

# Changi**NG**ear

January - 2014

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***Ho ! Ho ! Ho ! and Off Santa Goes***



***Bill Hopkins does the 'Pressie Run' in his NG-TF***

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***the NG Owners Club magazine***

# The NG Owners Club

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**!!! Contributions Please !!!**

*Next issue: April 2014*

*Last Date for submissions: 30th March*

## Photo Competition — 2014

We received some really good entries for the 2013 Competition  
(See Centrefold in this issue)

These formed the basis of an excellent Wall Calendar for 2014

We intend to run the Competition again this year, so please keep your cameras handy throughout the year and send in as many entries as possible.

There is no particular theme, but some 'out of season' and some 'unusual shots' would be welcome. Photos do not necessarily need to be current, your good 'library' shots will also qualify.

***Closing Date : End of October***

Modest Prizes will be awarded to the three best entries, and again we hope the best twelve will form the content of an NG Calendar for 2015.

Please email your entries as a .jpg attachment to us,  
with some details and a Snappy Caption , at [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com)

***Please get Snapping !! — Chris & Su***



## ***Chairman's Letter***

Same old weather - - - - However A New Year means New Beginnings with plenty of events to look forward to, jaunts in the country, local shows and of course our National Rally. So please keep your diaries handy and up to date. As always the **Annual National Rally** is very important for the wellbeing of the Club, please support this event. The date is 4th to 6th July and other Details will be appearing soon. I had intended to start the New Year off by taking the NG to Brooklands Museum for their January 1<sup>st</sup>.



Grand Car Meet ( normally attended by over 1000 - 2000 cars of all Types Vintage; Veteran; Classic Etc. Etc. ). Unfortunately rain intervened and the museum site was flooded over the Christmas period . Things looked bad. Hats off to Allan Winn, Museum Director, his staff and all the volunteers who with a lot of dedication and very hard work managed a great clean up in time to allow the New Years Day event to take place. Our sincere thanks to everyone.

The rain persisted all day and I have to admit that I did not go in the NG but took my Jaguar XJS-C instead. It does have a roof and a very efficient heater. I was amazed at the number of people who did attend, many with cars that had minimal or no weather protection at all.

— Truly the SPIRIT of BROOKLANDS existed that day.

January 2<sup>nd</sup>. was however very different, bright sunny skies, to start with, but a little chilly, however out came ' OJ ' and a good country side run was managed before frost-bite set in. Well it's a start.

On a light hearted note - a gentle reminder—Our Subscriptions for 2014 are now due.

***Happy Motoring for 2014***

***Peter Clark***

***There are three types of Men :***

***— the ones that learn by Reading, the few that learn by Observation, and then the Rest who have to 'Pee' on the electric fence for themselves !! — Roy Rogers***



## Secretary's Notes

It has certainly not been a good start to 2014. Manda and I sincerely hope you haven't suffered too badly with the flooding and power cuts. We have been very fortunate and the wellies haven't come out too often. We hope you have all had a good Christmas and wish you a peaceful and a healthy new year, surely the weather has got to improve!

We had a bit of a mishap before Christmas, on our way to the local garden centre (to buy more Christmas lights) the car engine just stopped and would not start again, the National Rally gremlin had got us at last. The AA were called out and it proved to be the ECU (engine control unit) supplying power to the fuel pump, however the AA man was able patch across the fault so we could drive to the service garage where the receptionist said "nothing could be done until the new year" and true to his word, it wasn't. But it was not all bad news for the next day our daughter arrived in her car and so we did have transport over Christmas.



### *Forthcoming Events :*

Not much on the calendar this early in the year -

But there is a lunch time meet at The Bell PH in Smarden, Kent, TN27 8PW on Sunday 23rd Feb - Contact Rob Garrett (01732-4536390)

And looking further ahead :

April 28/30 - Visit to the Dutch Bulb fields. - **Booking Now !**  
Contact Chris & Su Hore (01892-723998)

May 11/30 - NG Welsh Weekend :  
Contact Paul Gray (01252-617175)

July 4/7 NGOC National Rally Stratford-on-Avon.  
- **Please put this in your Dairy Now !**

For more information Contact Paul Gray (01252-617175)  
or me (01202-573644)

*A Happy 2014 and Good Motoring*

*Bob Preece*



## **Editorial**

We kick-off our editorial by wishing everybody all the Very Best for 2014. Let us hope that the weather is as kind to us as it was in the latter part of last year and hopefully an early Spring as well. — Perhaps too much to ask !



Next we must apologise to those of you, nearly all we suspect, who got caught with a surcharge for the delivery of the October ChangiNGear. The problem arose by that issue being of bumper size and being printed on slightly heavier paper than normal. It was overthickness which got us into trouble but it was extremely marginal and all members who challenged the surcharge either had this dropped or refunded.

Again our thanks to those of you who have provided contributions for this issue, which we hope you all will find of interest. There is the usual good variety of items and articles, and we would draw your attention to :

- Events Calendar for the Year
- Dutch Bulb Field Trip (who else wants to go ?)
- NG Annual Rally (book the date)
- NGOC Wall Calendar (there are still a few available)
- Results of 2013 Photo Competition
- 2014 Photo Competition
- Membership Subscription now due

Unlike some we do not put Rocket 'away for the winter' (though we do avoid recently salted roads) and will take the opportunity of a nice winter day for a quick spin. Needless to say Rocket has not ventured out since the middle of December (to the Christmas Lunch) and we are beginning to get 'petrolhead' withdrawal symptoms. We are earnestly hoping for a nice early, mild and dry Spring in time for the Dutch Bulb Fields and the Welsh expeditions.

Finally the usual plea for contributions for the April issue. We realise that there may not be a lot of NG activity in the coming months but member profiles, news of winter rebuilds, anecdotes and the like will all be gratefully received. And please let us have your comments for any changes or inclusions that you would like to see. So we hope you enjoy this issue and we hope to see many of you at the various Club activities thorough out the year - and please keep your camera clicking for the Photo Competition.

***With our Best Wishes -- Chris & Su***



## Treasurer's Report

*I am pleased to present the Statement of Club Accounts, as below*

***Teresa Goodbun***

### NG OWNERS CLUB ACCOUNTS to 31st December 2013

Bank Balance	<b>£2334.80</b>		
as at 10 Dec '12			
<b>INCOME :</b>		<b>EXPENDITURE :</b>	
Subscriptions	£3,816.00	Stationery	£61.44
Club Product Sales	£982.30	Printing	£966.81
Advertising	£450.00	Postage	£944.92
National Rally fees	£1,235.00	Club Equipment	£294.03
	<b>£6,483.30</b>	Club Products & Regalia	£1,036.49
		Trophies & Prizes	£198.53
		National Rally Expenses	£1,776.29
		Public Liability Insurance	£152.00
		Website Fees	£26.75
			<b>£5,457.26</b>
		Bank Balance	£3,360.84
		As at 31 Dec '13	
	<hr/> <b>£8,818.10</b> <hr/>		<hr/> <b>£8,818.10</b> <hr/>



## ***Future Events for 2014***

### ***The Brooklands Club — Natter Meetings***

*Meet on the second Tuesday of every month*

*At the Brooklands Club Bar at the Brooklands Museum*

*Use the Campbell Gate Entrance off Brooklands Road — KT13 0QN*

- |           |   |
|-----------|---|
| Jan 14th  | New Year Natter and Noggin  |
| Feb 11th  | Best Leather Driving Jacket competition.  |
| Mar 11th  | Early spring Natter and Noggin.   |
| Apr 8th   | General Knowledge Quiz.   |
| May 13th  | Late spring Natter and Noggin, with piano background later.   |
| June 10th | Pride of Ownership and Concours de Elegance with Jazz.<br>& Best Ladies Hat competition                           |
| July 8th  | Summer Barbecue<br>with Best Ladies Headscarves and Best Gent Cravat competitions                                 |
| Aug 12th  | Summer Natter and Noggin.   |
| Sep 9th   | General Knowledge Quiz, with piano background later.  |
| Oct 14th  | 11th Anniversary of Natter & Noggin   |
| Nov 11th  | Early guided Museum Tour.   |
| Dec 9th   | Enthusiast of The Year awards,<br>Ladies & Gentlemans competitions<br>with free hot sausage rolls and mince pies. |

***NB. These events may be subject to change,***

*Please check with Danny Byrne ( 01932 829814 ) Brooklands Club  
or Peter Clark (01737 832367)*

### **ANECDOTES — Please**

*Have any amusing anecdotes, poems, limericks or one-liners come your way ??*

*Why not send these in to ChangiNGear and share the joy*



## **NGOC Annual Rally 2014 — *Be There !***



### **Stratford - upon - Avon**

**Friday 4th to Sunday 6th July**

*Please make a note of this in your diaries*

Application Forms and further details will be included in the April edition of *ChangiNGear*.

In the meantime if you need further details please contact

**Paul Gray — 01252-617175 :: [p\\_dgray@btinternet.com](mailto:p_dgray@btinternet.com)**

### ***Volunteers Please RALLY ROUND !!!***

**Organise the - Treasure Hunt - Please**

The Committee are keen to include a Treasure Hunt /Tulip Rally as one of the Events in this year's annual rally.

*Volunteers are sought both to plan this in advance,  
and to run it on the day.*

Would some kind keen souls please contact Paul Gray  
**01252-617175 :: [p\\_dgray@btinternet.com](mailto:p_dgray@btinternet.com)**



## NGers to the Dutch Bulb Fields

### BOOK NOW !!

There is a modest amount of interest for this Early Spring Activity. Plans are however still a bit embryonic at present.

Basics are to travel out a.m Monday 28th April - travel back Thursday a.m 1st May. Wim & Janine Bielars will kindly arrange B&B accommodation and a program of visits and events to include such things as Windmills, Canal trip and scenic routes in addition to the primary attraction of the Bulb Fields.

Crossing by Shuttle is intended but others may wish to travel separately by ferry depending upon their start point.

While some may perhaps opt to travel out early and spend the weekend somewhere en-route (Brussels perhaps) and/or return later



***We need to firm-up numbers and crystallize the plans in the next few weeks***

***So Please let us know quickly if you are interested.***

***Chris & Su Hore***      01892-723998    ::    [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com)

Follow this link for Bulb Fields we will most likely visit - - <http://www.keukenhof.nl>

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## NGOC Welsh Holiday 2014

***The NG Welsh Holiday in May this year is now fully subscribed.***

***We are looking forward to reporting on this in the August issue of ChangiNGear***

***We hope the weather is significantly better than it was last year !!***

***— Eds***





# NGOC Wall Calendar 2014

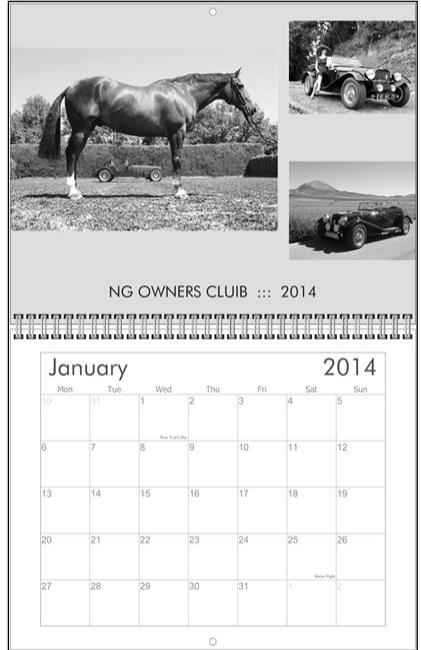
## Order Yours Now

*This years Calendar uses the excellent winning photos from last years Photo Competition.*

*There are still a few Calendars available, being at the reduced price of £7.00 included P&P*

*Please let us know if you would like one .... Eds*

*ngoceditor@gmail.com*



## Membership Subscriptions for 2014

**May I remind you that Subscriptions (£15) were due on 1<sup>st</sup> Jan**

**Please check that you have paid—Thank you**

Some members are paying still £7.50 or £10 !!! Although subs were increased some time ago.

*Please check your standing order and amend as necessary —Thank you.*

*Please also check that at least your name and ideally Membership number is included as your payment reference.*

It makes my life a lot easier if you pay by Standing Order, although I always enjoy reading your letters enclosed with renewal cheques.

**Thank you and Best Wishes for 2014 ::: Bob Morrison.**



## *Events Calendar for 2014*

<i>Date</i>	<i>Event — What / Where</i>	<i>Contact</i>
11 Feb	Brookland Natter	Peter Clark
<b>23 Feb</b>	<b>NG SE Area Lunch, The Bell, Smarden, Kent</b>	<b>Rob Garrett</b>
11 Mar	Brookland Natter	Peter Clark
29-30 Mar	NG Meet at Detling Kitcar Show, Kent	Rob Garrett
8 Apr	Brookland Natter	Peter Clark
<b>28-30 Apr</b>	<b>NG'ers to Dutch Bulb Fields</b>	<b>Chris Hore</b>
4-5 May	Stoneleigh Kitcar Show	Bob Preece *
<b>11-15 May</b>	<b>NG Welsh Holiday — Llanerchinnda</b>	<b>Paul Gray</b>
13 May	Brooklands Natter	Peter Clark
16-18 May	Spa Classics, Belgium	John Hoyle *
1st Jun	London to Brighton Kitcar Run	Graeme Lacey *
6-10 Jun	Laon Circuit Historique, France	John Coker *
10 Jun	Brooklands Natter	Peter Clark
14-15 Jun	Le Mans 24hour, France	Chas Killick *
15-16 Jun	Newark Kitcar Show, Notts	Dennis Roberts
26-29 Jun	Festival of Speed, Goodwood, Sussex	
<b>4-6 July</b>	<b>NGOC Annual Rally at Stratford-upon-Avon</b>	<b>Paul Gray</b>
8 Jul	Brooklands Natter	Peter Clark
12-13 Jul	Ardingly Classic & Kitcar Show, Sussex	Rob Garrett
25-27 Jul	Silverstone Classics, Northants	
26 Jul	Dogmersfield Fete, Hook, Hants	Paul Gray
31 Jul	Classics on the Common, Harpenden, Herts	Chris Humphreys *
12 Jul	Brooklands Natter	Peter Clarke
24 Aug	Knebworth Kitcar Show, Stevenage, Herts	Chris Humphreys *



30-31 Aug	Donnington Kitcar Show, Derby	
9 Sep	Brooklands Natter	Peter Clarke
13-14 Sep	Goodwood Revival, Chichester, Sussex	John Gillies *
19-21 Sep	Circuits de Ramparts, Angouleme, France	John Coker *
14 Oct	Brookland Natter	Peter Clark
25-26 Oct	Exeter Kitcar Show	Peter Saunders *
2 Nov	Veterans London to Brighton Run	Chas Killick *
11 Nov	Brooklands Natter	Peter Clark
9 Dec	Brooklands Natter	Peter Clark

**Contact Details :**

Peter Clark	01737 832367	John Hoyle	0208 393 2555
Rob Garrett	01732 453639	Graeme Lacey	01323 442967
Chris Hore	01892 732998	John Coker	01483 267299
Bob Preece	01202 573644	Chas Killick	01732 761302
Paul Gray	01252 617175	Chris Humphreys	01707 851320
Peter Sanders	01271 327860	John Gillies	01702 294977
Dennis Roberts	01142 878515		

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

**Event Updates :**

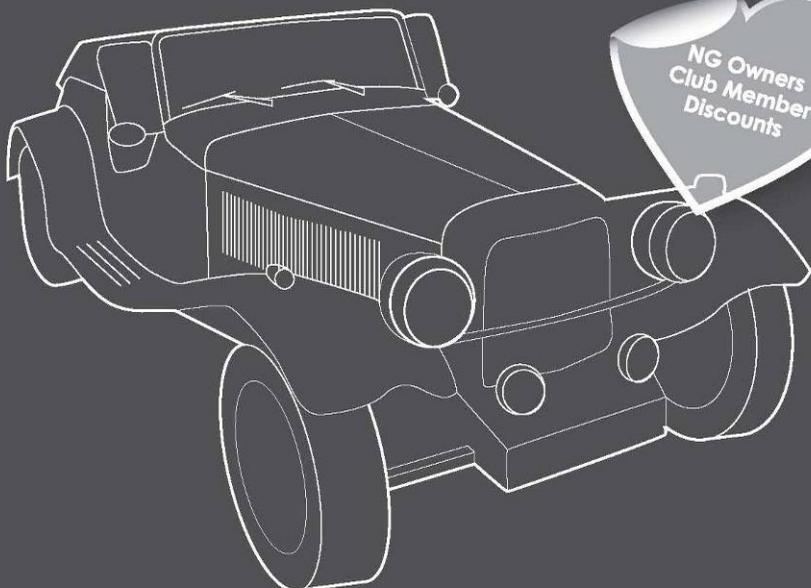
This event information will be updated with each issue of ChangiNGear. It is also available on the Club Website Events Calendar which by its nature may well be more current.

**Other Events/Dates :**

*If you have additional Events information that you think should be included then please send us an email — Thanks Eds*



## NG Insurance



*Policy benefits can include:*

- Agreed Value
- FREE Legal Cover
- Limited Mileage
- Breakdown Cover
- Laid-up Cover
- Club Discounts

### Specialist Car Insurance

Adrian Flux know how much you love your NG, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

**0800 089 0035**  
**adrianflux.co.uk**

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## NG Member Profiles :

### Laurence & Cecilia Clifford

(NG 305)

Wallington, Surrey



I was minding my own business, going through my e-mails recently and was very surprised to see my face, and indeed, Monty's face staring back at me. This was because, in my dotage, I had decided to take him, and my good lady wife, to Brighton to follow the old crocks. Chris Hore had taken the picture (see over) and sent it to me by e-mail.

Let me explain. I bought an NG TA way back in the 80's, and very soon it became known as Monty. I had always wanted a 'different' car and lusted over various Lotus which came in kit form then, but could never afford it. After my children came along, I went to many kit car shows, and decided that NG were the best made and by using MG parts, were guaranteed spares into the future. I also wanted a four seater, and the TA suited me just fine.

I did not have the space to build one so I found one needing a loving home. On the drive back, certain things became apparent, no third gear, over-drive wired into all forward gears, a plank of wood for the dashboard, etc. Over the years I have steadily rebuilt it (chassis up), and only recently had the head changed to accept unleaded fuel. Last year I had the dynamo changed for an alternator, which has made a tremendous improvement. The chap who changed the alternator, did not take into account the change in polarity to other items in the car, although he did give me my tacho and told me to send it to Spedy Cables to change it to Negative earth. What a jolly good job they did too.

However it was only when my MOT was due that I noticed that my wind-screen washers sucked instead of blew, my Kenlow fan was working in reverse and instead of pushing air through the radiator, it was pushing it away. The worst thing was that my klaxon, instead of sounding like a bull on steroids, sounded more like a castrated mouse.



But I am getting off the subject which is my drive down to Brighton. As a family we first did this in 1989, when my chum 'Ginge' sat in the front with me, and my wife and two children sat in the back, with blankets, hot water bottles, thermos flasks, hats and gloves. We did this for four or five years, until my daughter said that she would not be seen dead in the NG any more. Growing up is a shame, but things changed and she wanted Monty at her wedding ten years ago.

I now find it impossible to get into, and more importantly, out of Monty when the hood is up, so fair weather motoring is vital, and like Teresa Goodbun ( Changingear August 2013) was stuck to the weather forecast for days ahead.

After a hearty breakfast we set off with coffee and brandy in the thermos. I was wearing my Russian fur hat, the only thing that keeps me warm and does not fly off. We joined the Veterans in Purley and followed them down. It was a very warm day and plenty of people lined the roads (Chas Killick, Chris & Su Hore to name but three) in good humoured celebration of the motor car. I made many children laugh and point when we passed and blew the klaxon. As we neared Brighton my wife said "How are your vital signs?" (she is a nurse you know) and I said "Well, I'm still breathing", "No you - fool!" she said, "the car's temperature and oil pressure". Nice to know she has her priorities right !!

It had been 20 years since we had last did the run, and I had forgotten the exhilaration I get from driving a car that I have built myself. I still keep tinkering with it, but basically it's finished after nearly 25 years of ownership.



### *Laurence Clifford*

**"MONTY"**

**NG -TA 1800cc**

**Regn : 888 SHW**

**Donor : MGB**

**Colour : Red**



## Ken Smith - An Update.

Following Ken's Member Profile in the April issue last year, he now writes :

- My first year with my NG is over and I have been surprised how much I have enjoyed myself. I have been quite amazed by the amount of attention we have received from both children and adults as we drive about.

I have had no real issues with the running of the car or any repairs, but I am still building up confidence in the reliability to get me to farther destinations, even 40miles still seems a little scary - silly really. I found the absence of side wind deflectors a bit drafty, so this was a early task. I found a helpful write-up on the NG Website for the construction

and the material was not hard to find. However suitable Hinges were hard to track down - until we went to the Newark Kitcar Show and found some from S&J Motors (*see details below - Ed*) which worked very well.

I think sunvisor/wind deflectors would also be good but have not got round to these yet.

I found the articles in the October issue about Petrol/Ethanol very informative (well done those men). I will be seeking out a garage with low ethanol petrol for use this year.

I have been wondering what members do with their NGs in the winter.

Should one go to the trouble of jacking up, draining rad, dropping tyre pressures etc or not ?

It is quite entertaining and gives you a different perspective if you can arrange an in-car video of yourself driving at the wheel of your NG.

All in all I had a very enjoyable first year and am looking forward to things to come.

**Ken Smith** (NG1515) ::: [fingers.KR@hotmail.com](mailto:fingers.KR@hotmail.com)



### **Friction Hinges :**

from **S&J Motors Limited**

'Springfield', Shawbrow, Whittle-le-Wood

Chorley, Lancs, PR6 7LE

01257- 262881 :: [sandjmotors427@yahoo.com](mailto:sandjmotors427@yahoo.com)



## Reports, Articles, Letters & Technical

### Brooklands Classic Breakfast

If you live in the south you've probably heard of/visited Goodwood motor racing circuit for one of their 'Breakfast Club' meetings, held monthly during the summer. There is a theme for each month, e.g. 'soft tops', Italian super-cars', 'tax exempt' etc., the idea being to cater for all sorts of motoring tastes. Entry to the event is free whether you are exhibiting a car or just attending as a spectator. A cooked breakfast is optional & there are various refreshment options on site.

The raison d'etre for this article is to mention that Brooklands Museum have started their own event along similar lines to Goodwood. However, there are a number of differences, one of them being that buying breakfast is not optional.



On arrival at the gate you purchase a ticket for breakfast that also includes entry to all areas of the museum. Entry for breakfast is before the gates are opened to the general public giving anyone in a classic car the opportunity to park in the paddock or other areas adjacent to the clubhouse. Entry is not restricted to classic cars, and NGs would be most welcome and appropriate to the ethos of the meeting.

The following description is taken directly from the Brooklands website <http://www.brooklandsmuseum.com/index.php>

#### *Brooklands Autumn Classic Breakfast Sunday, October 27, 2013*

*Join us for our last Sunday morning Breakfast for 2013. This is your chance to meet up with like-minded vintage and classic vehicle enthusiasts, have breakfast and admire the cars and motorbikes on show. The Motoring Village will open at 9.30am and the rest of the Museum will be open as usual from 10am. Subject to weather, Test Hill will be in action after breakfast.*

*It will be first come, first served, so arrive early enough in your classic and you will be able to park in the Paddock, with lots more parking just outside the Paddock.*



*Breakfast is served in our Sunbeam Café from 8am - 9.30am and will include tea & coffee, sausage, bacon, scrambled egg, hash brown, tomatoes, beans, toast and butter. Children's breakfasts are three of the above items + toast + drink. Adults & Seniors £12, Children (5 - 12yrs) £6, Brooklands Trust Members £9, Brooklands Trust Members' Children (5 - 12yrs) £4.50. Children under 5 are free unless they are eating breakfast, in which case they pay £6 (or £4.50 for BTM). All cars for the Breakfast are welcome to enter the Museum via the Campbell Gate off Brooklands Road.*

*All prices include breakfast and entry into the Museum. Pre-booking (especially if you are part of a group) is available by calling the number below or just turn up on the day!*

We went along recently to the last Classic Breakfast event for this year and thoroughly enjoyed the experience. The breakfast was excellent and there was an interesting range of cars to look at in the paddock. After breakfast, visitors are given the option of several drives up the test hill and it's great fun to watch. During our visit we watched cars as diverse as a modern soft-top Bentley burning rubber to an American hotrod with no silencing to a Montego TC. Some drivers just potted up the hill, not wanting to strain their cars whilst others 'went for it' with gusto.



The museum itself is always worth a visit and it's amazing how, even for a regular visitor, there is always something new to look at. When you have finished in the museum you can always walk across to Mercedes World (MW) for a look at their own museum, new cars etc. There is no charge for entry to MW and there is usually something to watch on their fast tarmac circuit, skidpan or off-road area. In conclusion I would thoroughly recommend paying a visit to one of the Brooklands Classic breakfasts in 2014 - the next two Sunday Breakfasts are on 16th Feb & 18th May - see their website for more details.

*Paul Gray*

## ***Contributions Please !!!***

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

***Please send in a few words and pictures for ChangiNGear***



## Exeter Kit Car Show. 26 - 27<sup>th</sup> October 2013.

I live in North Devon - a lovely part of the country, but somewhat isolated from most Owners Club events and mainstream commercial shows. Poppy (my TF) was looking presentable, so I had been looking forward to attending the show at Exeter as it would probably be our last run-out of the season. I needed some new rear lights and wanted to check materials for making my own hood. I had already made the tonneau cover from 'double duck' but wasn't sure that this would be the best hooding material. I find the internet brilliant for ordering bits, but sometimes it pays to be able to see and get a feel for the materials before buying. As Saturday arrived the weather forecast was for light showers, so weather equipment in place (tonneau, good coat, cap, scarf and gloves), Poppy and I set off. I caused the usual stir of interest at the local petrol station with nods and smiles from other drivers and their passengers. I sometimes wonder whether they are admiring a tradition roadster and her dashing driver or just glad to be in their warm 'tinnies' isolated from the elements, showing sympathy for the nutter without a roof on his car!

An hour later I was waved through the gates at Westpoint exhibition centre and pointed to the paddock car park behind the main building - free entry for Kit car and driver! A quick scan of the cars already there, showed one other NG which I was able to park alongside.



Poppy & (hooded) BRG Friend

There were the expected Lotus seven types 'Westfields', some Cobras, an odd Midas and quite a few three wheelers around. Leaving Poppy to make new friends, I went into the main hall, passing some sort of coned off circuit outside. This later proved to be a track for 'Drifting'. The sound of screaming engines and tortured tyres occasionally filled the hall from outside. Not really my thing, but each to his own!



I was a little disappointed with the scale of the event. Only two 'major' parts suppliers had made the trip - Stafford Vehicle Components from Tamworth and Car Builder Solutions from Kent. The only 'mainstream' manufacturer in evidence was Chesil from Dorset. Their beetle-based Porsche 365 replicas did look stunning.



There was an interesting embryonic project, a modern coupe based on BMW Z3 running gear. The prototype was unpainted and a little rough around the edges, but showed promise. The remainder of the show was mainly small trade stands and local clubs. A Cobra owners club and the Apple County Kit car Club from Somerset had interesting stands. The latter displaying a variety of well-presented member's cars., including this excellent Marlin.

As you may be able to see from the photos, the event was not particularly over-crowded, either with exhibitors or visitors. I suppose that unless people attend in numbers, major exhibitors will not be attracted, however with little to see, only those already owning kit cars are likely to attend. Not much of a showcase in my opinion, but maybe a sign of hard times for the industry.

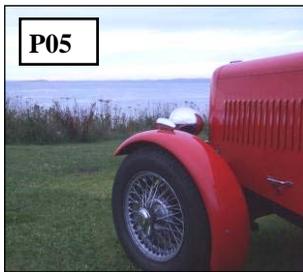
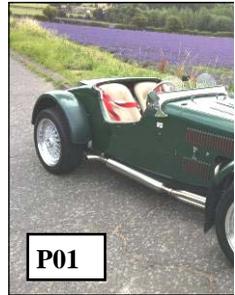


I enjoyed chatting to the friendly and knowledgeable staff on the SVC stand about rear lights and mounting them on an NG's sloping rear wings, as the rear light pods are disappointingly unavailable from Findhorn. I bought a set of Lucas 691 lamps and they suggested that the standard Morgan plinth would suit them and might be useable. My enquiries have since found the items from a Morgan dealer at a cost of only a fiver or so each (plus VAT and postage). At that price I can afford to modify them for best fit if needed. I returned to Poppy to see that the green NG had been replaced by an Old English White one! Her driver had kindly left his card under Poppy's tonneau and had only just gone back to his car. It was good to chat to a fellow NG enthusiast, our cars attracting interest and compliments from both young and old. When they left to head off home to Plymouth, I fired Poppy up for



the return trip north. A fast dry run home on good sweeping A-roads with little traffic which Poppy and I tackled with enthusiasm and we arrived home safely and in great spirits. (As usual!) It is good to know that there are other NG owners in the West Country. I now look forward to my winter projects with the prospect of NG get-togethers next year. I'll let you know how the rear lights and new hood turn out.

*Peter Sanders (& Poppy).*



Entries for the  
**2014 Photo Competition**  
For details see Page 22





P13



P02



2nd



P06



3rd



P04



P08



P09



P10



P19



P16



## Results of the 2013 Photo Competition

	<b>Caption</b>	<b>Entrant</b>	<b>Calendar</b>
	<b>- The Winners</b>		
<b>1st</b>	<b>HorsePower</b>	<b>Robin Hill</b>	<b>March</b>
<b>2nd</b>	<b>The Lady &amp; The Car</b>	<b>Pierre Sabatier</b>	<b>May</b>
<b>3rd</b>	<b>High Plains Drifter</b>	<b>John Valentine</b>	<b>Sept</b>
	<b>- and Calendar Places for :</b>		
P21	Bridge Dynamics !	Pierre Sabatier	January
P15	PAPA's Little Helper	Alan Goodbun	February
P01	Now THAT'S a Lavender Car Airfreshener	Martin Coombs	April
P06	Sunny Skies, Open Road, Le Mans here we come !	Chas Killick	June
P02	Hazy, Lazy Days of Summer	Jeremy Evans	July
P13	Will the TowRope take the Strain ?	Jeff Yardley	August
P14	OK—so Whose got the Key ?!	Malcolm Snell	October
P04	A Reflection of My Passion	Richard Wold	November
P07	Ho! Ho! Ho! and Off Santa Goes	Bill Hopkins	December
	<b>- and the other entrants</b>		
P03	An NG visits The Rothschilds	Paul Bennett	
P05	Towards Ronaldsay	Jeremy Evans	
P08	Ripe for Restoration	Jeremy Evans	
P09	Refelctons on the Open Road	John Gillies	
P10	Ol'Blue enjoys an Andalucian Spring	John Valentine	
P11	Ol'Blue at Casa Cueva	John Valentine	
P16	A Sunny Afternoon	Malcolm Snell	
P17	Arauracia Mechanicus	Robin Hill	
P19	Happiness in My NG	Wim Bielars	



## NG Christmas Luncheon (Southern)

The southern area Christmas Luncheon was again held at The Star, Malden Rushett and was arranged and orchestrated by Sue Boulton with her usual aplomb.

The day was promised dry and not too cold so Chris & I set out in Rocket and were pleased to be joined by the TA of Eric & Janet Cheetam and the TC of Chas Killick, who arrived bearing Rob Garrett as his passenger—looking a little chilly and windswept. We have to admit that we took Rocket 'hood up' but then we were the farthest travelled.

There were slightly fewer in attendance (32) than in previous years but this gave us all slightly more 'elbow room' and easier access for the serving staff.

The two/three course meal offered a good range of choices and was well prepared and presented. The whole affair was pleasantly informal and relaxed with plenty of opportunity for chat and nattering. Peter Clark said his 'few words' and seasons best wishes. And we were sorry to be told of the absence of Wim & Janine Bielars



and Laurence & Cecilia Clifford both due to ill health - they had our best wishes for a speedy recoveries. A vote of thanks was also given to Sue for her hard work in make this another good NG occasion.

As has become customary John & Barbara Hoyle invited those that were able back to their home for further refreshment, nibbles and copious bacon sarnies - with opportunity for more chat before the run home. So a big thank you goes to John &



Barbara for rounding off a good day out

*Su Hore*

" Well, we can't stand around here doing nothing, people will think we're Workmen "  
- Spike Milligan, from *The Goon Show*

" I speak two languages; English and Body " — Mae West

" Life is Pleasant, Death is Peaceful. It's the transition that's troublesome "  
- Isaac Asimov



## Veterans London-Brighton Run 2013

Sunday 3<sup>rd</sup> November and, despite a discouraging forecast the previous week all seemed well for a bright if cold Brighton run. Open motoring looked the way to go so wrapped up warmly, off I went.

After an easy run to Pease Pottage, although busy and slow because of road works; so much better than last year's monsoon conditions, I took up position alongside the road on the hill up from Crawley in a spot I know from previous years gives a good view of the veterans under load climbing from the traffic lights.

The good weather meant the cars were ahead of last year's schedule so sadly I'd missed two of the Napier racers but did at least catch the third; last to leave London but ahead of most of the field by the half way mark. South of Crawley in little more than an hour so still very much the racer!



The 1899 Brown Quadricycle, with driver (rider?) crouched low, making good speed up the hill - a well padded passenger makes a good substitute for an air bag

Just after 10 o'clock the burble of a V8 heralded the arrival of Chris and Su in Rocket chasing a 1902 Napier up the hill.

A good morning was spent admiring a fine collection of diverse vintage machinery heading for Brighton, one of the oldest being an 1896

Salvenson complete with riding mechanic shovelling furiously. Not a vehicle for a spur of the moment trip out.

It's always interesting to see the differences in the early ideas as to motive power, electric, steam or petrol and to think that many of the modern electric vehicles would struggle for range but the old electric veterans, like the 1902 Columbia glide serenely by and manage the distance without difficulty





As ever there were plenty of interesting vehicles following the run, classics from all eras, drag-race ready customs, modern super cars and kit cars.

Two other NGs spotted this year , including Laurence and Cecilia Clifford in their Red TA, but it



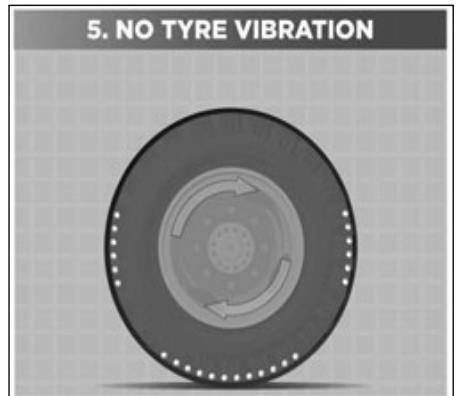
would be nice to see a few more next year. Perhaps we can find a suitable gathering point and hopefully you will be tempted out to join us in 2014.

*Chas Killick*

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## Do You Know ? About DynaBeads ??

Dynabeads are ceramic beads which when inserted through the valve stem into a tyre are claimed to re-position themselves dynamically so that the wheel will become balanced at all speeds.



***Does anybody have any direct experience of this product ?***

*Good, Bad or Otherwise.*

*If you do know anything — Please write and tell us — Eds*

See **Dyna Beads UK** at [http://www.dynabeads.co.uk/dynabeads\\_how.php](http://www.dynabeads.co.uk/dynabeads_how.php)



## South East Group - Pub Lunch Meet - 27th Oct

Our latest gathering at the end of October was held at The Star, Lingfield and I am very pleased to report this was the best attended Event in the South East since the Detling Kit Car Show last April !

I was delighted to see four NG's and one MGA braving the elements to join us.

The NG's were "Rocket" - TC V8, "Freya" - TA Mk2", Chas Killick's Vauxhall powered TC, "OJ" - TF V8 and of course the Silver Honda powered MGA of John Hoyle.



The clock going back the night before helped Helen and I to be on time or indeed early for once ! and we were just climbing out of Freya when Graeme and Sarah (Lacey) turned up in a tin-top, their black TC is having a new petrol tank fitted; just after greeting them Chris and Su entered the pub car park in their distinctive blue TC V8, resplendent in its new blue mohair hood and side screens. After offering to help Su out of "Rocket", Bob and Angela Morrison arrived in a tin-top - I do hope we are going to see your NG *shortly* Bob! After a brief chat we adjourned to The Star and the Bar!

The atmosphere was friendly and welcoming, even with a well-known "donor club" being present for their monthly meet. At the bar we met Sue and Ray Boulton, the Fosbearys (Eric and Rosa) and new faces The Clifford's (Laurence and Celia), who have a Red NG TA - good man; not so many of these about at the moment! At About this time Chas Killick arrived in his white TC.

By now it was getting near to the time we should sit down for our lunch; but we still had at least four people yet to arrive. The staff at The Star has set aside a nice large area for the NGOC to the left of the main bar area.

Our group was to be 19 strong! With provisional figures peaking at 21, I was a Very Happy Area and grateful for such a large turnout. This figure was largely due to



Chris and Su's behind the scenes work with their email work on my behalf; my BT land-line had been down for most of the week prior to the event!

So a BIG Thank You Chris and Su.

And so back to the plot so to speak! We ended up with two parallel tables (about ten on each table). Helen and I were on one table with Peter



& Mary, John & Barbara, Ray & Sue, and the Clifford's. While at the other table sat Chris & Su, Angela & Bob, Graeme & Sarah, Eric & Rosa, plus Chas K.

The menu was very varied, from Bar Snacks to Roasts and much in between, including a number of starter dishes and deserts' to finish up with, plus the usual Tea and Coffee etc., not to mention drinks from the bar!

The company of course was excellent with a number of different discussions going on! Those who chose Starters were served fairly promptly; however the Main Course was a long time in coming and some who chose a desert

had to wait an excruciatingly long time - some just gave up on the wait!! Such a shame as the food when it did arrive was served hot on warm to hot plates and was of good quality with ample vegetables to go around. I personally was very satisfied with my roast; however the desert was disappointing and took ages to arrive!

The Service definitely took the edge off an otherwise pleasant and very convivial meeting, and would raise questions about using this venue again.

By the time the meal had finished the 'heavens had opened up' and the majority in the open cars elected to wait for the worst of the downpour to dissipate before leaving! Hopefully everybody got back home without getting too wet.

In all an enjoyable NG Meet and Big Thanks to all of you who braved the Autumn weather to attend in such good numbers.

### ***Robert Garrett - SE Area Contact***

#### ***Note :***

From feedback received during the year I am of the opinion that there is little call for SE Area Meets during November thru' January, bearing in mind the NG Christmas Lunch and the many other seasonal activities.

Therefore the next meet I intend to run will be Sunday 28th Feb at The Bell, Smarden, TN27 8PW (mid-Kent)

I hope we will have another good turnout

Then the next major event for the South East will be The Detling KitCar Show—Which is earlier than usual this year - 29/30th March

At which I hope we will arrange another well attended NG Meet.

***So Please try to get those NGs out of Hibernation EARLY!!! — Rob***





## Dobby has a Nose Job (January 2014)

You are probably wondering why I haven't written for a while. Well, after our trip to Holland everything has been rather boring by comparison. In fact I haven't been on holiday during 2013 except for one or two short breaks. We went to the New Forest for a weekend and joined Bob & Manda's NGs in the garden and then there was the National Rally of course. My master replaced my swivel hubs over Christmas 2012 after an advisory at the MOT - how embarrassing! I have done the usual trips to school and some local car events but no real holiday. I must just tell you about my new nose job though. You may remember that I have had per-

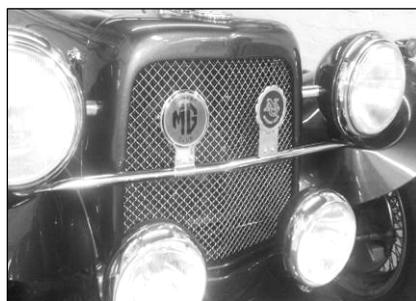


sistent problems with my nose. My first grille started getting rusty soon after I was built and it had been exceptionally difficult to source a replacement. Eventually my master got me one which was supposed to be stainless but that too began to rust. Then my master had it chromed, but that also soon deteriorated. With the onset of his daughter's wedding in 2011, my master removed, cleaned and spray-painted my grille with wheel silver and lacquer to make my nose look presentable for the big day. This lasted better than any previous attempt but I was still not entirely happy with it as I knew it would



eventually go the way of the earlier efforts.

Finally my master managed to find a website which had stainless mesh very similar to the crimped original spec grille so he bought a section. So when a pigeon decided to leave it until the last second to move on the A41, that was the final straw (for the pigeon too !!). We were on our way to the MGB50 event at Blenheim Palace when the stupid bird rose up just enough to fit between the spot lights - feathers everywhere! My master said he was glad he had not already replaced the grille. So he finally removed the old grille and used it as a template to cut out the mesh. He had fun putting the bend in the middle (at least I thought it was funny seeing him jump up and down trying to make it bend.—the pigeon didn't seem to have so much trouble bending the old grille !!





He had to cramp some wood either side of the centre line to control where the bend would be. In order to stop the sharp edges scratching me (or was that him), he edged the panel with some trim which just pushed on. Although it is not very stiff, the stainless steel has enough spring to keep its shape - probably even enough to resist another pigeon!

Well now another year has passed but I haven't done anything very exciting. My master however has had

his first grandchild so perhaps that's what's taking some of his time. He introduced Remi Rose to me but I think she'll have to do some more growing before she can see over my dashboard. My master had already decided he would retire in 2013 and go part time. So he has taken his teacher's pension (I've no idea what a pension is) and now works just 3 days a week in term time helping the Network Support Team at his school. As long as he still has enough money to spend on me I don't mind. He should even have more time to take me out and about - but it hasn't happened yet!

Just after Christmas, I hadn't been out for about 4 weeks when suddenly there was a sunny Sunday at the end of December and my master decided to give me a run. Well, I wish he had warned me! Waking me up from my slumber, I took some getting going. You'd have thought he'd have learnt from trying to start Zara earlier having left her for a couple of weeks. Her battery was dying after 9 years use and he had to jump start her. He hadn't used Zara because he has bought another "everyday" car and so he had cleaned her up to sell and decided (quite rightly) that he ought to give her a run. I'll be sorry to see Zara go; we've shared some moments - like when our alternators packed up at the same time. So I thought, "if her battery is going, then so is mine". It is over 10 years old after all. I made a better effort at turning over than Zara but in the end my master had get the jumpstart pack again. I still offered some resistance as he'd flooded me but eventually I coughed, spluttered and stutted into life. It was worth it, he gave me a good run and I reminded him how much fun I am to drive.

As to "everyday", I haven't been formally introduced yet. I've seen it (don't yet know whether it's a him or a her) and it's a black Audi A3 Sportback (diesel - yuck!). My master seems very taken with "it" so I am sure we'll make friends soon. In the meantime, I'm sharing my garage with Zara to keep her nice until someone comes to buy her.



*Dobby Humphreys*



## The Science of 'Winter' Tyres.

As most NGs are used only in the summer months the subject of 'winter' tyres is not particularly applicable to our kitcars. However most of us are shackled by the need to go to work during the winter, so a production 'tintop' is generally required to suit this need. Then the topic becomes more relevant as our UK weather can force us to try and keep moving on the roads when normal rubber will lose the battle to maintain traction. There is still very minimal uptake in 'winter' tyres in the UK, amounting to only about 3% sold in 2011 but the trend is increasing.

The title 'winter' tyre is in reality a bit mis-leading, they are actually cold weather tyres that are designed to work on wet or dry roads in colder temperatures including snow and ice. Given the state of our roads and the intermittent gritting, the four palm sized patches of rubber gripping the road become even more critical during bad weather.

The technical element of cold weather tyres is not so hard to understand. Generally they are a softer compound and contain more natural rubber than the standard type of tyre. This allows them to remain supple as temperatures drop when a standard tyre would become harder and adhesion to the tarmac lessens. On closer inspection a 'winter' tyre is covered with thousands of 'sipes'. These are tiny channels in the rubber which are designed to displace water at a greater rate. When snow is on the road then these small channels bite into the softer surface a bit more increasing grip.

However, when the weather improves and temperatures rise, the softer rubber and different tread patterns means the car will move around a bit more and not feel so responsive or sure footed as a standard tyre, and wear rate will increase.

In other continental countries the up-take of 'winter' tyres is much greater and the swapping of standard tyres on shiny alloy wheels for less glamorous steels with 'winter' tyres is considered as standard practice, or is mandatory. Tyre companies will actually swap and store your wheels/tyres according to the season. In Germany it will nullify your insurance if you are using standard (summer) tyres in the 'winter' and have an accident.

While it is not compulsory to fit 'winter' tyres in the UK during the NG off season, the extra traction and shorter stopping distance could save a whole lot of grief, paperwork, and increased insurance premiums as the result of an unfortunate accident. However, 'winter' tyres don't come cheap and generally involve a complete set





of spare rims to accommodate the 'winter' tyres.

So you pay your money and take your choice, 'winter' tyres do afford additional grip in cold conditions but fitting them doesn't mean the weather will comply. We could have a really mild 'winter' and the fitting of 'winter' tyres would be of minimal benefit. On the other hand 'winter' tyres may keep you moving when there is a light dusting of snow (or more) and while the rest of the country frustratingly grinds to a stop.

***Paul Bennett***

## **- and from a Personal Perspective**

In 2006 Su & I bought a 2001 4x4 Skoda Octavia and it has given us great service to date. We live at the bottom of a long steep private drive, off a country lane some half mile from the nearest 'gritter' route. Fourwheel drive has been the only means of not being marooned in snow or icy conditions, but even that was not guaranteed to get you out.

We cannot recall the exact reason for doing so, but in 2007 we bought a set of 'winter' tyres and fitted these on a set of cheap steel rims. The difference is truly remarkable. Our Skoda was already nicknamed 'Tractor' because Skoda started out making tractors, but it now lives up to the name and will to all intents and purposes 'go anywhere'. The only thing that holds us up is another vehicle less well equipped that is already stuck and blocking the road! - we have been known to drive on the pavement !!

There is an argument that in wet, snow and ice a front wheel drive car with winter tyres can out perform an average 4x4 with summer boots. We had direct experience of this in the winter of 2012 when one neighbour with a Fiat Uno (with winter tyres fitted, at our suggestion) happily ploughed in and out on the school run when other neighbours (Volvo Estate, Mini, VW4x4) could not get a third of the way up our drive. Also that year Su provided a taxi service in 'Tractor' so that others could get to the shops.

Winter tyres are best only used below an average ambient temperature of 11oC. We change the wheels over, rebalanced and track checked, in late October to coincide with the annual MOT and then change back usually in late March, rebalance and re-tracked again to allow for the ravages of the winter potholes.

The difference in handling is immediately noticeable and takes a few days to get used to. The winter tyres give a harder ride, with more 'feel' and less understeer. The car is much more stable when hitting standing water with less likelihood of aquaplaning. I personally prefer the handling of the winter tyres while Su likes the softer ride of the summer ones. The benefits of winter tyres in not only in the abil-



ity to maintain traction to keep moving but also, maybe more importantly, the extra adhesion for steering and braking. While fourwheel drive on summer tyres will provide extra traction over frontwheel drive it does nothing to help you stop.

Tractor's summer tyres are 205/55 being a good 20mm wider across the tread than the winter 195/65. The tread patterns are very different (see photos with the 'sipes' clearly visible) and it is fairly obvious that winter tyres have the greater ability to shift water. Also it is reckoned that ice and snow get packed into the sipes which then give a snow to snow grippiness - much in the manner of compacting a snowball.

As Paul points out cost is an issue - but it is not that great. Our winter tyres are actually a few pounds less than the summer ones and you will by and large get twice the mileage from the double set - so it only a question of 'outlay' rather than lost money. Steel rims are also not that pricey, £35 each or less, and there is the great advantage of keeping the expensive alloys out of the winter salt and prevalent potholes - I know which I'd rather have to replace !! There is of course the cost of the twice annual wheel change but when included with other seasonal service trips to the garage it is quite minimal - or you can always do the change yourself. There is then only the inconvenience of having somewhere to store the second set of wheels.

As Paul says it is an offence in Germany not to use winter tyres during the winter months, and also invalidates insurance. One can imagine the uproar if the UK Government proposed a similar statute. However it would almost certainly put an end to the seasonal miseries of commuters stuck overnight on snow clogged motorways etc. A significant drop in the winter accident and mortality rates would also be likely and Councils could be a lot less heavy handed with salt/gritting.

We suspect that, taken overall on cost grounds, there is a strong case for making winter tyres mandatory.

Su & I would recommend winter tyres to anybody and would certainly not want to do without ours

*Chris & Su Hore*

## **Member Profiles required — Please**

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

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



## An Interesting Website

While visiting a local classic car pub meet I got chatting to a guy that has a couple of Suffolk SS100's. During our chat the discussion touched on the subject of registration and IVA. He then mentioned a group called ACE The Association of Car Enthusiasts and their web site is: <http://www.the-ace.org.uk>

I have copied the information below from their web site:

*"The purpose of this Association of Car Enthusiasts (ACE) website is to provide a platform where all vehicle based legislative issues can be readily accessed and to provide a rallying point for all interested parties. In the past it has been an uphill struggle to get the information out to all the clubs, forums and magazines in a short and concise form when you really need to know the background to the issues to understand the fully implications. Hopefully the information provided here will provide the necessary history and go some way to explain possible implications of legislation as it arises."*

In my view, there is lots of interesting information on this site that could be useful to our members.

***Paul Bennett***

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## Battery Charging

This is one area where the old dynamo has the advantage over a modern alternator. If you jump-start a car that has a flat battery, an alternator won't fully re-charge the battery, even if you go for a long run.

If you have suffered a flat battery you should use an external battery charger to fully recharge it as soon as possible after a jump-start.

My understanding is that, in modern cars, the battery is basically only required to start the engine, the alternator then taking over supplying all the electrical needs & that modern alternators tend to charge the battery as they find it, hence the need for a full re-charge if allowed to get to a low state of charge.

*Any auto-electricians out there who can provide a decent technical description to back this up..... or maybe disagree?*

***Paul Gray***

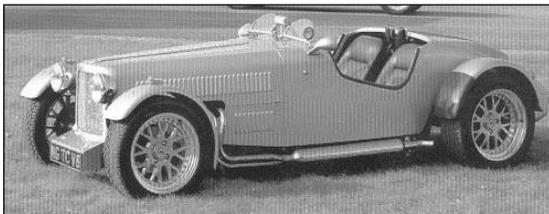
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## Findhorn Cars Ltd

Hill Hampton, East Meon,  
Petersfield, Hants, GU32 1QN

Tel : 01730 823647

[www.ngcars.co.uk](http://www.ngcars.co.uk)



***All NG parts supplied from chassis to brake pads***



## Do You Know ?

### About Evans Classic Cool 180oC ?

This is a waterless engine coolant that acts as both an antifreeze and a corrosion

inhibitor and by having a very high boiling point is claimed to avoid the problems of overheating that is common to many older engines at higher ambient temperatures.

While the engine may run at a high temperature the coolant still conducts away heat to the radiator since no steam is generated to interfere with thermal conductivity or pump performance

It is not a particularly cheap product and a water flushing pre-treatment is also needed. But it could be an answer to many overheating heart aches.

It is claimed to last the lifetime of the engine and does not need regular changing as for water/glycol coolants.



***Does anybody have any direct experience of this product ?***

***If you do know anything then Please write and tell us — Eds***

See EvansCooling Systems UK att <http://www.evanscoolants.co.uk>

## Contributors Prizes

The Lucky Winners of the draw for October Issue contributors were:

Wim Bielars, Steve Tyler, Robin Hill, Eric Fosbeary & Mike Greenland  
Plus non-member contributors—Dave Kitson & Dudley Ings

Su Hore kindly made the draw on this occasion

There will be another five lucky winners for this January Edition, which will be announced in the forthcoming April issue.

***You need to be 'in it to win it' - so please let's have your Contributions***



## 2014 New Years Resolutions for Good NG'ers

We offered a set of Resolutions in the January issue of ChangiNGear last year. We wonder how many of us managed to make a reasonable stab at sticking to a goodly number of these.

Su & I reckoned that we might fairly mark ourselves at 6.5 out of 10

*How did you do ?? And how will you do this year ?*

- 1) **I will** - get all my maintenance, overhaul and upgrades done by the end of April so that my NG is fit and ready for the Road come Spring  
*(no excuses -please!!! — you know who you are !!! )*
- 2) **I will** - check out the Club Website at least once a fortnight  
*(www.ngownersclub.org.uk)*
- 3) **I will** - log on to the Club Forum frequently and participate in the various postings, and create new postings with my news  
*(the Forum is accessible from the Homepage of the Club Website)*
- 4) **I will** - make contact with other local NGO C Members and arrange to have an NG Meet at least twice in the year.  
*(to get details of your local members contact The Membership Secretary - Bob Morrison : his details are inside the front cover)*
- 5) **I will** - make every effort to get to the NGO C Annual Rally in Stratford-on-Avon 4-6th July (even if only for a day visit)
- 6) **I will** - make sure that my details in the Club Records are fully up to date
- 7) **I will** - make at least one contribution to the ChangiNGear Magazine this year.
- 8) **I will** - participate in the Club Photo Competition this year  
*(see this Issue Page ??)*
- 9) **I will** - add at least one photo to the Club's Website Gallery this year  
*(send a .jpg image and description by email to our Webmaster Mike Peel :: mike@mikepeel.co.uk)*
- 10) **I will** - lastly and most importantly - enjoy my NG 'to the Max' this year



## ***New Members - Welcome***

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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 :***

**Torsten Schmidt, (1530)**

Horst, Germany

**Jon Werrell, (1531)**

Hartley Wintney, Hants,

**Vincent Hammersley, (1532)**

Coventry, Warks,

**David Shearer, (1533)**

Crowborough, E.Sussex,

**Cecil Dearden, (1534)**

Ebbw Vale, Gwent,

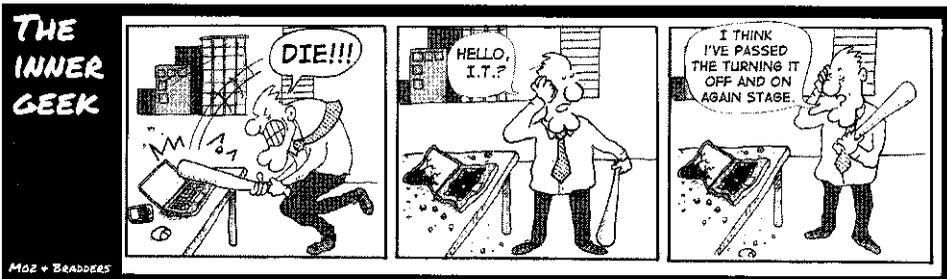
**Ron Eccles, (1535)**

Hellifield, North Yorkshire,

**Kevin Milligan, (1536)**

Belfast, N.Ireland,

*ChangiNGear extends a very warm welcome to you all and we look forward to hearing from you with 'news' to publish in due course - Chris & Su : Editors*





## Sales & Wants

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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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## For Sale

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### NG-TA Tourer



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

**Martin Wakelin (NG 289)**  
01527 - 836242

### NG - TF

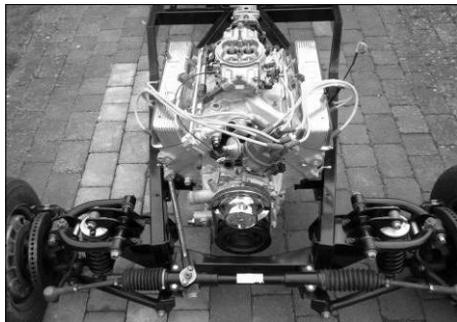


First registered 1999.  
1798 cc MGB engine (1974 reconditioned with unleaded head)  
Donor—1968 chrome bumper MGB-GT Racing green body. light beige interior upholstery and trim, green carpets and leather steering wheel.  
Included are tonneau cover, aero screens and chrome wire wheels.  
MOT until Sept 2014. Taxed until March 2014.  
Hardly used, stored in garage.  
Very low mileage - 800 miles.  
£6950-00 ono

**Tony Maher (NG 1016)** Mid-Wales  
075286 - 77600  
[tony@maher100.plus.c](mailto:tony@maher100.plus.c)



## NG-TC V8 Project



I've now bought a completed NG-TC V8 so my current project needs to find a new home

For sale is a rolling chassis complete with John Hoyle IRS and IFS setup. Also included is a professionally built Rover 3.5l V8 by Paul Bristow with all new components including high compression pistons, ported & gas flowed heads and JE Developments front cover. Good for 250bhp plus! The engine is mated to an brand new LT77 gearbox. Full details of the project including receipts are available. I also have various parts which will be included in the sale.

**Now Further Reduced to  
£4900.**

**Andrew Brooks-Holmes** (NG 1343)  
[andrew@brook-holmes.com](mailto:andrew@brook-holmes.com)

07801-881181

## NG-TF Luggage/Boot Rack



New and unused (not the one in the photo but identical) Tig welded and polished, made of marine grade 131L stainless steel with 4 pivot points, s/s bolts and wing nuts to give access to the spare wheel. Rubber anti-vibration and stainless washers plus nyloc nuts supplied for fixing .

**Price : £185**  
(plus postage anywhere in UK £12 )  
or welcome to collect.

**Eric Fosbeary** (NG 1339)  
Tel: 01634 861608 (Medway)

### ***News Snippett :***

***Robin Hill & Peter Hannington have recently sold their, Paul Gray built, NG-TC (V8) to Johnny Baker — Lucky Johnny !!***



## NG TF : Reg VUV257G



Built by the current owner from 1985 NG Cars (New Milton) kit using 1967 MGB 1800 donor,

This workmanlike car runs and drives nicely whilst offering ample scope for upgrade projects and personalisation. Always garaged and relatively few miles since unleaded conversion.

On the road since 1997 (preSVA), it is correctly registered as an "NG TF kit conversion", and is Tax Exempt. It has had continuous MOT and tax (both run to May 2014).

White paintwork, overdrive, painted (sandblasted) wirewheels with knock-on spinners, recon front axle, front driving lamps, foot operated dipswitch, black trim and carpets (maroon gearlever and handbrake gaiters)

Professionally-fitted hood, half tonneau, unfitted perspex side screens. .

Good set of Firestone tyres

Lots of receipts and paperwork including original kit receipt.

**£5250 ono**

**Paul Mourant** (NG 180),  
Northants/Leics/Warks borders  
Phone: 01604 743229  
Email: [paul.mourant@which.net](mailto:paul.mourant@which.net)

## NG-TF V8 3500cc



Registered 2001, under 1,000 miles  
MOT till Feb 2014

Maroon /Burgundy, Tonneau cover

Always garaged when not in use  
immaculate condition - can supply more photos on request

Kept in a collection of vintage vehicles for several years - hence low mileage.

First to see will buy.

**£9,500 ono**

**Brian Tellam**, (Cornwall)  
07977 844850,  
[tim-warne@sky.com](mailto:tim-warne@sky.com)

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## WANTED

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### NG-TF or TD : Wanted

Anything considered but must be in good running order

**David** :: 07798-866071

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### NG-TC V8 : Wanted

In good condition, please

**Greg Musgrave** :: 07957 571014  
Chichester



## FOR SALE ::: NG-TF

First registered 2007 - Donor 1978 rubber bumper MGB-GT

Original engine completely reconditioned, new big ends, main bearings, oil seals, water pump.

Unleaded head

MGB British Racing Green body; Black Leather Seats, Double-duck Hood & Sidescreens; Black Interior; Grey Carpets; Walnut Dashboard and Leather Steering Wheel.

Included are wire wheels (need refurbishing), splined hubs and part-worn Pirelli Cinturato Tyres.

Fully SVA compliant, all Documentation available

No MOT - not a problem - car has only covered 500 miles since build and 150 since SVA Test - 12 Months MOT will be obtained prior to sale.

Always stored in dry garage.

**£8500.00 o.n.o.**

**John Carson** - 01745-855529 - [john.carson@talktalk.net](mailto:john.carson@talktalk.net)



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[www.insurance4kitcars.co.uk](http://www.insurance4kitcars.co.uk)

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## Club Products & Regalia - available from Mark Staley

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

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

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



Sweatshirt (navy, dark green) L, XL

£14 + £2.50 p&p\*

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

£10 + £2.00 p&p\*

Baseball Cap (navy)

£8 + £1.50 p&p\*

Beanie (navy)

£7 + £1.50 p&p\*

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

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

### Club Literature :

The following items of club literature are available as PDF files to download from the NGOC website at [www.ngownersclub.org.uk/articles.htm](http://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.

*Contributions to this magazine contain only the personal opinions of the individuals concerned. The Club accepts no responsibility for such opinions nor for any advice or information in this magazine or any other item of Club literature. Nor does any featured advertisement imply an endorsement or recommendation by the Club*

# ChangiNGear



*Peter Sanders does Exeter*



*Meets The Cliffords*



*Brooklands for Breakfast*



*NG'ers Watch the Veterans*



*Dobbies Back !! Hoorah !!*



*NG Owners Club Calendar 2014*

***All this Inside and  
A Lot More Besides***



*Photo Competitions 2013 & 2014*

***the NG Owners Club magazine***

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