

# CHANGING GEAR

January 2012

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## Dobby's Wedding Day



**Dobby carries the Bride & Groom**

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*the NG Owners Club magazine*

# THE NG OWNERS CLUB

Please send all contributions to *ChangiNGear* to the editor (Chris Humphreys)  
The NGOC web site: [www.ngownersclub.org.uk](http://www.ngownersclub.org.uk) is maintained by Mike Peel

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*All contributions to this magazine only contain the personal opinions of the individual concerned. The Club accepts no responsibility for advice or information in this magazine or any other item of Club literature. Neither does any advertisement featured imply an endorsement or recommendation by the Club.*

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## Where can you find this?



Next issue: April 2012  
Deadline for  
submissions: 15th March

## 2012 Membership Renewals

Please note that subscriptions were due on January 1st. Please check that you have paid £15 (new price - by standing order or cheque). If you have not renewed, PLEASE PAY ASAP.

Cheques, details, and queries to:

**Bob Morrison (Membership Secretary)**  
The Annexe, 7D The Holdings, Old Uckfield Road, Ringmer, E Sussex BN8 5RY  
Tel: 01273 813590  
E-mail: [rmorri1847@aol.com](mailto:rmorri1847@aol.com)

## Chairman's Letter

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**A** Happy New Year and a Prosperous one - that is my wish to all our members.

Last year, everyone had to put up with a lot of constraints and pressures placed upon us from the outside world and our own somewhat lesser intelligent and narrow minded officials. Doubtless this had some effect on one's ability to indulge in the fine sport of horseless carriages.

In spite of this the Club continued to enjoy success with individual and group activities culminating with the 30th Anniversary of the formation of the NG OWNERS CLUB.

We are told by the media that

things will be tough for another year or so. Don't let the fools grind us down. My wish to you all is that we can continue to enjoy the Club, its activities and friendly atmosphere for yet another year.

I and your committee members will do all we can to support this wish.

Good Luck to you all and continue to get the best enjoyment from your NGs.

Peter Clark



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## Editorial

**W**elcome to the first ChangiNGear issue of 2012 and a Happy New Year to you all.

My aim will be to publish during January, April, July and October this year but we'll have to see whether I can manage to keep things going that long. In any case, if no one comes forward to edit ChangiNGear it is unlikely to continue beyond 2012. I have been asking for volunteers for 2 years without success. I find this sad as I took it up because I believed in the importance of its communication among mem-

bers and did not want to see those links, which had served me well while building my NG, pass into oblivion. Please do not feel you would have to continue the magazine in its present form - it would be much better to have some basic A4 sheets stapled together than to have nothing. If you think you can help, please get in touch.



Further to our letter in last issue, I would like to remind members that you should have changed your membership standing orders to £15 (or sent a cheque for the same) and made your membership number the reference against the payment. I am sure you will agree that the price of a dozen litres of fuel is good value to belong to one of the friendliest car clubs around.

A big "thank you" goes to all who have sent in contributions to this edition. You almost managed to avoid endless photos of my daughter's wedding but Dobby has written another of his stories and, of course, it includes the wedding (which was a wonderful day). Please keep sending in articles as these are essential to

keep the magazine going.

In this issue, you will also see that the SE area Christmas Meal was a resounding success, the next Rally is being planned, there are lots of events to take part in (don't forget you can keep up to date with details of the events on the (new) website - [www.ngownersclub.org.uk](http://www.ngownersclub.org.uk)) and there's the possibility of a trip to Holland (see panel below).

I hope to see you at some of the events this year, especially if you are a new member. Also, if you are working on you NG, don't hesitate to contact one of those listed in the front of the magazine if you would like some friendly advice.

Happy NGiNG

Chris Humphreys

### **Fancy a trip to Holland in July?**

Having met a couple of our 5 Dutch NGOC members, I thought it was about time we had a holiday in the Netherlands. Lesley and I are therefore planning to go for a week's holiday in the NG this summer and would welcome any members who would like to join us.

We are planning to cross the channel and drive to Bergen op Zoom in Holland which is just over the border and where our NG friends Wim and Janine live. We are aiming for the week 16<sup>th</sup> to 23<sup>rd</sup> July although no bookings have been made as yet. We are hoping also to meet up with some other Dutch members and see some of the sights of the Netherlands.

If you would be interested in joining us, please contact me as soon as possible so we can discuss details.

Chris Humphreys

Tel: 01707 851320

E-mail: [ngoceditor@googlemail.com](mailto:ngoceditor@googlemail.com)

## Secretary's Notes

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I am writing this on the 2<sup>nd</sup> day of the New Year and Amanda and I wish you all a happy and prosperous new year and look forward to seeing you at meetings throughout the year, especially at our annual get together at the National Rally on the weekend of June 15<sup>th</sup> to 17<sup>th</sup> at Tiddington just outside Stratford-on-Avon. There will be more information on this event elsewhere in this and subsequent editions of the magazine.

The organising of the Rally started soon after last year's event as sites are becoming harder to find and the ones that are available are soon booked, even the site we have is a different position from that of past years as there is now holiday accommodation on the field by the river.

I hope you have all increased your bank standing order for club membership to £15. We are sorry for this increase but inflation has caught up with us after our last increase over 10 years ago. The cost of printing and postage of the magazine has shot up over the last couple of years and this is our main expense.

We still require two volunteers to help run the club, one is to be editor of the magazine, and the other is for the treasurer. Chris Humphreys (editor) is finding

pressure at work is taking most of his time and he has less time for the magazine and Sue Stretch has been treasurer since January 1992 and wishes to retire.



### Forthcoming Events

April 7/8

#### **European KCS**

Kent County Showground, Detling  
ME14 3JF

April 15

#### **50 Years of MGB**

Look on [www.mgb50.com](http://www.mgb50.com) for all the info on this day out. I don't know what reception you will get if you turn up in one of their converted MGBs.

*(I normally find a friendly welcome from MGBers, Ed)*

May 6/7

#### **National KCS**

Stoneleigh, Warwickshire, CV8 2LZ  
NGOC stand is No 40B - corner of  
Avenue H & 4<sup>th</sup> Street

Amanda and I have decided not to attend the show this year as attendance has declined over the

past few years and there is not the need for so much tea and coffee so we hope this doesn't inconvenience anyone.

May 7

**Aero & Auto jumble**

Popham Airfield, Coxford Down, Winchester

[www.popham-airfield.co.uk](http://www.popham-airfield.co.uk)

June 15/16/17

**NG Owners Club National Rally**

Riverside Caravan Park  
Tiddington, Stratford-on-Avon  
CV37 7AB

This is the main get together for our club and it will follow the same format of previous years. More information on this meeting on other pages of this magazine.

June 16/17

**National KC Festival**

Newark & Notts Showground NG24 2NY

Just to let you know this show is on, but you won't be there because you'll be at Tiddington, of course. Contact Dennis Roberts for further information on this show .

Bob Preece

*Have you been anywhere or done anything in your NG?  
Why not send in a few words and/or pictures for ChangiNGear?*

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## Findhorn Press Release

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"After many years of loss, Findhorn Cars is taking steps to contract its business to avoid any further losses. No overheads will be incurred that can be avoided. No advertising will be made, no-one will be employed. The objective is to ensure that builders and owners of NG cars can be confident that Findhorn Cars will be able to continue to purchase NG specific parts. Nigel Brooks will continue to run the business. He himself will make some of the more difficult parts to source, such as dashboards and radiator grilles.

"Nigel is determined that NG parts and complete kits will continue to be available to the many fans of the cars. Indeed, in what little time he has spare from the day job, he will continue to build and develop the cars. After what seems like an interminable delay wide TF bodies will shortly be delivered. This determination has to be coupled to determination to control costs. This will result in the NG light burning only dimly in the kit car press; but please be assured that it is not being extinguished."

Findhorn Cars

## Events Calendar 2012

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| <u>Date</u>                | <u>Event</u>   | <u>Contact</u>     |
|----------------------------|--|--------------------|
| 14-15 Jan                  | Racing Car Show (Autosport International)<br>NEC, Birmingham B40 1NT                                   | Info only          |
| 7-8 Apr<br><b>NEW DATE</b> | Detling (European) Kit & Sports Car Show<br>Kent County Showground, Detling, Kent ME14 3JF             | Chris<br>Humphreys |
| 15 Apr                     | MGB 50th Birthday Run<br>Finish at Heritage Motor Centre, Gaydon CV35 0BJ                              | Chris<br>Humphreys |
| 6-7 May                    | National Kit Car Show<br>National Agricultural Showground, Stoneleigh,<br>Warwickshire CV8 2LZ         | Bob Preece         |
| 7 May                      | Aero/Autojumble & Classic Vehicle Rally & Fly-in<br>Popham Airfield, Coxford Down, Winchester SO21 3BD | Info only          |
| <b>15-17 Jun</b>           | <b>NGOC NATIONAL RALLY</b><br>Riverside Caravan Park, Tiddington Road, Stratford-upon-Avon CV37 7AB    | Bob Preece         |
| 16-17 Jun                  | National Kit Car Festival<br>Newark & Notts Showground, Newark-on-Trent,<br>Notts. NG24 2NY            | Dennis<br>Roberts  |
| 29 Jun-<br>1 Jul           | Festival of Speed<br>Goodwood, Chichester, West Sussex PO18 0PX  | Info only          |
| 21 Jul                     | Dogmersfield Fete<br>Pilcot Farm, Dogmersfield, Hook, Hants RG27 8ST                                   | Paul Gray          |
| 25 Jul<br>(Prov)           | Classics on the Common<br>Harpenden Common, Harpenden, Herts opp AL5 2JF                               | Chris<br>Humphreys |

## ChangiNGear January 2012

| <u>Date</u> | <u>Event</u>  | <u>Contact</u>     |
|-------------|---|--------------------|
| 4-5 Aug     | Prescott Vintage Speed Hill Climb<br>Prescott Estate, Prescott, Cheltenham, Glos GL52 9RD                 | Info only          |
| 8-9 Sep     | Beaulieu International Autojumble<br>Beaulieu Event Fields (National Motor Museum),<br>Hampshire SO42 7ZN | Info only          |
| 14-16 Sep   | Revival Meeting<br>Goodwood, Chichester, West Sussex PO18 0PX   | Info only          |
| 23 Sep      | The MGB 50th Birthday Party<br>Blenheim Palace, Oxford, OX20 1PP  | Chris<br>Humphreys |

### Regular NG Meetings

**Sheffield, Leeds, Yorks area:** various meets & activities  
(Dennis Roberts 01142 878515 - Phone for details)

**Midlands - Monthly evening meet:** every 1st Tuesday, 7.00pm  
\*The Red Lion, Repton, nr Burton on Trent, Staffs  
(Mark Staley 01332 723927 - Venue adjustable, phone for details)

**Oxford - Monthly lunch-time meet:** date depends on interest, 12 noon  
The Six Bells, Warborough, off A423 Oxford/Wallingford  
(Paul Bennett 01865 735711)

**East Anglia area:** various meets & activities  
(David Edwards 01284 788118 - Phone for details)

**Surrey - Monthly evening meet:** every 2nd Tuesday, 7.30pm  
The Club Room, Brooklands Museum, Weybridge, Surrey  
(Peter Clark 01737 832367 - See also "Monthly Natter" panel)

**New Forest - Monthly lunch-time meet:** every 1st Sunday, 12 noon  
(Keith Baker 01794 340490 - Phone for current venue)

**Cardiff (Sth. Wales) meet:** by arrangement  
(Brian North 02920 341671 - Brian also does engine reconditioning)

## The Brooklands Club ~ Monthly Natter Meeting Dates 2012

(The Brooklands Club meets on the second Tuesday in each month)

|                        |  |
|------------------------|--|
| Jan 10 <sup>th</sup>   | New Year Natter with piano accompaniment   |
| Feb 14 <sup>th</sup>   | General Knowledge quiz   |
| Mar13 <sup>th</sup>    | Natter   |
| April 10 <sup>th</sup> | Easter Natter with piano accompaniment   |
| May 8 <sup>th</sup>    | Most Compelling Motoring photograph competition  |
| June 12 <sup>th</sup>  | Concours D'elegance with jazz  |
| July 10 <sup>th</sup>  | Summer Barbecue ( Pre-booking only )<br>with Ladies Best Hat competition   |
| Aug 14 <sup>th</sup>   | Natter with piano accompaniment  |
| Sept 11 <sup>th</sup>  | Best HAND MADE model car competition   |
| Oct 9 <sup>th</sup>    | General Knowledge quiz   |
| Nov 13 <sup>th</sup>   | Early start guided Museum Tour   |
| Dec11 <sup>th</sup>    | Enthusiast of the year awards plus numerous competitions<br>( With free sausage rolls and mince pies )<br>Piano accompaniment and monthly raffle |

NB. These events may be subject to change, please phone:-  
Danny Byrne ( 01932 829814 )

*Have you been anywhere or done anything in your NG? Why not  
send in a few words and/or pictures for ChangiNGear?*

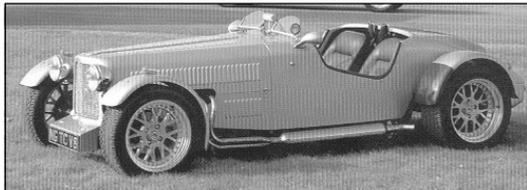
Next issue: April 2012

Deadline for submission of articles: 15th Mar

### Findhorn Cars Limited

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Petersfield, Hampshire  
GU32 1QN

tel : 01730 823647  
fax: 01730 823580  
web: [www.ngcars.co.uk](http://www.ngcars.co.uk)  
e-mail: [info@ngcars.co.uk](mailto:info@ngcars.co.uk)



All NG parts supplied  
from chassis to brake pads

## Events Web Sites

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### Web Sites for Venues

|                                 |  |
|---------------------------------|--|
| Beaulieu Motor Museum           | <a href="http://www.beaulieu.co.uk">www.beaulieu.co.uk</a>                             |
| Brooklands Museum               | <a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>                 |
| Castle Combe Circuit            | <a href="http://www.castlecombecircuit.co.uk">www.castlecombecircuit.co.uk</a>         |
| Goodwood                        | <a href="http://www.goodwood.co.uk">www.goodwood.co.uk</a>                             |
| Harpenden Common                | <a href="http://www.classicsonthecommon.com">www.classicsonthecommon.com</a>           |
| Heyford Leys Camping Park       | <a href="http://www.heyfordleyscampingpark.co.uk">www.heyfordleyscampingpark.co.uk</a> |
| Kent County Showground          | <a href="http://www.kentshowground.co.uk">www.kentshowground.co.uk</a>                 |
| Knebworth House                 | <a href="http://www.knebworthhouse.com">www.knebworthhouse.com</a>                     |
| Mercedes-Benz World             | <a href="http://www.mercedes-benzworld.co.uk">www.mercedes-benzworld.co.uk</a>         |
| Newark & Notts Showground       | <a href="http://www.newarkshowground.com">www.newarkshowground.com</a>                 |
| Popham Airfield                 | <a href="http://www.popham-airfield.co.uk">www.popham-airfield.co.uk</a>               |
| Riverside Caravan Park          | <a href="http://www.stratfordcaravans.co.uk">www.stratfordcaravans.co.uk</a>           |
| Rougham Airfield                |  |
| Shrivenham                      | <a href="http://www.shrivenham.org">www.shrivenham.org</a>                             |
| Staffordshire County Showground | <a href="http://www.staffscountyshowground.co.uk">www.staffscountyshowground.co.uk</a> |
| Stoneleigh Park                 | <a href="http://www.nac-stoneleigh-park.co.uk">www.nac-stoneleigh-park.co.uk</a>       |
| Westpoint Arena, Exeter         | <a href="http://www.westpoint-devonshow.co.uk">www.westpoint-devonshow.co.uk</a>       |

### Other Web Sites

|                                    |  |
|------------------------------------|--|
| Autosport Int. (Racing Car Show)   | <a href="http://www.autosport-international.com">www.autosport-international.com</a> |
| Cars in the Park                   | <a href="http://www.carsinthepark.org.uk">www.carsinthepark.org.uk</a>               |
| Greenwoods Exhibitions (L2B etc.)  | <a href="http://www.greenwoodsexhibitions.com">www.greenwoodsexhibitions.com</a>     |
| Grosvenor Exhibitions (Stoneleigh) | <a href="http://www.grosvenorexhibitions.co.uk">www.grosvenorexhibitions.co.uk</a>   |
| Jaguar Enthusiasts Club            | <a href="http://www.jag.org.uk">www.jag.org.uk</a>                                   |
| Kit Car Shows (Detling & Exeter)   | <a href="http://www.kitcar-shows.co.uk">www.kitcar-shows.co.uk</a>                   |
| London~Brighton Veteran Car Run    | <a href="http://www.lbvcr.com">www.lbvcr.com</a>                                     |
| Newark Promotions                  | <a href="http://www.kitcarshow.co.uk">www.kitcarshow.co.uk</a>                       |
| Prescott Hill Climb                | <a href="http://www.prescott-hillclimb.com">www.prescott-hillclimb.com</a>           |

**These web sites are listed to provide a source of additional information for the events listed in our Events Calendar.**

## Members' Letters & Articles

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### NGs in Holland

The first meeting of the five Dutch members of the NG Owners Club took place at the home of Wim Bielars in Bergen op Zoom.

It was great fun to meet the other people and their partners; we are only 5 members in the Netherlands.

The weather was excellent and all the members were present in their NG except the car from Wim which is still "under construction" and he hopes to have the car on the road next spring.

We had coffee and after that a

lunch together. In the afternoon we made a little trip with the cars near Bergen op Zoom. Late in the afternoon everybody went home before dark, we had a nice day.

Wim Bielars

### Visit to Holland

Please see note on page 3 of this issue about joining a trip to Holland in July to visit some of our Dutch NGOC members.

Ed



## Morgan Car Factory Visit

A few of the 'old' founder members of the Midlands Area NG Club still meet up now and again, just two of us still owning NGs, so I arranged a visit to the Morgan Car Factory.

Living within 5 minutes walk away, we met up at our house for brunch before our visit at noon. We even had a skype link up with John and Barbara Boak, who now live in Spain, John was the founder Midlands Organiser.

Morgan Cars recently acquired the adjacent former RSRE club buildings and have turned them into a wonderful visitors' centre and show room with factory visits Monday to Friday. The visit starts with an introductory film featuring Charles Morgan and then a guided tour around the factory. This takes about 90 minutes but you see all the production line, if you can call it that, from beginning to finished product.

In production are: 4/4, plus 4, roadster, Aero Super sports and the new 3 wheeler, we only saw a picture of the Eva GT! Whilst production of the 'normal' orders proceeds, the new 3 wheeler is almost being produced as a side line, 60 are being made for dealership demonstrators but they have firm orders for 600, not bad at about £30,000 a time!

What impressed us most with the production was the skill and dedication of the craftsmen they

employ. It was so obvious that they took such pride in their work and managed to work whilst having a continual flow of visitors looking on, sometimes straying from the designated red walk way which all visitors *must* stick to! Pleasing too was seeing some of the younger apprentices of whom they currently employ 14.

Sadly the tour ended, ninety minutes had flown by and we could have easily sneaked in with the next group to see it all again, but being Friday the factory bell rang at 1.30 and the production came to a halt, rolling chassis stored away, 3 wheeler ones carried into the workshop, working areas swept, tools put back in the right place... all ready to begin again on Monday.

How about it? I would be happy to arrange a visit for the club. Obviously it would not be possible at a weekend, but we found the Friday the most suitable day as it allows for the weekend free to perhaps tour the Malverns. If anyone is interested please email me : [chrisrayn47@gmail.com](mailto:chrisrayn47@gmail.com) and if there is sufficient interest I'll select a few possible dates. Have a look at: <http://www.morgan-motor.co.uk/>

Finally: Peter Morgan lived in the village of Cradley where I used to teach. Each day he used to walk his collie past the school when all the children had been collected at home time. Often I walked up the hill with him and one occasion he asked me if

it was my NGTD parked in the church car park to which I replied yes and asked how he knew it was an NG. Peter replied 'the best designed kit on the market, that's how Chris!' Need I say more?

'Old' members some you may remember, John Simmonds, Martin Wakelin, Tony Wood, Ken Wright, Stan Wallace, Jeff Yardley and of course me!

Chris Rayner

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## NG Trapped by Builders

*Although not sent in for ChangiNGear, I thought members would like to know what care and attention some owners give their cars (unlike me - remember Dobby in the Snow last winter). After the 'Garden Get-together' Jonathan had been invited to join a monthly meeting at Brooklands but...*

*Ed*

Alas, the first one after the party was the day I had to take #1 son to University for the first time (non-attendance was not an option!).

And now we have the builders in.

Not that this is a reason not to get out and about. However, I knew that they would need access to the back of the house via the garage. So I carefully drove my NG out of the back doors of the garage and into the garden and went to work. So far,

so good. What I had totally failed to realise was that the scaffold would be built on the flat roof of said garage and in order to support the significant weight of the scaffolding... the builders needed to put a row of eight 'acrow props' down the centre of the garage to transfer the weight to solid ground.

Oh.

So although the NG is not very wide, it's not as thin as a bicycle, so it's going nowhere until after the building has been completed, sometime in 2012.



Shelter Mk1

At least I have built it a nice tent to stay warm under (see attached photo) in addition to a double layer of dustcover and all-weather cover.

Sorry team, see you in the New Year!

Jonathan Arnold

PS. After the last rain, the 'tent' has now been made rather more substantial! (see next page for Mk2)



Shelter Mk2



NG in Charleston Video

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## Power Steering Anyone?

Member Peter Kitching has e-mailed me to ask about power steering for an NG. After a skiing accident he now has difficulty with the relatively heavy steering of the NG and wonders if anyone else has either fitted or thought about fitting power steering to an NG. There is a kit available from the MGOC for MGBs but has anyone used it or any other power steering solution on an NG?

If you can help shed any light on a possible solution, he would be very pleased to hear from you. Please email me at [ngoceditor@googlemail.com](mailto:ngoceditor@googlemail.com) and I will forward any responses to him.

Ed

Members may like to visit [www.youtube.com/watch?v=f6b8h3EtzJI](http://www.youtube.com/watch?v=f6b8h3EtzJI) to see an NG TA starring in the beginning of a "How to Charleston" dance video on YouTube. Anthony Padgett, who teaches Charleston and Lindy Hop in the North West had his NG filmed in this video.

Ed



## Wheel Balancing

Wheel balancing has always been an intermittent problem on the NG (TF). When I first put it on the road 21 years ago I had new wire wheels with new tyres which the fitter set about balancing. I recall watching the balancing operation. The first wheel didn't require many weights but the second one was loaded up with weights on the outside of the rim and just as many diametrically opposite on the inside rim. I queried this and was told that the wheel was out of true; i.e. inferior Indian manufacture! I could see the rim was running out of true and suggested the wheel was not correctly located, but he didn't agree so I ended up telling him not to bother with the other three and came away. I put the "balanced" wheels on the front of the car and found that at anything above fifty they were dreadful. I ended up removing all the weights and they were fine!

As tyre wear increased they eventually began to go out of balance. Well in those days you could get them balanced on the car (front wheels), I think it was usually a Repco Brabham machine. Once done on the car they were always perfect. Obviously the wheels were correctly located and even any slight imbalance in the hub/disc would have been accommodated as well. I used to go to Bagshot Tyres but

unfortunately their machine packed up about eight years ago and was never replaced so I am no longer able to get them balanced in this fashion in my vicinity. Recently I've gone to MWS in Langley, they have a balancer with an actual splined hub mounting which does a very good job, but to my mind works out rather expensive.

Well I know I've rambled on rather but I've now got to the point where the TFs front tyres are about half worn and out of balance again at anything above the legal limit, which shouldn't bother me, but does!

Bearing all the foregoing in mind it occurred to me that as I had a spare adaptor hub I might be able to mount the wheel on it and balance it in some way myself. First thing to do was to turn up two plugs to go in either end of the hub which were both drilled and reamed half inch dia. to accept a piece of ground steel bar about twelve inches long which I had by me. I acquired an octagonal wheel nut on eBay and drilled a clearance hole in it for the bar. Once this was all assembled I had a wheel with a half inch steel axle. Next step was to mount pieces of plate with good straight edges uppermost to form a parallel track sufficiently wide enough to accommodate the width of the hub and tyre. I set these up very carefully with a spirit level to ensure they were both exactly level front to back and too each other.

Having done this I placed the wheel/ axle assembly on the track where it then revolved until the heaviest point reached the bottom. I then added weight to the top of the rim and let the wheel revolve again. By repeating this process a number of times and adjusting the weights the wheel would eventually remain stationary at any position. I was pleased to find that just two grams would make a difference.

With the wheels back on the TF there wasn't a trace of imbalance whatever the speed!

After success with the TF it occurred to me that by utilizing the hub attachment bolts screwed through to protrude from the back of the attachment flange of the hub I could mount the pressed steel wheels of the TCv8. So I did the same exercise, the net result on the TC is that I've lost all the vibration that's been in the car ever since I got it, even though I've had the wheels balanced. Of course the balancer only locates on the pressed hole in the centre. I guess alloy wheels are OK as the location diameter would have been machined during manufacture.

Should anyone like me to have a go at their wheels I would be quite willing but you would have to provide some weights.

On another topic. If anyone has a standard 3.5 V8 and a Holley 4160 carb. do you have a record of the jets and metering plate fitted? If

so I would be very interested to know what they are.

Jeff Stretch

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## Dutch Appreciation

I would like to thank Mr. John Hoyle for his article regarding the TT special. This summer I have bought an NG TA rolling chassis, with the intention to build a 30s style special, British style of course. How lovely to find in the first magazine I received as a new member, an article of someone who has done this already!

Spares for such old cars like Riley are hard to come by, and if you are not living in the UK (I live in Holland) it is nearly impossible. So I had to try to find an alternative. I had an MGB some 15 years ago, and I still have fond memories of the car. The first holiday with it and my girlfriend Desirée (who is now my wife) was to the UK. She did not want to go at first, because of the weather and an open top car. Luckily we had a heat wave, and a wonderful vacation. The car performed fine, spares were never a problem and it fitted me like a glove. An ideal base, but it didn't really catch on, because there was no chassis. I've tried to buy Rileys but failed. Then I saw an NG with MGB base, and I instantly knew "this is it".

Similar to Mr John Carr, I have

no experience of building a car body. I took some welding lessons recently, which proved to me that welding is a craft on its own. Materials, could be wood, or aluminium (can be riveted), but my first priority is to get it running. I have still plenty to do before I have to make up my mind (electrics, brakes, make it LHD etc), but I hope not to take 20 years to get it done. 3 years is more realistic I suppose but then again, with many new skills to master, it might take even more. I loved the photos, as they gave an excellent impression of how (detailed) the work was carried out. When it is ready we will drive over to a show for certain.

Rob ter Keurs

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### SE Xmas Lunch 11th Dec 2011

40 members sat down to a very enjoyable Xmas lunch at the Star pub near Leatherhead on December the 12th. The other star on that day was definitely Sue Boulton who very



kindly came forward and volunteered to organise the event; and what a well-organised event it was!

Sue had previously vetted the venue & recommended it to the club. After a number of years at the previous venue, it was good to have a change and we were pleased on arrival to find plenty of parking



spaces. A private room had been booked & the room size limited the numbers to 40. However, we managed to fill all the places - not bad in these difficult financial times and more than we've managed to attract in recent years.

Sue kept us under control during the meal (well almost), and was kept busy liaising with the staff to make sure everything ran smoothly - thanks Sue!

One advantage of the Star was that the food prices were very reasonable at £16.95 for 2 courses or £19.95 for 3 courses. The food was excellent and the staff courteous & attentive.

Special thanks are also due to Peter & Mary Clark who very



bearers, had been accepted as one of the runners for the opening ceremony. John went on to say that Mike had run every one of the 31 London marathons since the inaugural race in 1981 - a pretty amazing record - and truly deserving of recognition. Congratulations Mike & perhaps a few words for the

generously bought welcome drinks for everyone. After the meal, Peter gave his traditional end-of-year speech & he remarked on how buoyant the NG Owners Club remains, particularly when few NGs are being built these days. As evidence of the current success of the club, it was good to welcome the



newsletter after the event?

After the meal, John & Barbara Hoyle very kindly invited members to drop in to the Hoyle residence for a cuppa on their way home. Those of us who took up John & Barbara's offer were very grateful for their hospitality; it was worth a visit just to look at Barbara's magnificent models. Barbara is a very accomplished maker of miniature models - to call them 'dolls

furthest-travelled of our new members, namely Bill & Janine Bielars who had driven all the way from Holland to meet fellow NG members and buy a few accessories for their newly re-built Pastiche.

During the dinner, John Hoyle reported that the club's webmaster, Mike Peel, whom he had nominated as one of the Olympic torch-





houses' would be an understatement but the miniature houses are complete with accurate scale figures, furniture, etc - absolutely amazing - a very skilled lady indeed!

By the time you read this it will be the New Year, 2012, with the spring weather only a few weeks away (hopefully). If you can't make any of the other club events, please make a note in your diary to attend the club's National Rally at Stratford-upon-Avon during the weekend 15th-17th June. Hope to see you all there!

Paul Gray

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## Christmas Lunch 11th December

I would just like to thank all of you that attended our lunch at The Star, and for the kind response I have received from many of you.

I apologise to anyone who at

first had the wrong meal put under his or her nose until I got into my stride.

I am happy to give it another go, if you want, and with some fine-tuning I might even manage that extra chair!

I hope you all had a lovely Christmas. Ray managed to put his car back together in time to enjoy the milder weather on Christmas Eve.

Looking forward to meeting you in the New Year.

Sue Boulton

### Correction—Mistaken Identity

In the last issue the article entitled "Rally Thoughts" was attributed to Susan and Jeff **Stretch** but should have been Susan and Jeff **Yardley**. My apologies to both parties - any more Susan & Jeff couples out there?

Ed

## New Year's Day at Brooklands

In recent years we have usually attended the classic car meet at the Phoenix pub near Hartley, Wintney on the 1<sup>st</sup> Jan but this year decided, for a change, to visit Brooklands Museum.

We had been told that last year they attracted 400 cars for the day with the stipulation that cars should be older than 1973.

As this year's event drew closer, a contact at Brooklands told us that they already had over 100 cars from various car clubs booked in & they were expecting another bumper turn-out. As it turned out, the museum had sold over 2,000 visitor tickets by mid-day - amazing! Even more amazing was the way that all these people and cars were just absorbed with very little sense of crowding unless queuing for lunch in the excellent restaurant. Only the display cars are allowed to park by the museum and visitors' park at Mercedes World next door and enter the museum grounds from there.

To make this year's event even more special, it was arranged to



coincide with the beginning of the London-to-Cape Town World Cup Rally. The rally cars had gathered at Brooklands for scrutineering and final preps where they could be viewed prior to their departure at 4pm that day.

There were 44 cars entered in the rally and they proved to be a very diverse mix. It was particularly interesting chatting to some of the drivers & discussing the various mods to their cars. The rally is organised by the Endurance Rally Association that has a very useful website where each car can be followed by a tracker/GPS throughout the month-long rally.

At the 4pm start the cars were flagged away to drive to the official London start where they were to line up in the House of Lords car park, Parliament Square. As Big Ben struck 7pm they were to begin the long journey to Cape Town.

After a navigation section that night through Kent the crews were to catch the 3.40am Dover to Calais ferry on the longest non-stop section of the marathon... next stop Beaune 800kms away. Their route will cover 3 Continents and 14





countries, over 14,000 km. Some rally! After writing this I later heard that a Triumph 2500 slid off the road during the first night stage and had to retire with bent steering - a sad end so early in the rally.

Back to the classic cars at Brooklands and there really was an example of just about every interesting car one could imagine, not to mention the very nice NGTCV8 of Ray Boulton. Those who have seen Ray's car will know that it is finished in dark green with a very period look and fitted in nicely amongst all the other interesting machinery.

The classic car owners clubs were out in force and even included a clutch of Sinclair C5's complete with gazebo shelter!

We didn't see any more NGs on site but there might well have been some there - it just wasn't possible to see everything in the time available, particularly when the heavens opened just after 1pm and the rain just got heavier and heavier with no sign of letting up at all. It was very sad seeing some of the old cars with no hoods or cockpit covers

just filling up with rainwater. Due to the heavy rain there was a mass exodus by early afternoon but with the museum fully open for visitors, there was plenty to keep people amused inside.

One exhibit worth a mention is the London Bus Museum that had been moved to Brooklands during



the latter part of 2011 and now fully opened; a truly fascinating display. There's also the Concorde Experience, a very interesting aviation display not to mention the fantastic range of cars, motor-cycles and the history of the push-bike. For those living within reasonable driving distance I can thoroughly recommend a day at Brooklands museum - why not go for the day and stay on for the evening NGOC meeting on the 2<sup>nd</sup> Tuesday of the month?

Paul Gray



## Pistachio – A Second Life

My love affair with cars started only recently after 15 years in the kit aeroplane hobby line. Not only had I travelled far and wide in my Avid homebuilt aeroplane, but the hobby was getting a trifle expensive and I was getting bored. The danger signs were there. Nothing kills a pilot quicker than complacency.



My search for a family car brings up the NG TA. By chance, one appears on eBay which I bid for. It's an amazing colour, one that you would not choose in the car showroom. Featured in 1992 Kit car magazine, found by a scrap dealer at the back of a garage after 16 years of non use, he put it on eBay to see if it was worth something. If not, it would be cubed.

The alarm bells should have rung as soon as the seller said he'd put it on the back of a truck and deliver it straight to my house. The car was not capable of going more than a few miles before packing up.

At first I was bewildered by every misfire and stoppage. In hindsight, Pistachio had several choices every time we went out, in

how to bring the journey to an abrupt end. Normally I could get her going after five minutes tinkering.

The first things I suspected were vapour lock and the fuel pump. Both fuel lines and pump were replaced. Next, after the engine just switched off, I changed the coil.

Boldly I booked the London to Brighton rally. 11.5 hours later after breaking down three times we got home. Back to the drawing board...

The fuel filter was changed as it was looking dirty. Off to the NG rally we went. Amazingly we got there but we didn't get back. This time there was no life in the engine.

A trip to the garage - they



cleaned the carbs and told me the fuel tank was so full of #@# that there was nothing they could do. Even at the garage with clean fuel she broke down when I went to drive away. This time the distributor cap and leads were all replaced. I managed to get her home, just.

The Internet provides a good place to find a company to weld up a new tank. While I waited for this I drove around the remainder of the



summer on a 5 litre can plumbed into the engine. Had to stop every 20 miles to refuel!

This did demonstrate that, with clean fuel, she would run.

Pistachio had the last laugh in October during the actual MOT, when the clutch slave cylinder emptied clutch fluid onto the garage

floor. Morris Marina spares are like hens' teeth. No slave cylinder could be found in the UK. The problem was resolved by re-sleeving the unit and putting in new seals (which could be found).

Looking back after a new year of motoring, the main problem was the fuel tank clogging things up. Old coils, pumps and leads just gave Pistachio another excuse to stop/not start.

Having obtained the car through eBay, I was contacted by the original builder. Now in Australia, he thought the car had been scrapped. He sent me the build photos. I've now sent him emails detailing Pistachio's new life.

You come to realise when you get an old car how reliable modern motoring is. It's the challenge and the looks of Pistachio that give me the reward every time I go out.

We love you, Pistachio.

Lincoln Summers

### Advert

Members may be interested in Orson Equipment which supplies car parts for the classic and vintage car industry. Their main product range is splined hub adaptors, knock on spinners, brake drums, brake discs and half shafts for both road and track use. They are ISO quality standard registered and manufacture batch and short order runs. Members should receive a club discount.

Contact:

Orson Equipment, Unit 8 Peartree Industrial Estate, Crackley Way, Dudley DY2 0UW

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Website: [www.orsonequipment.co.uk](http://www.orsonequipment.co.uk)

## Dobby's Wedding Day

Before you get any ideas, it was not actually my wedding you understand. After all I haven't found the right vehicle yet! No, it was my master's daughter, Sarah who was getting married and she had chosen me to be her transport of delight.

You may remember last time that I was in my new garage and was busy having rides up and down on Cliff the lift while my master tried to service me and tidy up all the little things which had deteriorated over the last winter when he had left me outside (I've not quite forgiven him for that yet). Well, over the summer he had a fair amount of time to sort everything out - even though the original list of 20 jobs had grown to nearly double.

There were not many things relating to how well I run - a testament to the bomb-proofness of the MG mechanics. Apart from the rear brake cylinders I mentioned last time, I needed a new seal on my front trunion, new floats in my carburettors and a re-tune. One of the floats had punctured at the National Rally and everyone was very kind to me so I could get home again. I've heard this may be one result of the higher amounts of ethanol being put in the petrol these

days to try to poison us more mature vehicles.

I'd also developed a bit of an unreliable hooter. The current through the horns is quite high and it all tries to come through my little connection at the steering wheel. So my master fitted a relay to take the main current away from the steering wheel and now I can yell confidently at others (if I need to - I don't do it often).

There were lots of cosmetic things though - well I had to look my best for the big day! After last year's winter, the dampness had taken its toll leaving several finishes looking past their best. In particular, my suspension components needed a fresh coat of black paint to make me look wholesome again and my dashboard had started peeling around the switches so my master re-painted that bit too. He also removed the heater box and spruced it up. Then he got a bit carried away and



painted my NGOC badge to match my body. Lots of little items needed attention and then basically a thorough clean prepared me for a well-earned polish. Not just the normal standard Autoglym polish mind but an additional coat of Autoglym High Definition Wax. I was really pleased with my body after that! He made out it was hard work but boy did it feel good.



prospect of Sarah in her wedding dress combined with me wearing my hood was well and truly vanquished! A final quick wash the day before had set me up to be adorned with ribbons and a posy of flowers on my nose. The time had come and Sarah, in her stunning wedding dress, was installed in the passenger

seat with considerably less drama than one might imagine (although the footwell was filled to capacity).

As the day approached, we had a practice run with the bridegroom-to-be, Dip, driving from the church to the reception venue. This was so Dip could familiarise himself with my controls which are somewhat different to a young BMW's!

My master drove us to the church sedately (primarily so as not to disturb the bride's hair) where we fashionably arrived a few minutes late. I was given pride of place at the church entrance while bride and father ambled up the path and disappeared inside.

At last the special day dawned and, despite being the first day of October, the weather decided to be on its best behaviour and the sun shone willingly all day. The worrying

I basked in the sunshine and could hear strains of music and talking emanating from within. After a while, the doors opened and the church erupted with a multitude of smiling faces led by Dip & Sarah - now Mr & Mrs Sofekun. Cameras clicked and flashed capturing the moments of exhilaration while family and friends stood around for what seemed like ages nattering and soaking up the sunshine.





Photographers finally satisfied, it was time for Dip and Sarah to climb aboard and drive me to the reception. To say I attracted a little attention is a vast understatement, although I think it was as much about the bride & groom as it was about me. Still, I didn't mind, they both looked amazing.



When we arrived at the reception, I was parked right in front of the entrance to "The Ridings Barn", a converted stable in the grounds of Theobalds Park, a Georgian mansion house and now hotel. This meant everyone could admire me on their way in and out. I tried to rest while they partied but the music foiled my attempts at sleep until much later. I understand



from my master that the speeches, food and dancing all went well and the wedding party changed into Nigerian costumes later in the evening. Although I didn't see most of them, I'm told my master looked like the bees knees!

We stayed overnight as several of the wedding party were accommodated in rooms which were part of the "stables". In the morning we all traipsed back to our home for another day of celebration where many guests enjoyed a barbecued burger or sausage. I am just so glad to have been one cog in the wheel of Dip & Sarah's fantastic Wedding Day.

Dobby Humphreys



## **NGOC National Rally 2012 (15th - 17th June)**

- We have again managed to secure a large rally field at the superb Riverside Park near Stratford-upon-Avon.
- A reminder of our last visit can be found under 'Events' on the club's website.
- **Please make a note in your diary, to reserve the weekend from Friday 15<sup>th</sup> to Sun 17<sup>th</sup> June 2012.**
- We will again be holding the very popular driving tests in part of the field - let's see if some of us 'oldies' can beat the youngsters this time! These are of course tests of skill, not races!
- As previous visitors to the site will remember, there are static caravans to hire to save hunting for local B&B's and, in particular, within the same site for a more relaxed evening without having to drive afterwards. For information on caravans to hire, the site telephone number is 01789 292312.
- We are obviously hoping for lots of campers because not only does it make for a great clubby atmosphere with lots of members and their families staying on site, but also because we can only continue to utilise campsites for our rallies if we can encourage enough campers to make it worth the site owners letting us have their field for no additional cost to the club.
- We haven't worked out the fine details of the weekend yet but will let you know more in the Spring newsletter. Whilst on this subject, the committee would be grateful for any offers of help to organise the weekend; for example a volunteer to create a scenic run or treasure-hunt in the Stratford area. Any other ideas for activities for the weekend would also be appreciated - we can't change or improve the format of the event if we don't know what people would like! Any thoughts along these lines, please contact a committee member and let them know your ideas.
- As a reminder of some of the features of the site, the location is a mile from the centre of Stratford and there is an electric river-taxi running a return service from the site to Stratford for those wishing to take in the rich cultural heritage available in the town.

- There is also an on-site café serving cooked breakfasts at extremely reasonable cost although there will also be the hired BBQ's on site for keen DIYers. A small convenience store on site is available for the more basic provisions whilst the village of Tiddington is only a short walk away with a Post Office, wine shop and small supermarket.
- The site's location is perfect for exploring Shakespeare Country and the picturesque Cotswolds villages including Stow-on-the-Wold, Moreton-in-Marsh, Broadway and Bourton-on-the-Water.
- The rally field has plenty of newly-installed electric hook-ups so anyone who would like some power to civilise their camping should be able to be accommodated. Yes, you really should be able to bring along that electric blanket!

**Reserve the dates!!!**

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## New Members - Welcome

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We are always glad to receive new members. Please contact Bob Morrison, our membership secretary—details inside front cover.

Membership is £15 per year (with reduced rates if you join later in the year). Membership includes quarterly issues of ChangiNGear and some companies offer reduced kit car insurance rates. Most of all you will be joining one of the most friendly car clubs around!

Ed

Anthony Padgett (1492)  
Morecambe, Lancs

Robin Hill (1493)  
Alton, Hants

Peter Hannington (1494)  
Petersfield, Hants

### 2012 Membership Renewals

Please note that subscriptions were due on January 1st. Please check that you have paid £15. If you have not renewed yet PLEASE PAY ASAP.

### Advert

An e-mail has been received from Robert Cox who says

"I have recently set up an engineering company in Reading in Berkshire, we are engine re-manufacturers/tuners with a 2wd rolling road (800+bhp) and are looking to organise a rolling road day for some of our favourite cars.

"We would also like to let people know we are here and can cater for all engine machining and tuning needs from a simple power run to full in-house race engine building and machining.

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Contact: Robert Cox, CFM Engineering LTD

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Tel: 0118 967 7799

Mob: 07969 634648

E-mail: [rob@cfmengineering.co.uk](mailto:rob@cfmengineering.co.uk)

Website: [www.cfmengineering.co.uk](http://www.cfmengineering.co.uk)

## Sales & Wants

*Reminder: unlimited advertising is free to members but ads may be removed after 2 issues unless I am 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 NCOG Web Site unless you specifically request otherwise. Ads may be accompanied by a single photo and may be sent to me by post or email. Ed.*

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### For Sale



**TC V8 exhaust manifolds** made by Manifold of Salisbury in 1990, mild steel and chromed but showing their age hence the reason for changing them. Needs new tail pipe welding on right manifold, left manifold OK, replacements cost £840 last year. Ideal for someone on a budget **£100** including carriage.

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E-mail: [paul.dewes@virgin.net](mailto:paul.dewes@virgin.net)

**NG TF V8** 3.5 SD1 engine fully re-conditioned, 5 speed gear-box, pearlescent Maroon paint, Beige interior, Burr Walnut dash and door cappings, chromed wire wheels, full weather equipment, Holly 4 barrel carb, stainless exhaust system, high ratio V8 rear axle, anti tramp bars. Only 7500 miles since build.



Used by NG Cars as TF V8 exhibit at Car Shows, featured in Kit Car Magazine, numerous prizes awarded, fully road legal, **£8250 ono.**

Mobile: 07941 006721 (Leics)

E-mail: [paul.dewes@virgin.net](mailto:paul.dewes@virgin.net)



**NG TD** in British Racing Green, MGB based 1800 twin carb. Originally built in 1984 using a 1964 MGB it is correctly registered as NG TD on a

Q plate. The car has been rebuilt while in my ownership over the last 13 years. It has been resprayed in BRGreen and reupholstered in red. Has been rewired professionally and has an unleaded head. The car has red seatbelts and a walnut dash with wood rim steering wheel. The wheels are steel with chrome period hub caps. The windscreen folds down to show the aeroscreens for full wind in your hair effect (Aero goggles recommended). The running boards are oak and carry a period petrol can on one side and a wood first aid box on the other. Secondary Lucas driving lights are fitted. The car has a new green mohair hood and side screens, and separate matching tonneau cover. The car has a recorded mileage of 13,500 and over the last 13 years it has averaged 400 miles per year. It only goes out to shows and the odd drive around the local country lanes. It is currently on SORN for the winter and flies through the MOT every year. I am selling as I have another project in mind. **£5750 or near offer**. The car is tucked up in my warm wooden garage in Swansea. More photos available by email.

Tel: 01792 205371 (Andrew Fowler)

E-mail: [s.sedenfowler@btinternet.com](mailto:s.sedenfowler@btinternet.com)

**NG TA** petrol 1798cc, 27,000 miles, twin SU kitcar, built 1990 from 1970 MGB. Wire wheels, spinners, manual with overdrive, hood, electronic ignition, servo brakes,



stainless exhaust. Good tyres. Always garaged. Every part including engine reconditioned 1990. Perfect condition, totally reliable (been to Scotland, France, Holland, etc). Insurance agreed valuation £9,000. Owner has apartment in Spain and now bought motor home; no time left to use NG! Garage space needed, so **£3,995** for quick sale.

Reg WWO 871J.

Tel: 01273 475666

E-mail: [graham0289@googlemail.com](mailto:graham0289@googlemail.com)



**NG TF Luggage/Boot Rack**. New and unused, made from 3161 stainless steel, TIG welded, 4 pivot points secured by A4 s/s wing nuts give access to the spare wheel. Rubber anti-vibration & stainless wash-

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Tel: Eric 01634 861608 (Medway)

Clearout of **MGB parts**, complete engine (or split short engine, cylinder head etc), starter motor, alternator, twin SU carbs on manifold. All need rebuilding but ideal for use as exchange units etc. Also set of lever arm dampers and rear axle from rubber bumper car with rear anti-roll bar mountings, complete with anti-roll bar in good order. Space needed so no reasonable offer refused. Smaller items free if you can collect from Norfolk. For details please call.

Tel: 01953 850434 evenings

**MGB engine** with all ancillaries and with **3 synchro gearbox** and full

exhaust **£100 ono.**

Tel: 01509 237750 (Loughborough)

Mobile: 07930 555237



Red **NG TF Pastiche** Kit Car (1971). MGB 1800 engine - 45,000 miles only. Good condition. New MOT and tax (nil cost tax), special no plate: FAB 456 J, new battery and good tyres. **£4000**

Mobile: 07775 731654

E-mail: [Moiracriddle@aol.com](mailto:Moiracriddle@aol.com)

## Wanted

I'm looking for a model **TA** in any condition with UK licence plate. I want to restore the car and bring it back on the road. Offers to: Wim Bielars in Holland

Tel: 0031 164244781

E-mail: [bielars@tiscali.nl](mailto:bielars@tiscali.nl)

Wanted for **NGTA** built on **MGB**

- 1) **replacement hood**
- 2) front mudguards **supporting arms** (that bolt to the wheel along with the steering)

Anthony Padgett

Mobile: 07902 342448

E-mail: [anthonydpadgett@yahoo.co.uk](mailto:anthonydpadgett@yahoo.co.uk)

**NG** wanted. A good running **NG TF** or a **TD** required. Everything considered.

Mobile: 07798 866071 (David)

I am looking for an **NG TA**. **MGB** or **Marina** based. Any condition, running or in parts - but it must be tax exempt and correctly registered on the **V5** as an **NG TA**.

Tel: Dave Holland 01420 80330

Mobile: 077653 40482

E-mail: [david@hollandfamily.f2s.com](mailto:david@hollandfamily.f2s.com)

## Club Products & Regalia - available from Mark Staley

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

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

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Beanie (navy)

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\*p&p charge up to a maximum of £6.00

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

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## Club Literature - available from Chris Humphreys

The following 4 items of club literature are now available as PDF files to download from the NGOC website at [www.ngownersclub.org.uk/articles.htm](http://www.ngownersclub.org.uk/articles.htm). Alternatively send £1.50 per printed copy to Chris Humphreys (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 Chris for further details.

# CHANGING **NG**EAR

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A perfect day...



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*the NG Owners Club magazine*