

# Changi**NG**ear

October - 2013

*The 'Peak' District*



— *more 'Rocket-ing' around*



*the NG Owners Club magazine*

# The NG Owners Club

**President :** Nick Green

**Chairman :** Peter Clark

Haydn's Wood, 1 Vicarage Close, Kingswood,  
Surrey. KT20 6QF Tel: 01737 832367

**Secretary :** Bob Preece

12 Oakland Walk, West Parley, Ferndown, Dorset. BH22 8PF  
Tel: 01202 573644, e-mail: bobsec2009@talktalk.net

**Membership Sec :** Bob Morrison

The Annexe, 7B The Holdings, Old Uckfield Road,  
Ringmer, E Sussex, BN8 5RY  
Tel: 01273 813590, e-mail: rmorri1847@aol.com

**Treasurer :** Teresa Goodbun

43 West Court Lane, Shepherds Well, Dover,  
Kent, CT15 7PT  
Tel: 01304-830206, e-mail: teemgoody@aol.com

**Magazine Editors :** Chris & Su Hore

The Lodge, Hayle Farm, Marle Place Road  
Horsmonden, Tonbridge, Kent, TN12 8DZ  
Tel: 01892-723998, e-mail: ngoceditor@gmail.com

## Local Area Contact Members :

Sheffield, Leeds, Yorkshire .....	Dennis Roberts	: 01142-878515
Midlands.....	Mark Staley	: 01332-723927
East Anglia .....	David Edwards	: 01284-88118
New Forest & District .....	Keith Baker	: 01794-40490
South Wales .....	Brian North	: 02920-341671
Kent & East Sussex .....	Rob Garrett	: 01732-453639

## Technical Contact Members : (*willing to help on technical matters*)

TA (Marina based) .....	John Brand	: 01382-532420
TC V8 (inc. conv. from 1800).....	Neil Taylor	: 01733-561492
TF (MGB 1800 based inc. SVA) .....	Chris Humphreys	: 01707-851320
SVA (technical & non-technical).....	Mark Staley	: 01332-723927
General & technical queries .....	John Hoyle	: 0208-393-2555
Electrical queries .....	Brian O'Connor	: boconnor@iee.org

**The NGOC Web Site :** .....[www.ngownersclub.org.uk](http://www.ngownersclub.org.uk)

is maintained by : .....Mike Peel : [mike@mikepeel.co.uk](mailto:mike@mikepeel.co.uk)

Forum Mediator : Paul Bennet

[paul.v.bennett@btopenworld.com](mailto:paul.v.bennett@btopenworld.com)



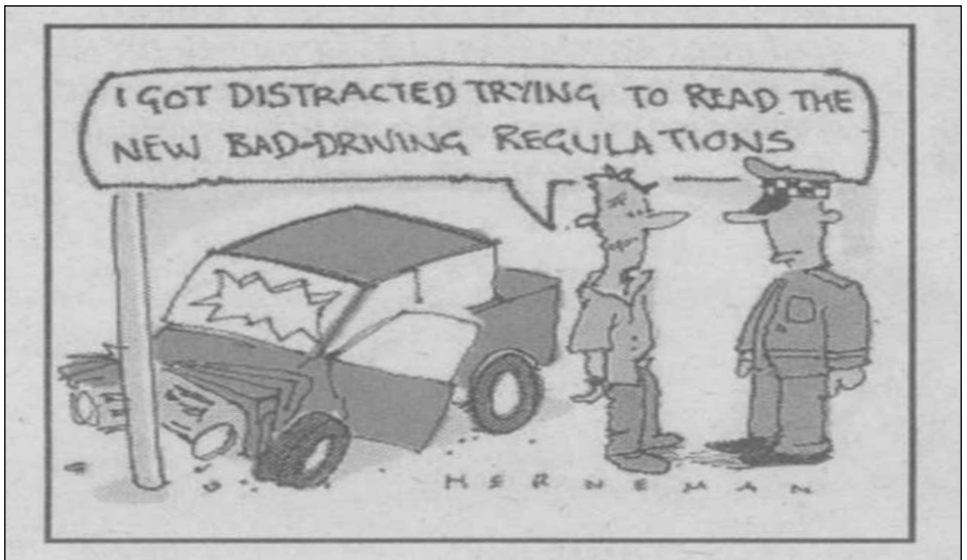
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**!!! Contributions Please !!!**

*Next issue: January 2014*

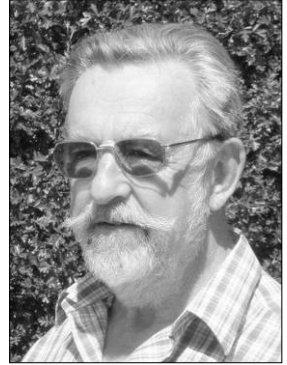
*Last Date for submissions: 5th January - Thank you*





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

After the summer comes the Fall, both as in the passing of the seasons and also the anti-climax to a summer of really good **NG** motoring. I am, however, sure that there will still be more opportunities for us to get a few more runs in before the winter sets in and our pride and joys get tucked up nice and warm for a well earned rest.



Club activities do not have to rest so hopefully we will be able to make the most of what the social season has to offer. The business side of the Club also continues uninterrupted and arrangements are either already in hand or are being formulated for next year's events.

Please keep your eyes open for next year's program announcements so that you can mark up your diaries accordingly, your support is very necessary for the on-going success of our club. We have a worthwhile organization that has survived all these years when many others have gone by the wayside, so give your support to all the good things that **NG** means to us all.

A little early I know but the issue dates of ChangiNGear dictate so.....  
***May I wish everyone a Very Merry Christmas and a Happy and Prosperous New Year. All the very best and have an enjoyable Festive Season.***

***Peter Clark***

## **Please UpDate your Membership Details !**

The Club's Membership Records are somewhat out of date in a number of cases and is in particular very short of members Email addresses.

This makes it difficult to keep you up to date with Club Events and News  
**Please send Bob an email asap so that he can check the records**

Contact The Membership Secretary, Bob Morrison : [rmorri1847@aol.com](mailto:rmorri1847@aol.com)





## Secretary's Notes

The end of the year is nearly here and not much to report on except the Exeter KC show next weekend, which I shall be visiting this year for the first time for a number of years, and will give my opinion of the show in the next magazine.

The annual Veterans run London to Brighton is on Sunday 3<sup>rd</sup> November. Contact the mag editors on 01892-723998 or [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com) for more info if you wish meet up in your NG to view the procession



The South East Christmas Luncheon is on Sunday 1<sup>st</sup> December at the same venue as last years, - The Star, Malden Rushett, Surrey KT22 ODP. Contact the organiser, Sue Boulton on 0208 9491065 for more info as to the number of places available if you would like to attend.

*Bob Preece*

## Membership Subscriptions for 2014

**As this will be the last issue before the New Year, may I remind you that your subscriptions of £15 are due on 1<sup>st</sup> Jan 2014.**

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.*

On the subject of Standing Orders, it makes my life a lot easier if you pay by STO, although I always enjoy reading your letters enclosed with renewal cheques.

Although we saw a drop in membership from its peak a few years ago, membership of the club has been steady for the last 4 or 5 years, at around 265 members. There are several regular area meets and if you would like to organise something, let me know and I can send you a list of your local members.

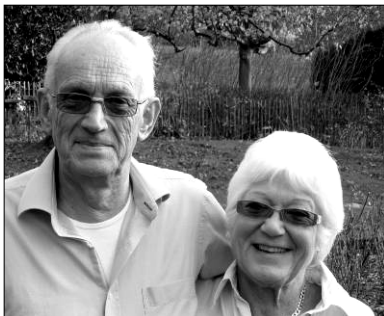
*Bob Morrison.*



## **Editorial**

So the NG activities have pretty much drawn to a close for the year and we complete our first year as Editors with this October issue of ChangiNGear.

First we must again thank all those contributors who have help to fill the following substantial number of pages with another mixed bag of interest.



We would specifically like to draw your attention to the following :

- details about the SE Christmas Luncheon (page 8)
- details of NGOC Annual Rally— please book the date now (page 8)
- details about Welsh Holiday & Dutch Bulb Field Visit (pages 10 & 11)
- the Bootbag Competition Winner (page 50)
- judging of Photo Competition—please vote soon (page 33)
- details of the 2014 NGOC Wall Calendar—order yours now (page 51)

Having been a good summer for outings there are a good number of 'activity reports' which will give you all a good read and , on technical matters, Paul Gray and friend have offered food for thought about fuel quality and ethanol issues—perhaps a trifle worrying.

On a personal note, Su and I have had quite a busy year with Rocket and we feel that we have made the most of the opportunities and enjoyed the quite excellent Summer for a change. Let's hope that 2014 will be just as benevolent and perhaps a slightly better Spring would be nice.

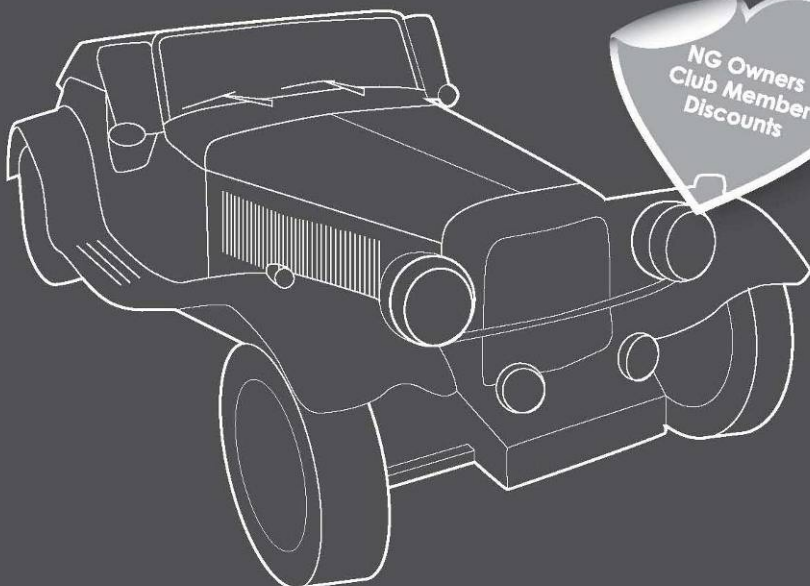
We will again repeat our plea to keep us supplied with 'input' for the next issue of the magazine in January. While it is a quiet time of year for 'activities' there is still a lot you can contribute and don't forget the Odes, Anecdotes, Funnies and Cartoons—which don't seem to be very forthcoming so far.

As this is the last issue of the year we take this opportunity of wishing all NG Members and their families a very relaxed and happy Yuletide and as prosperous a New Year as the country's economic circumstances permit

— *with Best Wishes to you All* — *Chris & Su*



## NG Insurance



*Policy benefits can include:*

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- 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.

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## *The Brooklands Club – Natter Meetings*

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*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*

- Nov 12th      **Early Guided Museum Tour**
- Dec 10th      **Enthusiast of the Year Awards**  
Plus Best Waistcoat Competition  
Plus Ladies 'Feely Bag' Competition  
Plus (*Free*) Hot Sausage Rolls & Mince Pies  
with Piano accompaniment later in the evening

*NB. These events may be subject to change.*  
Please check with Danny Byrne ( 01932 829814 ) Brooklands Club  
or Peter Clark (01737 832367)

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## **Events Calendar - 2013/2014**

26-27 Oct	Exeter Kit Car Show Westpoint Exhibition Centre, Exeter, Devon, EX5 1DJ	Bob Preece 01202 573644
3 Nov	Veterans London to Brighton Run (meet up at a viewing point somewhere on the route)	The Editors 01892 723998
1 Dec	<b>NG Christmas Luncheon,</b> At The Star, Malden Rushett	Sue Bolton 0208 949 1065
28-30 April	<b>NGs to Dutch Bulb Fields</b> At Keukenhof	Chris Hore 01892-723998
11-15 May	<b>NG Welsh Holiday</b> At Llanerchinnda Farm	Paul Gray 01252 617175
4 - 7 July	<b>NG National Annual Rally</b> At Stratford-upon-Avon	Paul Gray 01252 617175



## Regular NG Regional 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 (South Wales) meet:** by arrangement  
(Brian North 02920 341671 - Brian also does engine reconditioning)

**Kent & Sussex (South East)**  
Winter Months : every last Sunday — Lunchtime : variable locations  
Summer Months : every last week, weekday evenings or weekends - TBA  
(Rob Garrett : 01732—453639 : rob.garrett63@outlook.com;

### News Snippet :

After their spell in Australia John Bilsborough and his wife Norma have recently return to their home in Spain at Javea , mid-way between Valencia and Alicante. They will thus be re-united with their NG and we wish them well in having this back on the road to enjoy in due course.

See their Profile and 'A Car is Born' in the last two issues of ChangiNGear — Eds



## **Future Events for 2014**

### **NGOC - Christmas Luncheon**

We have again booked for our Christmas Luncheon at the The Star, Malden Rushett for Sunday 1st December, the details and Menu being as detailed opposite

Please ring/email Sue Boulton with your booking. And then send your menu choice and payment cheque to her immediately.

If the Luncheon is fully booked Sue Boulton will be keeping a reserve list in case of cancellations so please let her know if you would like to be there.

*For those who have already booked please note that your payment and menu choice should be sent to Sue immediately please, if you have not already done so.*

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

0208-949-1065 or 0775-2721121 ::: rayboulton744@btinternet.com

### **NGOC Annual Rally**

**Friday 4th to Monday 7th July 2014**

*Please make a note of this in your diaries for the Annual Rally in Stratford -upon-Avon next year*

#### **Snug for the Rally ???**

There is still one SNUG available for the Rally — first come first served ! Book this direct with Riverside Park, (01789 292312) mention the NGOC Rally, and then please advise Paul Gray.

#### **Rally - Treasure Hunt**

The Committee are keen to include a Treasure Hunt in our Rally for next year. 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



# NGOC

## Christmas Luncheon Menu

1<sup>ST</sup> December 2013

12 o'clock for 12:30 lunch

**The Star, Kingston Road, Malden Rushett,**

**KT22 0DP :: 01372 842416**

Stilton, walnut & apple salad

Fresh prawn & crayfish cocktail

Cumin-spiced carrot & squash soup, ciabatta

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

Homemade chicken liver pâté, ciabatta

\*\*\*

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

Loin of pork, creamy peppercorn sauce, mash & vegetables

Butternut squash, feta, sage & chestnut wellington, wine & herb sauce,  
with roasted new potatoes

6oz Christmas burger topped with brie & cranberry, chunky fries, homemade coleslaw

Chargrilled chicken breast with a red wine & mushroom sauce, creamy mash potato

\*\*\*

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

Tea & Coffee

\*\*\*

**2 courses for £19.00**

**3 courses for £22.00**





## NGers to do the Dutch Bulb Fields ??

There is a proposal to arrange an NG Venture to Holland to see the Tulips in Bloom this coming Spring—something to look forward to during the winter months !!

Follow the link for the place we will most likely visit - - <http://www.keukenhof.nl>



Wim & Janine Bielars have very kindly offered to arrange everything locally and act as our tour guides.

We envisage a 2or3 night stay sometime between 26April and 5May, though a mid-week period is favoured by being less busy.

Crossing by Dover ferry or The Tunnel is suggested, but more northerly or eastern members may prefer different, into Rotterdam perhaps.

Once we have an idea of potential numbers we can plan accordingly and provide more details.

**Anybody interested ?? Please let us know by phone or email**

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

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### **Member Profiles required — Please**

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

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



## NGOC Welsh Holiday 2014

We are planning another group holiday to mid-Wales next year in the same vein as reported in the previous issue of *Changing Gear* (page 11, August 2013 issue).

Those who went this year have been given first-refusal but we do have a few rooms vacant if anyone else would like to join us.

The dates for next year's holiday are Sunday 11<sup>th</sup> to Thursday 15<sup>th</sup> May 2014 and the cost is £250/

person. The price includes dinner, bed & breakfast for 4 nights together with tea & home-made cakes each afternoon after the day's activities.



Scenic runs will be organised for two of the three days with the third day free for other activities. Included in the price will be route books for the runs with tulip diagram instructions and an OS map of the region .

A link to the Llanerchindda website is ::

<http://www.cambrianway.com/>.

If you would like to join us please contact Llaner-

chindda direct using the contact details on the website & let me know when you have booked at

[p\\_dgray@btinternet.com](mailto:p_dgray@btinternet.com)

Alternatively, if you'd like any further information before booking please e-mail me and I will be happy to help. If you find, on contacting Llanerchindda, that all the accommodation is already booked please let me know and I will start a reserve list in case anyone has to cancel.



*Paul Gray*



## NG Member Profiles :

### Wim & Janine Bielars (NG 1471)

Dutch members

00-31164-244781

wibelars@komail.n

Janine my wife is a teacher and I am an insurance broker, we live in the south of Holland near the border with Belgium, just 45km from Antwerp and less than 3 hours travelling to the UK. After a period of almost 25 years we decided to sell our car-riage ponies because we have to move to another house insufficient space



I searched for another hobby, and on a sunny afternoon in September 2010 we met a colleague of Janine's and her husband with their HAWK Kitcar. The husband asked us if we would like a test drive, but the car interior was too small for us so we had to look for another type.

The idea to have a kitcar was a big ambition of mine and after a few weeks I was on the internet and saw an NG for sale. At that time I didn't know that this NG was in fact an NG-TF Pastiche. It has a wider body than the other NG-TF types which was lucky for us!. The car is based upon a Ford Taunus donor. It was a kit with a UK licence plate and we agreed to buy the kit and the seller agreed to organise the Dutch licence plate for us.

The vendor said to us 'just a little TLC and it will be driveable', but once we got it home things were not so easy. From the start of my NG project I said to Janine that I would go for top quality and do a full restoration, with the NG body off.

We resprayed the frame and all the axle and suspension parts. Then re-assembled with stainless nuts and bolts and with all new parts for the brakes and brake circuits.

I took out the engine and gearbox and took this to a friend of mine who has a workshop and had offered to do an overhaul. But after a day or two he called me and said the engine is already 'past-it' and only fit for the scrap yard. So needed another engine and gearbox and so I have bought a 1600cc Ford Pinto unit and fitted that into my NG.

In the meanwhile I took the body apart and found somebody to re-spray all the various parts. Initially the man who did this spraying had a problem. The new type



of water based finish that he used did not 'key' to the old spirit based paint and he had to do the job again. The original colour was red but we chose to re-spray in Rover Green which we like very much.

I bought a complete new wiring loom from the UK and a friend of mine helped me with the wiring installation. I needed to speak to Chris Humphreys quite often with questions about how to do things, and he was always very helpful.



I have made a complete new dashboard in walnut and fitted all new clocks and meters, and we have fitted two new black cobra seats.

During the rebuild we decided to become a member of The NG Owners Club and have already some good friends in the UK. We have also met the other three Dutch NG members.

So after a period of almost 3 years I finally completed my rebuild at the end of August and the car went to the APK Keuring (it is equivalent to the UK MOT Test) and it passed without problems, so we now have the Certificate.

We have done our first trips in our local area and have had a lot of fun. There has been a picture of our NG in the local newspaper, and we have also been on local television.

We are looking forward to a lot more NG activity in 2014

*With Greeting from Wim & Janine*



**NG-TF : Pastiche**

1600cc Ford Pinto  
Reg. No. 76-NRT-2

Rebuilt : 2013

Donor : Ford Taunus

Colour : Rover Green

**Wrinkles merely indicate where smiles have been - MTwain**



## Reports, Articles, Letters & Technical

### An Ode to " OJ "

*OJ, OJ, What can the matter be ?  
Is it the gear box, engine, or battery ?  
Oil on floor and lots of judder  
Sad ending to our Rally. Bit of a B\*\*\*\*r !*

Yes, our journey home from Stratford-upon-Avon, virtually all motorway, was hot and relatively uneventful, until the Heathrow section, but we motored through at a goodly pace arriving home quite tired. Mary's Nissan and caravan were parked to be unloaded next morning and we concentrated on unloading OJ ready to put away.

We went to move OJ into the garage where upon she kangarooed forward nearly hitting the far wall before I realized anything was wrong.

What was that all about ? !

Outside where OJ had been standing were three large splurges of oil. Oh dear! Where had that come from ? First thoughts were that the rear crankshaft oil seal had given up and was leaking oil onto the clutch causing slippage.

Visions of engine out, gear box out and rolling around on the floor with the car up on stands just horrified me. A phone call and my little local garage agreed to investigate and do whatever was necessary to put things right.

So OJ went into hospital, up on the lift, ( operating table ) bonnet off; radiator and cowl off; engine connections electrical and mechanical all undone. Next engine out followed quickly by the gear box. Just like heart surgery. Then came the phone call " Could you come down and see what we have found" ? The oil pump housing was off and in bits along with the clutch assembly and its associated bits ( 'Bits ' is a technical term for the parts whose names I cannot recall ).



It turned out that the two main gaskets on the oil pump housing castings were disintegrating and leaking badly. It seems impossible to be able to purchase a complete new pump assembly so a service kit had to do. With the pump reassembled but still off the engine the opportunity



was taken to inspect the front crankshaft bearing seal. This was found to be slightly wet looking so a new one was fitted and the pump reattached.

Next; attention was turned to the clutch. There was no evidence of leakage from the rear crankshaft bearing seal and the flywheel and clutch showed no sign of oil contamination. On closer inspection however it was noted that the rear clutch plate had three equi-spaced hot spots

which would account for the frequency of the judder that we experienced, but what caused this ? It was found that the surface of the friction plate was contaminated with what looked like soft candle wax or soap. The question now was - where did this come from ? Certainly it was a contributor to the problem. A detailed look at the splined hub of the clutch plate showed small beads of the same grease on each groove. Now all was becoming clear. The operator who originally assembled the engine and gearbox had used grease on the splines of the shaft to ease assembly. **Do not do this !!**, if lubrication is required a soft graphite pencil is all that is necessary, without any danger of spreading contamination.



So to the final analysis as to why the problem occurred—Firstly, the car had been heat soaked all week end at the National Rally, (one could not touch the leather covered steering wheel without gloves on) Added to which both Mary and I had been taking part in the weekend's driving tests which resulted in the engine and gearbox being truly cooked. Obviously the waxy grease on the splines had melted and had got onto the clutch surfaces. It was also found that the thrust bearing assembly had disintegrated and eventually a new one of the original type was located - in Germany. Now six weeks later and £1000 lighter in the wallet the problems are solved and OJ is back home and has actually been on display at a Market Awareness event in the centre of Epsom. Lots of crowd interest and many photo's taken.

Closing lines to " Ode to OJ "

*To hospital bed with rise and fall  
Heart operation complete and tested  
The outcome just great for one and all  
Work quality and service could not be bested.*

*Peter Clark*



## A Holiday with a difference

Having done the coast to coast walk for our holiday in 2012, we were keen to try something a little more relaxing and cheaper (12 nights B&B adds up) Various ideas were discussed and we hatched a plan to tour around Blighty in the NG. In truth I had planned it over the 190miles last year but let Val formulate the idea with me, 27 years of marriage has been an education. Various ideas and areas were discussed and after a few months all we had come up with were the Cheddar Gorge and The Lost Gardens of Heligan, that settled it, start with the National Rally, do the Gorge



in passing and tour around the Coast of Cornwall. Accommodation? Fair play to Val, she fancied the sense of freedom, lightweight camping and B&B only if really essential.

It never happens to us, two weeks before we were due to set off the weather started to improve along with the forecast and those who attended the rally will remember how good it was. We had a fantastic journey to Stratford keeping away from the major

routes in an attempt to avoid the Friday traffic, arriving at the campsite at 7:45 and after erecting our tent joined the fun with our NG 'warmed' wine. The National has been covered previously, a fantastic weekend and our thanks go out to all who helped to make it a great success.

After packing up on the Monday morning, lathering ourselves in sun cream and saying our goodbyes we struck out for Cornwall with the intention of getting there as quickly as possible, a pleasant country drive until we hit the M5. A cruising speed of approximately 85mph was dictated by an aggravating wheel imbalance which started at about 70. As we slowed down at a service station for a late lunch I became aware of a hot sensation on my upper right arm, unbeknown to me my shirt sleeve had been blowing up in the wind and exposing skin that had not been protected by the afore mentioned cream, something I was going to regret over the next three to four days. After a picnic lunch on a dry patch of grass that smelt suspiciously as though a dog had visited it in previous times we hit the road again. Motorways are fantastic for getting somewhere fast but little fun in an open top car in the blistering heat, the holiday feeling returned as we headed along the A38 to Looe where we did the touristy aimless wander followed by a cup of tea each and a cake to share because we were on holiday. A campsite was found nearby at a reasonable £15 for the night and after setting camp and freshening up we set off on foot as directed





to the footpath with the intention of spending a night in Looe, we had been misled, after a three and a half mile yomp along a pretty, rugged and very scenic cliff path, we arrived in Polperro and went into the first pub we came to. The beer was drinkable, they did food, it was getting late and there was a beer garden so we opted to eat there. The beer garden was a terrace at roof top level, some clown in the harbour was playing Pavarotti at full volume and the seagulls were joining in, the perfect complement to a good seafood bar meal. After finding another hostelry which served a better range of real ales we fuelled up for the return walk and a good night's sleep.

Another hot day saw us leave the campsite just after ten finding lovely flowing route through country lanes to Boddinick and the chain ferry. From there the pace of life picked up as we headed to St Austell where we purchased our lunch 'to go' and a pair of self-inflating camping mattresses as our air bed had seen better days. Moving swiftly on, we visited The Lost Gardens of Helligan and several coastal dead ends (road wise) before finding a nice campsite near Gorran. The only Pub within walking distance was approximately a mile away so after a meal and a few beers we retired early.

After a good night's sleep, breakfast and the disposal of our now redundant air bed we headed off to visit Trebah Gardens, plenty to see and ponder over if it captures your imagination! We then headed for the Lizard as we had never been and it was an area I had always intended visiting during my spell as a scuba enthusiast. As we headed down the peninsular I had a few doubts as the scenery became less inspir-



ing, however a camping sign was observed as we drove into Lizard and after a complete tour of the village we resorted to asking a friendly decorator who was busy admiring his handiwork. 'Ah you must mean Henry's, we think he only has one sign and keeps moving it' We left him hard at work admiring his handiwork, followed his directions arrived at what appeared to be some kind of Hippy Commune. After confirming that there was a

space available we were shown a mock Galleon which is used as a dining area and a collection of different structures which form the unisex toilet and shower facilities we were then led down to a terraced garden with private areas for each pitch. Although 'quirky' the site turned out to be clean, tidy and very friendly, I would recommend it to anyone with an open mind. After a walk down to Lizard Point we went out for a few beers and a meal.



After Breakfast, promising Val 'no more Gardens', striking camp and a chat with Henry about good places to visit we set off for a tourist trap situated at the bottom of Cornwall with an extortionate parking charge of £5, Land's End. After an aimless wander around and some pictures near the sign post, no chance of including the car, we went and found fellow NG enthusiast Bill Davenport in his workshop. Bill runs a small workshop and has an impressive display of freehand glass engraving, all very nice but unlikely to survive the journey home! We had a long natter about various things, mostly involving two or four wheels and judging by his tales our jaunt around Cornwall pale into insignificance. We left Bill hard at work and headed back via the staff park where his TA stood proudly, I can only assume that it is regular use and exposure to the elements that has blessed it with such a wonderful, aged look. We followed Henry's advice as we travelled along the coast road towards St Ives and called at Botallack, a gravel road led down to the cliffs scarred by years



of Tin Mining. A good walk down the cliffs takes you to some old engine sheds which have been preserved from further decay. Despite the warm Sun and a flat calm sea, surveying the landscape it was easy to visualise the hardships endured by the people who worked there in times past. The remainder of the drive towards St Ives was very pleasant with winding roads and a view dominated by the Atlantic terminating at a campsite about three miles before we got to the

town. We used a footpath to get to town which turned out to be a little more protracted than expected and were ready for a drink. The Sea front bars held no appeal with their loud music so we headed for the back streets and found an unpretentious pub that sold real food and real Ale. Exploring the town further we found ourselves in a bar with an open mike night and were entertained by a mix of folk, rock, sea shanty's and a local poet, it got so late we had to get a Taxi back to the Campsite.

Having visited Newquay once before I did not feel the need to return so we set our sights on Padstow via the A30, in doing so may have missed some good coastal routes although I think we were both secretly looking forward to reaching Tintagel and rekindling memories of family holidays. After we had looked around Padstow it was decided that there was no need to stay and our sights were set on Tintagel. It was a great sense of 'arrival' as I swept into the campsite that we had stayed at many times, only to be met by a complex of Log Chalets for sale! ! No!!! I had no



intention of purchasing a log cabin — and we beat a hasty retreat to a site at the other end of the village. Sensing Val's discomfort at moving every day (she may have mentioned it once or twice) I left it to her to pay for the camping and she returned with tickets for four nights. We ended up spending five nights and four days visiting old haunts, cliff top walks, visiting family friends and watching sunsets over the Sea. Like my Father I have been visiting the area since before I was born and feel quite a bond, even more so since discovering the wares of the Tintagel Brewery. The services of a local garage were also used for the balancing of the wheels with the inevitable return trip up the M5 looming.

We left Tintagel bound for the Cheddar Gorge purchasing our last Pasty as we left . But while consuming it as a late lunch at Taunton Dean services and feeling a lot happier without any wheel wobble we set ourselves the challenge of returning home in one leg. The journey was improved by travelling across country, the Fosse Way, A46, A6097, A614, A1, and A64. We arrive home after 10hrs travelling, 8hrs driving and numerous fuel stops but boy has it increased the faith in that car. The real shock for us both was when we had a shower, our hair was thick with road dust and the only time I have seen the water blacker is when I have pulled lath and plaster ceilings down!

We both agree that it was a fantastic holiday, obviously helped by unseasonably good weather and we are eager for more. I may have to replace my rotting hood as the duct tape may prove insufficient in the future. Also replacement of the Midget fuel tank would reduce the need to stop so often. Another good idea would be map reading lessons for Val although a little more patience from me would deem that unnecessary.

It is now October and the July flies have been washed off the windscreen but I have left them on the rest of the car with pride.

*Steve Tyler*

## **Contributors Prizes**

**The Lucky Winners of the draw for August Issue contributors were:**

Peter Bilsborough, John Gillies, Helen Garrett, Paul Gray & Graham Lacey

John & Barbara Hoyle kindly made the draw on this occasion

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

***You need to 'in it to win it' - so please lets have your Contributions***

**Before you judge a man, walk a mile in his Shoes**

**After that Who Cares ? He's a mile away and you have his Shoes !**

*-- Billy Connolly*



## Goodwood Revival — September 2013

Okay, so Chris and Su bribed me with an NG pen to produce this write-up when I foolishly admitted that we had been to Goodwood Revival this year.

It seemed a good idea back in March. We had recently purchased our NG (no weather protection) and booked a couple of trips, culminating in a booking for three days camping at the Goodwood Revival in mid-September. Then Julie tripped over a disabled access ramp in Ireland while on a driving holiday in our Jaguar, and broke both ankles. Three months later she was discharged from the sawbones and allowed to drive again, but in the meanwhile our plans had changed as we needed a bit of R&R and a tent in a field at Goodwood was not quite the ticket, so the proposal was changed, just as summer ended and the temperature dropped by 10degrees and the rain rolled in ! Fortunately, we are also owners of a 'motorhome', so plans changed and the trusty steed changed from open NG with Brooklands aero-screens, to air conditioned luxury. Our friends, Sharon and Richard were in a similar predicament, so they also abandoned their Caterham and decided to go 'glamping' with us.



We travelled down in light rain and high winds. The event is set for timed practice and one race on the Friday, and racing all day on Saturday and Sunday. We planned to arrive early on Thursday and leave on Monday. We were not alone !

By the time we arrived, the camping field was half full and the whole area was busy. We pitched our camp and sat down for a late afternoon drink, when the clouds broke, sun arrived and a Spitfire treated us to half an hour of aerobatics. After a while a Mustang Firecat joined in and proceeded to give us all a spellbinding display until dusk brought it to an end.

The facilities on the field were very clean and well maintained, with security guards who had little to do, but nevertheless were highly visible. All the while, fantastic classic cars were turning up and making their camp.

A beautiful 1969 Porsche 911 had a pup tent and the owner had driven over from Belgium and was most happy.





A German couple in a Mercedes based firetender had a more luxurious setup, while a Swiss gentleman had driven his ex-London taxi all the way from Basle and just threw a tarpaulin over the whole thing, pegged it out and slept on the ground. !Every modern classic (50's, 60's, 70's) was represented with Cortina's, Mk 2 Jags, Mini Coopers, a Roller or two, and almost everything in between, camping on the field.

Next morning, we were all up early to a still and sunny start. Everyone was in period clothing and in a good mood, with lots of compliments flowing in all directions. We joined the general exodus and found that Holland Tractors had laid on tractor pulled covered carts to transport us to the track. The vast car parks were filling up very quickly with every type of car you could imagine and there were so many real classics that one became quite blasé. Oh! No, not another Ferrari 250 LM !!!



On arriving at the track, it was amazing to see the village which had sprung up. There was an impromptu classic car show at the front of the car park, and walkway duck boards over the grass helped save the Ladies' stiletto heels to some extent. The whole event was like going back 50 years. The stands were selling everything from period clothing to Ladies hairdressing in the 50's style, and the centerpiece was a town centre with a 60's Tesco and milkbars. As almost everyone was entering into the spirit of the event by wearing period clothes, the actors planted around did not seem out of place, and even the St Trinians crowd walking around the main areas were almost "normal"!



Practice proceeded and it was quite breathtaking. Every different practice had jaw dropping cars competing, and really going for it. The first event was with single seater 1940's Alfa Tipo's and a clutch of ERAs, Frazer Nashs and Talbots - amongst others. This was followed by closed sports car event with Astons, Jaguars, Healey's, Maserattis and so many others. The Ford GT40 event had 20 of these monster cars and it is incredible that they are now some 50 years old.



Matchless and Triumph Daytona. No quarter was given and the standard of competition was very high.

With barley time to draw breath, the sports saloons were out, with a field as diverse as Ford Lotus Cortinas, and Austin Cooper 'Ss against a pair of Ford Galaxys.



There was a quality field with Christian Horner, boss of the Red Bull Formula One Racing Team, and so many other celebs that spotting an ordinary person was almost a sport!

In between the events were other happenings. The French put on a cycle display and a 'French Village' was set up with 100 years of Tour de France,, Harley Davidson had a display, and historic aircraft were also in evidence.

Saturday and Sunday were more of the same. Julie and Sharon had booked for a hair-do and we were slowly exploring the rest of the set up. There is so much to see, from the pits to the bars and entertainment which goes on till half past ten in the evening, the event is superbly well managed. It has the right mix of relaxed retro and freedom of movement to mix with the real stars, the cars, with lots and lots of other interest for the less than total petrol heads.

The smell of Castrol 'R' in an engine that has performed at maximum revs for half an hour brought back memories of the early 60's for me. It was great fun and only the rain, which turned the car parks to mud, was the only downside.

The entertainment in the village was very good and totally in keeping with the time warp, and the standard of acts was very high.

Overall, would we go back next year? Yes.

*See you later, alligator.....*

*John Gillies*

### **Agreed Value Insurance (or Not ??)**

It has come to our attention that following review after two years one of our members has had his 'agreed value' reduced by an whopping 45% !!

If anyone else has had a similar experience recently please let us know so that we can see if this is an isolated case or part of a worrying trend. -- Eds



## THE IRISH FESTIVAL of SPEED :: 2013

A recent motoring visit to the second running of the Irish Festival of Speed at Limerick Racecourse yielded these unexpected pictures of the original 1935 Aston Martin works Ulster Le Mans, now owned by Nick Mason, that it was said inspired Nick Green's design for the NG-TC

Also in the picture is the historic blue ERA - 'Remus' raced by Prince Bira in the 1936 'round the houses' Limerick Grand Prix. Bira crashed and the race was won by a 1934 MG-PB also on parade at the festival.

Remus, which is thought to be the most raced car of all time with over 400 starts and more than 100 wins, was in action again on the new sprint circuit at the festival.



The two day festival was relaxed and entertaining, as only the Irish can be, and a good event for the sporting motorist to take in with a tour of the ever picturesque mountains, glens and scenic drives of southern Ireland.



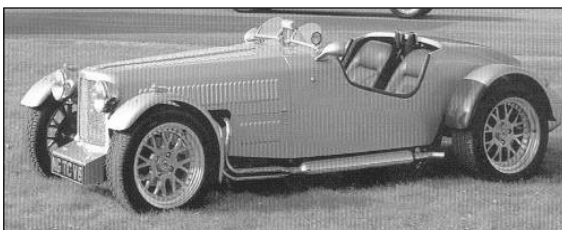
*Robin Hill*

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## Shoreham Heavy Horse and Classic Car Show Sunday 1st September

We were asked by Rob and Helen Garrett to join them at this Show. This is quite a big show having as many as 5,000 people attending with many activities going on. It is very well run by the Sevenoaks Lions Club to raise money for their usual charitable works. Entrance fees £8 Adults, OAP's £6 and Children £4, this includes a very well presented program and site map.

The car park is huge but is a none-too-smooth stubbly cornfield. There were separate entrance and exit but there are always one or two who make life difficult by going in or out the wrong way !!



The journey to Shoreham for us is not particularly pleasant, having little choice but travel on a rather mundane dual-carriage section of the A21, rather than on country roads that we prefer.

There were 49 classic cars on display, including an NG-TC in pristine condition (a non NG member - who sneaks his way in at 9.00am every year without registering) The exhibits range from Austin 7s and 10s, Morris 8, Riley Lynx, Ford Zodiac,

Zephyr and Classic, Jaguars, Minis etc etc etc Cars ages ranged from 1928 to 1964, some are in excellent condition while others are well worn but loved. There were also a selection of very old motorcycles (fascinating), vintage tractors, commercial vehicles and stationery engines.

There was a huge marquee that has loads of things for sale, but the centre gangway being to narrow for the crowds of people made it nearly impossible to stop and view the wares.

As its name suggests the Horses are the main theme of the Show and it is all very serious and committed. There are heavy horses on display both 'in hand' and ridden and various Best -in-Show categories. As well





as an exhibition of 'in-hand' ploughing/harrowing.

In addition to horses there was a display of Steam Ploughing by a pair of very decorative Steam engines. A very entertaining falconry display - with a slightly harassed falconer trying to persuade his Peregrine to return to hand, having been distracted by a potential lunch, a flock of passing pigeons. Sheepdog handling display explained how a single shepherd was able to control 6 dogs at the same time by having just 6 command words per dog. The display included the shepherding of a flock of geese as well as the more usual



sheep. Very proficient, but we did feel rather sorry for the geese.

There was the usual wide assortment of food catering and goods for sale, including one very fragrant stand selling incense sticks and oils, plus a very ample provision of decent toilets.



Leaving the car park was not so much fun due to the weight of numbers and inadequate marshalling, thus the inevitable pushing and shoving and lack of manners. It took about 15 minutes to get out of the exit gate but once on

the access road the control at the main road was very proficient, which then left us with our boring dual-carriageway home.

A good and interesting day out and again lucky with the weather.

*Su Hore*

## Knebworth Classic Car Show

Lesley and I went to the Knebworth Show in August.

We got two NGs into the ring - 'Dobby' of course for one and the other belonging to Andy Raffles who built his a few years ago and lives not far from us.

*Chris Humphreys*





## A Cautionary Tale

There I was with my nice new car '**Greeny**' all finished and road legal, just stood there ready for the adventures ahead. Little did I know just what lady luck and all her daughters had in store for us!

I had previously owned '**Bluey**' a blue Marina based, 1996 NG TF that I had bought on Ebay from a guy who built her and had had her stored for the previous 7 years because his wife didn't like going out in her as it "messed up her hair" !!

I still lusted after an MGB based car which was hopefully a little bit younger and I found what I was looking for, again on Ebay. An abandoned build with a 1976 donor, a sorry sight as the owner had sprayed her himself (very badly) and had put her together with all sorts of odd nuts and bolts and whatever he could find. However the redeeming factor was that he had purchased some very nice components for the build - walnut



dash, s/s tank, s/s exhaust and hardened valves for unleaded etc. So she had possibilities and she was cheap.

I got her home and saw just how dreadful everything was and very soon made the decision to strip her and start again. Body off, loom out and down to the bare chassis.

I was determined to rebuild her with as much quality as I could afford and was spurred on by my son who had built a 'locost' 7 that had recently passed its

SVA test with 5 faults to put right and was determined to beat him and so I got to it. While concentrating on the mechanical work I hawked the body around a few paint shops and got eye watering quotes until I found a "restoration sprayer" in the local yellow pages. He fortunately was between jobs and he lived just around the corner. He quickly gave me a estimate that was less than half the body shop prices -- we shook hands on a deal and when I asked him where he would like the tub & panels moved to he said he would do the work in my back garden! Horrified, I said I thought that dust free conditions & heated ovens were needed etc. He assured me that he could achieve as good a result as the photos I showed him of the NGs on the website. I was still mystified as to how he could paint spray cars in peoples back gardens and then he said he said he didn't normally spray cars - he restored shop fronts! A big gulp from me and he guaranteed me with a 'no-pay' deal if at the end of the job I was not completely satisfied. Well to cut a long story short, two weeks later in my back garden and garage cutting & polishing the paint work down with T-cut the finished job was excellent and



I'm still amazed at the quality of the finish he achieved — and thus "Greeny" was born. In the meanwhile I had completed the work on the chassis including changing the horrible Capri wheels for wire wheels and ensuring every thing that would be checked by the SVA examiner was in order, I started to replace the body work slowly and methodically building a beautiful car. We had our problems and difficulties but through the whole build quality was the keyword.

She was ready for the SVA test in April 2007 and after a quick MOT test to make sure there were no 'silly mistakes', we took her to the Gillingham Test Centre and after 3 hours of nail biting wait the examiner came out and announced she had failed and that the car had 25 faults !!

Twenty Five !!!!!!!! I nearly fell over backwards after all the care to get it right but when I went through the failure sheet with the examiner in detail it was obvious that



(a) I had the most thorough of examiners and (b) most of the faults were things like it was tested with the spare wheel on the car, the belts in the back for the dicky seat had no certificate and the examiner explained that when I brought the car back for re-test if I took these item off the car he couldn't fail it and therefore it would pass.

The most bizarre fault though was that she failed because the louvre vents on the engine panels were too sharp. When I

asking the examiner how I could over come that particular problem, (after all I explained those parts were supplied by the kit maker) he explained that if I covered the louvres edge with "U" shaped rubber trim it would pass the 5m/m radius rule (all 64 of them !!). I complained and if I put them on and drove to the test station I would surely loose a few on the way. In which case she said - I suggest you drive to the outside of the station on re-test day put the rubbers on and drive carefully in for the test. Then I can pass it and you can take them off before you go home — **Totally Bizarre !?!**

'Greeny' did pass the re-test and the examiner even wrote me a note saying she was probably the best kit car of that type he had ever seen -- praise indeed !.

The next couple of years passed and where ever we went, even to the local supermarket, we would get admirers asking about the car.

In the middle of 2009 my wife had to have a hip operation that changed everything. After the op she could not sit comfortably in the car and going round corners she would be pressed painfully against the sides of the car, so our trips out became severely curtailed. 'Greeny' sat in the garage almost unused for the next 12 months, and then getting more and more frustrated at not being able to use the car and in a fit of pique I



decided to sell her . I advertised her on the club web site and the following day a man purporting to be a club member rang me and asked if he could come and have a look at the car that very afternoon and by 4 o'clock that day the deed was done, no haggling , the money was to be transferred that night and so it was .

Now you may think that was the end of the story , but No ! Just after Christmas

2012 my son. While working for his firm in Italy, was surfing the Italian classic car websites and came across an advert for a NG-TF and called me to say that it looked a lot like 'Greeny' to him . He emailed me the link and sure enough it was indeed 'Greeny' and no mistake !! - I'd know that car anywhere. But now the advert was showing her wearing Italian registration plates !! but the big intake of breath came when I saw the price

£14,300 !!! No one was going to pay that price I told my son for a kit car ( were they ?) but three days later it was sold !!

So now maybe Sophia Loren is driving round Italy in little old 'Greeny'

--- dream on Eric dream on !!



*Eric Fosbeary*

## ***Congratulations !!!!***

Liz Cooper and Dave Holland were married in the Library of Chawton House, Nr Alton, on Friday 9th August.

We are sure that all NGers will join us in wishing them well for the future.

We are delighted to see that they 'went away' in a car 'with style' - Eds



*— With thanks to Jeff Yardley for the Wedding Pic*



## ARDINGLY 25th VINTAGE & CLASSIC VEHICLE SHOW

or

### BILLY NO - NG MATES !!!

The Ardingly VCV Show has for many years been one of the Premier Classic Car Shows in the South East. The focus of the show varies from year to year, so no two shows are exactly the same. It is usually held on the second weekend of July, so there is often a chance of clashing with our NGOC Rally

For this years Ardingly VCV, the weather was glorious, the show is large and diverse; but where all were the NG's ? To fly the NG Flag, or should we say "Feather Banner", Helen packed our two cars, with a little help from 'yours truly', in two sessions. Friday a.m with camping gear in the Meriva; and later in "Freya", my NG TA MKII, with my personal gear plus some essential car fluids and spares, plus 2 extra chairs, the NGOC Banner and of course - the Beer!



After a fairly uneventful journey down the back roads, we arrived at the Show-ground around 8pm, using the Exhibitors South Gate entrance. The Gate Marshals checked Helen's (Tender) Car Pass and took the green camping permit and on seeing "Freya" they just waved me through with a big smile!

We followed the site map to our Camping Area, talk about organize chaos !! , the usual Horsham Historic Vehicle Club Camping Marshals were not around this year so it had become a bit of a "free for all". The site was more suitable for Camper Vans and Caravans rather than tents (and early arrival is always advised). We negotiated with a couple of Caravan Owners, so we were able to find a space near the perimeter fence and we proceeded to set up our three-man tent and settle in for the night.

However, if you stay over don't expect a quiet night. At about 21:00 a DJ with a powerful PA System started playing 60-70's classics which went on until around midnight - great if you are in a Party Mood (which I must say many of the Exhibitors were) - but tough if you weren't !



So Saturday dawned with only about 5 hours of hot broken sleep behind us, generators and some engines were started by



7 o'clock. Having quickly looked at the Owners plot in the Car Club area the previous evening I knew that there was insufficient room for more than one car! Did they know something I didn't? I was expecting two more NG's (at least) for the Sunday Show. I had a word with the Car Club Marshals and managed to get about a 3mtr extension to our area; which Helen and I claimed before breakfast by erecting our gazebo, plus the NG Feather Banner. I also moved Freya over to the Gazebo, and the shade it gave was soon a real boon as the temperature reached around 30°C during late morning and early afternoon on both Saturday and Sunday.

Our area was next to the NSU Owners Club with a friendly and knowledgeable Canadian gentleman in charge. His club had managed only one car on the Saturday, but on Sunday he had a couple of club members join him for a chat and exchange of information

The Showground started to fill up with various Car Club and Classic/PVT Cars, and also a small number of Vintage Cars and most were in position by 10:30am.

Nearby there was a large contingent from the Wolseley Owners Club, featuring saloon cars from the 30's right up to the Farina styled 16/60's. One of the older Wolseley's had Wedding Ribbons and Rosettes and would have made a nice Wedding Vehicle for some lucky Bride! Another memorable Wolseley was an immaculate Plum and Grey Farina bodied saloon. Last year this area had been occupied by the TSSC Gatwick Garage" - a recreation of a 50's Garage including my own JC Midge.



There were a number of Classic MG's, with a stand for "modern" Midgets and Sprites and also post war Hillmans, side valve Fords and a couple of Kit Car Clubs.

The SV Ford stand had a small number of "Puddle Jumpers" but I was drawn to a course Dark Blue Van and two side-valve specials. One was an unusual Jeep type vehicle in Khaki drab, the other a Bright Yellow Sports Car with cycle wings and GRP bodywork of unknown parentage, a very early Kit Car, I would guess.

The main Kit Car Clubs in evidence were the "Kent KCC" and the West Sussex KCC, as their names suggest these are regional multi-marquee clubs. The Sussex Club had only a handful of cars a Sylvia Farg and a JBA Falcon both in dark blue.





The Kent Kit Car Clubs, I believe, has their AGM at this event, so had a much larger and more varied collection of cars. Their vehicles included a red home-made special in the vein of a 50's F1 Alfa-Romeo, Jago Geep (silver with flower-power stickers), white Rickman Ranger, white Vincent Hurricane, Pilgrim Tourer - two tone cream/black, plus the usual Cobra's and a 7 clone, and finally a blue Quantum and a Custom Escort Pick-Up.

Classic Cars in the Club Area included a few Triumph Roadsters, one red of "Bergarac fame", some PVT Morris Tourers, Mini's of various ages, a few Morris Minors including a really nice blue Traveller; a couple of Ford Granada's a Marina TC and my personal favourite (in this area) a 1931 Wolseley Hornet Special with Eustace Watkins coachwork, which had recently been restored in green with red trim.



Just after the Show finished on Saturday Helen and the Meriva left the Showground to pick-up my Daughter Nyssa and Grand Daughter Amaris. This meant altering out sleeping arrangements and as the only

male I drew the short-straw and ended in the kitchen area of the tent on a kiddy sized blow-up bed!

After an evening Bar-B-Que cooked by Helen and Nyssa we decided to explore the show's fair-ground area, with a very excited Amaris in-tow. The atmosphere was like a late 50's early 60's fairground, with Showman's Traction Engines all lit up with old fashion coloured "bulbs", chugging and belching smoke and powering the rides via a network of belts. After a search for marshmallows to cook 'girl guide style' (i.e cremate!) over the Barbie we returned to the camping area. And by now the Band had started up with a selection of mainly 60 & 70's music. Eventually we settle down for the night, knowing that an early start was on the cards again!

Sunday morning arrived; with a similar routine to Saturday and we prepared ourselves for a long day. The Sunday is always the better attended of the two days and with such fine weather in the offing this year was no exception!

An even bigger turn-out of Triumph Stags this time almost threatening to swamp part of the Club Area. Also more MGB's and Spridgets than Saturday; together with a couple of welcome 'T; type MG's.

I was hoping to be joined by two stalwart NGers but due to illness and mechanical problems etc., this did not happen! The song "On Your Own Again....." came to mind; however I did have the company of Nyssa and Amaris for part of the day whilst Helen started to break-camp in the effort to improve our get-away time at the end of the Show.



The additional event that happens on Sunday (weather permitting) is a fly-past by a Spitfire around 3 o'clock. And we were treated to a wonderful display of Aerobatics by a very skilled pilot for over 10 minutes. The Spitfire remaining in view by the naked-eye for the whole time! The aviator was definitely enjoying himself, as were the public, virtually bringing the rest of the show to a stop!



This year it was a Mk9 Spitfire (with Dunkirk markings) Serial No 'TA805', it was used Post WWII by the South African Air Force and returned to the UK circa 1992. The plane was rebuilt over a ten year period and is now part of the "Biggin Hill" Heritage Hangar collection of flying 'warbirds'. This aircraft was christened "Spirit of Kent" by Peter Monk.

FREYA, my NG-TA in British Racing Green, was looked at and photographed many times over the two day show. Also many questions asked about the NGOC, the origins of the car and the marquee. I had the latest copy of "ChangiNGear" with me and this was also of interest to quite a few people. I am sure with a larger number of NG's in attendance some new members could have been recruited.

The TA made a very favourable impression even though it is far from "pristine" condition. The rear "Child Seats" with harnesses caused a couple of young families to ask if it was still made. Alas, we all know this is NOT the case! I did explain that the TF and TC were available and that the Club was probably the best source of good second-hand NG's and that we did have a website!

Hopefully we NG'ers might arrange to attend this Show in larger numbers next year, making it our Premier SE Event. I realise that its proximity to the NGOC Rally in Stratford does not help; but this is unavoidable. I am sure that all NGers would enjoy it, as this show has so much to offer.

The date for the 2014 Show is Saturday/Sunday 12th/13th July, with camping from Friday 11th July. I anticipate the entry forms will be available around Feb/March and will need to be returned to the Horsham Historic Club Marshal by the end of April. If you are pre-booked and if you do not camp and do not require a Brass Plaque then entry is FREE for you, your passenger and your NG!

Size-wise Ardingly compares with the Stoneleigh Kit Car Show of about 10-15 years ago; but has a much broader base of attractions including : Car Clubs, Pre-War Cars, Post War Cars (nearly 200 of these were named in the Programme), Military, Fire Appliances, Micro Cars (Isettas thro 3 wheeled Lo-



maxes), Horticultural Auto Trucks, Indoor Models and Collections, Land Rovers, Commercials, Motorcycles, Stationary Engines, Steam Models - including 1/4 scale Traction Engines, Full Size Steam Engines & Tractors

In addition there were Military Models, Model Boats, Heavy Horses, Horticulture Produce, Craft and Food Stalls, plus the Vintage Steam Fairground, various Fast Food Outlets, Trade

Stalls and of course the CAMRA Ale Tent, plus a small Auto jumble. Truly something for everybody and this is also dog-friendly show (on leads of course)

For additional detail see the Show website [www.ardinglyvcvshow.org.uk](http://www.ardinglyvcvshow.org.uk)



*Rob Garratt*

Note: The above photos are courtesy of various related websites and the Spitfire information is courtesy of Robin J Brooks © - Publicity THE BIGGIN HILL HERITAGE HANGAR

## Photo Competition

There are some twenty excellent entries posted on the Club Website

There is now the need to judge the winners and I am asking members to do this en-masse.

Please look at the entries on Club Website :: [www.ngownersclub.org.uk](http://www.ngownersclub.org.uk)

Judge which you consider to be the best twelve for a Calendar and from these pick your first, second and third for the Competition.

**Please email your results to me at [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com)**

The Winner will receive a free copy of this year's NGO Calendar, second— an NG Mug and third—an NG Pen.

**Closing Date for Voting : November 17th — *Su Hore***

Note : Editors reserve the right to adjust the selection of calendar photographs for content, quality & suitability if they see necessary

***Note : Please reserve your Calendar — see Page ???***

**Kleptomaniacs are people who helps themselves, because they can't help themselves - *Ken Dodd***



## EVEGATE SHOW

Chris & I took Rocket to the Evegate Show in the middle of August. Regrettably, like Rob Garret at Ardingly it was our turn to be the 'Billy No NG Mates'

Peter and Mary Clark had hoped to come but OJ was in 'hospital' with clutch problems and Sheen was requiring gear shift medication. Also Robert and Helen Garrett were unable to attend as Freya had a dodgy rear wheel bearing and grease in a brake drum. Speedy recoveries were wished to all concerned, and have since been chieved.

We had a very pleasant journey along the back roads of East Kent with easy access to the Show Area at Evegate Business Park. Evegate is based upon an old Kentish farm with the oasthouse, barns and outbuildings now converted in various offices and retails premises, with a large flat display area at the rear. The Car Show was part of the Evegate Open Day and a fair number of Classic and Kit cars



attended. Fords (Corsair, Lotus Cortina, Anglia), Morris 10, Landrover, Veteran Tractor (which looked as if the farmer had just left it there for the Show). Hot Rods (American type Specials - mostly based on Ford Anglias and all obviously belonging to a local enthusiast's club) together with an American Ford Arizona Highway Patrol Police Car with all its lightbar and sirens. There was also a very good MG replica, and hard to tell from the real thing.

About 12 to 15 Kit cars arrived all of different marques and of disparate quality, It was however disappointing that the kitcars were not grouped together. Most of the kitcars were members of the Kent Kitcar Club.

On reflection Evegate was a fraction disappointing. There weren't that many cars, no auto-jumble as advertised, and no other (sporting) activities related to cars. The nature trail walk was not very inspiring either, really just a trek around a large rapeseed field. Also there did not seem to be that many visitors from the general public.





There were various supporting stands dispensing Pasties, local Cider, etc and we suspect they would have been disappointed with the low turnout. The permanent retail section of the Park was quite varied and of good quality including a very arty Silversmith, small garden centre, an excellent café and a ladies boutique (from which I made a few purchases !!) etc.

Having consumed our picnic lunch quite early, with Show getting quite quiet in the early afternoon, and with the threat of rain for the early evening we decided to head for home around 3pm and again enjoyed a traffic free, and dry return journey. An enjoyable if rather a low key NG outing. *Su Hore*

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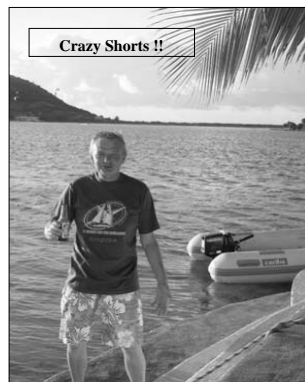
## A Pirate in the Caribbean

June last year someone whispered in my ear 'fancy sailing in 30°C' if so, get yourself a 505 dinghy and compete in the 2013 World Championships in Barbados, thought about it for 10 minutes then dismissed it as I don't own a 505 dinghy however, last October a reminder of the event was back on the table, actually in a bar with Jerry; (my sailing crew from Belgium) at the Proms concert in Antwerp, over a few beers yep lets go for it.

Buy a boat was the next task; most five O's starting price is 15k+! Let's look for a slightly less pricy one; if you can find one. Looked at a 10k 9 year but again it's only for one event, looked lower a came across Martin Wrights Krywood (8423) which after a haggle we came away spending a lot less but needing attention in rigging and fittings department.

By now the original instigators, two Osprey sailors (the Mikes and Paddy) had dropped out, however our names were down for space in a container and that's it we are going. We had to collect the boat from Rugby and by careful planning we arranged to pick up the boat after the Draycote Dash event ie Jerry would tow and drop the boat off at my house on his way back to Belgium and I brought the Osprey back but, before all this logistics were sorted we all finished up in a Draycote bar on Saturday night with the 505 boys annual dinner. We met with most of the Barbados fleet and the alcohol worked! By the end of the evening Russell Wheeler with Lee Marriott (more Osprey sailors) had signed up in their heads, they too need a boat.

Russell and I found one (8432) in Loch Lomond and after stopping off in Manchester for his office Christmas party continued the trek north to collect it, 1000 mile round trip! From November to April the boat was slowly fettled and set up similar to the Osprey, plus the old £1200 spent, still, think of the weather, UK -30°F, Caribbean 30°C, what's in a letter. With airfares and hotel sorted the day came for loading the boats, minus 2°C and snow dripping down your neck! The only though was unloading at the other end. We fitted (just) 9 boats in a container at Queen Mary's SC, plus there were two other containers



loaded further north making a total of 25 boats. I managed to track the ship (Elsbeth) on the AIS from Southampton to Le Harve then it went out of European waters, next time I found her she was in Port De France Martinique then onward to Bridgetown, its there, relieved. In the mean time Tim Rush was unable to go and lent his boat to the Mikes, so they were three of us from the Osprey fleet.

The event lived up to all expectations, opening ceremony, flag bearers of all the competing nations,





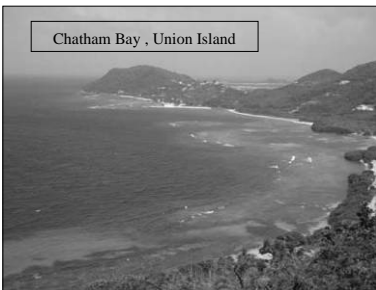
speeches and the purposed built 'beach hut' (50mx15m) erected on the foreshore loaded with free beer and drinks every evening when you came off the water, plus our own specially flown in trolley dollies, Teresa, Hannah, Helen, Bridget, and Charlotte, plus Jerry's Mum and Dad.

After the first pre-worlds race it was apparent that our older boats (ie myself, Jerry had oldest and Russ and Lee had the second oldest) were out gunned regarding pointing and this set the pattern for the event ie trailing round at the back so we made it up with beer and rum, Mount Gay rum which after a few (Charlotte stacked six up for me to test) my head next morning without the rum would have been sufficient!

The Mikes had several gear failures and the worse anyone could wish for in a borrowed boat, a German on Port tee-boned them before the start! Tim took it well after 'who was going to phone him' my duct tape did pretty good job for the rest of the event. It was interesting that the Mikes had a 54<sup>th</sup> on one race even though they sailed in! (SAP Computerised results?) The only other negative was these two 2 1/2hour races a day with the windward mark 1Nm! Most of the places were sorted after the first beat, they should adopt the Osprey fleet 1 hour race and lots of them.

SAP the main sponsors equipped us with trackers/transponders which displayed our positions on a massive HD screen during the racing in the beach hut, Richard; Jerry's Dad took a picture of us in 16<sup>th</sup> overall at one point! About our only claim of the week, that's what we thought, so, first day on the main event the top three prizes were presented then a prize for the boat in 58<sup>th</sup> this being the 58<sup>th</sup> worlds and yes Jerry and I marched up to collect the prize. Russell and I were aiming for this as it was about the only trophy we could achieve.

Anyway, the racing continued day after day plus the evening drinking sessions, we were joined at the bar by fellow Osprey sailor Robin Tooz Hobson, who had sailed from St Lucia in his 42 foot Catalina yacht called Sophie Ems. Robin has basically left the UK for another life cruising the Caribbean and after fixing his starter motor one morning he invited me to join him in St Lucia after this event for a 'busman's holiday' then travel with him down to Trinidad with all islands in between, it would be rude to say no, that story continues later. When you think of the Barbados, sun, sea, and warm temperatures, Concorde flying daily (now in a museum next to the airport) you think of luxury, but we didn't experience this, Bridge Town the capital we witness poverty; 50-80 people queuing





for food handouts given by the local churches from the back of an estate car in the main square, plus pavements or lack of, roads in poor condition and the food in restaurants was expensive. Beggars on the streets 'have you got a biscuit' but, they were all friendly and polite to us all saying hi or good morning everyone you passed.



There 2 BB\$ (60pence) bus system was based on a 15 seater Toyota mini busses, usually 20 to 25 onboard however on our way back from Oistins a fish market restaurant town the bus driver said two more so Russ and I jumped in the already crowded bus, he then drove 100 yards and picked up two Mikes, Helen, Bridget, and Charlotte, then another 50 yards two more got in; now over 28 and no time to loose drive back to our hotel, took an hour to get there and 10minutes to get back, only to get in the bar over the road from our hotel, more drinking!

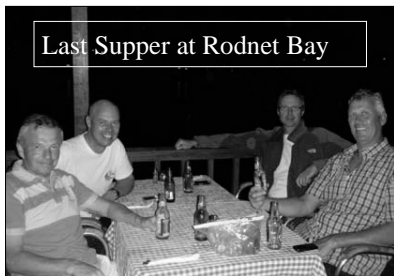
The organisers put on various evening events one was to the Mount Gay visitors centre unfortunately a group went off in a taxi only to return saying its closed, Oh never mind Mr SAP who said 'open the Barbados yacht club bar' free Rum and beer all evening! Then we went to the Mount Gay rum centre another night, glad there isn't any lemonade drinkers in the sailing world! They also had a German sausage bbq night but the Germans never got the lederhosen on, some excuses were made but the sausages did have a Caribbean flavour.

Like all good experiences they come to an end; the last day was upon us and the rush to pack the boats away and we were all up to speed with the packing of nine boats in a container. There was a sad end or non starter for some competitors; one the Americans containers got lost and arrived on the Thursday proceeding the last day of racing! Not happy bunnies. Most of them had flown home.

Closing ceremony was upon us on that evening of the last day of racing and speeches, prizes were distributed, the Germans took the first three places and I believe Ian Pinnell came 8<sup>th</sup> being the best Brit. Halfway between the 10<sup>th</sup> overall and the winner Geest Line presented a special trophy award for the best perseverance competitors!

Yep, out of the blue as they announced our sail number and names; Jerry and I had a grin that covered the entire Caribbean Sea! What have we done to get this? We had sailed every race and received the highest points so, an event to remember 66<sup>th</sup> out of 80 and sailed in 28°C sea temperature!

*Mike Greenland*



— and see note on Page 50 — Eds





## Rocket goes to Derbyshire to join the Merlin Owners Club Rally.

When Barry Jones of the Merlin Owners Club started to organise a Derbyshire event, and opened this up to other 'similar' marques, Su & I thought this sounded good fun and we put our names down straight away.

We opted to do the journey up over two days and always prefer to leave early to avoid commuting traffic, and motorways. So leaving home at 6:00am on Wednesday saw us having a good breakfast at the The Poacher in South Warnborough. Bit of story here ! - when we went to the NGOC Rally in 2012 we chose The Chilli Pad at Odiham as our breakfast stopping point, but when we came to do the same thing this year for the Welsh Holiday and the Rally we found it had closed down, so we found The George at North Warnborough and very nice it was too, however when it came time for Derbyshire The George had gone the same way as The Chilli Pad !! - let's hope that The Poacher is still there next year !!

Keeping on our cross country route we headed on up to Silverstone where we had booked an overnight stop at the somewhat unusual 'SnoozeBox' which actually inside the circuit. Although the Silverstone SnoozeBox is a permanent (flagship display) installation the system is billed as a 'portable' hotel. The concept is that temporary but substantial no-frills sleeping accommodation can be quickly installed and dismantled at major sporting or similar events to serve the needs of customers and/or event staff. SnoozeBox is a modular design based upon a 40ft shipping container which is adapted to provide three 'boxes' each of which contain double-bed, single bunk bed, wetroom area with shower/basin/lu, small amount of draw and hanging space plus TV. These modules are then stacked two high and back to back with modular external gangways and stairs. All very cosy and comfortable and quite adequate for a one or two night stay. The sleeping modules are serviced by a separate 'hotel assembly' providing reception, bar, lounge/dining room, kitchen. All quite good value at £45 per room per night, including a substantial and varied cold buffet breakfast.



We arrived at the circuit in mid-afternoon and having checked in we wander around the circuit and watched various drive-day activities, making rather uncharitable remarks about 'pussy' amateur drivers who all seemed to lift-off far too early, brake far too hard and take all the wrong lines thru' the corners - we just itched to get Rocket in amongst them to show them how it should be done ! probably just as well we couldn't - which avoided the risk of egg-on-face !

Thursday morning, having partaken of the very generous breakfast, we quickly



looped onto the A5 for a gentle traffic free drive northwards for the next planned stop at Twycross Zoo. We spent a couple of hours seeing the wide selection of animals and taking a light lunch before carrying on towards Swinscoe, just outside Ashbourne. We



arrived at Common End Farm without incident, except that our satnav insisted that we should turn left off the main A52 through a locked gate onto a muddy farm track - when in fact it was a right turn just 25metre further on !!. Thankfully the farm has a suitably large sign right outside.

We were the third couple to arrive and duly staked our claim to the bedroom of our choice in the very nicely converted self-catering barn. In due course the rest of the

'gang' arrived and introductions made over tea and cakes. Barry had cleverly arranged for a Tesco delivery of sufficient foodstuffs and booze to last a full regiment at least a week, never mind six couples for just 4days. The ladies of the group were quick to unpack the delivery and set about preparation of a 'spagbol' for the evening meal before we all sped off for a whistle watter at a local pub. For the purposes of the day trips we prepared picnic lunches from the 'Tesco' stocked larder and supplemented this with teas and cakes at various stopping points.



*At this point I shall hand over the narrative to Dave Kitson who has kindly sent me a copy of his write-up for the Marlin Owners Club Magazine, which now follows :*

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## Marlin Trip to Derbyshire, 12<sup>th</sup> – 16<sup>th</sup> Sept

This was an unusual trip in that it was organised by the Merlin Owners Club, rather than our own. They had thrown it open to other similar cars to foster relations between clubs, and to help boost numbers on their event. The Marlin club is much larger than the Merlin club, and yet we have seen even smaller numbers on our events this year. All part of the problem of recession and ageing demographics, I suppose, but I thought it would be good to join them, and maybe invite them to one of our 'dos' next year. At one time, the 'Running Board' type cars were the mainstay of the kitcar industry, other notable examples being NG, Moss, JBA and Pilgrim. There must still be quite a few out there but I wonder if many of these Owners Clubs are still really active.

Caroline had booked a trip to London with her Mum on this weekend, so rather than sit at home with the dog, I decided to take the Cabrio to Derbyshire. Ronnie had to go to the pet-



sitters, but he seems to enjoy it there, so he had a holiday too! With only me in the car, it was an opportunity to travel light, so I ditched the trailer, and crammed the small tent and all the other gear I needed in the car. I chose to go from Thursday to Sunday, and left Bradford to go down through the Peak District, a much nicer run than down the M1. I got lost in Huddersfield, which seems to happen whenever I go there, the road signs being of no help whatsoever in finding the route to Holmfirth. Per-

haps I should get a Sat-Nav, but I don't need one anywhere else, so even that may not help. Once past Holmfirth, there are some great roads – try them if you get the chance – A6024/B6105 to Glossop, A624 to Chapel-en-le-Frith (where you pass under a stunning double viaduct), and A6/A515 to Ashbourne.

I arrived at the campsite just outside Ashbourne to find everyone there. They were all staying in the converted barn, which was very nice; I went round the back to pitch the tent - I know my place !. Once erected, I joined them in the barn for a natter and to compare cars.

What a splendid crowd they were! Much like the Marlin owners really! In attendance were five couples from the Merlin club (only four Merlins though, as Barry-the organiser had a bad knee and was in an auto MX5), a couple in an NG-TC V8 and me. I should just do a namecheck and hopefully tie them in to their cars. I might run into them again, and I'll need something I can refer to!



- Barry & Nita Jones – black MX5 (Eunos-based).
- Andy & Helen Bell – white Merlin (Cortina-based).
- John & Jayne Chisnall – blue/white Merlin (Cortina-based).
- Peter & Barbara Wiklo – two-tone green Merlin (Cortina-based).
- Darren Parker & Nina Roby – maroon Merlin (Sierra-based).
- Chris & Su Hore – blue/silver NG TC (MGB-based, Rover V8).
- And me Dave Kitson - green Marlin SWB Cabrio (Sierra, Rover V8)

The Merlins were all running 2-litre Ford engines, and were the later 2+2 cars, produced up until the early 90s, so pretty much contemporary with Berlinettas. (Early Merlins were 2-seaters, and can be spotted by a more rectangular radiator grill. No doubt someone will correct me if I've got any of that wrong!)

In addition various other Marlin owners joined in for daytrips on different runs, Doug & Liz Billings (blue Cabrio) who live just round the corner, John & Evelyn Mulvaney (silver Cabrio), Dave Siddall (black Sportster) and Alan Hogg (red Cabrio). Once again there was a lack of Roadsters and Berlinettas, which has been noticeable this year at various events. I have to



say all the cars looked superb, and other than a blocked fuel filter, ran faultlessly throughout the weekend.

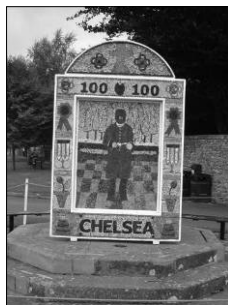
Even though I had brought supplies, I was quickly invited to join everyone else in the barn for meals, so many thanks to the chefs. I was even invited to sleep on the couch if the weather got too bad for camping! In fact the weather wasn't bad at all, the

only sustained rain coming on the return journey. Before the meal on Thursday evening we had a quick run to the Yew Tree pub at Cauldon. What a truly amazing place, full of strange antiquities, a must-see if you are in the area. Unfortunately I forgot my camera that night, so I'll have to go again!

Friday saw us on a run round the western end of the White Area of the Peak District. Derbyshire is packed with villages and narrow lanes, so I can see how Doug & Liz kept coming up with new runs when they were doing their Derbyshire weekends. Nevertheless I did recognise a few places, especially as I'd already been in the area earlier this year. (I got lost in Huddersfield on the way down then, as well!)



A brief stop in Hartington allowed us to stretch legs and look at the well dressings, a pastime which seems peculiar to this area – or is that just 'peculiar'? Picnic lunch was taken at Arbor Low stone circle, (which should be nice when it's finished!). In the afternoon we had a very informative guided tour of Haddon Hall, which is very much as it was 400 years ago, without it being occupied and without it having fallen down in the meantime. Very much in a time bubble.



Saturday's run was more round the eastern end of the White Peak district. First stop was for a guided tour of Pooles Cavern near Buxton, one of several such caves in the area. I particularly liked the 'Poached Egg' stalagmites, but I was starting to get hungry! Nevertheless, I had to wait till Monsal Head for lunch.



Absolutely spectacular view, but what a waste of a viaduct, putting a footpath on it! We called in at Chatsworth House for afternoon coffee, but the miserable toe rags wouldn't let us park in front of the house. We had to go round the back with all the ruffraff!



If the Duke & Duchess show themselves round our way, there's no way they are parking on our drive, so there! Finally we went to



Matlock Bath (Southend without the sea, as Barry puts it) for a very good curry, and to see the illuminated boats on the river. The return run to the campsite in the dark was enlivened by a lack of signs, and the neat trick of losing the leader, Barry who got back after every-one else, much to our

amusement.

Sunday's run to Arkwright's Mill in Cromford was led by Doug & Liz, who heard about the previous night's escapade,



and volunteered to save Barry from further embarrassment – he does now live in Suffolk though! We were allowed to park in the main yard in front of the mill here, away from the riffraff, so we'll go there again! After lunch I bid farewell, and thanks for an excellent weekend with good company and fine cars. The rest went to see Heage windmill, and then stayed another night. I got lost in Huddersfield again on the way home, unable to find signs for

Bradford! What is it about the place? Or is it just me? Perhaps it was my fault we lost Barry on Saturday!

Hope we can do it again though!

***Dave Kitson - Marlin Owners Club***

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***Thank you Dave - and now taking up the narrative again >>>***

After Dave had left us at Arkwrights Mill the rest of the group took a guided tour of Heage Mill which is the only surviving and working six bladed mill in the country, Although the day had turned very windy the sails were still turning which was good. The tour guide, somewhat of a Benny Hill impersonator with a slightly naff line of jokes, gave us a very interesting insight into the working of the mill and the way that different flours are produced from a variety of cereals. Su & I took the opportunity to buy a bag of strong white flour and it produces extreme good loaves from our breadmaker.

By the time we left the Mill it had started to rain quiet heavily and it was here that Barry and Nita had to take their leave before heading home before setting off again for Turkey.

The weather had pretty much cleared by dinner time and a self-catered Chicken Chasseur had been prepared, while some packing preparation were made for the morning departure.

Various forms of evening entertainment included rounds of Chase the Ace and The



Bomb plus an impromptu demonstration/instruction Salsa session from Darren and Nina (who are rather good at it - very Latin and sensual !)

In spite of the weather forecast Monday dawned dry and clear. So having done our bit to leave the Barn clean and tidy and with Rocket repacked and Bootbag again in place Su & I set off for the return journey. We retraced our route back past Twycross Zoo and down onto the A5 but then joined the Fosse Way for the very pleasant cross country route all the way down to Shipton-on-Stour, across through Chipping Norton and Burford, stopping for lunch on the riverside at Lechlade (during which time, conveniently, it rain ed for the



only time that day) Then onwards for Newbury, Basingstoke and Fleet - where we had booked an overnight stop at the Days Hill Hotel (one of few places that you can pay economically for 'room only' if you don't want any breakfast) We spent a very pleasant evening at The Queens Head at Dogmersfield with Paul and Donna (Gray) .

Then an early start on Tuesday just before sun-up again to avoid the commuting traffic and taking the country route down to Midhurst on a very pleasant Autumn morning, a stop at a McDonalds for a surprisingly tasty and economic breakfast at Cowfold (A24), we were home by 9:30am and unpacked before the rain started in earnest, having covered some 830miles on our 6day round trip. A very good conclusion to our 'Rocket Away Days' for the year, though there will hopefully still be the odd few days out.

We are only sad that Barry is giving up his Merlin and retiring from club activities this year . We hope somebody will step into his shoes to keep the Merlin club alive. With the reducing numbers and the general decline of most car club activities it is probable that 'mixed marquee events' such as we joined this autumn are the shape of things to come. And good it was !

*Chris Hore*



**Those people who think they know everything are a great annoyance to those of us that do !! — Isaac Asimov**



## Which Petrol should we use?

I'm no expert on fuel chemistry but have become increasingly concerned about the effects of adding Ethanol to petrol and the consequent risk of damage or deterioration to materials likely to be used in the engine/fuel system of a typical classic car. There is also the issue of whether cheap discounted fuels might be less than ideal for our precious fun-cars! As a non-expert I've done some research and talked to people and the following article represents my conclusions. If there are any experts out there I would appreciate some responses to this article so that we can all learn more about a subject that we can't afford to ignore!

The majority of petrol sold at the pumps in the UK now has a blend of 5% Ethanol mixed with the fuel increasing to 10% Ethanol during this year (2013).

In this edition of ChangiNGear we will also find an article written by a friend (Dudley) who owns a Daimler Dart SP250. Dudley's article is about deterioration of a fuel hose that he has directly attributed to the Ethanol content in modern fuels.

Ethanol is made by fermenting and distilling starch or sugar crops such as sugar cane, sugar beet, wheat or other grains. Ethanol may have the dubious virtue of being a renewable energy source, which is good news if the machine using it has been specifically designed to use this fuel. Unfortunately, a less desirable quality of the fuel is its corrosive nature. This is partly due to the high oxygen content. Oxygen is a very active element; in fact it reacts with almost everything. It is oxygen that turns iron into rust amongst other things. In liquid form these reactions are accelerated (e.g. metals corrode faster in water) and when mixed with hydrocarbon fuel, unexpected issues have been identified. Ethanol is also acidic, and this acid damages many materials.

In addition to Dudley's article on his Daimler fuel hose, a good example of the harmful effects of Ethanol can be found in a typical fuel tank. Many older fuel tanks are made using two sheets of pressed mild steel welded together. A sealant is used to ensure a perfect seal (unlike water, petrol has no surface tension and will leak through the tiniest of gaps). Ethanol will react with this sealant releasing it as a gooey substance into the fuel. Instances have been found of fuel tanks that have been efficiently sealed for decades being damaged by Ethanol in petrol. Even the metal itself is not safe. Hydrogen bonding causes Ethanol to be hydroscopic to the extent that it readily absorbs moisture from the air. In a humid country like Britain this equates to a significant amount of water being added to the fuel and the steel (which has now had its protective layer stripped off by the Ethanol) begins to rust.

On the theme of storage tanks, the following information reinforces the view that Ethanol can be very damaging. Blending Ethanol with the petrol is the final act that the fuel company undertake. It is added only when the fuel is in the tanker, ready



to be delivered. This is because if added sooner than this, the Ethanol would attack the storage tanks in the fuel depot. It is for this reason also that Ethanol can't be transferred along pipelines with the rest of the fuel (it eats them too). It has also been known to damage the storage tanks in service station outlets and these need to be modified to contain Ethanol fuel.

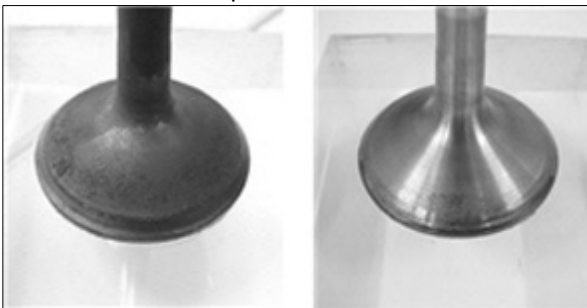
Whilst attending the Moving Motor Show at Goodwood this summer (precursor day to the Festival of Speed) we had a long conversation with a chemist from BP fuels who said that he was responsible for the development of the additive packages in their current petrol line-up.

According to our BP chemist, there is no Ethanol content in BP's Ultimate fuel blend (mid-2013) and that, to the best of his knowledge, there are no plans to introduce it in the future. Obviously the regular grades of petrol, from all the suppliers, contain Ethanol. I've not been able to confirm whether Shell's V-Power is Ethanol-free. I believe that some of the other major brand names still sell Ethanol-free 'Super' blends but have not verified that statement.

As well as the Ethanol issue the other consideration is additive packages. I have, for some time, been a fan of the high-end fuels typically supplied by both Shell (V-Power) & BP (Ultimate), particularly for their enhanced additive packages that are well known for keeping the internals of an engine & it's fuel delivery system clear of carbon and gummy deposits. According to BP *"when you use inferior quality fuel in your car, it can leave behind harmful deposits. BP Ultimate prevents these harmful deposits from forming & it can also clean away almost all existing deposits to help make your engine run like new once again."*

These images show an intake valve from a petrol engine before and after running on BP Ultimate Unleaded. The valve on the left is heavily coated with black carbon deposits as a result of the engine running continuously on ordinary unleaded petrol.

On the right is the same valve now virtually as clean as new after the engine was switched to BP Ultimate Unleaded and run for 10,000km.



There have been many real-world experiments to prove these claims and the evidence is freely available. I leave the reader to judge which vendors of petrol might be selling 'inferior quality fuel' but there is increasing evidence of the adverse affects of the cheaper fuels even in newish cars.





As far as additives are concerned, BP state that they subject their additive packages to many thousands of miles of testing in a variety of vehicles before introducing them to the forecourts as an integral ingredient of their high-end fuels.

We hadn't previously realised that, contrary to popular opinion, the high-end fuels are not just different in their additive packages but the base fuel is taken from the higher quality end of the available range and hence you also get 'more bang for your buck'. This might help to explain why the higher-spec fuels are advertised as being able to improve fuel consumption.

One advantage of the better detergent package is that an engine with cleaner internals will run more efficiently, i.e. frictional losses are reduced. Keeping the cylinders clear of unburnt carbon deposits also helps prevent pre-ignition.

The higher-spec fuels also have a higher octane rating. From data published by BP, higher-octane fuels contain a slightly higher amount of Iso-Octanes and should theoretically produce more combustion product leading to greater power. According to other test reports this is, at best, likely to be in the region of only 1 or 2 bhp and would not be felt by the driver. However, higher octane fuels allow the use of greater ignition advance & hence an engine that feels more responsive.

Having looked at the theory, it appears that detonation resistance in petrol is indicated by its RON (Research Octane Number). The higher the octane, the more detonation resistant it is. In the good old days of leaded fuel, tetra-ethyl lead was added to prevent the fuel detonating (as well as to protect the exhaust valve seats). However, as we all know, lead is a toxin and was removed from fuels some years ago.

Once unleaded fuels became the norm, initially benzo-phenolic compounds were added although these were highly carcinogenic. Other additives included Methylcyclopentadienyl Manganese Tricarbonyl (MMT) and Methyl Tertiary-Butyl Ether (MTBE). These days Ethanol and Ethyl Tertiary-Butyl Ether (ETBE) are added

Another consideration is that, even at only 5% mixture, Ethanol will alter the correct fuel/air ratio and lead to unadjusted engines running weak. Slightly rich mixtures will result in wasting fuel but slightly lean mixtures can result in significantly increased combustion temperatures. To further add to the problem, vaporisation can lead to incorrect fuel metering and a further 'leaning' effect. It should be noted that an increase in combustion temperatures would not necessarily register on the car's temperature gauge which is only monitoring the temperature of the coolant directly in contact with the sensor. This is usually accurate enough to indicate if the engine is operating within its design temperatures. However, permanent damage may already have occurred to valves and pistons before any change is no-



ticed in coolant temperature

Another effect sometimes occurring with the good old B-series engine is heat-soak and difficulty in re-starting a hot engine. Ethanol has a higher volatility than petrol and therefore it vaporises more readily. This can lead to 'vapour lock' in the carburettors and fuel pump, particularly if allowed to heat soak. This means that a hot engine that is switched off will heat soak the fuel (which it does anyway) and cause starting problems if the engine is restarted whilst still hot. Some cars may suffer from vapour lock whilst running, especially on hot days, leading to loss of power and cutting out

In conclusion, and with apologies for the rambling article, most of us cover fairly low mileages in our 'fun cars' and hence our annual fuel bills are fairly modest. The extra cost of a few pence per litre to use a higher quality fuel will therefore add very little to the overall annual running costs. This has, in my opinion, to be money well spent and is well worth considering.

*Paul Gray*

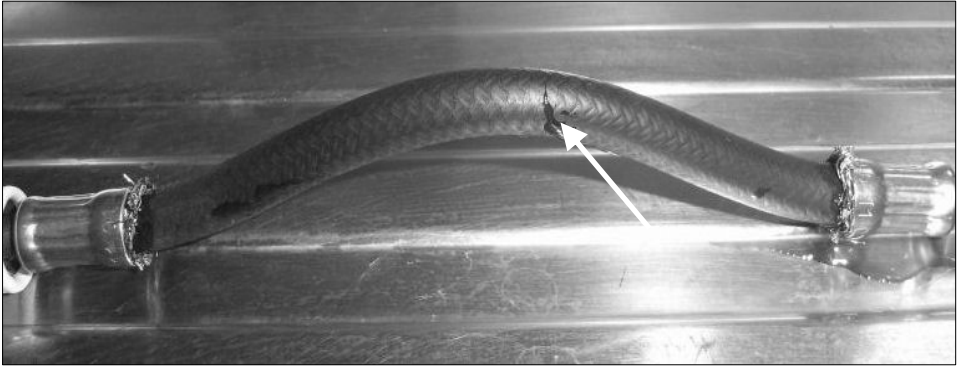
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## Owners Beware !! and a Reminder about Ethanol in Petrol

I had a lucky outcome from what could have been a disastrous incident last February. On one of the rare, dry and sunny days, I gave the engine of the SP a run after its cold damp winter. It started fine and I let it run for about 10 minutes, then thought I had better look under the bonnet just to make sure everything was OK. To my shock I saw petrol dripping from the cross pipe between the two carburettors onto the engine manifolds. I immediately turned off the engine and put the first thing I could find under the drips, you could see the petrol vaporising, and just hoped that it would not ignite. I have a fire extinguisher in the garage and one in the car but fortunately they were not required.

The cross pipe was the first thing I bought 9 years ago when I originally had the car. It had s/s braided protection with brass fittings with olives etc. so it had the most secure fitting to the carburettor pipes. I naturally thought that it should be safe for many many years. I have since obtained a Petroflex pipe, which again has braided s/s protection but has only Jubilee clips at either end. I have examined the old pipe by carefully stripping off the braiding to expose the rubber pipe. It appears to have fine cracks all over





it, but only leaking at one particular spot at the outer apex of the bend in the pipe, where it was most in tension.

A friend led me to an article concerning Ethanol which is being put into petrol these days. This seems to be a disaster to engine components not designed for it as it causes rapid corrosion to some metals and cracking in rubber! At present 5% Ethanol is added to most petrols(E5) but in 2013 it is likely to increase to 10%(E10) Apparently, because of its corrosive nature, they do not add the Ethanol to the petrol until it is just about to be loaded into the distributing tankers! However last year Total and some of the Super petrols of other manufacturers did not add it to their petrol. However I have not been able to obtain up-to-date information or confirmation on this and anyway all my local Total garages seem to have disappeared in my area.

Our Chairman in the June 2012 issue of DM brought us up to date on the Federation of British Historic Vehicle Clubs (FBHVC) testing of additives which we can add to our petrol to combat the damaging corrosive effects of petrol containing 5% to 10% of Ethanol. Legislation will require that proportions of 10% or over must be displayed at the pumps however could this mean that proportions up to 9.95% Ethanol need not be displayed?

Coming back to FBHVC's testing, as I understand it, the testing only covers the corrosion effect upon metals and does not include rubber petrol pipes, seals in pumps and filters etc. The only suggestions I have come across so far are for these components to be replaced. Below is a list of recommended/Not recommended materials in contact with Ethanol/Gasoline mixtures obtained from the FBHVC's web site:-

As a lay person, I do not know whether my recently purchased Petroflex pipe uses one of the recommended materials or not, their website does not mention whether their pipes are suitable for petrol/ethanol mixtures. **Also it has been said that a 10% Ethanol mixture could affect even cars only 10 years old !**



Do we all need to put additives in our petrol to negate the metal corrosion, replace all our rubber petrol pipes, replace all the seals/diaphragms etc. in petrol pumps and filters?

I for one maybe very reluctant to run the risk of fuel failure or fire whilst driving on a motorway. It would be interesting to hear other views on this matter. Also advice on obtaining and changing rubber components on our vehicles could be very helpful for many.

*Dudley Ings - Daimler Dart Owners Club*

## Did you win the Bootbag ????

The correct answers to the questions for the Competition in the last issue of ChangiNGear are :

The litre capacity of the Bootbag 'Original' is - 50 Ltrs

The current price of the Bootbag 'Elise' is - £84.95

**The lucky winner is : Andrew Brooks-Holmes (NG1343)**

Teresa Goodbun kindly made the 'blind' draw

**Our thanks again to Anthony Dixon of Bootbag for donating this prize to the Club :: [www.bootbag.com](http://www.bootbag.com)**



## The Caribbean Experience :: Part Two

See 'A Pirate in the Caribbean' - Pages 36 to 38

Mike Greenland has penned a great deal more than we had space for in this issue of ChangiNGear. We have therefore asked Mike Peel to post the whole of Mike's Article on the Club Website, so you will be able to catch up with his further exploits online.

Eds



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

We are always pleased to welcome new members.  
Membership Fee : £15 per year (reduced if you join mid- year).  
Membership includes quarterly issues of ChangiNGear  
and some Insurance Companies offer reduced rates for NGs.  
Most of all you will be joining one of the most friendly car clubs around !  
Contact Bob Morrison, Membership Secretary—details inside front cover

*The following have recently joined the ranks of NGOC :*

**Brent Fielder, (1527)**  
Wilden Beds, MK44 2QN

**Milly Norton, (1528)**  
Fleet, Hants GU15 7SE

**John Giblin (1529)**  
Betchworth, Surrey, RH3 7JG

*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*

## **NGOC Wall Calendar**

We are intending to again produce a Wall Calendar for next year. The format will be the same as previous but will use the winning pictures from the Photo Competition. (see Page 31)

It is hoped that the cost will be the same, or only a little more than last year.

£8.20 (max) including P&P

We need to achieve a quantity of 50 in order to achieve the best unity price.

**It would be most helpful if members would pre-order their Calendar  
Please send me an email (ngoceditor@gmail.com) to advise the quantity you require. I would be grateful if you would do this by the 15th November**

*Thank You - Chris Hore*





## 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  
**£7,550 ovno**  
**Martin Wakelin (NG 289)**  
01527 - 836242

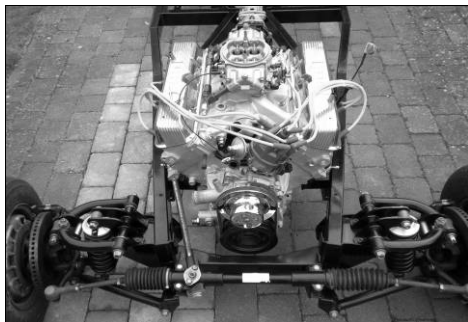
### NG - TF



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. **All this for reduced Price of £5700.**

**Andrew Brooks-Holmes**

[andrew@brook-holmes.com](mailto:andrew@brook-holmes.com) : 07801-881181

## Steering Wheel



A brand new unused classic 15" Moto-Lita leather rim steering wheel that normally sells for £178. This wheel meets the new IVA requirements and yet has the classic look. It fits the 9 hole Moto-Lita boss for the MG steering column  
**For sale for @ £100.**  
**Paul Keeble (NG 1499) - East Sus-**

## 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)



## NG TF : Reg VUV257G



Built by the current owner from an original 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.

Both rear sections of exhaust new. Good set of Firestone tyres with minimum wear.

Lots of receipts and paperwork including original kit receipt.

>>>>

## 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)

<<<< Please call or email with any further questions or for more photos.

**£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 (2+2)



Very sadly after 8 yrs ownership. MGB based 2.1 o/d 3&4 British Racing Green - Tax Free. Original conversion in 1995 then major (£5000 in brand new parts) restoration in 2002. Has full tonneau, motalita steering wheel, knock on spokes etc plus the windscreen, windows, hood and hoops to convert back to roofed if required. MOT to Aug 2014.

Remanufactured (not just reconditioned) Ivor Searle MGB 2.1 unleaded conversion with Stage 2 fast road cam, stainless steel performance manifold and full stainless exhaust, new twin SU HS6's and new clutch when installed - just this lot cost over £3500. Lumention Electronic ignition, Kenlowe electric fan, custom build radiator, oil cooler, all pipes, ancillaries, fuel pump, water pump etc installed as brand new and only done 2700 miles since.

All paperwork back to 1999, receipts for £5500 since 2002. Dry use only / garaged for last 8 yrs. Selling as family too big for 2+2 now.

**£7000 o.n.o** Reading, Berkshire  
**Neil Blagden** 07733287865  
theblagdens@[googlemail.com](mailto:googlemail.com)

## NG-TC



Bought in 2004 as a runner, it has now been laid up in my workshop for the last 8 years. My plan was always to restore it but this hasn't happened so now I am selling it as a project.

Storage in a but meant there is now a lot of work required to bring it back into original condition.

The engine is the Twin Carb 1800 and has only run for 4000 miles. The donor was an MGB and I have some of the paperwork from the builder.

*Offers invited.*

**Paul Lowry** 07871 859007

Based in East Sussex for viewing.





## NG-TF Weather Gear

**For Sale:** for early aluminium screen. A Full Set ie hood, sidescreens and tonneau in Vinyl. Second hand but like new with hood and sidescreens in plastic protective bags.

Colour cream.

Would cost £960 new

will accept £500 ono

**Paul Keeble** (NG 1499)

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## Various Bits : For Sale

**For NG & 2ltr Ford Pinto**

Weber 32/36 DC8V

Ford Pierburg 2E Carburettor

Plus Inlet Manifold & Pancke airfilter

Mechanical Distributor

TCI coil ofr Electronic Ignition

Blue high performance HT leads

Brooklands Aeroscreens (needs 1 new glass)

Headlamp Cowl (GRP) Rover Flame Red

Various connectors, & relays etc

**Brian Lygoe** : [blygoe@btinternet.com](mailto:blygoe@btinternet.com)

## Set of 5 Wire Wheels



**For Sale** : 15" painted wire wheels, four with "as new" tyres/tubes (200miles only) and a spare that is serviceable. Splines have very little wear and the wheels have had some refurbishment (spray/lacquer) but would benefit from a more thorough job being carried out. The only reason i'm selling them is that I've "invested" in a set of chrome wires!

These would be ideal for anyone wishing to convert to wires without spending four figures to do so!

**Price:** £250 - buyer collects

**Contact:** Neil at [nandsu@hotmail.com](mailto:nandsu@hotmail.com)  
Thrapston - near Kettering

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## WANTED

### NG-TA Chassis : Wanted

Has anyone got an unwanted or damaged TA Chassis ?. In any condition but with correctly registered V5. Or maybe you have a car that needs too much work to see the road again.

**Martin Boagley**, Cleveland, Teeside  
[lesley.boagley126@btinternet.com](mailto:lesley.boagley126@btinternet.com)  
07917-651833

### NG-TF or TD : Wanted

Anything considered but must be in good running order

**David** :: 07798-866071

### NG-TC V8 : Wanted

In good condition, please

**Greg Musgrave** :: 07957 571014  
Chichester

## 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

All about 'Greeny'



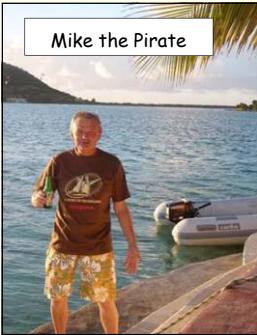
Dobby at Knebworth



Wim has got it finished !!



Mike the Pirate



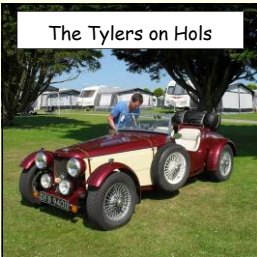
Goodwood Revival



Liz & Dave got Hitched



The Tylers on Hols



Ardingly Show



Irish Festival of Speed



Shoreham Horse Show



Evegate Show



**All in this Issue  
and More**

**the NG Owners Club magazine**

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