

CHANGING GEAR

October 2012

NG Takes to the Hills



Photo courtesy of EDP Photo News

NG TC at Prescott Park

the NG Owners Club magazine

THE NG OWNERS CLUB

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Great fun in Holland

From left to right:
Jan, Johnny, Wim,
Janine and Lesley.



Next issue: January 2013

Deadline for submissions: 15th December

Chairman's Letter

Got it wrong again! Any degree of good weather that I thought we might have had to enjoy hoods down driving has evaded us. However, I have managed to participate in some local shows/events with my NGs but not as many as I would have liked.

Guess what - Mary and I set out for the Surrey Veteran Vehicle Society's Annual Picnic on a lovely sunny day, we arrived in good time, the venue was only 5 miles away from home, we had no sooner got into display position and the heavens opened up with the most torrential thunder storm. Luckily we managed to get the hoods up on both cars just in time to stay dry. A picnic hamper and two adults in one NG is very cosy and tends to generate a lot of 'steam' (do not let your imagination run away with you) but never mind it was fun.

Dried out now and looking

forward to what comes next - Annual Luncheons/ Dinners - Christmas - Motoring Starts to the



New Year and Committee Discussions to prepare for 2013. I would not change it.

All the above reminds me just how fast this year has passed and although this issue of our Magazine is a little early for Christmas (*The next issue is due in January*) I want to wish all NG Club members and their families a Very Happy Christmas and a Prosperous and Peaceful New Year.

Thank You for your support throughout 2012.

Peter Clark

Editorial

Wet, wet, wet! That really seems to have been the theme this year. But we have had some glorious days of sunshine haven't we? I just hope you managed to get the NG out in the dry.

For me the highlight was most definitely our trip to Holland. Dobby has written his version of the adven-

ture in this issue and he certainly enjoyed it. For Lesley and me it was a new departure as we normally holiday in the



UK. However, an invitation from our Dutch friends Wim & Janine to visit them was just the incentive we needed to take Dobby over the water and see some of the lovely Netherlands. Johnny Baker and Jan took up our invitation for members to join us and the result was a most enjoyable holiday with much fun had by all.

There have been several other events this summer which have been well worth attending. Among them the newly organised Classic, Kit and Performance Show at Biggleswade in Bedfordshire (you'll see a few photos later in ChangiNGear). Although it was lovely weather I did not think it was all that well attended. There were some "interesting" machines there and a noise competition for those with obscenely loud engines - great fun.

Knebworth is a regular event for me and Dobby - always enjoyable and being on two days one can pick the best day weather-wise.

The Dogmersfield Fête was a new one on our calendar having been postponed from July because of bad weather. They got it right this time though - a hot and sunny day. Not a great many classic cars in attendance but a very enjoyable village fête with many attractions including dog agility, refreshments, farm animals and a band playing well-known tunes.

Another event I attended was the MGB50 Birthday celebration at

Blenheim Palace on 23rd September. Unfortunately it was a washout with fairly heavy rain by lunchtime. Apart from the amazing sight of around 1600 MGBs plus hundreds of other MGs (and thus having to join a 1 mile queue of MGs to get in) I found it rather disappointing. I suppose my opinion may have been coloured by the weather and the fact that Dobby had an altercation with a pigeon on the A41 at 70mph on the way up. The result - one bent grille and (unfortunately) one dead pigeon. Oh yes, and lots of feathers!

Well 2012 has been quite a significant year being the 50th anniversary of at least 3 good things. The launch of the MGB (without which we may not have our beloved NGs (at least in their current format), the first of 23 (so far) James Bond films, Dr. No and the first of many Beatles hits, Love Me Do. Also 2012 has been, of course, the Olympics & Paralympics year for us in the UK. I am sure there will be many memories from these various events.

It is also the last year I shall be editing ChangiNGear. If all goes to plan, Chris & Su Hore will be editing the next (January) edition of the magazine. After 8 years I feel it is time for someone else to take the reins and I know Chris & Su have already been working enthusiastically on taking ChangiNGear forward. I hope you will support Chris & Su by sending in lots of contributions for the magazine.

While on that point, you may notice that once again I have had to cut pages from this issue. It is a matter of some concern that, while I normally receive just enough material from members to produce a magazine of 32 pages each quarter, I rarely have a reserve of material which I can dip into when there's a dearth. Please, please, please send in some material (preferably with digital photos) so we can continue to provide an acceptable magazine for you all. If Dobby hadn't written his article (and I had to twist his arm this time), there would have been even more pages cut! We really appreciate all the members who have sent and continue to send contributions but we need more people involved to share in the contributing

please.

Chris & Su's details should replace mine in the front of the next issue but in the meantime please continue to use the editor's email address ngoeditor@gmail.com (or googlemail.com) which will be changed to them at the appropriate time.

So from me it's farewell as your editor. Thanks for putting up with my ramblings but I hope perhaps you've enjoyed them. You will still see me around at club events as I am sure I shall remain very much involved.

So just once more...

Happy NGiNG

Chris Humphreys



Secretary's Notes

It is late in the year now so not much activity going on in the KC world, just the Vets run from London to Brighton along the A23 and the S.E. Christmas lunch on the 2nd December. Contact Sue Boulton for more info on this on 020 8949 1065. The seating is limited to only 40.

The National Rally has been booked already for next year. The date is the 5th-7th July 2013 at Tid-dington, Stratford-on-Avon. Please mark this on your new calendars, and let us hope for better weather this time.

Elsewhere in this edition of the club mag is news from John Hoyle

about some proposed legal changes from the EU which may affect our ownership of non-standard cars. Please read this note

and sign the e-petition 37784 ASAP. At the time of writing these notes the figure stands at 11,280. We need 100,000 before the 28th November 2012, so your vote will count.



Bob Preece

The Brooklands Club ~ Monthly Natter Meeting Dates 2012

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

- | | |
|----------------------|---|
| Nov 13 th | Early start guided Museum Tour |
| Dec 11 th | Enthusiast of the year awards plus numerous competitions
(With free sausage rolls and mince pies)
Piano accompaniment and monthly raffle |

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

2013 dates - details to be confirmed:

Jan 8th, Feb 12th, Mar 12th, Apr 9th, May 14th, Jun 11th
Jul 9th, Aug 13th, Sep 10th, Oct 8th, Nov 12th, Dec 10th

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)

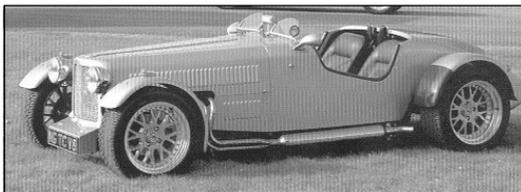
Cardiff (Sth. Wales) meet: by arrangement
(Brian North 02920 341671 - Brian also does engine reconditioning)

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

Findhorn Cars Limited

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

tel : 01730 823647
fax: 01730 823580
web: www.ngcars.co.uk
e-mail: info@ngcars.co.uk



All NG parts supplied
from chassis to brake pads

Events Calendar 2012-2013

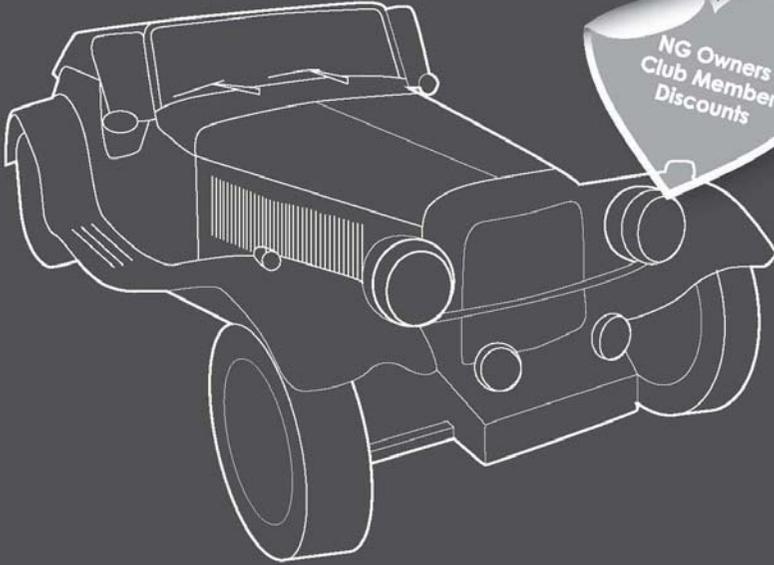
<u>Date</u>	<u>Event</u>	<u>Contact</u>
27-28 Oct	Exeter Kit Car Show	Bob Preece
New dates	Westpoint Exhibition Centre, Exeter, Devon EX5 1DJ	
4 Nov	London ~ Brighton Veteran Car Run Start: Hyde Park	Info only
2 Dec	SE Area Christmas Lunch The Star, Kingston Road, Malden Rushett, Surrey KT22 ODP	Sue Boulton
2013		
12-13 Jan	Racing Car Show (Autosport International) NEC, Birmingham B40 1NT	Info only
13-14 Apr	Kent Kit Car Show (Detling) Kent County Showground, Detling, Kent ME14 3JF	Chris Humphreys
5-6 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire CV8 2LZ	Bob Preece
2 Jun	London ~ Brighton Kit & Sports Car Run Start: Mercedes-Benz Museum, Brooklands KT13 OSL	Info only
5-7 Jul	NGOC NATIONAL RALLY Riverside Caravan Park, Tiddington Road, Stratford-upon-Avon CV37 7AB	Bob Preece
5-7 Jul	Festival of Speed Goodwood, Chichester, West Sussex PO18 OPX	Info only
26-28 Jul	Silverstone Classic Silverstone Circuit, Towcester, Northants NN12 8TN	Info only
31 Jul	Classics on the Common Harpenden Common, Harpenden, Herts opposite AL5 2JF	Chris Humphreys
13-15 Sep	Revival Meeting Goodwood, Chichester, West Sussex PO18 OPX	Info only

Events Web Sites

Bath Pageant of Motoring	www.bathpageantofmotoring.com
Beaulieu Motor Museum	www.beaulieu.co.uk
Brooklands Museum	www.brooklandsmuseum.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Classic, Kit & Performance Show	www.classicmotorevents.co.uk
Detling (Kent) Kit Car Show	www.detlingkitcarshow.co.uk
Donnington Kit Car Show	www.doningtonkitcarshow.com
Exeter Kit Car Show	www.exeterkitcarshow.co.uk
Goodwood (Festival of Speed/Revival)	www.goodwood.co.uk
Harpenden: Classics on the Common	www.classicsonthecommon.com
Heyford Leys Camping Park (Bicester)	www.heyfordleyscampingpark.co.uk
Jaguar Enthusiasts Club (Hambleton)	www.jag.org.uk
Knebworth Classic Motor Show	www.classicmotorevents.co.uk
Knebworth House	www.knebworthhouse.com
London~Brighton (Kit & Sports Cars)	www.classicmotorevents.co.uk
London~Brighton (Veteran Cars)	www.lbvcr.com
Newark (National) Kit Car Festival	www.kitcarshow.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Prescott Hill Climb	www.prescott-hillclimb.com
Racing Car Show (Autosport Int.)	www.autosport-international.com
Raising the Roof Country Fair	www.raisingtheroof.info
Riverside Caravan Park (Stratford)	www.stratfordcaravans.co.uk
Shrivenham Village Fete	www.shrivenham.org
Silverstone Classic	www.silverstoneclassic.com
Stoneleigh (National) Kit Car Show	www.nationalkitcarshow.co.uk
Stoneleigh Park	www.nac-stoneleigh-park.co.uk

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

NG Insurance



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- Laid-up Cover
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SE Area Christmas Lunch

2nd December 2012

We have booked **The Star at Malden Rushett** again for the Christmas Lunch on 2nd December, meet in the bar from noon, lunch at 1pm. Places are again limited and I am contacting members who attended last year.

If you wish to attend it would be appreciated if you could confirm a.s.a.p.

Please email rayboulton744@btinternet.com or phone me on 020 8949 1065 (we are away from Fri to Mon).

Once you have confirmed please forward your cheque, in full, made payable to **N & Owners Club**

2 courses £17.95 or 3 courses £20.95

together with your menu selection from the **menu opposite**. My address is:

**Mrs S Boulton,
5 College Gardens,
New Malden,
Surrey
KT3 6NT.**

Look forward to hearing from you.

Sue Boulton



Celebration Christmas Menu

Stilton stuffed mushroom, cranberry relish

Fresh prawn & crayfish cocktail

Homemade parsnip soup, parsnip crisps, ciabatta

Loaded potato skins, red onion & cheese, sour cream dip

Homemade chicken liver pâté

Festive roast turkey, bacon, chipolata, cranberry & walnut stuffing, roast potatoes, cranberry sauce

Roast topside of beef served in a rich gravy, Yorkshire pudding, roast potatoes

Fillet of salmon, green beans, roasted new potatoes, light mustard & caper dressing

Slow roast belly of pork, apple sauce, roast potatoes, rich gravy

Butternut squash, feta, sage and chestnut wellington, new potatoes

6oz Christmas brie & bacon beef burger, chunky fries, homemade coleslaw

Chicken breast stuffed with basil & mozzarella, fresh tomato sauce, roasted new potatoes

Traditional Christmas pudding, brandy sauce

Chocolate & vanilla ice cream, pour your own hot choc sauce

Warm chocolate fudge cake, Baileys toffee cream

Homemade lemon posset

Cheese & biscuit selection

2 courses for £17.95

3 courses for £20.95

} including tea/coffee

A £5 deposit per person is required at time of booking

A discretionary 10% service charge will be added to parties of 8 or more people

The Star, Kingston Road, Malden Rushett, KT22 0DP

manager.thestar@baronspubs.com

01372 842416

Members' Letters & Articles

NG TA and Train

I have been out and about in the NG TA again - this time to the Isle of Man. I caught the steam train and the NG in a posed picture.

I live in Aberaeron and we drove up to Liverpool via Bwlch y Groes and the Horseshoe pass, once over on the Isle of Man we drove around the TT circuit - all good fun. We got some good pictures of the car at various places but inspired by a picture published in a recent Heritage Railway magazine we tracked down the location and tried to repeat the photo but with the NG rather than an Austin Healy Sprite (frogeye).

Jeremy Evans

Note: colour version on back cover, Ed

What are the Euro Bureaucrats up to now?

There has been a lot of media coverage and concern about proposed EU legislation that could affect Classic, Kit Car, and Specials owners. I am a member of the Federation of British Historic Vehicle Clubs, who also represent small manufacturers like myself, and here is an extract from their latest News Letter:



ROADWORTHINESS TESTING: NEW PROPOSAL FROM THE EU COMMISSION

When the European Parliament Historic Vehicle Group (EPHVG) met in May, Szabolcs Schmidt the head of the EC Road Safety Unit, mentioned that proposals for revisions to the Roadworthiness Testing Directive, following a 2010 consultation, were expected 'in the summer'. In July, the European Commission published the detail which turned out to be a proposal to replace the current Roadworthiness Testing Directive (2009/40/EC) with a completely new Regulation.

The difference between a Directive and a Regulation is that each Member State must adopt a national law to implement a Directive while a Regulation is binding in its entirety and directly applicable in all Member States.

FBHVC decided to issue a press release on 23 August to make our views widely known:

The draft of the new Regulation has implications for all motorists, not just historic vehicle owners. Amongst other things, the draft includes requirements to test all trailers (which in turn implies a registration system) and requires tests to make reference to a vehicle's original 'technical characteristics'. The meaning of this expression is not defined. National governments are granted the right to make their own testing arrangements for 'vehicles of historic interest'. A vehicle of historic interest is then defined as one that

- *Was manufactured more than 30 years ago*
- *Is maintained by use of replacement parts which reproduce the historic components of the vehicle*
- *Has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension; and*
- *Has not been changed in its appearance.*

FBHVC considers this definition to be unworkable and completely unacceptable. FBHVC also rejects the suggestion that Roadworthiness Testing should relate to a vehicle's 'technical characteristics', whatever the

age of the vehicle. Modifications, alterations and improvements are all part of the history of motor vehicles and the older the vehicle, the more likely it is that it will have been altered at some stage. At present the basic tenet of a UK MoT test is that it is one of mechanical fitness. There is no database of original specifications for UK vehicles, so testing to original 'technical characteristics' is simply pie-in-the-sky.

Earlier this month, the Department for Transport asked stakeholders for comment on the proposals. FBHVC will be responding formally to this request when further analysis of the detailed proposals has been completed. FBHVC will be discussing the implications of the proposal with the international organisation, FIVA, and through them with the EPHVG group as well as with the All Party Parliamentary Historic Vehicle Group in the UK.

It should be remembered that this is still just a proposal. It has to have approval by each EU member country before it is adopted. Some media commentary on this topic has tended towards the 'we're doomed' end of the scale. It is certainly a serious issue and FBHVC is treating it accordingly.

Since the above was circulated the Federation has formally replied to DfT's information request within the short deadline allowed. We pointed out that the proposed definition of a 'vehicle of historic interest' is unworkable, explained why, and offered a suggestion for a simpler two-stage definition of a vehicle of historic interest that would not change the status of any vehicle considered historic under the current Roadworthiness Testing Directive. We also pointed out that testing of trailers would require the establishment of costly registration and testing systems for little road safety benefit (it is understood that most trailer related accidents occur as a result of tyre failure) and objected to the notion, inherent in the proposal, that conformity to original technical characteristics has any bearing on roadworthiness.

We anticipate a continuing dialogue with DfT as the EU debate continues. Certainly the FIVA Legislation Commission (of which I am a member) is unhappy with the restricted nature of the definition of a 'vehicle of historic interest' contained in the draft.

UK MOT EXEMPTIONS

On 18 November 2012 vehicles manufactured before 1 January 1960

will become exempt from the MoT test. The Federation has called for an urgent meeting with the DVLA on September 19 to seek clarification on all such points from the key policy maker, who will also be attending the meeting.

We have received a number of queries about voluntary MoTs and the possibility of setting up a 'roadworthiness test' for pre-1960 vehicles. The voluntary test is likely to be the same as the statutory test with all the component and performance exemptions as allowed at present and there is thus no need to reinvent the wheel – the test is there and will remain in the VOSA manual.

I also understand that the proposal could exempt vehicles from the MoT test that are over 30 years old, and this would be done on a 30 year rolling basis. As part of this only vehicles that meet the definition of an historic vehicle would be exempt from the MoT test.

It is difficult to see how this could affect NG owners until the proposals are discussed within the EU, and subsequently modified and agreed. I would think that older NG's which are first registered at the date of the "donor vehicle" would probably be exempt, and later cars that have been subjected to an SVA/IVA test will have to be MoT'd and checked for subsequent modifications - but I cannot see how individual testers will know what is original and what is not!!

Whilst the proposals are worrying, the way the EU processes work means the calm input of the UK gov-

ernment consulting with representative bodies like the FBHVC will be the most effective way at dealing with these foolish proposals.

John Hoyle

NG Takes to the Hills

Robin Hill and son-in-law Peter Hanington, new owners of 330 UKT the stunning red NG TC built by Paul Gray, take the car to Drivers Days at Gurston Down (Salisbury) and the renowned Prescott Speed Hill Climb in Gloucestershire.

Off the start at Gurston





In the Wet at Prescott

Photo courtesy of EDP Photo News

When we had the good fortune to buy the car from Paul in September last year we knew it was something special and decided that one way to enjoy its' real capability and test our own novice skills, would be on these two different but challenging hill climb courses.

Gurston, a power hill, uniquely starts downhill running into a tight and seemingly vertical right hand hairpin (Karousel) followed by a slight mogul (Deer's Leap) into a deceptive left hander (Ashes) and a long sweeping uphill climb to the finish which made good use of the 3.5 litre power pack of the V8.

The "Rooster" handled magnificently through Karousel holding a clean line notwithstanding driver

inexperience and corrected instantly from a tail out with Peter when the power went down too early at Ashes - a very forgiving car to drive. The geometry and balance of the car are clearly right and with the John Hoyle independent suspension back and front it sticks like a limpet - road holding to inspire confidence.

Prescott – into Ettore’s



Photo courtesy of EDP Photo News



Prescott - Peter through Semi Circle (watch behind!)

Photo courtesy of EDP Photo News

As many of you will know the well manicured Prescott Park in the picturesque Cotswold countryside is owned and run by the Bugatti Owners' Club and, as at Gurston, we received an enthusiastic welcome from the dedicated team of instructors and marshals.

The hill at Prescott is a far more technical challenge, particularly for the novice, starting with a long sweeping left hand curve leading into the tight 180 degree Ettore's Bend then a steep climb to the Pardon hairpin followed, in seemingly quick succession under the trees, by the right-left-right Esses exiting through a sharp left hander and finishing round the intimidating right hand Semi Circle which goes on

forever and seems to disappear into eternity on the left side.

After a sharp shower at lunch time the slower drying track under the trees presented additional hazards for the unwary but again the "Rooster" seemed entirely at home with the varying demands of the track sticking tight through Ettore's, twitching with delight out of Pardon (more tyre spin on a damp track after rain) clean through Esses and holding a very confident line through Semi Circle - quite a thrill even at novice speeds.

The Rooster attracted a lot of interest and was much admired at both venues amongst an eclectic mix of Caterhams, Cobras, Westfields, Porsches, Jaguars, Healeys, MGs, a



Gurston - Robin's Morgan +4 out of Ashes...

Photo courtesy of EDP Photo News



...and at Prescott - centre stage through Semi Circle

vintage Bugatti, a Morgan or two and other assorted exotics.

The throb of the V8 never fails to excite - what a car to enjoy!

Next up Shelsley Walsh.

Thank you Nick Green, Thank you John Hoyle and Thank you Paul Gray.

Robin Hill

Dobby goes to Holland

My master had always wanted to go to Holland ever since a planned

Easter trip in 2007 was cancelled. The NG Owners Club has a number of members in the Netherlands and one in particular had recently invited us over for a visit. I thought that was very friendly - but then the NGOC is renowned for being a friendly club.

Wim Bielars and his wife Janine had joined the club and met my master at the SE Area Annual Christmas Lunch at the end of 2010 and my master tells me they hit it off at once. I reminded him I hadn't yet been to mainland Europe (I'd only been to Guernsey and the Isle of Wight) and that I was up for another adventure so a date was set for July 2012. The master made an appeal in the magazine and managed to tempt one other interested party from the Club. I was excited to be going on holiday with another NG and it was even another TF but I was also a little nervous as I hadn't met it before.

So it was that on a very soggy July day we set off for Dover. My master had arranged to meet up

Spotting the NG



with Johnny Baker and his partner Jan at Maidstone Services but imagine my excitement when I spotted another NG on the M25 before even crossing into Kent. Through the rain I saw that this grey TF was loaded up and must be our friends (who else would have an NG out on this miserable day?). We followed them all the way to the planned rendezvous and then I saw that this TF was just like me with SVA screen, spot lights and chrome wires. So this was to be my companion for the week.

The next stage of the journey took us to Dover where we queued up to embark the ferry to Calais - and still it rained. Once on board, MDH and I had a little shelter from the persistent precipitation while our folks made use of the ship's café for a spot of lunch.

Now the adventure began as I had to get used to motoring on the right (or should that be the wrong) side of the road. My master had prepared me with stickers on the windscreen as a reminder and spots on the speedometer to mark the main kph divisions. I have to say I don't know what all the fuss is about

as the roads seem less frantic over on the continent, so we made steady progress (even though the rain continued on and off) mostly at around 100kph.

We crossed the border into Belgium and continued to our first service stop where the A18 joins the A10 west of Brugge, where my master had "fun" trying to work the petrol pump with his card. We continued, following the planned route, taking some slightly less obvious roads to avoid Antwerp in the rush hour. We then passed through a trio of tunnels to the North of Antwerp which took us into the Netherlands and within 10 miles we arrived at our destination, Bergen op Zoom. We were greeted by Wim & Janine and ushered into a long drive beside their lovely house. MDH and I slept soundly after 250 miles in the rain.

The next day, weather still damp, we all went for a short tour to see the Dutch Seawater project at Neeltje Jans dyke and also Zoutelande. At least we managed to get our hoods down a little and, as there were two of us NGs, we created a bit of interest.

Bergen op Zoom



One of the many stops for coffee





Top: Windy at Zoutelande
Above: Mini pancakes in the market
Below: Wim demonstrates Herring eating
Bottom: Ad & Joke with their NG TF



The following day MDH and I were given a rest while the others all set off about 130km in Wim's and Janine's cars for the Appeltern Gardens. They met up with members Ad and Joke van Shaik who had taken their NG. I'm told they finished off the day by gorging themselves on some pancakes at the Pannekoekenbakker - greedy lot!

As Wim is rebuilding an NG, Johnny and my master spent a little time nosing around the garage and I gave Wim a ride locally to help him see what fun he would have when he was finished. Janine too had a ride and popped in on a friend, pretending that my master was her new boy friend. I thought they'd all grown out of that sort of thing!

Other days were spent locally shopping, visiting the delightful Thorlen Windmill, a trip to Rotterdam (where I'm told they took a river cruise) and a visit to see a nearby canal. Each day the weather became a little brighter.

The day before we came home, we had been invited to join the

Assembling for the Kit Car run





Beautifully restored and working - Thorlen Windmill

Dutch Kit Car Club on a run. So MDH and I took our respective humans and VW Cabrio took Wim & Janine and we all met up with 20-30 kit cars at Seppe Airport. Of these, 5 were NG TFs - quite a statement. As well as MDH and myself, there were Ad van Shaik's Red AL, Wally Soute's Blue AM and Fokke van Zeijl's Red RHS (sorry I didn't catch their real names so have to use their number plate letters). After the humans had toured the aircraft museum we all set off in a follow my leader style, which was novel but a little hairy - doing 80kph on the "other" side of the road for a couple of hours and having to keep up to save getting lost and taking everyone else with me. This was a gloriously sunny day though and all tops were down. At last we returned to

Below: Wim's AL and Wally's AM

Bottom: Fokke's RHS





Ready for the off!

Seppie and after some farewells we parted from our 3 NG friends and returned to Bergen op Zoom to recover for the long drive home.

Next day, after a leisurely coffee and farewells to our Dutch friends, MDH and I set off for home, taking the same route as going. This time, however, it was really hot. Sun cream and drinks were needed frequently. One more excitement awaited us on the return as

we had booked the Chunnel. Being a sports car, I liked this better than the ferry - more sure footed and quicker.

Now back on the left (or should that be the right) side of the road we soon made it home - and all on one tank of petrol from Holland. Would I go again? You bet I would!

Dobby Humphreys

On the run!





Classic Kit & Performance Show (Biggleswade)

This was a new show run by Greenwood Exhibitions. A very pleasant day out with some very interesting vehicles.

Below: Loudest Vehicle Winner





Knebworth Classic Motor Show

Another *Greenwood* event - this time a multitude of classics and better attended.

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Backford Bloor & Co is a trading style of M R Bloor & Co Ltd who are authorised and regulated by the Financial Services Authority.

New Members - Welcome

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

Peter Sanders (1505)
Barnstaple, Devon

Edward Hitchin (1506)
Exeter, Devon

Ian Courts (1507)
Radstock, Somerset

Bob Wall (1508)
Barry, Vale Of Glamorgan

Volkmar Neubert (1509)
Clausthal-Zellerfeld, Germany

Malcolm Snell (1510)
Seagrave, Leics



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

Next issue: January 2013

Deadline for submission of articles: 15th Dec

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 NGOC 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.

For Sale



1800cc **NGTD Roadster**, built from 1967 MGB, correctly registered on V5 as NG TD Roadster. Original number plate, free road tax, green with biscuit seats and interior with brown carpets. Chrome wire wheels in excellent condition, stainless exhaust system, stainless rear luggage rack, full weather gear. It has won 'Best TD in club' on several occasions; the car has done just under 18,000 miles. **£8750**

Tel: 01252 879609

NG TF. IVA tested and passed 14/01/11. MOT until Jan 2013, Tax until March 2013. Registered as Findhorn Cars NGTF with age re



lated (1967) registration. Less than 1000 miles since build finished. MGB 1800 engine, electronic points, servo, auto electric fan. All parts either new or refurbished, complete engine, gearbox, and overdrive rebuild, re-shimmed back axle. All leather trim, full weather gear and tonneau, rear luggage rack. 2 seater only with lockable rear boot section. Marine ply dash with burr walnut veneer. 15 inch wire wheels, body finished in Rover Tahiti Blue (dark blue polychromatic). Save yourself 8 years of work £X,000 and the stress of an IVA test. **POA.** John Summers, Gloucestershire.

Tel: 01453 843245 (eves & weekends).



1968 **NG TF** in really excellent condition. Beautifully put together by the original owner in 1985 and only 18,000 miles since then. Fitted Overdrive, Rear luggage rack, Roll-bar, Kenlowe cooling, and slightly unusually, a side mounted spare wheel. The rear half of the exhaust including the silencer is stainless steel. Recent service, new MOT and (free) tax disc. Owned by my daughter since 2008 and always garaged. Priced at **£6,500**

Tel: Paul Barnard 01953 499993

Mob: 07850 374295

E-mail: my396ss@hotmail.com



NG TC Project. Unfortunately I am unable to finish the build due to a change in work circumstance, so now offering for sale at a fraction of the cost of a new kit. Based on 1968

B GT, manual box.

As per picture partially assembled, will need additional work as chassis is a 1984 Pre-IVA kit.

Needs wiring loom installing (brand new MGB loom from wiring harnesses available).

Informed on purchase that all mechanicals including engine, starter, brakes and suspension were reconditioned some years ago when the kit was started but there is no paperwork for this. Some surface damage to nearside body finish. Chassis painted.

Also included - spare matching wheel, grill, windscreen frame (plus cracked glass for a template), clocks/instruments, front cycle wings and carpet (with some mice damage!).

Obviously viewing is best but happy to supply any photos, and discuss details. **Offers.**

E-mail: bernardatkinson1@gmail.com

Old **Sheepskin Flying Jacket** and **Sheepskin Earmuff Helmet**. Medium size. **£50** for the two.

Tel: 01306 611330 (Dave Baker)

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



Wanted

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

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

Mobile: 07798 866071 (David)

Dogmersfield Fete

A great little local fete, dog agility kept us entertained...



...while the band played well-known tunes.



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/black)



Sweatshirt (navy, dark green) L, XL

£12 + £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

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

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. 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



Jeremy Evans' TA and Train - see page 12



How many NG donors? MGB50 at Blenheim Palace