issue before it becomes a problem.

Thirdly, does the company have the right equipment to balance wire wheels?

A lot of them will tell you quite confidently that they can balance your wheels with their equipment. Sorry, but if they do not have the correct mounting cones to go onto the wheel balancer they cannot. Wire and any other centre lock wheels locate by two tapering surfaces rather than a flat mounting flange and studs or bolts.

They are not mounted on the splines; these transmit the drive. To correctly locate and centre the wire wheel to be balanced you have to have the correctly angled cones to mount them to the machine.

These have a 30-degree chamfer to match the rear shoulder on the hub and 10-degree chamfer cup to match the shoulder machined into the front of our wire wheel hub. Unless you approach a wire wheel specialist, such as Motor Wheel Services, your regular tyre bay is very unlikely to have the correct equipment with which to balance your wire wheels.



Fourth, let's weight up the issue.

Another thing to consider are the wheel balance weights being fitted and where they are located. Wire wheel rims would have originally been fitted with knock on weights placed on the outside or inside rim depending on what was required. Today, most will want to use stick on weights fitted to the inner rim or under the inset as they cannot be seen and look neat which is what we all want on an alloy wheel. This is great if it works, but may not be correct for your wheels, so don't be afraid to go with knock on outer and inner rim weights if that is what perfects your balance.

My TA uses 185VR15 tyres and several years ago I could not find replacements for my old Mabo Generals which although Spanish G800 copies were great but starting to crack. The only tyres I could find in



the correct size were Chinese and since fitting them I have had problems with wheel balance and even a Classic Car Specialist did not get them right using stick on weights! As I have done a lot of motorway driving recently with the balance being pretty dreadful at 70mph I needed to find a solution, especially as the National Rally was coming up in June which is a three-hundred-and-twenty-mile round trip for me. Plus, any driving around the Cotswolds

I approached my regular, non-corporate, tyre supplier about balancing my wire wheels and we agreed that if I ordered the correct wheel balancer mounting cones, they would have a go at balancing them for me. After measuring the diameter of their balancer wheel mounting shaft, a little on-line research revealed that a number of products are now available and a very good review of them was published in the Jaguar Owners Club Magazine. I ordered the Smooth Ride Wire Wheel Balancing Kit which is machined from a hard plastic and supplied with steel tube sleeves to fit two the two most common wheel balancing machine mounting shafts. The cost of which was £75.00 plus postage and delivery was prompt. More expensive universal kits are available and these are turned up from steel which makes them be more suitable for regular commercial workshop use, but the Smooth Ride kit seemed appropriate to my occasional use and would only cost slightly more than having four wheels balanced (incorrectly) at the classic car specialist.

It took two attempts to get my wheels balanced, the first with the balancing machine set up as they would normally use it to show the weight fitted to the inside or rear rim which, as we have said, is pretty standard these days. This did not work on the two front wheels at 70mph and uncomfortable when the wheels where deflected which indicated to me, they needed to be weighted on both inner and outer rims. The second attempt had the machine set up to indicate readings for both rims individually which was much more successful and has provided a near perfect balance all be it with a lot of knock-on weights.

Life's balance was restored and provided me with a very smooth ride up to the National Rally. I must thank John at Allright Tyres for allowing me loose in his workshop which in turn led to this short article. Although by no means comprehensive I hope this will help you with your own wheel balance problems should you have them.

Happy NG Motoring, *Dave Woolgar*



Cars for Sale



I have owned the car since 2018 in which time he has travelled less than 3,000 miles. It has been service & at the MOT the car has passed without any advisories. The car is correctly registered as a 'Historic' vehicle & at 50 years old does not pay tax. The car is stored, when not in use, under a canopy in front of my garage. I have carried out lots of upgrades to the car, including the main ones, as listed below, from, a stainless steel exhaust, I even have a Stainless steel manifold ready to be fitted, New full mohair hood that still need some fettling to fully fit it, it also has a tonneau cover, new trumpet car carb filters, 2 New seats to match the colour of the car (with protective head restraints for added safety), New carpeting some still to be fitted, upgrade to the disk brake front pads, new radio & USB connections (for use with my sat nav), 5 new tyres, rear boot rack, rear boot rack basket, 2 sets of wing mirrors (gives a great view from the wing mirrors & the two next to the cockpit), new battery 2019, wings resprayed black, new dry powder fire extinguisher, lots of MG manuals plus the build manual for the car. Lots of invoices etc.... The car is in need of some TLC which I am finding it difficult to do due to health issues & so would like to sell on my lovely old car to someone who will continue to look after him (Rebel) and use him more than I am able. I am looking for £7,100+ or nearest offer.

Please give Rebel a new home, he attracts lots of attention on the road & at events because of his colour and stance. Kids walk away on air when I have let them sit in the driving seat!!

Bill Hornby Tel: 01482 814120., Hull, Yorkshire.



Cars for sale



NG TF

Built by Roy Avery 1993-8 (first MOT'd 07/08/1997), comes with detailed specifications of the build and old MOT and tax documents along with service and spares invoices. It was sold by him to the second owner in 2004. Based on a 1970 MGB roadster and registered as 'NG kit conversion', always garaged, 3 owners. Retains donor registration. Mileage 3650. Reconditioned engine as part of the build, also skimmed unleaded head, fast road cam, 4 speed gearbox with overdrive, Lumenition ignition, Janspeed straight through exhaust, Webber 45DCOE carburettor with external K & N air filter, Spax adjustable dampers, excellent tyres, low sports screen with wind deflector and rollover frame. Finished in metallic Jaguar "Bordeaux" paint. Webber tuned by local expert Tom Airey in 2017 - his rolling road recorded 128bhp power output.

Comes with wooden tool chest, good double duck tonneau, home made Lexan side screens, unfitted hood frame and unfitted rear seat upholstery. I bought in 2014 and have ironed out many gremlins, now runs as expected. There remain a few things to sort out. Current MOT valid until 04/08/2022.

Sensible offers considered. Car is located in Winchester.

Contact Paul, email prbracey@outlook.com



Cars for sale



Here we have for sale, my NGTF, I have owned the car for the last 3 years.

When bought the car (which is tax exempt) it was described as roadworthy but, for me, not to an acceptable level, and so I had the following work done.

1. brakes refurbished, including the addition of a servo unit
2. electrics overhauled, some rewiring, electronic ignition installed, new o/d switch, and solenoid
3. carbs stripped and refurbished (by Ron Harper) and engine tuned
4. cooling system refurbed new hoses etc, new thermo-static fan and controller
5. steering col refurbished
6. fuel tank sender replaced, also fuel cap and pipe
7. new battery

The car is a delight the pictures do not do it justice, it also comes with hood, side-screens and tonneau cover. The only bad points are the scuff on the front wing and some micro-blistering on the rear offside wing (can't be seen from 2 meters away), and as of today the horn refuses to work. This is a regrettable sale, but the car is no longer practical for me.

Contact number 07792546867, located in North Yorks

I'm looking for **£7500** ono



Cars for sale

NG TA Project, Marina based, correctly registered CUT 591 K

Offered for sale following bereavement; a part-built NG TA and all the items associated with it, many still wrapped, sitting in a garage in Compton near Newbury.

The kit dates from the mid-1990s and, although it is still very much a project, is correctly registered as an NG TA. The V5 shows a change of keeper 1994 and a date 20/08/97 when the builder completed a built-up vehicle report.

We would love to see his project completed, even if by someone else!

The engine has been partly stripped in recent years and it is not completely re-assembled; the cylinder head is off but all parts are present.

The car will roll but the tyres are flat. There is no interior trim or seats.

A great opportunity for someone to build a TA to their own vision without the hassle of the IVA test!

Offers to Jane da Roza Davis 07825 214116.

Proceeds of the sale will be divided between the Berkshire Maestros and the Stroke Association UK





**A DATE FOR YOUR DIARY 4TH DECEMBER 2022
NGOC CHRISTMAS LUNCH
REIGATE MANOR HOTEL
REIGATE, SURREY RH2 9PF**

**FULL DETAILS TO FOLLOW IN SEPTEMBER.
MORE INFO OR TO REGISTER YOUR INTEREST PLEASE CONTACT
SUE BOULTON ON 020 8949 1065
rayboulton744@btinternet.com.**

And finally something that we can all relate to at some time — though not sure that it's IVA compliant labelling!



Photo courtesy of Brandon Rodriguez

Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00 + £3.00 p&p*
Polo Shirt S, M, L, XL	£12.00 + £3.00 p&p*
T-Shirts M, L, XL	£9.00 + £3.00 p&p*
Baseball Cap (navy)	£9.00 + £1.50 p&p*
Beanie (navy)	£8.00 + £1.50 p&p*
NG Car Badges (unpainted) (temporarily No Stock)	£20.00 + £3.00 p&p*
Brollies (last few)	£22.00 (only at The Rally)
Fleeces (temporarily No Stock)	

Logos are in contrasting Silver or Black

- all available from Mark Staley

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

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

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

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

Front	Cover Photos	Back
National Rally Saturday	Drizzly at Stoneleigh Kit Car Show	
	Sunny at Headcorn, Drive it Day gathering	
National Rally Sunday	Scorching at the De Havilland Museum	

