



CHANGING GEAR



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Contributions Please

Been anywhere interesting, done anything " newsy" in your NG, or to your NG; do you have an entertaining story to tell ??

Please send in a few words and pictures for 

Please send your contributions for the Winter issue by mid January to ngoceditor@gmail.com.

Remember, without your input there would be no magazine!

Thank You



Chairman's Message

Hello to you all.

Looking back at my previous message, I commented on the brilliant weather that surrounded the National Rally, well heavens above, go to our Nora, none of us should be complaining. I exclude farmers, small holders, and allotment holders. It has really benefitted those of us with open top cars and caps that stay on, even at (legal) speeds.



We however should never be complacent. This morning as I drove to Leominster in my old tin top, the rain was so hard I had to pull into the services, to think long and hard as to which switch I need to touch to wipe the rain water from my front screen. Importantly, the wiper blades weren't, over time, welded to the bottom of the screen.

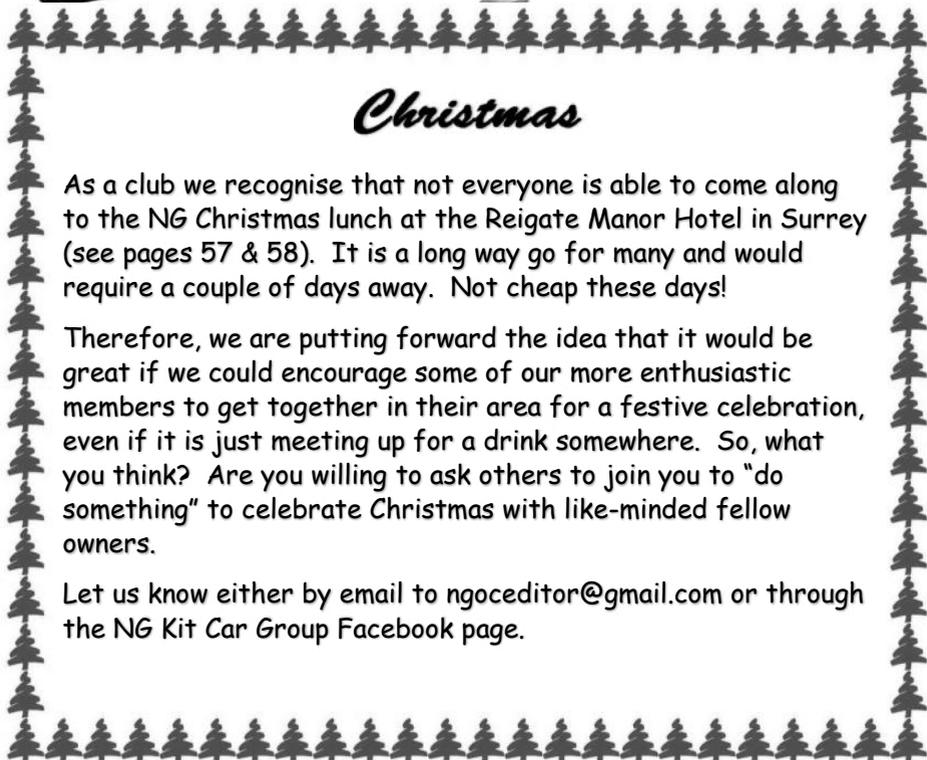
Talking of complacency, I have owned my TC since 2013, and the TF since 2016, although regularly maintained, I assumed they would always be reliable. Well one of my friends, who had admired BOW from a distance asked if she might have a ride in it. So last Thursday, I thought sensible to check all fluids were at their correct level. All were, great I thought, now fill up with the jungle juice and all will be ready for tomorrow.... I went to drive to the filling station, no clutch! Luckily I had the TF to fall back on, so the following morning dropped the hood, collected the lady, who was, I'm sure, a little disappointed, nonetheless happily jumped in and off we went. "oh" she said as we drove through Inglefield Green, "a very smooth ride", just then a sleeping policeman took out the complete length of exhaust including silencer!

That following weekend, I had booked the car into our local show, Egham, it being only 600 metres from the house I drove the V8 powered TF in its rich and deep burbling exhaust free state very slowly almost on tick-over to the show ground. Both cars are now lined up to be sorted by my car doctor Dave Ward.

Enough of that, there have been plenty of outings as reported further on in the magazine. And don't forget the Christmas lunch for those around the southeast is on Sunday 30th November organised by Sue Bolton. For lots more jollies look at the events list on page 10, as usual researched by Dave Woolgar.

Until next time...Happy and safe N'Ging

John



Christmas

As a club we recognise that not everyone is able to come along to the NG Christmas lunch at the Reigate Manor Hotel in Surrey (see pages 57 & 58). It is a long way go for many and would require a couple of days away. Not cheap these days!

Therefore, we are putting forward the idea that it would be great if we could encourage some of our more enthusiastic members to get together in their area for a festive celebration, even if it is just meeting up for a drink somewhere. So, what you think? Are you willing to ask others to join you to "do something" to celebrate Christmas with like-minded fellow owners.

Let us know either by email to ngceditor@gmail.com or through the NG Kit Car Group Facebook page.

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Words from our Events Secretary

Not long now. As I sit and write this piece, dark clouds are building in the west heralding much needed rain for the parched soil possibly bringing an end to weeks of glorious sunshine that some of us have so enjoyed.

The August Bank Holiday has just past with at least nine different meetings or shows being attended by members around the country over the weekend, flying the flag to show their NG's off to other classic car owners and appreciative public. Importantly, members have shared their day with us on the NG Facebook Group page. Well done to everyone who has made the effort and I know some have submitted reports and other pieces of interest to Charlie our magazine editor.



I cannot think anyone has ever offered an NG TA in a raffle before, but this unique item was the first prize at the Classic Car meeting at Barn Green in West Sussex. It is held annually in the field opposite the Queens Head and instigated by the landlord and hardworking band of helpers to raise money for St. Catherine's Hospice.

As many of you know, I am keen to support events that raise money for charities and other good causes rather than commercial shows. If someone on the gate wants £5 to enter, they will get £5. On the other hand if entry is by the rather more enlightened 'value model!' they will get £20 from me. An exemplary example of this fund raising commitment is the Bexhill 100 groups annual show which has been going for twenty years and enjoyed by some of our members, their target was to reach a grand total £200,000 at this anniversary, this was achieved and exceeded over the Bank Holiday weekend. What a wonderful thing to have done and all because a bunch of people wanted to get together with their cars for a good cause!

Many miles have been travelled so far this year to an ever increasing number of pub morning and evening meetings, with many landlords seeing hosting classic car meetings as a handy source of revenue if they are lucky enough to have a decent size car park at their premises. If you know of any around your way, please email me the details so that they can be included in the regular events listings in Changing Gear. Many classic car clubs hold evening meetings during the summer and some of these clubs will cost you nothing to join, but do give you a window into meetings in your area.



For next season the club would like to flag up more meetings that come under the heading of NG Owners Club Events Of Interest. How successful this ambition will be depends on you. Yes you! Telling me about the great events in your area, if you are planning to go to one yourself and would like others to join you. We would be very happy for some of you to become regional co-ordinators so as to bring NG Owners together around the country. Action creates motivation, it is beginning to work very well in the South East and would like to extend it to wider regions. Our chairman John Watson coined a phrase some while ago "Being one of us" as an initiative to bring members together. I would add that we are better together, so; "Being one of us - better together." This is very much the philosophy of the Federation of British Historic Vehicle Clubs and why the NG Owners Club is a member of the FBHVC with committee members attending meetings on behalf of all of our members. Vital in these somewhat challenging times that we all face in the alternative vehicle movement. We understand that some of you feel somewhat remote as owners, not knowing if there are others in the area. All these incentives are endeavouring to address this for you. We also appreciate that some members have no interest in joining in with events, which we have to respect. But it is up to you to make it work and carry the club into the future, attracting new owner members and fresh ideas.

The NG Owners Club Survey has now closed to respondents and the results will be published to coincide with the winter issue of the magazine.

As we draw towards darker days and longer nights, what have you got planned for your NG over winter? Still driving, laying it up till better weather, working on it or making a few modifications. I have a few things to do, so why not let us know what you have planned for your car over winter on the NG Group Facebook page.

Thought of the day.

"You know what time is? Time is a thief, it'll steal into bed and rob you while you sleep".
Megan & Rebecca Lovell - Lyrics from - Mad As A Hatter.

So there you have it fellow NG'ers, "Vita brevis"
Be seeing you

Dave.





From the Editor

As summer slips into autumn it has been encouraging to see how many NGs have been tempted out by the days of wonderful sunshine, especially over the August Bank Holiday weekend, to attend classic car events throughout the country.



Lots of words and pictures have been shared on the Facebook page but I would still welcome contributions for the magazine so that your adventures can be shared with those members who "don't do social media"

Although there may be fewer opportunities to get out in your NGs in the months ahead I know that there are many rebuilds, and even a few newbuilds, under way and it would be great to hear from about how you are getting on with them.

As ever I'm very grateful to all of you who have sent me articles. The ones that wouldn't fit into the Summer issue gave me a great start for this one.

Once again apologies if you've sent me an article, or articles, that I haven't been able to fit in, I'll put them into a future issue but please do keep sending things to me.

Please have a look at the announcement from the Federation of British Historic Vehicle Clubs (FBHVC) on pages 36-38 regarding changes made by the DVLA which look to be helpful to anyone rebuilding an NG.

Although it still seems a long way off, details of the NG Christmas lunch are given on pages 57 & 58. We need to confirm numbers attending by 30th October so don't delay, let Sue Bolton know if you're coming.

As I write, just as August draws to a close, I have only four pages left to fill, with articles promised, so this issue should be ready about a month earlier than last year, although, as I'm about to set out for a week in Scotland in my TC, I may not get it sent out until mid September.

My Scottish trip will end with a visit to the Farming of Yesteryear and Classic Vehicle Show at Scone Palace, just north of Perth and I hope that some of the NGs from north of the border will be there.

With the much needed rain lashing down today, I just hope that the weather fronts have cleared through by the time I head for Scotland.

Do make the most of whatever autumn sunshine there may be and enjoy some open NG motoring.

Charlie



Membership Mutterings

If you do change your address or email just drop me a line and let me know. (rmorri1847@aol.com) That way we can make sure that your magazine gets to you and keep you all up to date with things that may be of interest.

The club would like to welcome the following new members.



Bob Morrison

We look forward to hearing from you in due course with 'your news' to publish in ChangiNGear

- Thank you and Welcome, Charlie, Editor

Scott Fleming	1756	West Sussex
Jim Jukes	1757	Hertfordshire





2025/26 Event Calendar

(BOLD denotes an NG Owners Club Event of interest)

TO FIND OUT ABOUT CLASSIC CAR MEETINGS IN YOUR AREA
VISIT AND SUBSCRIBE TO THE FOLLOWING WEB SITES

www.classicshowsuk.co.uk

www.carevents.com

www.classiccarmeet.co.uk

SOME OF THESE WEB SITES HAVE A HUGE LIST OF
LINKS TO SINGLE MAKE CAR CLUBS, CLASSIC CAR
CLUBS, MUSEUMS & ALIKE.

If you go let us know with a report and some photos for Changing
Gear or the NG Facebook page.

Sunday 21 st Sept	Hinkley BID Town Centre Show	www.hinckleybid.co.uk
2 nd November	London to Brighton Vet. Car Run	Several members arrange to meet along the way
30 th November	NG Owners Club Christmas Lunch	Sue Bolton See details on pages 56 & 57
11 th April 2026	Heritage Transport Show Detling ME143JF	NG's will be going Details to follow.
26 th April 2026	National Drive It Day NGers Get going and join or organise a local event.	Rally plates & Donate www.driveitday.co.uk/
12 th May 2026	Wallingford Vehicle Rally (Very popular NG gathering)	www.wallingfordcarrally.org.uk BOOK EARLY LIMITED SPACE.
May 2026	27 th Jorvik Run & Classic Car Meeting. Some NG's attended	No details yet Check online.
Late May 2026	National Kit Car Show Malvern WR13 6NW	www.nationalkitcarshow.co.uk info only. No details yet.
10 th - 14 th June 2026	24 Heures du Mans Some NGs regularly attend.	Various booking sites Info only
19 th - 21 st June 2026	NG OWNERS CLUB NATIONAL RALLY	BOOK ACCOMODATION NOW IF STAYING FOR WEEKEND.



18 th - 19 th July 2026	Replica & Self Build Festival Stoneleigh CV82LG NEW	www.carshowco.com info only Early bird tickets till Oct 25.
Regular Meetings		
<i>Always check</i>	<i>Some may be seasonal always check with organisers</i>	<i>Mostly Facebook but some also have web sites.</i>
Monthly	Inglenook Classics. Inglenook Farm. Rainsford WA118AE	www.inglenookfarm.co.uk (Check dates online & FB)
Throughout year	Castle Combe Autumn Classic Race Meetings + other events.	www.castlecombecircuit.co.uk Info only
Monthly	Caffeine & Classic Klondyke Garden Centre FK20XS Scotland.	Facebook (Need to check on this one, but could run through the year)?
4 Meetings	Hinkley Motor Show Town Centre LE101DD	www.hinckleybid.co.uk & Face- book for dates.
1 st Saturday	Podium Breakfast Club Bone Lane, Newbury RG145	Facebook / check
1 st Sunday	Breakfast meeting. Nottingham Heritage Centre NG11 6JS	Facebook
9am - 11.30am 1 st & 3 rd Sat. Check for ven- ue	Four Counties Classics Pub breakfast meets around North Surrey / Kent.	Own & NG Facebook page. Bletchingley Arms is a regular SE area NG owners meeting.
10am on. Various dates	Past N Curious, East Sussex	Own & NG Facebook page. Regular SE area NG owners meeting.
1 st Sunday of month 2pm - 4pm	Classic Car Sundays. Alton Hants. GU344BH	Facebook
1 st Sundays April - Oct 9am	Wheels on the Waterfront Sovereign Harbour, Eastbourne. BN23SUZ Great b/fast venue	Own & NG Facebook page. Regular SE area NG owners meeting.
4 th Sunday 10.30 - 12.00am	Classic Cars & Coffee The Plough, Plumpton. BN73DF	NG Facebook page Or email: tonyash62@gmail.com Regular SE area NG owners meeting.



Various	Alchester & Avon Classic Motoring Club.	Facebook
Various dates & times	Port Solent Car Meet Some are themed.	Facebook
Various dates & times	Wisbech & District Historic Vehicle Club	www.wdhvc.com join club good events calendar.
Saturdays From 9am	Anchor Inn. Lower Froyle Hampshire GU34 4NA	Facebook
Thursday Evenings in season	The Hurst. Winchfield RG27 8DE	Pre - 1980's Pub meet from 6pm.
4 th Sunday of each month.	Godalming Breakfast Run. Jack Phillips Pub. GU71HR	Facebook
2 nd Saturday 8.30am - on.	Vintage Tyres Breakfast Meeting Beaulieu National Motor Mu- seum. SO42 7ZN	Facebook / check
2 nd Sunday 10am - 1pm	The Riverview Meet (Pre-2003) Forest Row RH18 5DW	Facebook
4 th Sunday 8.30am - on	Horton Historic Vehicle Club Cross in Hands Old Sodbury BS37 6RJ	Facebook
2 nd Sunday 8.30 - 11.30am	Black Swan Classic Car Meet Ockham, Surrey. KT11 1NG	Facebook
Monthly	Horley Classic Car Meeting 54, High Street, Horley. RH6 7BB	Facebook / check
Various dates	Southern Classics. Shows / meets	www.southernclassics.org.uk
Various dates	Storrington & Dist. Classic & Sportscar Enthusiasts. Shows / meets	www.sadcase.co.uk Some NG Owners are members
1 st & 3 rd Sat. All Year	The Coopers Arms. Weston On Trent. DE722BJ	www.coopers-arms.co.uk
Various dates	British Motor Museum, Gaydon Various events throughout	www.britishmotormuseum.co.uk Facebook etc.



2 nd Tuesday evening April - Oct.	Gaydon Gatherings Anything interesting	Tickets as above
April - Sept 10am	Headcorn Classic Car Meetings. TN27 9HX.	www.headcornearodrome.co.uk For exact days. Popular with NG owners.
April - Oct. 10am	Running Retros at Headcorn Anything old and mechanical!	Facebook. As above. + free air show with any luck!
Year round? 2 nd Sat of month 9.30am.	Castle Donington Community Hub 101 Bondgate, Castle Donington DE74 2NR	Facebook
Feb & Nov usually,	Ardingly Autojumble RH176 TL (A bit of a classic gathering)	www.horsamhistorics.co.uk
Sundays 4.30pm	Milton Keynes Retro & Classic Car Club. The Barn MK9 3BZ	Facebook Five Shires Classic Car Shows
Sundays 10am	Boston Bowl Breakfast Car Meet. American style Dinner. Lincs. PE21 9RH	Facebook Check dates.
2 nd & 4 th Saturdays	Kent Classic & Sportscar Club The Moat, Wrotham, Kent TN15 7RJ	NG Facebook page
1 st Thursday May - Oct.	The Sun at Whitchurch, Nr. Reading. RG8 7PU	Facebook.
2 nd Sunday 10am.	Binton Social Club Breakfast Meet. Nr. Stratford Upon Avon	Emai: bintonclub@gmail.com For further info.
Sundays 8.30am Year round	Toast N Tyres at Arbuckle's Restaurant & Bar. Downham Market PE38 OAD	Facebook to check dates but looks like 3 rd Sundays
1 st Sat 4.30 - 6.30pm	Bird In Hand Classic Car Meeting. Hayle. Corn. TR27 4HY	Facebook Do check this one.
1 st Saturday March - Dec 10am - 1pm	Banbury Classic Vehicle Breakfast Natter National Herb Centre	Facebook, Or email: christineadkins@hotmail.co.uk



1 st Sunday? 9.30am	The Giffard Park Pub Milton Keynes MK145QP	Facebook Milton Keynes Classic Car Club
4 th Sunday 9am onwards	Classic & Vintage Vehicle Meet The Welcome Café. Twyford.	Facebook Jeanette 07982715229
Occasional	Burgess Hill Classic Car Club The Woolpack. RH15 8TS	Facebook & NG Facebook page
2 nd Sunday April - Oct	Hub Classics Breakfast Meet Wadhurst TN7 1JX	Facebook & NG Facebook page
2 nd & 4 th Sundays April - Sept.	Classic Cars at the Carpenters Carpenters Arms. Dale Abbey, Derbyshire	Facebook
Sun. 9am	Bagshot Breakfast Meet Pine Ridge Golf Club	Facebook / check
Sat. 9am - 12.pm	Haddenham Classics Break- fast Meet. Bradmoor Farm.	Facebook / Check
Monthly	Teignbridge Classics Devon. Shows & meetings.	www.teignbridgeclassics.co.uk
Monthly / Annual show	Manhood Classics Selsey, West Sussex.	Facebook.
Monthly 9.0am - 1.0pm	Ship & Anchor Pub. Break- fast / lunch meeting. Ford BN18 OBJ	Facebook. Winter season with some summer evenings due to caravan /camp site use.
Sunday / Monthly	Oily's Breakfast Club Weymouth FC car park	Facebook - check which Sunday.
Monthly	Lydden Hill Circuit Kent Various meetings / events through the year.	www.lyddenhill.co.uk
Sunday Monthly 10am - 1.0pm	Heart of England Vehicle Show CV7 8DX	Facebook
Saturday / Monthly 10am onwards	Wheels of Wallop Army Flying Museum Stockbridge SO20 8FB	Facebook
Monthly	LB Classic & Retro Leighton Buzzard LU70NW	Facebook for dates & times.
2 nd Saturday	Modern Classics (+ others) Gardeners Arms Ardingly RH176TJ	Facebook



Valence Festival of Motoring,

I had missed last year's Festival of Motoring at Valence School just outside Westerham and was keen to see how the revised format would compare to the revival events that I'd been to pre-Covid. The un-timed blasts up the hill, an enjoyable feature of the pre-Covid events, have been replaced by an AutoSOLO organised by the Sevenoaks and District Motor Club. This consists of competitors, in roadgoing vehicles, negotiating their way through various courses marked out by cones against the clock. I'd never seen one of these events so was looking forward to it, as a spectator only.

I had booked in as a display vehicle and to take place in the lunchtime parade so was directed to the exhibition area on the old cricket ground below the splendid school building, a Victorian mansion in Elizabethan Tudor style originally built for one of the Watney brewery family. I spotted Dave Woolgar's familiar TA with a space alongside which he'd kept for my TC and drew up alongside.



We went to look at a very original looking Blackburne Henley motorcycle that the owner was trying to persuade to run; after much work on the kick-start it would sputter into life, fire a few times then peter out. The owner suspected water in the fuel as he'd filled the tank with water to allow him to weld up some leaks and suspected he hadn't managed to get all traces of it out. We left him to his labours and were pleased when we sat it running later in the morning.



The classics were arriving in a steady stream, among them this rather splendid Lamborghini Espada in white, shortly followed by probably the scariest vehicle of the day, a minimalist Edwardian style



1915 La France speedster built from a cut down fire engine chassis with rudimentary bodywork, a 14.4L 6-cylinder engine, chain drive and, most alarmingly, braking on only one rear wheel, the entire assembly was missing from the other wheel! It had been driven to the event from southeast London. It was accompanied by a second La France, this one still in fire engine form which set up down by the lake to give periodic demonstrations of its fire pump sending a fountain of water high into the sky.



Dave and I continued a wander through the assembled classics and spotted a rather unusual Sabre 6 convertible. When I mentioned to the owner that I'd never seen one before he said that wasn't surprising as they only ever built two of them, the other residing near Oswestry.



With the gates open to the paying punters the first runs of the AutoSOLO commenced. The competing cars started from the paddock halfway up the hill going up to the area in front of the main school building where they had to find their way round a series

of cones then down to a hairpin at the bottom of the hill, where the more skilled drivers could flick their cars round with deft use of the handbrake, then back to the finish line at the paddock entry. It was entertaining to see the different lines taken round the hairpin by the



variety of competing vehicles; the most spectacular being a pair of Mk II rally Escorts, the smoothest being some of the numerous Mazda MX5s.



At the lunch interval the exhibiting classics, NGs among them, were invited to take place in a parade up the hill, with escorting vehicles front and rear so no opportunity to let rip!

The second round of the AutoSOLO followed lunch, the same format as before but with a slightly revised course, although judging by some of the different routes taken not all the drivers had worked out the changes.

A further walk round to check out some of the late arrivals, including an unusual Model B street rod built onto an unidentified 4x4 chassis, then time to head home after another nice day supporting a worthy cause, just a pity that the sun didn't put in an appearance.



Charlie



CAUX RETRO 2025 (and a lesson learned)

Another CAUX RETRO event attended and completed with my friend Chris.

It is a really enjoyable event and one to be recommended, not very far and finding suitable accommodation is not difficult.

Taking the ferry from Newhaven to Dieppe means only about an hour's drive to where we were staying



For many years I have stayed with my friend Chris at "Le Chateau", managed by 'The Baron', a really kind, welcoming host, who goes out of his way to make sure everyone has a good time. His morning breakfasts are exquisite with French bread, coffee, marmalade and jam with delicious cheese.



The chateau is located about 4 miles from Allouville-Bellefosse and 6 miles from Caudebec, a town situated on the banks of the River Seine and blessed with many restaurants and bars.

Many of our members prefer to stay at accommodation in Caudebec. This, I can understand, as then it is not necessary to travel by car for an evening's drinks and meals.

The event was back to its usual format after the disruption last year due to the French election. On Saturday there was a mid-day gathering of cars around Le Marie where we were split up into groups of roughly 25 cars before a drive out on a planned route, with motor bike outriders to wave us through junctions and keep us together, taking up most of the afternoon.

The Sunday comprised mainly of cars, with the addition of agricultural machinery, motorbikes etc. spread out around the centre of town for the enjoyment of the local population.

Now I will digress.



Back in the 60's Chris and I were passionate about sports cars. Chris had the sense to buy an MGA, I was daft enough to buy a lovely 1937 red MG TA, similar to my present red NGTA

Chris and I rarely completed a journey in it without some fault developing. We would set off in the car with good intentions only to finish up struggling to get home.

Fast forward to 2025, 56 years later!!!!

Over the weekend the TA had not performed at its best, with an intermittent misfire that would clear after 5 minutes of driving.

Come Monday, the day of our return, the misfiring became worse and a cause for concern. Following the advice of my Lomax friends staying at the chateau Chris and I went searching for a new coil. Not easy but we found one at the second Spares Centre we visited. We Returned to the chateau and with the help of friends replaced the coil.

We set off for the midday ferry. The drive was worrying as replacing the coil had not solved the problem. A horrible, stressful feeling as the last thing we wanted was to break down on a busy French road although it was only a 40 mile journey.

We made it to the Dieppe port at 12.20 pm, alas the ferry had left at 12.00 mid-day.

Reporting to the DFDS booking office we were told that we could book on the midnight ferry for a fee of about £17.00 and so we resigned ourselves to a long wait

I was a little disgruntled, to say the least, that we could not try for the 6.00 pm departure. I asked for the main number of the DFDS office, rang and spoke to a really sympathetic lady. I explained the situation and she booked us on the 6.00 pm ferry She advised me not to speak with the people who had refused to book us!

We went through customs and joined a long line of returnees from Classic Le Mans. A car event at the harbour side!

We arrived at Newhaven It was dusk and the light was gently fading. A horrible feeling of imminent breakdown. Traffic building up as we left the ferry on our journey to Ferring, nr Worthing approximately 25 miles. Despite the misfiring we made it there.



I stayed overnight at Ferring. As luck would have it within walking distance of my friend was a garage that dealt with older cars. We left the car at the garage and I caught a train back to Croydon.

The diagnosis from the garage was quite simple; the engine wasn't firing on number one cylinder due to failure of the HT Lead. All leads were replaced as well as the plugs. The ignition system was cleaned up and when I collected the car and drove home it went brilliantly.



LESSON LEARNED!

Carry relevant spare parts on a journey. Especially if going overseas!!!!!! This would have solved all the anxiety and been easier on the pocket!

CAUX RETRO? Same time next year!!!!

Roy De Boise



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Liverpool, L3 3QJ. Registered in England No 4936320.*



Return to Le Mans for the Classic

Just over a week after the National Rally at Stratford it was time to load up the TC for my second visit of the year to Le Mans, this time for the Classic.

John Watson in his TC would be accompanying me on the drive down and back, his first time there so he would be following my lead as I have made the trip on numerous occasions and am familiar with the route.

After weeks of sunshine the forecast had taken a turn for the worse with showers promised for the first part of our drive down and heavy rain for Sunday and into Monday, for our return to the ferry.

We were booked on the 9:30 sailing from Newhaven so left home at 6:15 for the cross-country drive down, arriving in good time to join a throng of other classics.

The boarding marshals decided that the NGs were clearly vintage cars so we were directed to line up behind a couple of 1930s Talbots, one in white and the other in the Works Team colours of green and black. As "vintage" cars we were to be spared the ramps between the decks and loaded on the lowest level. The green and black car, with a 3.3L 6-cylinder engine on straight pipes, sounded magnificent as we went on board.

The forecast rain had arrived mid-channel and we disembarked at Dieppe in steady rain. Leaving Dieppe involves stretches of dual carriageway, roundabouts, and traffic lights. I was concerned that we might get separated in the rain so was keeping one eye on my mirror to check that John was still there. All was well and we carried on in the "Direction Rouen" before swinging off towards Yvetot, to cross the Seine over the Pont Brotonne. As we passed over the bridge the rain stopped and the sun came out, that was better.

A few miles further on, when we stopped at traffic lights, I heard John





call out "we need to stop at a café soon". I hadn't realised that this was a euphemism; suddenly, as we headed for a small town where I thought that there might be a café, John had disappeared from my mirrors. I stopped and waited then turned back only to find that he'd needed a "café" more urgently and had pulled in to a side road to make use of the cover afforded by a field of maize. We were back on the road to Brionne, where we joined the D438, once the RN138, the road to Le Mans.

No further dramas, Alençon traversed without losing John, a slight delay following an immensely wide "Convoi Exceptionnel" for 20+ miles, impossible to overtake and a great relief when it turned off. A few miles further and we got to the outskirts of Le Mans.

I was camping on the same site where I had been three weeks before for the 24hr race but John was staying with German friends who had rented a house on the edge of Le Mans. When I checked its location on Google I found that it was just off the ring road and only a mile from my route to the camp site. We pulled up outside and John phoned them to announce our arrival and ask them to open the gates.

I had met John's friends a couple of years ago when we went to the "Old Timers Grand Prix" at the Nurburgring and was pleased to accept their invitation to have a meal with them, stay the night and continue to the circuit the following morning.

After one of Meggie's legendary breakfasts, I set off for the campsite under a blazing sun. A hold up in the roadworks on the ring road but otherwise a straightforward drive; having been there only three weeks ago I was able to negotiate the various diversion routes where the roads were being dug up and turned into the campsite. It wasn't as busy as it had been for the 24hr but all the shady spots had already been bagged so I selected a pitch almost where I had been before and set up my tent. By now the temperature had climbed to something like 34°C and I was feeling a bit flattened by it.

I wandered up to the circuit in the early evening, when it had cooled down a bit, to have a look round I was surprised to find that entry to the track was about to close, so different to the 24hr race. Oh well, back to my tent to plan my Friday excursion.

I wanted to return to Vouvray, to the Chateau Moncontour, where I'd been with fellow NGers last year, to purchase more of their excellent



wines. When I checked my intended route, I found that a section of road between Tours and Vouvray was closed so worked out an alternative which would take me down roads new to me. I jotted down a few key directions and road numbers to help me on my way.

Friday promised to be another hot day so I left early planning to be at the Chateau when they opened up at 10 o'clock and get back to the circuit by lunchtime, before it got too hot and in time to see qualifying.

I headed out through Mulsanne and on down the old RN138 towards Tours, appreciating the shade from the avenues of plane trees, planted by Napoleon to protect marching troops from the sun, past vibrant yellow fields of sunflowers. Turning off onto unfamiliar roads, to avoid the road closure, I arrived at Vouvray bang on 10 o'clock, first customer of the day.



I forewent the wine tasting as I knew which ones I wanted, made my purchases and was just getting back into the car when I received a message from John's German friends that they were heading up to the circuit and would meet me there; John's phone was playing up and wouldn't send or receive texts.

No time to lose, I set off back to the camp site, with a brief stop at the supermarket, and made my way up to the track to watch some qualifying and find John and the Germans.



I received a text from Meggie as I was walking up to the track suggesting to meet at 3 o'clock on the outside of the track by the Dunlop Bridge, that was fine, I could watch a bit of qualifying then meet up.

At 3 o'clock there was no sign of them so I tried phoning John; they were by the Dunlop Bridge but on the inside!

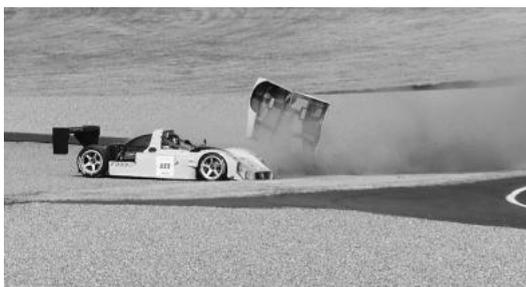
No sooner had we met up that they decided that they had been at the



track long enough and were going back to their house for food, drink and relaxation! I was staying at the circuit to see more of the qualifying and practice sessions and would meet up again on race day.

The Classic is a very different event to the 24hr race. For the Classic the cars divided up into six age groups with each having three races of approximately one hour spread across the 24hr period so that each gets at least one race during the hours of darkness. In addition to the age group races there were two races each for the "Group C" era cars, from the 80s and 90s, and for the "Endurance Racing Legends", the more recent cars from the noughties plus one race for the "Porsche Classic Race Le Mans", a mixed bag of Porsche race cars since 1951, their first participation.

Saturday, the first race day dawned bright and sunny, although mercifully forecast to be a bit cooler than the past few days. I set off early to take up a position that I had found during qualifying, at the bottom of the hill down from the Dunlop Bridge and close enough to the chain link fencing to be able to poke the camera lens through for an uninterrupted view of the "Forest esses" in good time for the first race for the "Endurance Racing Legends" cars at 9 o'clock. First lap overenthusiasm saw a Ferrari F355 spinning off into one of the huge gravel traps with the rear bodywork coming off amidst a great cloud of dust and gravel and bringing out the yellow flags to slow the race while stricken car was recovered and everything cleared up.



During the next race, the "Porsche Classic Race Le Mans" one of the cars ran wide on the approach to Tertre Rouge bringing a large quantity of gravel onto the track resulting in another yellow flag period and the extraordinary sight of a Porsche 917, perhaps the quintessential 1970s race car, being closely followed through the bends by a road sweeper lorry!





John, running slightly late due to another of Meggie's mighty breakfasts, joined me to watch the first Group C race. These were the cars from the time when I first came to see the 24hr race in 1983, for me the golden era of endurance racing, and it is terrific to see them racing here, even if the track has changed hugely since they raced in period.

There was a break after this when there were various parades in the build up to the Classic with the first of the age group races not starting until 4 o'clock, the traditional start time for the 24hrs, so John and I had the chance to have a look at just some of the literally thousands of classic cars, from hundreds of car clubs, on display all around the circuit. It is always interesting to visit classic car events on the continent and see cars which we never see in the UK, like these Ligier JS2s from the early 70s.



As 4 o'clock approached we returned to my favoured spot to watch the first of the age category races; at my previous visit to the Classic the age categories had raced in order, group 1 - group 6, oldest to youngest but this time they were running group 4-6 then 1-3 meaning that the first race was for cars 1962-65, E types, Cobras, Ferrari 250LM, the first of their mid-engined racers, Ferrari 275GTB/4 the last of their front-engined V12 racers in the top flight, and GT40s, to mention just a few.

As the first raced finished John received a message from the Germans to say that they were going back to the house for a meal but would return to see some of the night time races so he left me and headed off to meet them at the exit.

A few hours later I received the message that the German feast had included too many drinks and they weren't in a fit state to return for the night races.... come midnight and the rain started; no more night racing for me.

I woke to steady rain and the news that a multi-car shunt in the early hours had caused a red flag and lengthy delay to repair barriers and clear up.

Faced with the prospect of a day of heavy rain, it took me a while to summon the enthusiasm to return to the track but the conditions



improved a little so I set off, arriving in time to see the pre-war cars tackling the sodden track.

Although very much slower than the more modern cars it is impressive to see the drivers showing immense skill controlling them through the corners catching the slides and balancing the throttle, while maintaining the maximum possible speed.



Ettore Bugatti famously referred to the Bentleys of the day as "lorries" and this remark was brought to mind every time I caught sight of the 1938 model with rather strange aerodynamic bodywork, definitely something of the commercial vehicle in the frontal view!



John joined me mid-morning having been dropped off by the Germans who had decided that watching the racing in the rain was not for them and returned to the house.

The historic cars are certainly not at their best in the rain but there was still some good racing. The rain gradually eased off and by the time of the final race the track was almost dry.

John left me to return to his German friends who invited me to join them and stay over Sunday night so I returned to the campsite to pack everything away. By the time I got there the sun was blazing down, great, I thought, I'll be able to pack away a dry tent. Inevitably, no sooner had I packed away the nice dry flysheet, a short sharp shower soaked my tent. Anticipating having to transport wet camping gear I'd fitted the luggage rack so that the wet stuff could stay outside the car.

The sun was out again by the time I pulled out of the camp site and I was soon with John and his friends for another splendid meal in good company.

True to the forecast we woke to heavy rain but, as we were booked on



the midnight ferry, we were in no hurry so could delay our departure until it had stopped. We set off intending to rejoin the ring road only to find the slip road onto it was closed by roadworks; time for a bit of ad-libbing through the streets of Le Mans until we found the "Direction Alencon".

On our way down I had noted that the bridge in Beaumont-sur-Sarthe would be closed by the time we returned so had worked out a suitable detour to skirt round it, another chance to see some more attractive little French villages. As we headed north the skies were darkening and looking ever more threatening. After a few brief showers we were hit by a belt of torrential rain, very unpleasant driving conditions for a few miles but then the skies cleared and by the time we reached the Seine we were in bright sunshine under a blue sky, just in time for a refreshment stop at Caudebec, which I knew from Caux Retro visits to have an excellent Patisserie

Boulangerie. Hunger satisfied we resumed our journey heading north to St Valerie-en-Caux, and then along the coast road, with a brief stop at Sainte-Marguerite-sur-Mer to view the extraordinary "Blockhouse on the Beach" a wartime fortification that has plunged onto the beach as a result of coastal erosion. While we were there, we watched one of several paragliders, who were flying in the up-draughts along the cliff edge, launch from the beach; most impressive.

Back on the road and we were soon in Dieppe for a final meal, in my case an enormous bowl of moules et frites, before making our way round to the ferry port. A tasty end to a memorable trip.



Charlie



Waldron Classic Car & Bike Show. Sunday 10th of August.

It is not often that you can drive along a perfectly straight single carriageway road, but this is what you find yourself on between Ringmer and almost into Halland in East Sussex. Roman? Don't think so, that is to the west, a drove way perhaps? Whatever, it is a great drive with Ringmer Gliding Club to the right and Raystede Animal Rescue centre on the left. Another eight forty five rendezvous has been arranged with Charlie Killick outside the fabric warehouse at Halland before we move on just a few miles east to our destination at Waldron, with exquisite timing we arrive within seconds of one another. From the main road passing through Blackboys, the lane that leads into Waldron and the recreation ground is narrow and dark, vigilance is required but thankfully no erratic Range Rovers coming in the other direction on this trip. I have booked for the show, Charlie has not, but we go in together and wing it without hitch and a discretionary payment to the charming lady in hi-viz. Just in front of us is Martin Patterson driving his blue single seater, hopefully we can park together? Unfortunately hopes are dashed as a Ford Popular and Triumph 2000 are fed into the queue before us. Never mind, at least we are in the same line.



The Waldron Classic Car & Bike Show is organised by the Rotary Club of Heathfield and Waldron with money raised going to local charities including Family Support Work who help parents give their children the best start in life if they find themselves in difficult times.

Held on the Waldron Recreation Ground, also known as the The Cattam, (sorry can't find out the history of that name) since 2018 this well supported show has gone from around thirty cars at the first meeting to over three hundred and seventy today. Martin informs me he was one of the first thirty. There is a wonderful village fair atmosphere about the show, very relaxed although I can see Rotary members running here and there in the background to keep water supplies going for the urns and carrying boxes of baps for the discounted bacon rolls



so enjoyed by us early arrivals. The Rotary ladies certainly know how to make some very decent cakes as well!

Along with an avenue of side stalls providing all manner of things from art work to pickles, music from the band stand is very much part of the day featuring swing in the morning to country in the afternoon. The ladies from Waldron and surrounding churches collectively known as the Cake & Wine Choir were greatly appreciated, led by Angela Brooks the choir master who seems to be one of those ever smiling and enthusiastic ladies whose attitude rubs off on everyone around her.

Plenty to walk around and see with fellow enthusiasts to chat with and as always lots of new things are learned and information exchanged. Some completely new vehicles to me along with those that are familiar and regulars at meetings across the south east. Notable is the 1952 Lancia Ardea van, didn't even know they made them and I worked on Lancias! I guess there were many Italian car manufacturers who eventually become part of the huge Fiat group. It is always amazing to see what turns up at some shows.



It must be said that part of the day was spent under the very welcome shade of the oak trees that almost divide the recreation ground with the slight drop that provides a good overview of the cars and motor cycles from your folding chair. With a slight breeze it was blissfully like air conditioning, a place for picnics and relaxing.





Approaching three in the afternoon it is time to leave this lovely part of the countryside, but will be back in September for the Steam Rally held annually in the centre of the village, well the Star Inn as there is no high street as such in this little hamlet. Looking forward to that one!



A cross-country route is taken home through Lewes and villages noting that the occasional mouse has started squeaking behind the dash again. Not fooled into grovelling under the dash these days, I know where to find this irritating little blighter. He haunts the bonnet when the tape beds down on the radius. A little work packing out the bulkhead tape with rubber strip, tightening the hinge mounting points and tapping one of the hinge pins back into place and we are done. So that's the mouse back in his box again for another year or so.

It has been a great way to end a week that has seen another two hundred miles travelled out and about with the TA Straight Six.

So why not join us at Waldron next year? If we have enough members interested in coming along to this lovely and very well organised event, a club pitch can be booked.

Let me know as soon as possible in the usual way, so it can become a fixture on the NG Events Page.

Dave



THE GREAT TA GIVE AWAY!

Some of us had a super day at Barns Green for the 15th Annual Show organised by the Queens Head as a fund raiser for St. Catherine's Hospice. With the chance to win a pretty decent Marina based TA, which is correctly registered and has a fresh MOT, for a five pound note.

It has to be said right at the start, that despite our best efforts stretching our wallets, none of us won the car but we did have a good time. A chance to catch up, look at the cars and relax in and around the Queens Head pub and garden admiring the impressive height of the sun flowers.

Four of us arranged to rendezvous outside of the Barns Green Sports and Social & Social Club, just up the road from the pub so that we could drive in and line up together. Robert in 'Old Speed' his black TF V8, Nick in his blue B engined TF, Charlie in his red top powered TC and myself in the TA Straight Six. Mike joined us later in the field in his B engined green TD, but could not park with us and missed out on the free bacon rolls for the early arrivals!

Without doubt, the sun shine helped to make the meeting such a success with over three hundred and sixty cars on display with a similar number of cars in the public parking area at the top of the field.



Like many local meetings around our way, Barns Green attracts a very wide variety of classics, kit, American and hot rods plus agricultural and military vehicles.

Huge respect for the team of organisers and volunteers who work so very hard to raise funds for St.Catherine's and organise such a terrific car show. Initial figures indicate that the meeting raised between £12 - 13,000.



Of course we must not forget the lucky winner, so our congratulations go to Paul Richards who is photographed with his family and TA at the show. Well done!



The Winchcombe Weekend, and tomorrow's Classic Guardians

I don't like commencing a story with a negative, but this time I have to. Having booked the Classic Cotswold Tour so early in the year, I later realised it coincided with the very popular, and for me, a great day out at the Wallingford vehicle show...oh dear, especially as so many NG's (around 14, I think) were there!

However, there was a great positive, and so back to the tour. The Winchcombe weekend is absolutely made for NG's. A fantastic tour through the Cotswolds on the Saturday, followed by two UNTIMED trips up the famous Prescott Hill Climb on the Sunday.

My tour with a mate, David, began on the very warm Friday. We left Egham around 1pm arriving at our hotel in the centre of Chelmsford at 3.30. It turned out to be a great location, I'd recommend the Clarence Court Hotel, just 300 metres from the restaurant Hall with a variety of food options, really yummy!



One of the enjoyable elements of the Classic Cotswold Tour is the brochure presented to all participants. It not only includes the 'Tulip' rally instructions, but also information of interest on route. I won't go into





the various stages of the tour, suffice it to say some beautiful views and villages were included.

On the Sunday we arrived at the famous Prescott Hill Climb. Again drenched in sunshine with a threat of rain towards the end of the day. The eclectic mix of cars at this event is wonderful. What took my eye in the paddock was a wonderful (scratch built) Austin 12, towed there by a Teal!. That's me sitting in it, with Rob Lewis, the owner's permission I should add.

And you know me, I'm fascinated by people with interesting backgrounds. You'll probably recall my article on 'One of Us' and the Dave Kilner story. Well Rob Lewis is one of those interesting chaps. He works for the 'Heritage Skills Academy', it's worth googling



it. Based at both Bicester Heritage and Brooklands, it's an organisation that takes in apprentices who have an interest in working to maintain historic vehicles, cars, tractors, or even steam engines! Bicester Heritage focusing on the mechanical apprenticeship training, whilst Brooklands cater for coach building, which includes trims and timber work training.

And of Rob himself? He is referred to as the Double Agent. He is a hands on tutor, be it, milling, lathe work, welding, and many more engineering disciplines. On the other side he makes pastoral visits to apprentices in the field ensuring all is going well with their training. He oversees the job cards the apprentices need to write as part of their exam submission.

So far some 100 apprentices have passed successfully through this scheme and over 25% have achieved a distinction. Not only was the weekend fantastic, but I learned that our steeds will be in good hands in the future.

John



The Capel Show

For me, one of the most successful and supported shows I go to. Incredibly well organised, pleasant marshals, the walkie-talkie system that helps the marshals direct you to your appropriate parking space. This all managed in a few hours with over 700 classic cars taking part.

The adventure, which is what it is, begins with breakfast at Rykas, a themed café at Box Hill, Surrey. Four other NG's joined the breakfast meet, Stuart Long, Ray and Sue Bolton. Richard and Sue Wold, and our Vice President John Hoyle in his TC, although John was unable to continue on with us to Capel due to other commitments, and Robert and Amanda Ingram, in their Corvette.

Setting out in an NG plus Corvette convey we arrived in plenty of time to join a very short queue, as a well drilled Capel volunteer team ushered us to our respective parking slots. On the way each a marshal stepped out, greeting us with our first names and each of us with a small plaque.

Seeing I had my Brooklands membership sticker on my aero screen they directed us to the Brooklands parking area, yummy, only a short walk to the food stalls.



The Railton Terraplane owner was surely delighted to share the parking with 4 NGs.

All in all a great day out, and plenty of memorabilia and second hand parts stands. You should mark the 'Capel Show' in your diaries for next year



John



FBHVC News

We are pleased to bring you the below news of DVLA's announcement today (20th August)

The Federation comments on the announcement:

"Following an extended period of lobbying and consultation by the Federation of British Historic Vehicle Clubs (FBHVC) culminating in the Call for Evidence to which Members responded in record numbers, the Federation can now share this Registration Policy Update from DVLA.

The Federation is very encouraged by these outcomes, not only with the revised policies but also with a clear change to a more sympathetic and pragmatic approach to the registration difficulties sometimes faced with older vehicles.

We also acknowledge the considerable time and effort Agency staff have obviously devoted to this matter and are grateful that they so carefully listened to our submissions."

OFFICIAL DVLA ANNOUNCEMENT - 20 August 2025

DVLA has announced updated policies to modernise the process for notifying DVLA when a vehicle has been repaired, restored and modified.

Like-for-like repairs and restorations will no longer need to be reported to DVLA, and more modified vehicles - including electric vehicle (EV) conversions - will be able to retain their original identities.

Changes will take effect from Tuesday 26 August 2025.

DVLA has today (20 August) unveiled a major update to some of its vehicle registration policies, making it significantly easier for enthusiasts to register repaired, restored and modified vehicles.

The new guidance reflects modern restoration methods and simplifies the registration process, helping classic car owners keep their vehicles on the road while ensuring safety and accurate records.

These changes follow an extensive call for evidence, which received more than 1,350 responses from classic car owners, motoring clubs and the historic vehicle sector. In response, DVLA is replacing its existing policies on rebuilt and radically altered vehicles with two new sets of guidance that will apply to all vehicles, regardless of age.



Key changes include:

Like-for-like repairs and restorations will no longer require notification to DVLA, providing the vehicle's appearance is the same as when it was originally manufactured and there are no changes to the log book (V5C)

Vehicles that have been subject to significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes.

Vehicles that have been converted to electric will also be able to retain their original identity, but the registered keeper must notify DVLA of the changes.

Minister for the Future of Roads, Lilian Greenwood said: "We know how much love, time and effort goes into keeping classic cars – and we're right behind the community.

"These changes are about cutting red tape and making life easier for enthusiasts, whether you're restoring a vintage gem or converting it to electric. It's all about celebrating the UK's amazing motoring heritage and helping the industry thrive well into the future."

DVLA Chief Executive, Tim Moss, said: "We recognise the time, passion and care that keepers of classic vehicles invest in keeping their cars on the road. That's why we've worked closely with the community to shape these changes.

"These updated policies support historic vehicle keepers, and the wider industry, with clearer registration processes that reflect modern restoration and modification practices, helping safeguard the UK's rich and wonderful automotive history. These changes will allow enthusiasts to focus on what they love most: preserving and enjoying these remarkable vehicles."

The new policies will come into effect on Tuesday 26 August 2025 with the full guidance to be published on GOV.UK on the same day, at: www.gov.uk/vehicle-registration

On Tuesday 26 August 2025, DVLA will replace its existing policies on rebuilt and radically altered vehicles with two new sets of guidance:

Repaired and restored vehicles

There will be no requirement to notify DVLA where a vehicle has been repaired or restored back to its original working standard, providing:



worn-out components or body panels are replaced on a like for like basis

The appearance of the vehicle is the same as when it was originally manufactured

Vehicle log book (V5C) details are not affected.

Modified vehicles

Vehicles that have had significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes.

This could include:

Cutting into the chassis monocoque or frame

Changing the vehicle's appearance or dimensions from the original manufacturer's specification

Conversions from an internal combustion engine to electric propulsion

These changes are based on engagement with industry and stakeholders along with feedback from a call for evidence which launched on 9 May 2024. DVLA published the summary of the responses to this on 9 December 2024 and the revised guidance will be published on Tuesday 26 August.

Finally, please remind your members that the current issue of HISTORIC, and 10-years' back issues are available free to all your club members here - it's one of the benefits they receive from your club being a FBHVC member: <https://www.fbhvc.co.uk/members-area>

All your members need to do, is to register here, click 'Member of a Club' and select your club name from the drop-down list: <https://www.fbhvc.co.uk/register>



Dobby in his Prime (July 2025)

It's a long time since I wrote my last story and perhaps, just perhaps, you've been wondering why I haven't bothered. It could just be my age - I was more enthusiastic as a youngster and teenager - but now I'm in my prime I take things more in my stride. Not that I don't enjoy getting out and about - I do - but with 21 years of experience there's less that's new to write about - well that's my excuse anyway! So, what has happened during the last 5 or so years since I wrote about my trip to Scotland?

Well, the regular annual round of events starts in February with the Snowdrop Run, a run organised by the Cambridge & District MGO. This is always an enjoyable start to the year, although it tends to be cold and can also be wet, and usually involves around 100 cars. The Master says the end point is always a place of interest.

After this, I usually get neglected for the next couple of months unless there's a few days of sunny weather, when the Master will appear in the garage and say "fancy a run out, Dobby?" Of course, I always oblige but sometimes a little reluctantly, until I feel that euphoria again of the fresh air in my grille.

Sometimes in May, the Master and his wife will take me on a short holiday somewhere nice and I'll swan around attracting glances and comments. Also in May, we normally begin our 2nd Wednesday evening Pub Runs (informal runs of about 20 miles with the St Albans MGO). In June, of course, we have the NG Rally, where I really enjoy being with my own species.



The Master's whole family usually come along and we enjoy belonging to such a friendly gathering of cars and people.

During July and August there are usually a number of classic car shows to go to and pose, including the Walled Garden at Luton Hoo, Potters Bar Family Fun Day & Car Show, Knebworth Classic Motor Show and Redbourn Classics (the Master's particular favourite). September is usually a chance to stretch my wheels as the Master and his wife often



take me on a holiday, meaning I get a chance to clock up some really sensible miles. After that, it's a case of waiting for those "fancy a run out" days, an oil change and some annual maintenance.

In 2020, as we all know, Covid hit and a lot of events were on hold. The Master and his wife did manage to take me to North Devon, however, in September that year (it was fun going up and down Porlock Hill!). In 2021 with things beginning to relax somewhat.

Our September holiday was to the Isle of Wight. I always enjoy going there as it is fun to drive onto a big ship and, on this occasion, I got to meet another NG called Kermit with his owner Paul who live on the island.



In May 2022 we embarked on a real adventure to the Lake District - a good long drive - when I clocked up over 800 miles. I also got the chance to negotiate the Wrynose and Hardknott passes just south of Scafell Pike - great fun!



For 2023, our autumn holiday was combined with taking part in the Cream of Devon run (Devon MGO) but a mishap on route to Torquay rather took the edge off it. In some heavy slow traffic, after the car in front stopped abruptly, I just kissed her rear end. She was very sweet about it and I hardly left a mark on her but I did break my nose. My driving lights became skylights and the fibreglass surrounding their mountings broke away. So, I spent the rest of the holiday a little embarrassed to say the least. I already had a less than perfect





right front wing as it had been repaired and was not a perfect colour match and my nose had also been showing some cracking so the Master decided to remove and have both my front wings and nose refurbished.

A suitable bodywork repairer was recommended, who turned out to be a fibreglass specialist, and arrangements were made for him to strip back and redo the gel coat, reinforce the nose and respray the panels in the correct matching colour - a job he did to absolute perfection. Meanwhile the Master reformed my driving light brackets, had the radiator refurbished, modified the fan mounting, replaced the cooling system hoses and improved the headlamp mountings.

Once my nose and wings were reassembled, I really felt like a new car and ready for the 2024 season. The Master even got around to lining my boot with carpet-like material which I had been waiting for ever since he built me - it only took him 20 years! Another tweak was to improve the design of my side screen hinges which had dropped a little over the years so 2024 was a good year. I had quite a few runs in the spring sunshine and the Master and his wife took me to the Cotswolds in May so we could enjoy the villages and other attractions. I enjoyed the usual summer runs and shows and in September we headed south-west to Cornwall, with me shod in a new set of Goodyears. It's a long way, especially when it's pouring with rain and we get stuck in traffic, stationary and on a dual carriageway! We lost count of the number of emergency vehicles which ploughed their way through - at least a dozen - but eventually a few cars found their way down a track to our left which we duly, blindly followed.

After some miles we re-emerged onto the A303 only to be diverted again nearer to Exeter. With considerable time added to our journey to Truro, I began to feel a little tired and couldn't keep my left indicator awake for the last few turns so the Master was a bit frustrated with me.



The next morning, he soon narrowed down my non-blinking down to the indicator stalk where a piece of contact spring had broken off. Wiring up a spare toggle switch, I was soon flashing again although the Master now had to remember to cancel the switch after each left turn. Later that



day, I had the indignity of a sudden flat rear tyre just before we returned to our B&B but I managed to limp back, where the Master changed the wheel (for another new Goodyear). The Master waited all the holiday for the third thing to go wrong but I just couldn't let that happen so we enjoyed a lovely time visiting both coasts of the far end of Cornwall. After our return, the indicator stalk and tyre inner tube were both replaced, restoring my dignity.



When it got to 15 October 2024, I had a lovely run out to celebrate my 20th birthday and the Master said I was still a joy to drive and looked as good as ever! (Not bad after 51,000 miles). He must have meant it as I have been out every month since then and am looking forward to a return trip to the Isle of Wight in September 2025. What a life!

Dobby (as dictated to Chris Humphreys)

The Freebee, a TA rescued

This all started after a message from Bob Morrison, the NG Owners Club membership secretary, who had been contacted regarding the disposal of an NG TA kit that was lurking in a garage in Earith- about 20 miles from my home.

The lady who had contacted him via the club website was looking for advice on what she had in her garage, and what she might be able to do with it, after the recent sad demise of her husband.

She had no idea what it was other than an NG kit car and her previous attempts to get rid of it to clear the space in her garage had led to nothing but problems. Seemingly nobody wanted to take on the project and even the local scrap dealer was only interested the steel chassis and MGB running gear and would not take away the fibreglass parts.

Following a brief e-mail, and a text message to the contact number I had



been given by Bob, to confirm I was not anyone to be wary of and might be able to shed a bit more light on what was lurking in the garage, I arranged to go and see the project with the intention of being able to describe the bits more accurately and help with the sale by advertising it on the relevant websites to the most likely audience.

The late owner's wife, Joanne, could not have been nicer and offered to show me all the bits and pass on what she knew about why it had ended up where it was. Her husband had bought the NG TA kit in 1984 and started doing a few bits to it, things like bolting on the MGB axles and fitting the engine and gearbox to the chassis, and then they had moved to the current house in 1985 and he just lost interest in the project.

Opening the garage doors revealed the very sorry looking assemblage of bits, this poor thing had been wheeled into its current tomb 40 years ago and had been used to store every kind of imaginable junk on top of ever since. It took a while but eventually we managed to clear off all the detritus to leave just the NG parts inside the body tub.



So, what did she have? Well, it was definitely an NG TA white gel coat body which had been barely touched since it left the factory. The only holes in the tub were for the pedal box and the heater ducting, so this thing was a 'never started' kit car build- rather than an 'unfinished' one! The body was sitting on a black NG chassis which was being held above the floor by two very crusty looking MGB axles and some decidedly rough wire wheels with VERY flat tyres.

There was an MGB engine sitting in the chassis and a quick crawl on the floor confirmed it was joined to an overdrive gearbox, but the inlet manifold, carbs, exhaust, alternator and distributor were all missing. I tried to turn the engine over with the bottom pulley but, surprise, surprise, after 40 odd years it was not going anywhere! A bit more grovelling under the car revealed a lack of propshaft and no front brake calipers, at least this would make rolling it out a bit easier as they could not be seized if they weren't there.

There was no sign of a windscreen or frame, nor any interior apart from



one sad and rotten looking bucket seat, and no dash but a bit more digging around did unearth a set of four wings, a grill shell, a set of ropey looking dash clocks and a set of old numberplates which could have been from the donor MGB. A quick DVLA check was not very fruitful and showed no signs of the vehicle the plates might have come from so not much use there then.

Joanne then pointed to the woodshed across the yard and indicated that there was another part stored in there, this turned out to be the four-section alloy bonnet with punched louvres in the sides. This was by no means a pot of gold waiting to be discovered, more a bad decision waiting for someone with boundless optimism, and maybe some rose tinted spectacles, to try and resurrect.

We had a detailed chat about the possibilities for the car and, to her credit, Joanne was very realistic about its future and realised it was never going to fetch much money but really just wanted it to go to a good home where it might, someday, get finished. Driving home with my mate Laurie Bush, who had come with me to see the car, we were scratching our heads trying to come up with a decent plan to help Joanne finally move the project on but it was never going to be an easy sale.

One of the biggest hurdles was the age of the kit, being 40+ years old meant it had never been designed with the current IVA test in mind so lacked the correct seat and seat belt mounts, had no windscreen that would comply with the test and would require numerous other pretty large modifications to get it anywhere near being able to be registered for use on UK roads. When you add in the little detail of values - you can buy a complete and running example of a TA for sub £5k- and this one was going to take at least that to complete it to any kind of reasonable standard.

The only feasible course we could imagine was to break it for parts, hoping that an existing TA owner might want to take the car on as spares in case of any future problems but even that was a long shot as they would have to shoulder the costs of both collecting it and subsequent storage.

I had managed to get a few phone camera pictures of the car so , after checking in with Joanne the following day, posted an advert on the NG owners club Facebook page and about 5 other Kit Car related sites trying to describe the project as accurately as I could. There were a few quick



replies to the advert from the NG members, they are a lovely bunch and always polite and honest, but the level of arrogance and negativity that came from the other web pages left me speechless! I had not put a price on the advert and merely sad it was open to ANY offer but that seemingly was enough to incense the self-righteous armchair warriors who's only purpose in life seemed to be to slag me off and inform me that I was trying to deceive them. Not one of them seemed vaguely interested in the car and not a single offer, even for £20, was ever mentioned just a stream of abuse and negativity.

I don't know about you but if I see something on the internet I don't like or disagree with, I just quietly scroll on by and get on with my life, but apparently this is not the norm nowadays. It would appear the internet is full of 'oh so brave' idiots who love the sense of power from behind a keyboard where they are never challenged. I am so glad I did not include Joannes contact details in the advert otherwise these brainless fools would have been sending her all the abuse rather than me.

After the advert being live for about 7 days the nonsense replies started to fade as the listing slipped down the algorithm so I tried another few Kit Car focused pages but the instant it appeared on them the same level of verbal diarrhoea returned. By now I had lost any patience with the morons and pulled the advert hoping I might be able to use my network of personal contacts to try and find this car a home instead of having to accept the abuse.

Many phone calls to people I thought might be vaguely interested for some reason proved fruitless, many of them already had too many projects on the go, others citing the dreadful state of the UK Kit Car industry and the general slump in any classic car prices over the previous year, as reason to not want the NG.

I called Joanne after about three weeks to try and explain the situation but sadly I had no good news to tell her and felt quite disappointed that I could not help. As I was concluding my tale of woe and failure Joanne asked if I would be interested in taking the car away for free so that she could at least get on with clearing out the garage and moving on with her life.

Now I also have far too many projects on the go and at 67 years of age should be reducing the workload rather than increasing it but at least I have some storage to put the poor old thing and a few of the bits might



prove useful at some point. As I write this on Sunday 13th Jul 2025 I am completely undecided whether I should leave the car where it is and let it be Joanne's problem or to hitch up the trailer and collect the sorry unloved car from its resting place in the hope that I might just get around to building it one day. Now where did I leave those lovely Rose-tinted specs of mine ???

Fast forward a month and at last some good news! I can now happily report that the car has found a new home with the long-term NG enthusiast Alan Myland in Peterborough.

To elaborate on recent proceedings, I decided to have one last attempt to advertise the project on Facebook marketplace and this time I put a low price on the ad to try and dismiss the 'keyboard warriors' who had given me so much grief last time. The ad had immediate responses, one of which was a chap from Tonbridge Wells who wanted to build a car with his son and the NG ticked all the boxes as it was cheap, a straightforward build and parts were easy to come by.

The deal was confirmed and a collection date set for 10 days hence, all was looking good and I contacted Joanne the owner to let her know things were finally moving forward. Within 10 minutes of this initial phone call I had a message from fellow NG owners club member Alan Myland who had also seen the advert and was keen to buy the project, sadly I had already confirmed the deal so had to disappoint him. This was a big disappointment to me as well, Alan had been a great help during our recent NG/ Morris creation build- supplying many parts to help things along so I was very keen to try and return the favour.

Fate kicked in a few days later when I got a call from the intended buyer to inform me that he had lost the garage space he was hoping for in which to build the car so had to back out of the deal. This was great news as I could now call Alan and let him know that the car was all his if he was still interested, fortunately he was, so we could arrange to get this poor old car to someone who would do the right thing by it.

Collection day arrived and the trailer was duly hooked onto the back of the trusty works VW Sharan and off we went to Earith to exhume the TA from its 40 year resting place. Eventually we managed to get the garage door open with some hefty heaving to reveal the car in all its glory. Alan's wife Margaret, who had come along for the adventure, did not look quite so enamoured with what was finally revealed inside the



tomb!

To all our surprise the completely flat tyres all responded to the efforts of the portable air compressor and within about 10 minutes we had four almost round rollers to allow us to push the car out into the sunshine for the first time in over four decades. This was a huge relief as trying to drag cars up onto the trailer with seized wheels is a monumental pain in the rear, especially with my barely adequate winch.

Within 40 minutes the car was all loaded up and the assorted parts transferred from inside the body tub to the safety of the back of the Sharan and Alans car. A quick survey of the garage innards sadly did

not unearth any extra parts for the project, except a box of new Lockheed brake shoes for the rear axle, so it was time to leave and make the relatively short journey home.

The TA is going to reside in my storage barn for a little while until Alan has arranged his collection at home to create a little more space but it means that this long forgotten NG TA is finally going to get the attention it deserves and get built into a functioning motor car that can be enjoyed.

It's lovely to finish with a happy ending after such a shaky start that could have seen the project ending up in the crusher.

Chris Hollier 12th August 2025.





Those who read, or remember some of my ramblings will know that my preference for an NG is a body without doors. After searching for around 2-1/2 years I came across a TA with factory fitted doors (Rufus) and decided to buy him.

Thanks to Chris Hollier I have recently purchased an early, 1984 (ish), almost un-started NG TA kit. After much deliberation I decided to use the door-less body on Rufus.

Note, before anyone has a go at me for destroying a potential additional NG TA please remember the DVLA Rules; one of the requirements during IVA is to produce ALL of the original manufacturers' documentation for the kit, failure to do so results in



the issue of a 'Q' Plate and the loss of any accrued years towards Historic Status. No documentation whatsoever came with this abandoned (non-IVA compliant) kit and in this day and age I cannot see anyone in his right mind spending circa £6k plus to build a car that that will be issued with a 'Q' plate after the lengthy process of IVA and as a bonus be subject to road tax, MOT and ULEZ charges for the next forty years.

For many of us NG owners an NG is a 'Toy' with some of us lucky enough to have more than one toy. The legal avoidance of road tax, by claiming Historic Status, is a significant perk, a perk that keeps many classic/historic vehicles on the road that might otherwise end up in the scrapyards; which was where this TA was scheduled to end up before I 'rescued' it.

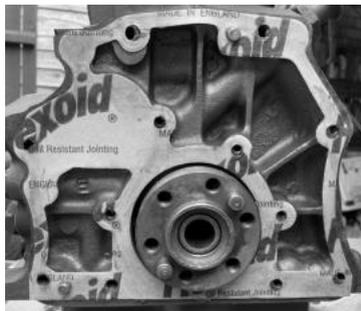
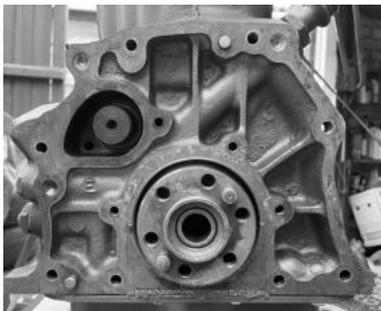
Alan Myland



Sorting oil leaks at the rear of an MGB B Series 1800 engine:

To be certain of solving any leaks you need to renew the gasket between the engine and the rear adapter plate and the crankshaft rear oil seal which is located in the adapter plate. With the engine stripped and all parts cleaned adopt the following procedure.

1. Fit a new seal in the rear adapter plate. Ensuring it is kept square tap it in gently with a small hammer then cover the complete seal with a flat piece of wood and knock it fully in until it is level with the surface of the adapter plate. The seal lip should point inwards (flat side outwards) and you tap on the flat side).
2. Inspect the oil seal bearing surface on the crankshaft, fettle and clean as necessary.
3. Degrease the gasket contact surfaces on the engine and adapter plate.

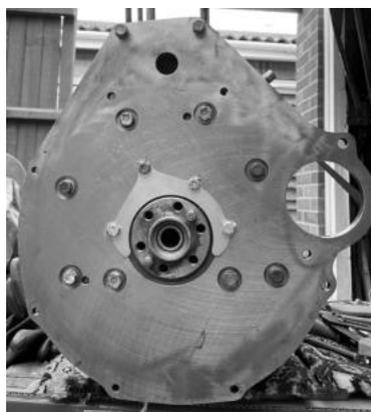


4. Apply some gasket sealant to the inside face of the gasket then place the gasket in position over the two metal locating dowels.
5. Apply a smear of gasket sealant on the outer face. Note that the gaskets are not very well made and some of the holes are way out of line.
6. Smear the seal contact surface on the end of the crankshaft and the oil seal with grease.
7. To avoid damaging the oil seal hang the rear adapter plate on two long bolts. Note the correct position of the upper gasket. This gasket is to maintain alignment over the whole of the adapter



plate and is often missing.

8. Slide the adapter plate along the bolts until the seal starts to make contact with the crankshaft.
9. Using your fingers ease the seal into position over the end of the crankshaft while pushing the adapter plate up close to the block.
10. Fit the bolts in the holes where the gaskets line up.
11. Using a pointy tool locate the misplaced holes as best you can and screw in the remaining bolts.
12. Working from the centre out tighten all the bolts.
13. Fit the seal retaining locking plate and bend the tabs once all the bolts are secure.



Alan Myland





FOR SALE (For colour photos and additional views please go to the web site <http://www.ngownersclub.org.uk/for-sale-2/>)

NG TF Ascot, £7750



Genuine 1.8 TC Morris Marina based
Correctly registered as a 1977 NG TF
Roadster.

Tax and MOT exempt however, for the buyers peace of mind the car has a fresh mot with no advisories.

Thoroughly recommissioned with many new parts and upgrades including electronic ignition and an electric fuel pump amongst many others. The car comes with a hood and detachable side screens, it's build folder, receipts, manuals, parts book, club magazines and an assortment of spare parts.

Driven less than 3000 miles since the build completion and recommissioning.

For further photos and details of all parts replaced and upgrades please contact **David** via email : nortondc2023@yahoo.com or mobile **07926400736**.

Based in Bury St Edmunds, Suffolk



For Sale 1968 NG TF Roadster. £7000



Cream

bodywork, maroon interior, hood and tonneau

It has a four speed gearbox with overdrive on 3rd and 4th gear.

It is MOT'd til' April 2026, Tax exempt and correctly registered. It has a Tonneau cover, hood and side screens which are in good condition.

Always garaged. Location: Cornwall TR14.

Chris Perrin: cristo.perrin@gmail.com 07484380437



TD For Sale £7500



For sale my NG TD Roadster:

Registered as a historic vehicle. 1966, tax exempt, ULEZ exempt, 1.8 MGB Engine, 4 speed with overdrive, unleaded head conversion, starts first time, drives perfectly.

Just had 5 new tyres and tubes. New brakes calipers, pipes etc. No oil leaks, lovely patina, silver exterior with black interior.

Viewings welcome in Old Coulsdon Surrey. 07714897100



For sale NG TF £8500

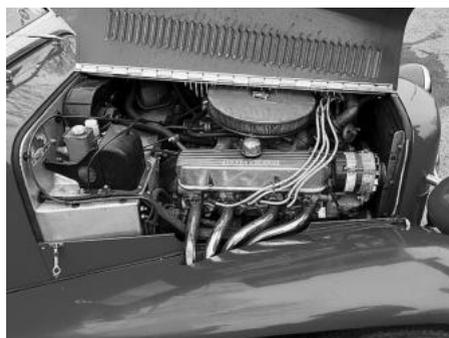


I have my TF for sale, built by me nearly 30 years ago! It was a full nut and bolt build on a 1967 MGB GT. It is correctly registered as a NG Historic vehicle and has sadly only covered just over 8000 miles, including two trips to Le Mans. It Was not built with an unleaded head and this will need doing now. It has been dry garaged all of its life and only been washed two or three times. There is a full hood, a spare engine and a few other parts included in the sale. I obviously would like it to go somewhere where it is cherished and used. It is Dark blue with grey leather seats and a burr walnut dash. Feel free to get in touch with me, Jon, by phone or email if you have questions or would like any more information.

£8500 - jon.pittard@btinternet.com 07790558058 Location: Clevedon



FOR SALE NG TF V8 Red



A chance to own a lovely classic car in full working order.
Well built, featured in the Kit Car press and Car of the Year in 1989
3.5 litre V8 Holly carb
Garaged throughout; full hood (hardly used) and tonneau included
Wire wheels; minimal tyre wear

Only 6,500 miles MOT'd to 2025

Price - £10,950 Ono

Located in Epsom

Mob: 00 44 7887684298 (David) Email: dickmoby1954@gmail.com

For further details and colour photographs please go to the "For sale"
section of the club website

<http://www.ngownersclub.org.uk/for-sale-2>



PARTS FOR SALE

Chrome bumper collapsible steering column £85

MS Fuel tank. Standard NG part £30

Contact jeffyardley@talktalk.net

Phone 07772822890

NG TF Project for Sale (Visit <http://www.ngownersclub.org.uk/for-sale-2/> for photos)

I purchased an N.G. T.F. Kit Car from the T.A. Motor Car Company in October 1988 I also purchased a 1973 MGB Roadster as a donor car.

Over the next few months with the help of a friend we did a lot of work stripping the old MGB and started to build the T.F. Kit Car.

Engine rebuilt and upgraded from 1.8 litre to 2.0 litre by Aldon Automotive in Worcestershire and the head was converted to run on unleaded petrol by Peter Burgess in Derbyshire (both 30+ years ago)

The project has never been completed, and has languished in various garages for the last 30 plus years, untouched.

The engine, gearbox, front and rear axle, the main tub and rear wings, have all been bolted to the chassis. Very little else has been achieved. There is still a lot of work to be done to complete this project.

Although rather grubby the main parts of the kit are in good condition, including the bonnet and louvered side panels.

Aluminium windscreen frame and glass, there are two headlight bowls, in addition there are two chrome headlights which were bought new 30 plus years ago.

There is both a hood and a tonneau, but these have been folded and stored for over 30 Years so I have no idea as to their condition.

No seats or interior trim.

The car is registered on the V5 registration document as a NG T.F. Roadster

I have now accepted that I will not be able to complete the project and must sell it.

Anyone is interested in purchasing this project, please email me at colin.ridler2000@gmail.com Location: near Tiverton, Devon



Remaining NG Parts Stock; A message from Richard Langford:

I purchased from Mark Sadler the NG bits he had left (he had a TC carpet set I wanted).

I had been purchasing bits from Mark as they appeared to swap on my TC and TF. Mark has been very helpful.

Message or email me (richard.langford2000@gmail.com) for bits and pieces. I have a list that I try and post. I will try to keep the prices the same as Mark's (as they were sensible). Primarily I want to break even. A teenager from few houses down is keen to post/wrap so that will be an additional cost.

My aim is to slowly list the parts on ebay - for long term visibility as well as on the Facebook group page.

I also have the patterns and templates for the hoods and interiors - and will try and find a way to make electronic versions. They can be borrowed.

I've taken the few moulds I have to Fibrecraft

(<https://www.fibrecraftuk.com/>) .

These are the front cone (TC, TD, TF), rear valance (TC,TF,TD), set of a wide cycle wings (9.5" front, 10 3/4 " rear, with lights on rear). I also have the light bowls and will take these too.

The cost I have been given for the front cycle wing is £80, rear is £90 and nose is £110.

Will update post once I have a costing for the valance.

I also have a set of the wide cycle wings without the rear lights (again 9.5 and 10.5 inches, front and rear) and a narrow set that could be used to make set of moulds. I am happy to take these but the costs would need to be shared between numerous members. (Message me if want to contribute to the moulds being made).

If you want something making contact Peter at Fibrecraft directly.

Richard





NGOC
Christmas Meal
30th November 2025
BEST WESTERN
REIGATE MANOR HOTEL

Best Western Reigate Manor Hotel is on the A217 only
1 mile from junction 8 on the M25. The address is
Reigate Hill, Reigate, RH2 9PF.
01737 240125

Meet in Main Bar from 11:30 am
Lunch in The Conservatory at 1pm

WE NEED TO KNOW NUMBERS FOR OUR ROOM HIRE SO PLEASE
CONFIRM BY **30TH OCTOBER** IF YOU WISH TO ATTEND. IN THE
EVENT OF BEING OVER SUBSCRIBED WE WILL ENDEAVOUR TO
OBTAIN A LARGER ROOM IF AVAILABLE.

Please email rayboulton744@btinternet.com

Menu is enclosed and I would ask you to forward me your menu
selection and cheque made payable to NG Owners Club.

Member plus guest: £37.00 each

Non-Members: £40.00 each

Alternatively: BACS sort code 40-24-22

Account No. 41034065 NG Owners Club

and please use your surname as a reference.

Regards

Sue Boulton

5 College Gardens

New Malden

KT3 6NT



REIGATE MANOR
SURREY

NG OWNERS CLUB
FESTIVE LUNCH
SUNDAY 30th NOVEMBER 2025
1pm

Starters

Winter vegetable soup with croutons (VE)
Prawn and crayfish cocktail with lemon wedge
Ham hock and sage terrine, fruit chutney, mixed leaves

Mains

Sliced roast turkey with all the trimmings, rosemary jus
Baked salmon fillet, tomato and basil sauce
Roast pork loin steak and gravy
Vegan nut roast and gravy (VE)
All served with roast potatoes and seasonal vegetables

Desserts

Christmas pudding with brandy sauce
Lemon cheesecake, strawberry coulis
Baileys Chocolate brownie, Chantilly cream

Coffee and mini mince pies

When sending your menu selections please advise meal selection against each person as this helps me and the also the hotel for the place cards with the menu for each guest.

Also please advise of any dietary requirements

Club Merchandise

"Message for club members, Commencing June 2026 I shall be bringing clothing samples to the National Rally so members can choose the size and colour of items they may wish to purchase. Members will be able to order and pay for items which will be sent to them postage free the first Tuesday following the rally. Should any members wish to order items prior to the rally I will be happy to bring these along for collection. Small items such as caps, beanies, badges etc will remain available at the rally."



Mark Staley

The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00 + p&p*
Polo Shirt S, M, L, XL	£12.00 + p&p*
T-Shirts M, L, XL	£9.00 + p&p*
Baseball Cap (navy)	£9.00 + p&p*
Beanie (navy)	£8.00 + p&p*
NG Car Badges (unpainted) (temporarily No Stock)	£20.00 + p&p*
Brollies (last few)	£22.00 (only at The Rally)
Fleeces (temporarily No Stock)	

Logos are in contrasting Silver or Black
 - *all available from Mark Staley*

7 Loxley Close, Oakwood, Derby, Derbyshire DE21 2PU
 Tel: 01332 601654 or 07711 124153 Email: staley.mark@virginmedia.com

*p&p contact me for the charges

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

Front	Cover Photos	Rear
Alan and Margaret Myland on the Wisbech and District Historical Vehicle Club Annual Road Run	Don Steen at The Cross Hands Hotel	Paul Clark arriving for NGs at the Moat
	NGs at Bletchingley	Nigel Speedy at Hooe
Roger Yates at Moira Furnace	Ton Martin at Hooe	Tim Holway at the Boston Show
	Christian Sample at Shelsley	Mat Bolt and John Watson at Brooklands

