

Changi**NG**ear

January/April 2016

The Brook-Holmes Young Generation



Catching The NG Bug at a tender Age

the NG Owners Club magazine

The NG Owners Club

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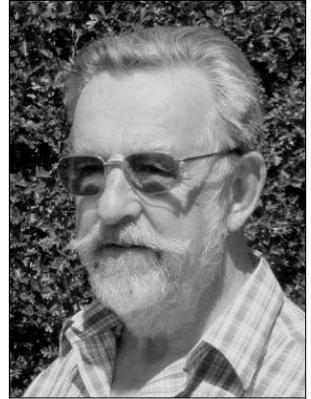
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Chairman's Letter

Through my regular Chairman's Letters I have sought to bring encouragement to Club Members for the development and maintenance of their cars and the social side of the NG Owners Club. Like me, I am sure you have many events and trips that you can get involved in during the New Season and to get a quick plug in I refer in particular to the National Rally at Stratford on Avon - check out the dates in our Events Calendar. (Pages 5 & 6)



Recently I got myself all keen and excited. A bright sunny but cold day and the prospect of a lunchtime outing to a local pub. So quickly get the TF out of mothballs, don coats and hats and away. Oh no! Not so fast. The fuel pump buzzed - just - and that was all. No more volts - the battery was dead. Bad news as I always have the cars connected to a battery conditioning charger, even so batteries do not like extended periods at low temperatures and my garage can get mighty cold in the winter. Nothing for it but a quick visit to Halfords for a new battery. I was most impressed by the excellent service I received. The young assistant had to contend with an unknown battery size for a non-standard car and me - definitely unknown and non-standard, but he got me sorted in no time. I hope you all manage to start your New Season with a lot less trouble.

Peter Clark

CONTRIBUTIONS PLEASE

**Contributions for the July issue of ChangiNGear
by 30th June Please**



Secretary's Notes

Welcome to 2016 and to this years first magazine. Firstly Amanda and I would like to say it`s so good that Chris our editor is recovering well and we wish him all the very very best.

The first show of the year is The Stoneleigh Show in Warwickshire. This takes place on Sunday 1st and Monday 2nd May. Pitch No 40A has been reserved for our club. Unfortunately Amanda and I will not be there.

In past years it has been a good show but recently attendance has dropped. It could be worth a visit for new members.

Now for something completely different,

The NGOC National Rally

This most enjoyable weekend takes place on the 24th to 27th June Being Friday evening to Monday morning. The main events being on Saturday and Sunday

The venue is the same. Riverside Park Stratford upon Avon
Post code CV37 7AB Tel No 01789-292312.

There are camping facilities for the brave and caravans to rent on site. There are also many B&Bs in the area .

You need to book A.S.A.P (Booking Form on Page 16)

It has always been a most enjoyable week end with BBQs on site, so we look forward to seeing you there. New members always very welcome.

No NG? -never mind -come as you are.



Bob Preece

Find us on

facebook



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

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



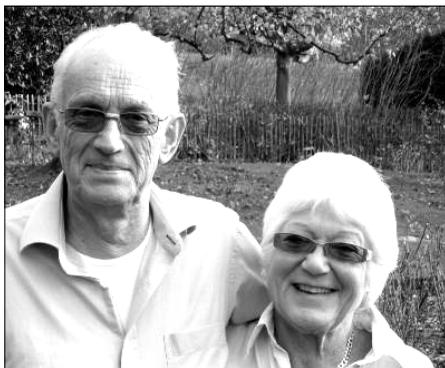
Editorial

Firstly our apologies that the January issue of ChangiNGear never made it into this world. Chris, having waited for gastric surgery for some considerable time, had a couple of minor strokes in mid-December. So he spent the Christmas and New Year period and early January in one hospital or another.

Very fortunately the after effects are none too severe. He has some balance problems when walking but is otherwise unimpaired, so has made a near full recovery. However the gastric surgery has been on hold in the mean time and is now scheduled for 11th May. An intricate day long operation followed by may be two weeks in hospital and a quite long recuperation at home. Hopefully then back to full strength and activity.

So this edition of the magazine is a combined January and April issue. You might well feel that this is a thin offering, of 32 pages, especially for a double issue. And you would be right. During our editorship to date the thinnest issue was 36 pages and the fattest at 52. The reason for this 'slim line version' - is regrettably a lack of contributions from Members. We are wholly reliant upon your contributions to fill our pages and for some reason you, as a whole, have been rather unforthcoming. It may have been the winter months and you may have heard on the grapevine that Chris was unwell, BUT THERE IS NO EXCUSE FOR THE NEXT ISSUE !!! Chris will be in and out of hospital in plenty of time for the June/July edition - so please get your cameras and pens at the ready and let us have plenty of input for the next issue - Contributions generally by 15th June please, but late news and NG Rally input by 30th June. - thanks.

You will have gathered that Rocket has been entirely idle since December, and frankly was much under used for most of 2015. Typically, now that the Spring weather is with us, Chris is due back in hospital. However we hope to make up for everything later in the year, and hope to be out and about NG style in time for the NG Rally in late June. So see you there we hope.



Chris and Su



Events Calendar

Date	Event -- What, Where	Who
01-May	National KitCar Show Stoneleigh (1st and 2nd May)	Bob Preece
10-May	Brooklands - Evening Natter	Peter Clark
13-May	Spa Classics (13th to 15th May)	
14-May	Laon Historique, 25th Anniversary 14th to 16th May	
15-May	19th Jorvik Classic Car Run	Steve Tyler (See Page 10)
05-Jun	London to Brighton Kitcar Run Brooklands to Madeira Drive	
14-Jun	Brooklands - Evening Natter	Peter Clark
18-Jun	Le Mans 24hour (18th to 19th June)	
23-Jun	Goodwood Festival of Speed (23rd to 26th June)	
24-Jun	NG Annual Rally(24th to 26th June) Stratford-upon-Avon	Paul Gray
25-Jun	Classic Kits and Retro : Castle Combe	
08-Jul	Le Mans Classic (8th to 10th July)	
12-Jul	Brooklands - Evening Natter	Peter Clark
23-Jul	Dogmersfield Fete	Paul Gray
27-Jul	Classics on the Common, Harpenden	Chris Humphreys
29-Jul	Silverstone Classics (29-31 July)	
09-Aug	Brooklands - Evening Natter	Peter Clark
04-Sep	West Sussex MGO South Downs Run	
13-Sep	Brooklands - Evening Natter	Peter Clark
11-Oct	Brooklands - Evening Natter	Peter Clark
06-Nov	London to Brighton Veterans Run	
08-Nov	Brooklands - Evening Natter	Peter Clark
13-Dec	Brooklands - Evening Natter	Peter Clark



The NG National Rally 2016

24th to 26th June
at Stratford-upon-Avon

Book this in your Dairy Now !!

Following discussions during last year's event, it was decided to move this year's rally weekend one week forward in order to avoid again clashing with the River Festival at Stratford (as well as the Silverstone British Grand Prix and Wimbledon Finals).

This will ensure that we can continue to use the whole of the rally field to which we have become accustomed.

*Please try and be there this year
Let's have a Bumper Attendance*

The NGOC Committee

Booking Form is on the centrefold — Page 16

The Historic Rally Car Register

The Historic Rally Car register have just re-launched their web site.

— <https://www.hrcr.co.uk/>

The clubs scenic tours are a get day out, they hold events around the country and specialist cars and ordinary cars of any type are more than welcome. I have participated in a Mini 850, a MG FT and and RAW Striker kit car. Give it a try

Jeremy Evans





Brooklands Monthly Natter Evenings

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

These events may be subject to change

Please check with Danny Bryne, Brooklands Club, 01932-829814
or Peter Clark, NG Owners Club, 01737-832367



MONTHLY NATTER

Meeting Dates and Events 2016

- January:** 12th – New Year Natter and Noggin.
February: 9th – Best Leather Driving Jacket & Goggles (!)
competition. with Chris Bass on Piano (tbc).
March: 8th – General Knowledge Quiz.
April: 12th – Motor Memorabilia swap.
May: 10th – Late Spring Natter and Noggin with Chris Bass on
Piano in the background.
June: 14th – Pride of Ownership, Concours d'Elegance; Ladies
and Gentlemens period costume competition.
July: 12th – Summer Barbeque.,
August: 9th – Summer Natter and Noggin with Chris Bass on
Piano in the background
September: 13th – Motoring Quiz.
October: 11th – The 13th Anniversary of our Brooklands Natter.
November: 8th – Remembrance Natter and Noggin.
December: 13th – Enthusiast of the Year Awards, Gentlemen &
Ladies Competitions, Hot Sausage Rolls and
Mince Pies.

On all nights there will be a Raffle (with prizes, of course).



New Members - Welcome

We are always pleased to welcome new members.

Membership Fee : £15 per year (reduced if you join mid- year).

Membership includes quarterly issues of ChangiNGear

and some Insurance Companies offer reduced rates for NGs.

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

Contact Bob Morrison, Membership Secretary – details inside front cover

The following have recently joined the ranks of NGOC :

Matthew Stay (1586)

Great Kimble Bucks,

Malcolm Bast (1587)

Bitterne, Southampton, Hants,

John Edmunds (1588)

Kelly Bray, Cornwall,

Ian Francis (1589)

New Mills, Cheshire,

Roger Towers (1590)

Chandlers Ford, Hants,

George Berger (1591)

St Ives, Ringwood, Hants,

Chris Poulton (1592)

Great Dunmow, Essex,

Derek May (1593)

Hawthorn, Seaham,

George Reed (1594)

Weston-super-Mare, Somerset

Stefan Petrat (1595)

Recklinghausen, Germany

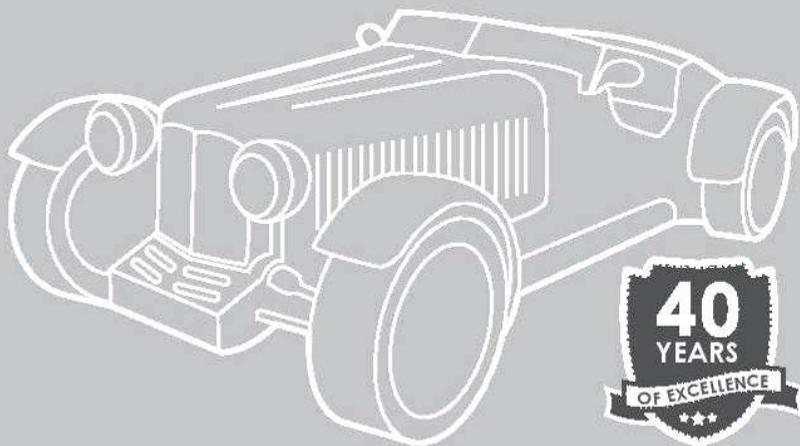
ChangiNGear is once again delighted to see so many new members and extends a very warm welcome to you all. We look forward to hearing from you in due course with 'your news' to publish

- Thank you and Welcome

Chris & Su : The Editors



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RYEDALE & YORK M.G.O.C.

19th JORVIK CLASSIC CAR RUN – SUNDAY 15th MAY 2016

Thank you for your support for last year's event.

You helped us raise more than £2500.00 for Marie Curie Cancer Care.

The 2015 event attracted over 160 entries, so spaces for 2016 may be restricted.

Please contact me urgently for an entry form.

The charity for 2016 is again "MARIE CURIE CANCER CARE" who provide support and specialist teams of nurses for patients with cancer and other illnesses such as Multiple Sclerosis, Motor Neurone Disease and end stage heart failure - They are indeed worthy of our support.

Starting at Castle Howard, which is located off the A64 between York & Malton, this year's run will be 100 miles, mainly on B & C roads across the North Yorkshire Moors before returning to Castle Howard.

We would like as many entrants as possible to join us at the finish for a car display plus a natter with old and new friends and the presentation of trophies at approx 3.30pm.

Trophies will be given for:

The Oldest Classic Car entered

The entrant who has travelled the furthest

The entry that the committee would most like to take home

Castle Howard is the perfect venue for this event as there is ample parking, many things to see and do and other facilities including restaurants and shops.

We at Ryedale & York MGOc look forward to seeing old and new friends on the 15th May.

Hope to see you there – Steve Tyler

01751 476307 :: steve_62@talktalk.net

Booking Fee £20, Check-in Time 9:00am



See Michael Heath's writeup of last years Rally in the July 2015 issue



Glossop Car Show Saturday 21st May 2016

Manor Park, Glossop, Derbyshire, SK13 7SH



For Entry Form and Details

0750-646-3621

prideandjoy1@btinternet.com



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News, Reports, Articles, Letters & Technical

A further snippet from Bob Lamb — by email
(see Page 28 of the October'15 issue)

Hi Chris & Sue I got my daughter Emma to send you the pictures sto ensure that it worked first time. You will see from the pictures that the wife fits onto the TF with no problems but my 6 ft and 18 stone is more of a squeeze, but I can get comfy once I am in . The car with the cover partly removed is the daily runner but is covered up due the really poor weather in Anglesey at the present time (November '15) The pictures of the other shows a lot of work required through out the winter



Regards Bob Lamb



Like Father, Like Son ??

*My Father was a London Taxi Driver,
I want to die peacefully in my sleep like him.
Not screaming and in terror like his passengers*



Facebook Snippets from Paul Bennett

My car has been on the road since 1994 so going into it's 22nd season. It passed the trigger to make it 'historic' last year so as the sun was shining today we went out in it. The first time in it's history it has been out and about in February. Just fired it up and drove it out the garage, a touch on the bracing side but good to get some fresh air in the lungs again.....

But Paul is also rebuilding a TF V8 as seen here

A rare trip out of the garage into the sunshine



Email news from Peter Bilsborough

I am returning to Spain - after a few months working in UK, and my Number One priority is to get the NG back on the road after 8 Years up on axle stands !!! So I have a lot of work to do - basically a rebuild I reckon. I shall keep a record of my work and there will probably be a story in it somewhere.

With this in mind. I would really like the pdf version of the build manual mentioned in the mag. Could you please send the link - it will be very useful during the rebuild. Also the contact for the grill mesh was timely. Mine started to rust almost immediately. I was very disappointed but reading the article made me realise that I was not alone - what a relief - especially since I vividly remember sending my wife into darkest Fife to a Chrome Plater to get the mesh and the badge bar done. I was overseas at the time and she came back from Fife to Edinburgh vowing never to go over the Forth Bridge again ! The plater's premises were apparently primitive to say the least. 'Elf an' Safety' was not a concern ! Anyway I am glad that she had no part in the plating being sub-standard. — Cheers

Peter Bilsborough (Peter has a new e-mail address pgbilsborough@gmail.com)

Today a man knocked on my door and asked for a small donation towards the local swimming pool. — I gave him a glass of water.



A Question from Mateo Pirazzi

Hello guys, just looking for a quick bit of advise from someone who knows BRA type J's... Sorry to be a little off topic but I think that this car is pretty similar to our NG and probably someone owned one before.

Being well known in the Italian community to be always interested in British kit cars, I've been asked to buy this BRA. Which seems in very good condition, totally rebuilt in

2003, no rust, correctly registered in Italy, RHD, and running vey smoothly. It's a 1973 MGB donor, 1800cc. The asking price is around 6000gbp... Considering it the final price (no transport from uk and no registration fee, usually 2500gbp when buying kit cars in uk) it seems a good deal. Am I right? Or this type J could be found in uk in similar condition for half the price? Or is it a really rubbish car with no interest at all?





RALLY BOOKING FORM



at

The NG National Rally

Stratford-upon-Avon

24th to 26th June 2016

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

-- Eds

NGOC National Rally 2016

BOOKING FORM

Name

Membership No:

Address :

Email Address :

Phone No.

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

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

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







Dangerous Road Surface !!!

There's a Motorway and a Dual Carriageway in a really rough pub enjoying a burly pint of cloudy scrumpy to demonstrate just how HARD they are.

The Dual Carriageway is impressing a group of pretty little A-roads with his central reservation and the Motorway is showing off about his hard shoulder and they're getting on really well.

They are just about to take the A-Roads "back to their place" when a piece of Green Tarmac walks in through the door. The Motorway and the Dual Carriageway turn white with fear and they dive for cover beneath the table.

Well, the dolly A-Roads are not impressed as well you might imagine. The Green Tarmac downs a triple vodka in one and swaggers out of the bar. The Motorway and Dual Carriageway get out from under the table realising that they've totally blown it with the A-Roads.

The first A-road asks the Motorway "Why did you go white and dive for cover when that piece of green tarmac walked in ?-- **you're** supposed to be the Kings of the roads !".

The Motorway replies, "**WHY ?!!! -- you don't want to mess with that guy ! He's a b****y CyclePath !!!**"

OFF-ROAD PARKING perhaps ??!





NG Facebook Snippet from John Watson (Calne)

Interesting day today... we've had our "new" modern for a couple of months now - a 2004 Proton Jumbuck, 1500 injected s.o.h.c. four pot - and I've hardly used the TA. The poor old thing has been sat outside in the rain waiting patiently for a run out. Got a call from sister twenty miles away with car trouble so rather than take the Harley I thought the little roadster could have a jolly outing in the rain. Well, it definitely needed to be moved as the front pads had all but welded themselves to the discs, a bit of shunting back and forth soon freed them off tho'. Fired up first spin of the motor. The interior (including the dash and the steering wheel) and the inside of the hood were all furry so, for once, I left the hood up and put the heater on full. I eased off the drive, spinning up the rears in our muddy lane and was somewhat shocked at the performance - I'd forgotten just how quick and responsive these little things were. I'd also forgotten how difficult it is to be in the wrong gear when you've got a car that will pull away in third (oops!) and trundle quite happily at thirty in top. The Jumbuck requires a boot full of throttle and a hefty dose of rev's before it will move and I regularly find myself in too high a gear. I will admit that I couldn't help but wag our tail at the following moderns, especially exiting junctions and at mini roundabouts but it was all controllable and I could see, through the six inch wipers as they dragged themselves across the screen slowly, where we going most of the time and even with the lack of side screens I hardly got wet at all (despite picking a route that took me through a couple of flooded lanes.) All in all, a thoroughly pleasant reminder of what fun a simple car can be... 'think it deserves a clean, and possibly a bit of a service, now tho... I seem to have developed a lazy speedo and some intermittent dash lights since one particularly large puddle - here's hoping for a dry day soon...



John Watson (Calne)

Member Profile required — Please

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

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



NG SouthEast Chistmas Lunch

The NG Christmas Lunch was again a great success and benefited from being at a new venue.

Our party of forty gathered at The Best Western Manor Hotel at Reigate, Sunday 6th December. It was good to greet many 'regulars' but also nice to welcome some new faces - John and Jane Watson & Trevor and Vera Wathen.

The new venue provided not only our own private bar but also a separate and spacious Dining Room. So there was plenty of room for us all to circulate and speak to everybody.



The Best Western staff served us very proficiently and were well organised to serve table by table, so that everybody on a table got their food more or less together.

The quality of the food was good and was hot and the menu was nicely varied and was not essentially 'Christmas' fare.

After coffee and mints, and a few words from Peter Clark it was all too soon time to wind up the party.

Peter's few words included a 'welcome' to the new faces and a vote of thanks to Sue Bolton for her organisational skills, once again.

As has become their custom John and Barbara Hoyle, gave an open invitation, to all who could, to join them at their home for the rest of the afternoon.

Altogether a very enjoyable event and a good precursor to the Chritsmas Festives to come

NG Build Manual up to SVA

Thanks to John Hoyle, the Club has a .pdf version of his NG Build Manual although it is only up to SVA level inspection.

This is free to Club Members, we can email a 'link' to those who may need it. - Email us at : ngoceditor@gmail.com



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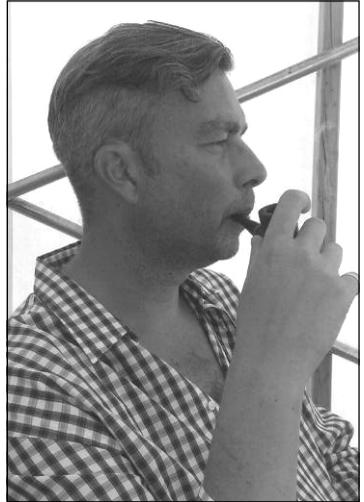
(his words not mine—Eds)

More from Graham Bull about Sisyphus

See Page 25 of October 2015 Issue

Before I continue my heart-wrenching saga of Sisyphus and myself, I would just like to say a big thank you to Su & Chris for putting up with my constant requests for help and they super support.

We left the story with me pondering the possibility that I had purchased on-line a very expensive garden ornament in the shape of a car nobody had ever heard of here in Austria - but at least the body wouldn't rot!! A so-called classic car garage in Vienna had messed me about and Sisyphus had failed the MOT on more than 11 technical counts. On the plus side I had actually got to drive my TF in anger for over fifty miles to and from the Test Centre. The journey there had been first thing in the morning during rush-hour traffic on one of the busiest motorways into the city and had scared many things out of me. (I've never liked or owned big cars, but sandwiched between two 18-wheelers that you know have been on the road all night up from Macedonia is not a pleasant experience !!)



After failing the test and a long shouting match with the garage in Vienna I drove home. Less traffic as I took the long way around on the B roads past the back of the airport and along the old Roman road. I missed my turn on purpose and kept going. By now I had learned that at over 60mph the wind took my face off and that if I pushed to 5000 rpm Sisyphus made a nasty clanking sound. (I had also learned how to get petrol into the car rather than over my shoes.) But I was no longer driving with white knuckles and I had a massive grin on my face. The sun was out and even though I was in a potential death trap I didn't care. I just didn't want to get out.

As Chris mentioned after I had posted my first missive I was able to find a man who promised to guide me through the KFZ Prüfstelle (That's the Austrian for SVA. (Scrabble isn't a very popular game in German speaking countries.) I had suggested just taking the car back to the Test Centre with VW badges on it. He dryly informed me that such a trick had already been tried a few times and that the Test Centre had cottoned on after the first few million had passed through their



garage.

What he did point out however was all the little jobs which needed doing to get a pass and get me on the road without having to borrow trade plates. The three major areas were the suspension, noise and all the nasty gasses coming out the back. The problem was that even though the car was registered in 1971 making it a classic, if there were too many changes it couldn't be passed off as anything remotely like the original car. Sort of like the broom everyone has by the backdoor. It's 20 years old and has had 3 new heads and a new handle, but purports to be the same broom.



Taking my shopping list I headed off to the dark side of the Internet - namely Secondhand car parts. I like to think I'm good enough with words to get the general idea with conversations on any topic; at least I thought I could follow what is being said. I now know I am very wrong. To begin with I was a very good boy. I didn't giggle when he said 'flange' and I didn't mention that I had a gas boiler when he asked if I needed a pilot light for my RHD beams. But then he asked if I had a banjo and from there it went down hill. I had to put the phone down when he asked about the condition of my bush.

Eventually, I managed to order the majority of the parts I needed from various places and awaited the arrival of boxes. First to arrive were the headlights and I managed to fit them without too much trouble. Then came the screen wash kit and again I emerged from the garage dirty of fingers but triumphant. Although, in future I will have to duck under the dashboard if I ever try to use them at speed. The new seatbelts were a bit of a fiddle and I had to get a few extra bits from the local hardware store but on they went too. Next to arrive is where it got a bit technical. I thought I only needed to replace the rear shocks, but it turned out the leaf springs were on their last legs as well, also the lower bracket was bent and needed replacing. Back I went to the nice man at MGOC who always politely ignored my schoolboy sniggers and had patience when I asked my stupid questions.

Once that lot had arrived I discovered a new phrase—'frozen bolt'. My neighbours



also learned something new - many English words, none of which are publishable !! - as I turned the air purple in my attempts to get the springs off. A hacksaw and many scuffed knuckles later I emerged from the garage with new rear suspension fitted and an ASBO from the neighbours for disturbing the peace.

As I write this now, behind me is a box from Hoyle containing the new front suspension and disc brakes, a big bucket of rust removal paint, a petrol filter and catalogue for a new exhaust system. I've entered Sisyphus into the next annual Pannonia Carnuntum Historic Rallye so I have until the start of May to finish all the work, pass the test and get the paperwork in order. I will let you all know how far up the hill I get before the rock rolls back down to the bottom.

Cheers — from Graham Bull & Sisyphus

An interesting contact from David Oakley, by Email to the Editors

I'm sorry to trouble you. I came across an article by Chas Killick about the 2013 London to Brighton Veteran Car Run in *ChangiNGear* - January 2014 edition. The main reason for contacting you is that in the article there is a photograph of myself crouched low in "streamline" mode driving the 1899 Brown Quadricycle up the hill out of Crawley. The reason the crouching down is to reduce the drag to maximise the time that I can keep the Brown in top gear, before having to change down to first gear, bearing in mind that the Brown has just 2 1/4hp available from the De Dion Bouton engine! With just this 2 1/4hp on tap, wind resistance makes a significant difference, which combined with the very large difference between the two gears, means that the longer I can keep the Brown in top gear, the better. On the flat, if both passenger and driver crouch down, it adds about 2mph to our 25mph normal cruising speed. When going up the hill from Crawley, you can always tell when I drop down into 1st gear as that is when I come out of "streamline mode" and sit up! If at all possible it would be great if you were able to send me a high definition copy of the photograph as it is a great photo of the Brown in action. Also I only





have a few photos of the 2013 run as it was unfortunately for us the worst run since my late father originally purchased the Brown in 1982. My father had passed away three months prior to the 2013 LBVCR and although I had been driving the Brown all the way from Hyde Park for many years, understandably the 2013 run had a bit of a special meaning to me personally. The run was going well until we arrived on the outskirts of Burgess Hill when we entered a round-about and driven the Brown half way round it, a modern car entered the round-about and having not seen us at all, drove across our



path and unfortunately we met in the middle! My front passenger (brother of the passenger in the photograph in the article) literally went flying over the bonnet of the other car and landed in the road 20ft away. Fortunately other than minor cuts and bruises no-one was hurt, unlike the Brown which suffered a bent front end, bent main frame, broke the steering, distorted the front wheels.....

It took from then until a few weeks before this year's LBVCR to get the Brown back together. My "flying" passenger obviously has nerves of steel as he volunteered to be passenger for the two test runs prior to this year's run and also was the passenger for the first part of the run itself. I am very pleased to say that the run went a little better this year. In fact until we stopped at Salfords to wait for our tender to catch up with us to enable a change of passenger, where we stopped for about 15 minutes, we had built up a lead of about 3 miles from the next veteran! I should point out that the LBVCR is not a race and is limited to an average speed of 20 mph to help prevent enthusiastic drivers racing each other. Although foggy (at times so thick I had to slow down from our usual 25mph due to the lack of visibility!) and misty until we reached Pyecombe, the bright sunshine at Brighton sea-front helped make reaching the finish all the sweeter!

Best regards, David Oakley

I 'm getting a refund on my vacuum cleaner, all it's doing is gathering dust.

I hate Russian dolls, they're so full of themselves !

I asked my North Korean friend how it was over there, he said he couldn't complain.

I, for one, like Roman numerals.



CONFESSIONS of a MORGAN DRIVER

In the heat wave of last June we took two Morgans on a 2000 mile round trip to drive the high Alpine passes of Central Switzerland.

Klausen (6400 feet) - Susten (7300) - Grimsel (7100) - Furka (7900) - Gotthard (6900) - Oberalp (6700) - Simplon (6600).

Our outward journey through northern France included a visit to Verdun. By contrast with the sombre silence of Thiepval, Verdun, for me, was full of soul - a place alive with calmness and great dignity. A group of German students on a school trip came over to look at the Morgans and they too seemed moved by the significance of this place.

With temperatures in the upper 30s a picnic lunch under the shade of the trees belied the reality of a century past - a quite extraordinary experience.

Our first test on mountain roads came with the Routes des Cretes, a spectacular 50 mile drive along the spine of the Vosges Mountains between St Die des Vosges and Mulhouse. Built during World War One to transport munitions along the frontier with Germany, this twisting road runs through forest and open pasture, over cols up to 4000 feet with glacial lakes and panoramic views.

At Mulhouse we took the opportunity to visit the Schlumpf Collection, a large and eclectic mix of classic cars including numerous Bugattis, spaciouly displayed - well worth an hour or so.

An overnight stay in the Black Forest, an easy drive along the western shore of the Bodensee (Lake Constance) and beyond St Gallen lies Appenzellerland, a quiet corner in the foothills of the Alps that is pastoral, picturesque and contented. A distinctive Appenzeller cheese can be purchased in Waitrose as a happy reminder of this delightful backwater.



Liechtenstein is small but vertical and with prices to match. Our hotel receptionist offered to book a restaurant for dinner but warned "*prices in Switzerland are high but in Liechtenstein are really high !!*". The view from our hotel in Triesenberg over the Rhine valley below was nevertheless good value.

And so to our first big pass, the KLAUSEN. 15 miles of verticals, hairpins, curves, scenery and motoring history. The *Klausenrennen hill climb* of the 1930s was revived in 2013. Google 'Klausenrennen' and join Bill Tuer in his Morgan 3 wheeler taking fastest time of 13 minutes. Also ride with a fabulous 1931 Riley.

From our base at Amsteg (south of Altdorf) we topped our next four big passes in a



100 mile circular drive and back in time for dinner. First the SUSTEN followed by the GRIMSEL but instead of the Furka we found the more remote and interesting NUFENEN, at 8100 feet the second highest road pass in Switzerland. A very steep climb from the west but a relaxing run out to Airolo at the base of the Gotthard on the Italian side. From here we were able to find the *Via Tremola*, the old route to the top of the Gotthard; a cobbled road in good condition with an impressive staircase of tight hairpins.

"Look out, you may meet the horse drawn tourist coach" our Swiss friends had warned us. And we did, !! on a bend !, head on !, amongst cows bound for afternoon milking !!. (An impressive 5 horse hitch with 3 leaders -(for the pulling power) and 2 wheelers -(for the brakes).

Two nights and a rest day at Hotel Cannero overlooking Lake Maggiore just across the Italian border south of Locarno was one of our objectives and we were not disappointed.

This is an hotel where the welcome, the ambience, the food and the comfort of the guests really matter. Family owned for more than a century and now run with great style by matriarch Signora Gallinotto and her charming family.

My companions crossed the lake by 'steamer' to Luino on market day and returned triumphant with replacement rubber for wiper blades!! (This was a bonus as it was not among our stated objectives).

Our route from Switzerland was via the OBERALP pass and the more remote LUK-MANIER (6200 feet) with a 20 mile descent over a sweeping but narrow road to Biasca. Towards the summit the road vanished for several hundred yards where the entire surface had been dug up for repair so the Morgans were forced 'off road' and coped well.

We returned over the SIMPLON and back to the GRIMSEL this time driving from south to north with a fast descent and a wide sweeping road down to Lake Breinze. Leaving the high peaks our final pass was the JAUN (5000 feet) in the Bernese Oberland between Interlaken and Lac Neuchatal, an enjoyable climb through open pastoral scenery with wonderful views.

September saw the cars back in France for a quick sprint down to Angouleme near to Cognac for the Rallye Charente International and the Circuits des Remparts Historic Racing.

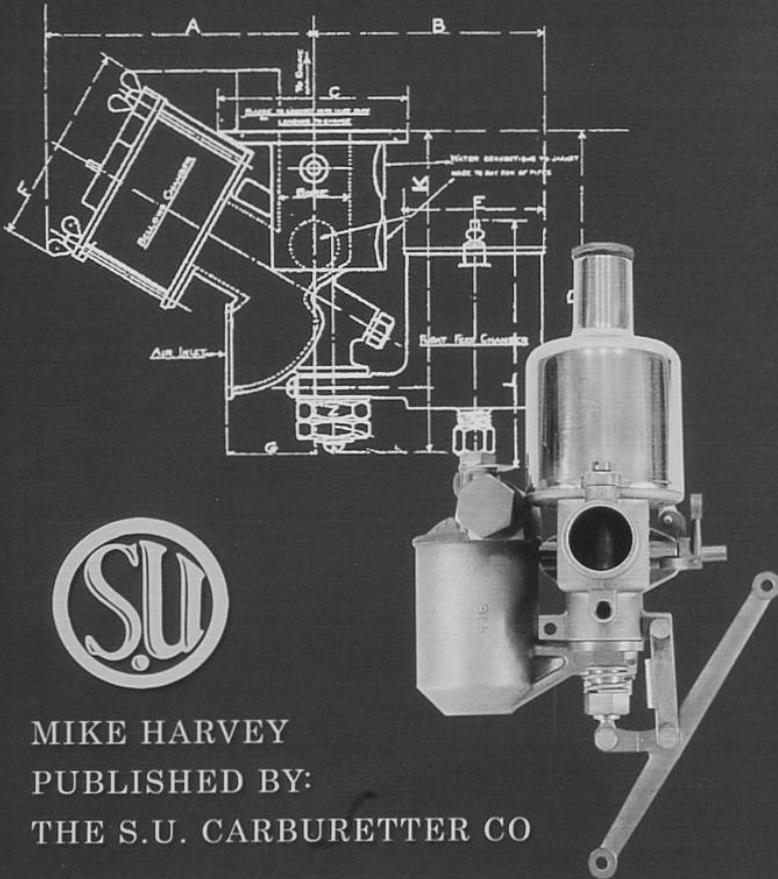
Plans for 2016 include a two or three car trip to north west Spain (ferry to Santander) and through Portugal and the Douro Valley to Oporto. At present there is an empty seat for someone with map reading and sat nav skills who may enjoy the adventure (contact me on 01420 22187).

Robin Hill. (NGOC Membership No. 1493)



SKINNER'S UNION

A HISTORY OF THE SKINNER FAMILY
AND THE S.U. COMPANY



MIKE HARVEY
PUBLISHED BY:
THE S.U. CARBURETTER CO



SU Carburetor History

An interesting snippet from Michael Saunders

Thought some of you NG enthusiasts might be interested in the attached leaflet. The book has been researched, written & illustrated by my brother-in-law at the behest of one of the partners in the company.

I happened to become acquainted with John Burnet, the aforementioned partner, by chance having heard that he had purchased a Skinner Special with a Hudson straight eight engine. Thinking that this was the car campaigned by Barbara Skinner I took my brother law with me to view it as he was researching a book on women racing drivers of the 30's. I didn't mention that to him as I thought it would be a great surprise, which it was but not quite of the intensity I had hoped.

The upshot of all this was that Brother-in-Law was invited to write the book about the Skinner family, their cars & of course the carburetors, the fellow originally invited to do so having just passed away.

You can see from the flyer that it is a pretty comprehensive tome, his research taking over three years with much travelling to visit relatives, friends & owners of the specials etc so not just a boring book on carburetors!

It pains me to say but he is a brilliant chap, he is a superb engineer, head of the small boat division of the largest boat builder in UK until retirement, they now employ three people to do his job! Not only that but his hands on work with mechanics & his art work are second to none as you will see if you buy the book.

Clever sods like that really tick me off!

Anyway, regardless of all that I am sure there will be a few who will enjoy learning quite a lot about the history of the family & the carbs.

Cheers, Michael Saunders (NGOC member ~ 1360)

The adjacent pages show a book flyer which Burlen included within their new SU catalogue which was handed out at the Goodwood Revival meeting.

The book is available from The SU Carburetor Company Ltd (i.e. Burlen FuelSystems Ltd), emailto: info@burlen.co.uk
tel: 01722 412500)

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

Please send in a few words and pictures for ChangiNGear?



'SKINNER'S UNION' is a comprehensive history of the S.U. Company and the members of the Skinner family involved. This new book by Mike Harvey comprises over 300 pages with copious photographs, drawings and illustrations (many not previously published).

The book's main focus is on the period from 1908 when the leather bellows carburetter, designed by George Herbert Skinner, was first put into production by his younger brother Thomas Carlyle Skinner (whilst originally a partner in the firm of George Wailes & Co), through to Carl Skinner's retirement in 1947, by which time the S.U. Carburetter Company Ltd was part of the vast Nuffield Organisation.

Two chapters cover Barbara and Peter Skinner's hill-climbing and racing activities and give details of the Skinner Specials. Another chapter covers the period leading up to and during WW2, when SU manufactured the aero-carburetters and single point fuel injection systems for many RAF aircraft. During the Battle of Britain in 1940, the Rolls-Royce Merlin engine in every Spitfire and Hurricane had an SU carburetter. Two Appendices cover the history of the company from the 1950's to the present day and list the main SU products from the first prototype carburetter of 1904 through to 1994 when the original company ceased manufacturing the KIF carburetters for the Rover Metro. A further Appendix lists details of the original patents and drawings.

Available to buy October 2015 - £20

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

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Fitted with Rover V8 and 5 speed gearbox:

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It still looks fabulous and is exhilarating to drive.

Close up it is showing signs of its 30+ years and would benefit from a sympathetic refresh or light restoration.

It is tax exempt and correctly registered, V5 shows Nick Green as previous owner.

An exciting and "historic" piece of NG history for **£12,000**

Mark Bates --- contactable via email at mbates8@hotmail.com



MGB Bits for Sale

I have access to virtually a complete MGB (late chrome bumper) for spares including engine and o/d gearbox at very reasonable prices as space is needed.

Give me a call for further info.

Contact : Steve Tyler, Pickering, Yorks : 01751-476307 : steve-62@talktalk.net



WANTED

Wanted

NG-TC V8 in nice condition

Greg Musgrave

Phone : 07957 571014

Email : gregmusgrave@aol.com

Wanted

NG-TD or TF in **Good Running** order

Everything considered

David

Phone : 07798 866071

Wanted

A pair of matching Headlights for NG Project

Larger than standard lights would be preferred

Paul Bennett

Phone ; 07815 375065 — Email : paul.v.bennett@btopenworld.com

Formula One—is not what it used to Be !!

The Ferrari F1 Team fired their entire Pit- Crew Yesterday.

The announcement was followed by Ferrari's decision to take advantage of a scheme to hire unemployed youths from Liverpool.

The decision to hire them was brought on by a recent TV documentary on how they were able to remove a set of car wheels in less than 6 seconds without proper equipment, whereas Ferrari's existing crew can only do it in 8.4 seconds.

This was thought to be an excellent yet bold move by Ferrari Management, as most races are won & lost by the pit stops, and Ferrari would have an advantage over every team.

However Ferrari expectations were easily exceeded, as during the crew's first practice session, not only were "da boyz from Bootle" able to change the tyres in under 6 seconds, but within 12 seconds they had resprayed, rebadged, and sold the car to the McLaren Team for four dozen Stellas and a gramme of Charlie.

Curry House Blues

Eric and Ron had been for a boys night out, being rather more than a few jars at The Fox and Ferret, followed by a 'Ruby Murray' at the Golden Tandori across the street.

Next morning they were both much the worse for wear !

Eric had slipped in to 'korma' -- while Ron had a dodgy 'tikka' !!!

Dr. Bahgi said that he had had some 'simla' cases recently, and they should be as 'raita as rain' in a few days

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Club Literature :

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

L1: MGB/NG Electrics (Brian Baggerly 1985)

L2: Car Spraying (Peter Fellows c1985-90)

L3: Fitting Doors (Mel Clark 2001)

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

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

**Santa Claus opts for four wheels
rather than hooves**



the NG Owners Club magazine

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