



# The NG Owners Club — Officers & Contacts

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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 Summer issue by the beginning of August to [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com).*

*Remember, without your input there would be no magazine!*

**Thank You**



## Chairman's Message

My first ramblings as your new chair. In my time as a member, we've had Peter Clarke, whose signature is on the contract for selling the Concorde aircraft to BA, then John Hoyle, one time owner and major promotor of the NG marque, and now me, miss-understood cyclist and who recently gained the knowledge that the room I walked through to get to my shed is called a Kitchen!



My claim to this throne was that of ignorance, I hadn't noticed that when Mr. Hoyle asked for a volunteer for the position, the other committee members had each taken a step back! I now have to write editorial that isn't driven by classic car events.... Not easy L

I am of course aware that not all of our membership read ChanginGear and so the conclusion of this paragraph is for them.....

There have been other changes to the committee, thanks go to Dave Woolgar who, knowingly or otherwise, has accepted the role of Event Secretary and supporting Dave with event info from the Midlands and the North is Chris Currie (my personal V8 whisperer). Both are also very active contributors to our NG Facebook page.

In addition we've created, and when I say we, I actually mean an idea put forward by John Hoyle and taken up by Matt Bolt, the position of Club Archivist. The work that Matt has already carried out in this role is quite amazing, and will be explored in a little more detail in the next issue of ChanginGear.

Before I go on to encouraging you all to think about attending our National Rally in June, it would be unforgivable of me not to say something on our outgoing chair, Mr Hoyle, and by the way he ain't going far. John has been an incredibly enthusiastic supporter of the NG marque since his first introduction to the kit car scene. He liked the product so much that, as the advert goes, he bought the Company! And whilst Nick Green did a brilliant job on the design of the various models, the sales growth and presence in the kit car market place of the NG marque is surely down to John. Your committee as benefitted greatly from his guidance. He has always been very approachable, occasionally quite dogmatic, but even this trait could be forgiven as it was softened by the offering of Jam doughnuts by his wife



and mentor, the lovely Barbara. And we should not forget John is an accomplished engineer, his Hoyle suspension graces many NG V8's and of course racing MG's. Not content with his beloved TC V8, John is building what will surely be a very special 4 pot TC. I could go on, but frankly he has only paid me for a set number of words.

Now, down to the business of club meetings. We have booked a club area at the Kit Car Show, at its new venue at Malvern, and look forward to seeing some of you on 3rd or 4th June (we'll be there on the Saturday but concentrating on Sunday 4th for members), however the highlight for our Club is the National Rally on 24th and 25th June, although many will arrive on Friday 23rd. The program will follow the same as the trial run last year, but with a few tweaks, and hopefully no problem with booking our car registrations in the restaurant area! Included with this mag is the registration form for the National. I really urge you to book for this event, it always proves a wonderful opportunity to meet fellow enthusiasts in a convivial setting. I hope to meet and greet you all. Please check out the event diary which has a different format and includes some popular breakfast meets, see pages 10-12.

Well, that's about it 'til next time, except to say 'Happy and safe NGing'... I'm now going to curl up in the electric throw I bought myself, you should get one!

*John*





## From the Editor

What a disappointing spring it has been, dull, cool and above all wet, very little to tempt us out in our NGs for a bit of open motoring.

The first planned club event of the year, the Heritage Transport Show at Detling was postponed because of a waterlogged show ground and Drive-it Day, at least in the south, was badly affected by heavy rain and flooded roads. Central and northern areas seem to have been blessed with better weather and it was good to see that there were NGs about at shows or just out for a drive for Drive-it Day



Despite the poor weather there have been isolated sunny days and regular local breakfast meetings have been taking place, certainly plenty of choice in the south east but I'm sure that there are similar events throughout the country.

Last weekend I came across a small steam rally taking place at a local pub, with a few classics as well. I wasn't sure where it was but came up behind a Healey 3000 in the lanes moving at a crawl, smoke visible above the hedges and the occasional steaming puddle indicated a traction engine was ahead, a reassuring sign. It was a good gathering of traction engines, road rollers and steam lorries at a nice pub on a lovely sunny day; well worth hunting it out.

The calendar is getting busy as we move into May with the familiar events; Wallingford, the Jorvik Run, on 14th & 21st respectively. Then June brings the Kit Car Show and the National Rally plus, for me, a trip to Le Mans for the 24hr race fitted in between and then back to France for the Le Mans Classic a week after the rally. The TC will barely have a chance to cool down.

There seem to be quite a number of cars for sale, both in this magazine and on Facebook. I hope that the new owners get a lot of pleasure from them and will join us at future events.

As ever many thanks to all those who have contributed articles; without you there would be no magazine. To everyone else, don't be shy, send a few lines and pictures of your NG adventures,

Safe and happy NGing, *Charlie*



## Words from our Events Secretary

Greetings fellow NG'ers. By the time this edition of Changing Gear plummets through your letter box hopefully we will be in better weather, the forecaster currently warning of blizzard conditions and bitter winds on the television in the background as I write. Yes, spring has arrived!



Like many alternative car owners, I have spent much of the winter period working on my TA Straight Six readying it for next season. Despite building it over thirty years ago, these things are never actually finished and parts do wear out over time. Some of us have also managed to get out to some winter events, Saturday and Sunday Pub Breakfast meetings being very popular and well attended even in dubious conditions. Must be the irresistible bacon rolls and coffee.

One of the great things about owning an NG is getting out driving and enjoying your car. It is also a chance to meet up and socialise with like-minded enthusiasts. To quote my friends slogan at Past N Curious "It's not about miles per gallon, it's about smiles per gallon." It is inspiring to read about other people's exploits and adventures in their NG's and I cannot remember a better year than 2022 for such reports that owners have shared with us all in this magazine. It would be difficult to beat Paul Strickland's epic Lincoln Highway journey across the United States. Along with Chris Hollier's fantastic TC V8 rebuild, it is wonderful to see NG's feature in major articles in national kit car magazines once again in the past couple of years. Anyone up for a Long Way Down run?

At the last club committee meeting it was decided that the NG Owners Club could do more to promote our activities through social media, namely Facebook as it is the form that most of us are familiar with and I was asked to take over the Events Calendar, with Chris Currie kindly forwarding me information from the Midlands that he comes across. Of course, if you know of suitable meetings in the regions, please let me know so I can add them to our events listings as we do seem to have a bit of a void in the South West, North and Scotland. In the South East we seem to have a wealth of opportunities to get out and about and we would love to spread this enjoyment throughout our wider membership. We will also try and provide a bit more detail to the listing to make it easier for



you to check them out on-line. This is where the NG Facebook page is so useful these days, it provides the immediacy that we can never achieve in a magazine with just four issues a year. John D Watson is going to continue as co-ordinator for our two main national events, the Malvern Kit Car Show, and the NGOC National Rally. Hopefully we can make this a bumper year for attendance.

Together with the NG Facebook page, I have found several groups that you can join which are very useful for finding meetings that you might otherwise miss. An added benefit is that once you start looking, more appear in your feed, a more positive algorithm outcome in this case. Most are classic based, but I have always been made welcome at all that I have attended.

National event pages are; Classic Car Shows. UK Car Shows & Events this week / Weekend. Car Shows & Events. UK Car Meets, up & coming events. (Need to be selective with this one)

For a bit of inspiration; Homebuilt Cars - From scratch or Kits, a Worldwide page where skill and workmanship is stunning and 50's / 60's Special Builders, some really interesting and historic cars / builds.

Take care and hope to see you soon.

*Dave.*







## **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 NG club members.

Most of all you will be joining one of the friendliest car clubs around !

Contact Bob Morrison, Membership Secretary – details inside front cover

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

Mike Smith (Rejoining)	148	Notts
David Jackson (Rejoining)	839	West Sussex
Kenneth White	1719	Northants
Richard Yeomans	1720	North Yorks
Arend Vesteege	1721	Holland
Dr Johannes Wessels	1722	Germany
Steve Wright	1723	Notts

***ChangiNGear*** welcomes these new Members and hopes that they will get out and about in their NGs and meet many others NGers.

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

***- Thank you and Welcome, Charlie, Editor***



2023 Event Calendar		
Sun 14 <sup>th</sup> May	Wallingford Vehicle Parade	Bernadette
Sat. 13 <sup>th</sup> Sun 14 <sup>th</sup> May	Winchcombe Weekend Rally	John Watson
21 <sup>st</sup> May	Jorvik Run	Steve Tyler
Sun. 28 <sup>th</sup> May	Slinfold Classic Car Show, Red Lyon. RH13 ORR Charity donation on entry	On-line / Face-book
Sun 28 <sup>th</sup> May	LVVS Lincoln Castle Classic Car Rally, Lincoln Castle LN13AA	Chris Currie / On-line
4 <sup>th</sup> June	London to Brighton Kit and Sportscar Run	On-line
3 <sup>rd</sup> - 4 <sup>th</sup> June	<b>Malvern Kit Car Show</b> NEW Venue	<b>John Watson</b>
3 <sup>rd</sup> - 4 <sup>th</sup> June	Classic & Performance Car Spectacular. Knutsford WA166QN	On-line / For info only
10 <sup>th</sup> - 11 <sup>th</sup> June	Le Mans 24Hr	Charlie Killick
17 <sup>th</sup> - 18 <sup>th</sup> June	FLYWHEEL 2023. Festival of automotive & aviation. Bicesterheritage.co.uk	See website
24 <sup>th</sup> - 25 <sup>th</sup> June	<b>NGOC NATIONAL RALLY</b> See this magazine for details	<b>John Watson</b>
1 <sup>st</sup> - 2nd July	Caux Retro France	John Coker
1 <sup>st</sup> - 2nd July	Le Mans Classic	Charlie Killick
8 <sup>th</sup> July	Classic Cars at The Claygate Flower and Village Show 2023 Register in advance, contact Tim Lovett cfsclassicar@yahoo.co.uk	Roy De Bois
9 <sup>th</sup> July	Wortley Vintage Vehicle Show Wortley Hall, Sheffield. S357DB	Chris Currie / On-line. Info only.
15-Jul	Dogmersfield Fete	John Watson
16-Jul	Cheshire Classic car/bike Show	On-line
22/23 July	Newark Kit Car Show (new website soon)	On-line
Sun 23 <sup>rd</sup> July	Running Retro's Classic meet & autojumble Headcorn Aerodrome TN279HX	Facebook
30 <sup>th</sup> July	Chatsworth Classic & Performance Motor Show. Chatsworth House. DE451PP	Chris Currie / On-line
August (check date on line)	Gt. Yarmouth Family Fun-day & Classic Car Show	On-line / info only



2023 Event Calendar		
5th - 6th Aug	Weald of Kent Steam Rally <a href="https://wealdofkentsteamrally.co.uk/">https://wealdofkentsteamrally.co.uk/</a>	On-line to book
11 <sup>th</sup> - 12th August	Old Timers Grand Prix, Nurburgring	John Watson
13 <sup>th</sup> August	The North Devon Festival of Transport North Devon Sports & classic Club	On-line to book
19 <sup>th</sup> August	Capel vehicle Show Surrey. RH55LB Registration required	John Watson
20 <sup>th</sup> August	GVEC Manor Park Classic Vehicle Show Glossop	On-line
26 <sup>th</sup> August.	Barns Green Classic Car Meet. (Donation Entry) Op. Queens Head, Barns Green, Horsham. RH130PS	On-line / Face- book
August	Hesslewood (E. Yorkshire) Classic Car Rally	On-line / Check date / Info only
26 <sup>th</sup> - 27th August	Egham Show Surrey <a href="http://www.eghamroyalshow.org.uk">www.eghamroyalshow.org.uk</a>	John Watson Pre entry only
28th-August	Prestatyn Classic Car Show	On-line / Face- book
2 <sup>nd</sup> Sept	Cookham Regatta. SL69SB Pre-book <a href="http://cookhamregatta.org.uk">cookhamregatta.org.uk</a>	On-line
September (check date on line)	Classic Car & Vintage Rally, Amerton Staffs	On-line / info only
Sun. 17 <sup>th</sup> Sep- tember	Basingstoke MGO C Doughnut Run Pre- book <a href="http://www.basingstokemgclub.co.uk">www.basingstokemgclub.co.uk</a>	On-line
16 <sup>th</sup> - 17th September	Kop Hill Climb. Bucks. HP270LA Pre-book? <a href="http://www.kophillclimb.org.uk">www.kophillclimb.org.uk</a>	On-line
17 <sup>th</sup> Sept	Hinckley Motor Show (main event) Town Centre LE10 1DD 3 smaller shows during year	<a href="http://www.hinckleybid.co.uk">www.hinckleybid.co.uk</a>
Sat.23 <sup>rd</sup> Sept.	Castle Combe Autumn Classic Race Meet- ing. SN147EY	Info only On-Line
<b>December</b>	<b>Owners Club Christmas Luncheon</b>	<b>Sue Bolton</b>

The NG facebook page (<https://www.facebook.com/groups/NG.Owners>) is also well worth checking but, as with the magazine, it is reliant on NGers spreading the word, so if you hear about an event that you think would appeal to others please share the details.



### Regular meetings

May be seasonal always check with organisers - Some also have web sites.

9am - 11.30am Check for venue	Four Counties Classic Pub break-fast meets around North Surrey / Kent.	Facebook
10am on. Various dates	Past N Curious, Newhaven / East Sussex Two main venues.	Facebook
1 <sup>st</sup> Sunday of month 2pm - 4pm	Classic Car Sundays. Alton Hants. GU344BH	Facebook
Various dates & times	Port Solent Car Meet Some are themed.	Facebook
4 <sup>th</sup> Sunday of each month.	Goldalming Breakfast Run. Jack	Facebook
10am - on.	Hidden Valley Breakfast Meeting Ilfracombe EX348NU	Facebook / check
8.30am - on.	Vintage Tyres Breakfast Meeting Beaulieu National Motor Museum. SO427ZN	Facebook / check
2 <sup>nd</sup> Sunday 10am - 1pm	The Riverview Meet (Pre-2003) Forest Row RH185DW	Facebook
4 <sup>th</sup> Sunday 8.30am - on	Horton Historic Vehicle Club Cross in Hands Old Sodbury BS376RJ	Facebook
2 <sup>nd</sup> Sunday 8.30am - 11.30pm	Black Swan Classic Car Meet Ockham, Surrey. KT111NG	Facebook
Various dates	Southern Classics. Shows / meets	<a href="http://www.southernclassics.org.uk">www.southernclassics.org.uk</a>
Various dates	Storrington & Dist. Classic & Sportscar Enthusiasts. Shows / meets	<a href="http://www.sadcase.co.uk">www.sadcase.co.uk</a>
1 <sup>st</sup> & 3 <sup>rd</sup> Thur.	The Coopers Arms. Weston On Trent. DE722BJ	On-line <a href="http://www.coopers-arms.co.uk">www.coopers-arms.co.uk</a>

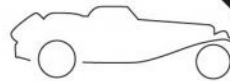


Grasp the opportunity whenever and wherever you can to get out and enjoy you NG

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## Drive-it Day — A wet day at Chiddingstone Castle

In mid-March I purchased my FBHVC Childline Drive-it Day rally plate and booked a place at the classic car event at Chiddingstone Castle for 23<sup>rd</sup> April hoping that by then the miserable March weather would be a memory and we would be enjoying spring sunshine. Sadly, as the day approached, the weather forecast got worse and worse and, although we had enjoyed a sunny breakfast meet at the Moat the day before, I left home on Sunday in steady rain, rather apprehensively as the cars were due to be parked on the lawns in front of the castle.

After a half hour splashing through lanes, awash after the heavy overnight rain and the continuing downpour, I arrived at the entrance and was directed to park just off the drive to the side of the castle. I was pleased to see Dave Woolgar and his TA already in place on the corner. Moments after I had parked and fitted the tonneau who should arrive but Roy De Boise, back in the NG fold with his newly acquired TA, Mr Toad (familiar to the club in the hands of Jeremy Evans), collected from Wales a few days previously



The NG contingent was complete.

The dreadful weather had put off many of the anticipated classics and the few intrepid enough to have come were distributed around the drive and hard parking rather than on the lawns, however there were still interesting cars to be seen and people to meet, with familiar faces from local breakfast gatherings.



Among those who did make it was a nice BMW 501 Cabriolet from the 50's rubbing shoulders with a Jaguar XK120, a Cobra 289 and an Alvis TF21 Drophead.

Further down the line was a handsome Triumph Dolomite from the 1930s, rescued



from being scrapped in the sixties and beautifully restored, alongside a Riley open tourer from the 1920s.

In total about 80 classics made it, well down on previous years, and very few general visitors came along.

That did mean that we were able to take an unhurried tour of the house and its fascinating collections of Egyptian antiquities, Japanese and Buddhist objects, Jacobean and Stuart artifacts all accumulated by Denys Eyre Bower who bought Chiddingstone Castle in 1955 specifically to house and display them.

The house has Tudor origins but was extensively remodelled in Victorian times to look more medieval, although the money ran out before it was completed resulting an interesting architectural mixture between the two styles.

As the cars began to drift away we managed a group photo in front of the house before heading off, pleased to have come but disappointed that the weather had so badly affected the turn out.



*Charlie*



### Drive-It Day down under

Unable to attend any of the friendly Drive-it Day events in the UK on 23rd April due to prior engagements down under in Brisbane and Sydney, I decided to take my platinum plaque with me in the hope that I might still enjoy the occasion with some like-minded Aussies. I was not disappointed

Thanks to my son-in-law Matt, we made contact with the MG Club of Queensland. Its captain, Don Webster, kindly invited us to their noggin and natter day. It was a splendid affair, the members were incredibly friendly, accommodating and real fun..... even though they knew I was a pom!



Having reached the collection point, the many and varied cars, including Don's professionally modified MG TD, drove on in convoy on the 25 mile journey to Trevor and Joy's home. What an Aladdin's cave their home turned out to be! There was an impressive collection of cars and memorabilia that Trevor had collected over many years. My favourite had to be the unrestored Mk2 3.8 Jaguar, although you wouldn't turn down a drive in one of his two MGA's, the 1959 Corvette, collection.



or any of the







My thanks go to the club for affording me the opportunity to share part of their 'Drive It Day', and a heartfelt thanks to Trevor and Joy for their hospitality. Should any of the Queensland members find themselves around the London Heathrow area, there is always a welcome at our Egham residence.

Sadly, no NG could be traced. There was one we knew of, but it and owner moved to Spain some time ago. We did seek out a few hidden gems during my Oz trip, among them this wonderful Frog Eye Sprite, initially successfully raced in the USA (hence the left-hand drive), which came to Oz in 1968, and is owned by two brothers... their birth place, the Elephant and Castle London!



*John*

### Editor's Note

Coincidentally the day that John's article arrived in my e-mail there was a post on the Facebook page from an NG owner in Australia so it seems that there is still one down under, Rohan Robinson with a Marina based TF



*Charlie*



## Drive-it Day, North Yorkshire Moors.

The only locally publicised event was a mass gathering at York racecourse with a run towards Leeds down the A64 to a coffee venue.

Having a good meet-up and coffee stop closer to home, I opted for a quieter rural run into the North Yorkshire moors. I have just fitted new king-pins, stub axles, brake discs and calipers and opted for green stuff pads, so a post MoT shake down was in order.

Heading onto the high Moor past Pickering, I noticed the tell tale plume of a steam train from the valley to the west of me and managed to get parked just as it came through; I can highly recommend a trip on the North Yorkshire moors Railway.



The train was heading into Goathland, the home of fictional Adensfield, the setting of the TV 60's drama, Heartbeat.

After a tea break here, I headed off the tourist trail to one of the old routes over the moors. Mostly single track, over big scenery and under big skies, with sheep and lambs, pheasant, grouse and curlews providing an accompanying background

soundtrack to the easy beat of the B series.





After a dry run - not counting the 3 fords to swim! - the road passes through a couple of villages before arriving back in Pickering. A swift comfort break in town turned into a longer chat with a couple who had spotted my car and parked their Morgan next to me. The 2 cars received lots of compliments from passers by. Then home to Old Malton.



A cracking run out, in a well sorted gentleman's sports car, sharing great roads with fellow enthusiasts.

*Peter Sanders*



### Drive-it Day NGers

Well done to everybody who did get out in their NGs despite the very mixed weather.

Les Davidson drove his TF up to the Belford Car Show in Northumberland where he got to meet Sarah Crabtree (ex Bangers & Cash star) and she really liked his NG!



Peter Killingback went to the Bicester Scramble in his TC V8 and flew the flag as the lone NG there





Mike Manners Drive-it Day trip was 77 miles heading West from Reading (away from the rainy East), A4 to Hungerford and then on to Membury airfield to watch the para gliders doing crazy stunts then on to Ashdown House and Ashbury and back to Reading via Wantage and Goring. A brake fluid weep on the front driver's side following a recent rebuild of both front king pins was soon sorted. Tightened things up with a suitable spanner did the trick and all the brake fluid cleaned off, luckily it was silicone and not the nasty old corrosive stuff so no damage.



Drive-it Day was "Somewhat Damp" on Hayling Island but that didn't stop Hugo Wilson getting out for a drive round in his TA.





## Back on Four Wheels

Following on from my last article I am delighted to say I am now a proud owner of an NG TA, no less than the famous Mr. Toad!

Jeremy Evans, the previous owner of the car, and I had been in contact for a while about the possible sale of his car. Jeremy contacted me recently and informed me he wished to sell the car now and the deal was done.

Collecting the car was going to be quite an adventure as Jeremy lives on the west coast of Wales! A journey from my home in South London to Aberaeron is a distance of approximately 270 miles.

Ann and I decided the following course of action. Our home to Ross-on-Wye, stay overnight in a Premier Inn and then continue to Aberaeron the next day. After collecting the car, return to our accommodation in Ross and continue our journey home the following day.

The drive from Ross to Aberaeron was very pleasant and it was good to see Jeremy and, of course, Mr. Toad in all his red splendour.

Having enjoyed Welsh cakes and completed all the necessary formalities it was time to sit in the car and have Jeremy explain its workings. The twin switch ignition system and milage gauge was really quite sophisticated. The dashboard was a work of Art.

Lifting the bonnet revealed a single carb twin choke carburettor and a sophisticated exhaust system. The promise of delights to come!

With Ann leading the way we set off to Ross. Getting to grips with the clutch and gearing was a quick learning curve, especially when stopping at my first set of traffic lights; I put the car into reverse!

A shock for the car behind. Remember, I had been used to the 2CV controls in my Lomax over many years!

We arrived back at Ross without any misadventure ready for a good meal and rest for the next day.

A decision was made regarding the route home. A fear of smart motorways determined our route.

We only had two sections of Smart Motorway to contend with near Reading and that was enough. Not that there was any fear of Mr.

Toad breaking down. The car ran beautifully and the journey home was without mishap. We had just





one stop at Membury services.

It was great fun driving the TA at speed. It went like the clappers. I really enjoyed overtaking Ann and taking on a succession of lorries at speed! Real wind in the hair motoring. After the timid approach to motorway driving in the Lomax it came as a revelation!

The car inspired confidence. The road holding and steering are really strong points in its favour. I mentioned before the cramped footpace in my TC. With a lower gearbox tunnel in the TA there is more room for size 11 feet!

It took about 4½ hrs to get home from Ross.

The following Saturday it was Drive it Day and I had my first proper

meet up with the NG boys. We met up at Chiddingstone in Kent, a journey of about 25 miles in awful narrow rutted roads in the pouring rain but absolutely great. Looking forward to more adventures in Mr Toad and meeting up with fellow NGers. Not sure if I will keep the name!



*Roy De Boise*





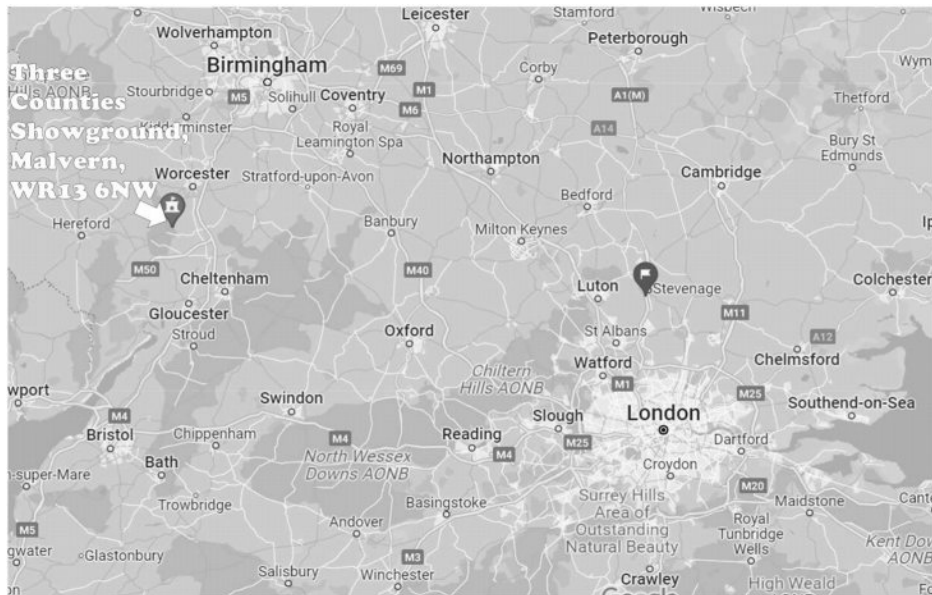
# National Kit Car Show 3rd & 3th June 2023

The **National Kit Car Show** is at a new venue this year, the Three Counties Showground at Malvern, and the club has booked a stand, very handily placed just inside the gate! We will be there both days but concentrating on **Sunday 4th June** for the main club attendance.

Tickets can be purchased in advance at <https://nationalkitcarshow.co.uk/tickets/> or on the day at the gate, **FREE daily entry for kit car drivers** so we hope that you can come along to meet up with other N.Gers and support the event.



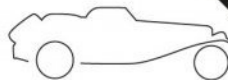




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## National Rally - Riverside, Stratford

- Don't forget the date: Fri.23 - Sun.25 June 2023
- This will be a **heavily subsidised** event
- **No daily Rally charges**
- **£6 per head per meal**, Friday and Saturday evenings provided by Riverside Cate
- **Free Sandwiches Lunch** on Sunday Rally field adjacent to the clubhouse and riv





- We will have our club tent and party gazebo on the field
- Tea, coffee, and cakes available all weekend
- Snugs, caravans, and lodges available all weekend
- **Remember to bring your own chairs and mugs**

**Your Booking Form is available with this issue.**  
**Please note you have to pre-pay for your £6 meals**

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## National Rally - Riverside, Stratford

Your Booking Form is available with this issue.

Please note you have to pre-pay for your £6 meals

### Friday evening Menu:

Choice of 2 courses from  
this set menu.

### Starter

bread

Chicken Wings

or

Breaded Mushrooms

### Mains:

Cod and Chips

Pie of the Day

Risotto

### Dessert:

Trillionaires Tart

Vegan Chocolate Chips

### Saturday evening Menu:

BBQ from outside catering van

Hot dogs

Burgers ( Beef or Veg.)

Chicken Shawarma kebab,pitta

Mixed leaf salad with red onion

Cake

**NB: Riverside have asked for pre-orders for the Friday.**

Once on site please, look at the detailed menu, select your 2 course choice and let Teresa or designated committee member know



## upgrades4mgs

Over the past few weeks I have been talking online to one of our Facebook members, Martin Williamson who would like to own an NG TC himself. Now Martin is just a little bit of an MG enthusiast to say the very least, he is also a very good builder with his red O series powered MGB featured on the Owners Club stand at the Practical Classics Show at the NEC recently.

During our last conversation, it came up that Martin has a website that focuses on modifications for MGB's which he created in 2006 following a discussion he had with a good friend regarding worthwhile upgrades and costs involved. They applied the 80:20 rule to look at a 20% spend to 80% gain in performance which is an interesting way to look at things rather than the other way around as is often the case.

Naturally much of this can equally be applied to an NG be it B powered or V8. The Technical Section even has a piece on the Hoyle independent suspension system, developed when our previous Club Chairman, John Hoyle owned the NG business.

A very helpful link is to a sister site, Grove Components, who supply fixings for MG's and provides a chart giving the correct sizes to locate components including stainless steel if high tensile strength is not required. So when you have time visit Martin's website and put it in your book marks as it is another resource that might be helpful to you now or in the future.

<https://www.mginfo.co.uk/upgrades4mgs/index.html>



Dave



## Into the Blue

This morning I find myself passing Gosport following the A27 going west. Nothing unusual about that at all, except that I don't usually do it flying a Spitfire Mk IX at five thousand feet. I have slipped my earth-bound existence; I am learning to fly!

I should explain that I am actually seated in the country's only Spitfire flight simulator at [spitfires.com](http://spitfires.com) within the new hanger at Goodwood, formally known as RAF West Hampnet during the Second World War. All thanks to a Sapphire wedding anniversary present from my lovely wife, Marlene. An experience voucher from the gift company Out of the Blue, most appropriate given the occasion.

The simulator is a completely immersive experience, constructed from the cockpit section of an original Spitfire and further parts from from aircraft that may have actually fought in WWII with some that are new, but rejects. It is a collaboration between owners Boultebee Flight Academy, A2A simulations and the Tangmere Military Aviation Museum who helped source original parts and built the complete fuselage section used in the simulator.

Everything is working exactly as it would be in the airworthy version including instruments which look original but are internally modified to work in harmony with the very impressive computer programme. The operator control panel is located to the rear of the fuselage and out of sight to the pupil under instruction. The main purpose of this simulator is to train and upgrade pilots before progressing to flight training on the two-seat operational Spitfire that resides in the hanger on the other side of the offices. As you climb into the cockpit via a step on the left side, in front of you is what I can only describe as a 3.2 metre white half ping pong ball viewed from the inside. Six projectors display the terrain and sky on this screen together with the wings. When seated the steps and any other distractions are out of sight with just the familiar elliptical camouflaged wings to your left and right. Engine vibration, mechanical noises, a little hydraulic pitch together with the visual projection are all re-created to trick the mind and body into completely believing that you are really flying the aircraft. The system replicates pressure on the control surfaces within flight and runway conditions. The simulator is finished to represent the actual aircraft flown by Johnnie Johnson and bares distinctive black and white D Day stripes on the wings.



My instructor is the very affable Nigel Coverwell who takes me through a pre-flight briefing before entering the cockpit. Marlene is seated to the rear right watching and filming proceedings for which I am very grateful to have this wonderful experience recorded.



Now comfortable seated and adjusted to my height, Nigel runs through the important controls and gauges required to fly the simulated Spitfire. He is quite happy with my understanding of control



surfaces and inputs as I have flown both full size and radio control aircraft before, but the Spitfire is a whole different responsibility to me and although you can't actually crash the simulator, I am very conscious of the heritage and history around me with Douglas Baders statue being merely metres away on the green beside the café. Flying hat installed and headphones initiated, instructor contact is established we are ready to begin. I elected to keep the canopy open.

The fight commences at a safe height heading west, taking a few minutes to get the feel of the controls. Wings straight and level with the horizon about an inch above the nose. Checking through the instrument all is well. For the purposes of this flight we are only interested in indicated air speed, altimeter, rpm and boost together with trim if required, the rest is visual. Wings are gently banked left then right before returning to straight and level before heading up the Solent.



Southampton and docks are in the distance as the workload increases, a check across the instruments and at a safe altitude of five thousand feet in preparation for a loop. Wings straight and level, the airspeed picks up as the joystick is pushed forward to two hundred and sixty miles per hour, horizon lost, replaced by the golf course at Anglesey rapidly coming towards me. Pull back on the stick, back, back to the waist, the nose comes back up, quick check side to side,



still level, blue sky surrounds me and with a slight push forward of the stick we are over the loop and heading back down pulling out at the bottom still straight and level with the nose an inch below the horizon. Perfect. No time to rest, the stick is pulled back to raise the nose again and then hard to the left, beautifully smooth the Spitfire rolls three hundred and sixty degrees with no rudder required. Wow! Feeling slightly motion sick now, a gentle coordinated turn is made to the left to take us around the top of the Isle of White.

Straight and level once again, power is reduced and another gentle turn made to the left onward to a suggested sight-seeing tour around the Needles at one thousand feet. With the nose pushed down with the elevator, height is lost and speed increases but time to admire the view and that famous lighthouse now over my left wing as a tight turn is pulled coordinating ailerons, elevator and firm push of left rudder and we are around with a few seconds to admire the virtual view. Don't need a laser pointer to find the Needles. Straight and level once again, white cliffs to the left, throttle is advanced two hundred RPM to climb back to five thousand feet and over the cliffs



after another slow turn to the left over the island, climb is easy with no strain on the magnificent Merlin whatsoever, it's throb reassuringly vibrates through the airframe. Ryde now below my right wing a right turn is made back down the Solent.

Following the enjoyment of our cruise past the light house and white cliffs it is time to bring up the concentration and workload once again with an airborne conversion and practice in preparation for landing. Check altitude, still at five thousand feet straight and level. Throttle is brought back to 1,200 rpm and boost reduced to zero. Joystick is transferred to the left hand, the right pushing the landing control forward from the lock and then back to lower gear, a click locks it in place. Checking to the left of the dashboard, the indicator goes from orange up to green down and locked after a few seconds. Change hands again on the joystick. Above the landing gear indicator, lies a cast aluminium toggle switch which is flicked down to lower the flaps. No





adjustment or settings required here, with a Spitfire, flaps are either up or down no messing. This is a fighter designed to get on and off the ground as quick as possible and with the variable pitch propeller, this MkIX can get off the ground in half the distance of the original MkIA with the fixed pitch two blade propeller. Nose gently pushed down now to maintain airspeed, the ailerons and rudder are quite mushy compared to the precision found with power on. All is good, rpm is increased and boost set to three once again. Flaps raised and landing gear returned to the wings. To save a little time a gentle coordinated left turn is made to take us across Selsey Bill rather than around, another few minutes to relax and follow the coast up to Bognor. Nigel using the laser pointer to direct my attention to Goodwood in the distance to my left. A field of oil seed rape conveniently marking the spot with its yellow bloom. Thank goodness the virtual display is set in summer.



Bognor is all to quickly upon us and a coordinated left turn is made, looking for the yellow field in the distance. Although I am familiar with the area having been to Goodwood numerous times, identifying features from the air is a whole different challenge as I make my approach to join the airfield. With the hangers and control tower to my right the throttle is brought back and boost set to zero turning right then right again descending on the downwind leg, the familiar and famous race track to my right, no chance to look, time seems to be passing exponentially. Wings level, check altitude and airspeed, change hands and lower landing gear which locks with a satisfying heavy clunk. Indicator is green, gear locked, change hands and lower flaps keeping airspeed up and descending quite quickly now. Look right for the yellow field and turn to the right. As you approach the visual display loses a little of its sharpness making it harder to identify features on the ground. Much more control input is required as Instructor Nigel illuminates the white concrete square at the threshold of the grass landing strip with the laser pointer. Finding the red spot a few seconds late, I now overshoot the final turn slightly and with the the Rolls Royce car factory to my right wing using, as little as required, but as much as necessary input, the Spitfire is



aligned to near centre of the runway again. Over the threshold, trees avoided, the ground comes up to greet me very quickly, throttle is brought right back and with a bounce and rumble from the wheels we are back on the ground holding the joystick fully back and maintaining a straight a line as possible on the rudder forward vision is lost to that mighty engine and propeller.

Adrenaline pumping, time to breathe. What a ride! Not perfect and I would have preferred not to have to used so much input in the last few seconds, my mistake, but got the simulated Spitfire back down on the ground and on the runway with nothing broken. As they say any landing that you can walk away from is a good one.

Climbing from the cockpit to debrief with Nigel, more of a chat between the three of us really, I was delighted with his kind comments and the fact that he had no reason to intervene during my whole flight, just offering instruction and indicating things within the landscape with the laser pointer. Grateful thanks made, hands are shaken, then off for coffee.

This has been a wonderful experience and opportunity; I feel highly privileged to have had a chance to fly the simulator. My flight was through The Door Marked Summer, one can only admire the skill and courage required by those young men who flew Britain's fighter aircraft during the second world war in all manner of conditions in defence of our country. My greatest respect to all of them.

If you would like to learn a little more about the simulator, its construction and the two seat Spitfire based at Goodwood visit [spitfires.com](http://spitfires.com) online.

Certainly, a day less ordinary.

*Chocks away – Dave Woolgar.*



## Goodwood 80th Members Meeting

A few weeks ago I attended the Goodwood classic car race meeting, I am not a member of this rather exclusive club but went as a guest of my nephew. Once there you quickly realise from the amazing variety of flat caps and very expensive clobber, that you are mingling with the rich and famous. Did I feel out of place in dog walking boots (I had been tipped off that it was very muddy in places) and my old and faded Spa baseball cap - NO, cos I had driven the Spa GP circuit and was proud of my cap.

The event was held over a 2-day weekend, with practicing and racing on the Saturday and racing on Sunday, which is the day that I was there. The programme covered all eras of racing from early 1900's through to 1960/70's.

Early 1900 cars are amazing, many were originally built for attempts on the land speed record, so you can imagine these flame belching monsters running on aero engines, some with 20 litres plus, chain driven with one gear. The spectacle, watching these museum pieces cornering at speeds you wouldn't think possible with such skinny wheels and tyres, is unbelievable. The Beast of Turin, 4 cylinder 28L, hand cranked!



A couple of very interesting races were held for one make/model, the first for GT40's which was won by Dario Franchitti (3 times winner of the Indy 500), yes, many cars were been driven by famous racing drivers of days gone by...!! The other was a 2-driver race for Lotus Cortina's driven by well known saloon car drivers, you can imagine how competitive that race was, especially with a change of driver part way through.

The programme also included old motor bikes driven by guys in traditional black leathers, formula junior, the usual multi make saloon cars, etc. One of my favourites was the race for pre-war sports racing cars which included several Aston Martin Ulster's, for those that





don't know this is the car that gave Nick Green the inspiration in designing the NG TC. These cars are now worth multi millions of pounds but are thrown around the race track without a thought for their value, and they do get damaged. Two of the Ulster's are owned by Nick Mason and were driven by his daughters - lucky girls..!!



One of the highlights of the day was spending time with my nephew, Nik Hoyle. He works for Gordon Murray Automotive (GMA) and has the distinguished title of Manger for the T50 project. Gordon Murray has a long-standing association with Goodwood so has a presence at their events to promote his products, this year was the launch of the T33 Spider and a display of the T50 prototypes and pre-production models. The T50 is the successor to Gordon's McLaren F1, again a 3-seater with a Cosworth 4-litre, normally aspirated V12, which revs to 12000 and produces 600+ hp. The car only weighs 1000kilos, I could go on for a few more paragraphs but if you are interested in this most amazing road car just give it a Google. While I was with Nik he organised for 4 of the cars to be started, they sat there for several minutes just blipping their throttles - the noise was awesome. I am now waiting for Nik to pop round to give me a ride one day.



*John Hoyle*



## Donington Historic Festival 2023

The 2022 Donington Festival was my favourite event last year, except for the NG rally of course, so on the morning of this year's festival I was really happy to wake up and find the forecast rain had vanished and even hinted at sun later in the day.

I had been polishing my TC until 11pm the night before and had paid particularly attention to the NG radiator badge, which now shone like it was made of gold. The mandatory last-minute issues had been sorted the previous morning, which this year was a tiny spec of dirt stuck in the idle circuit of my 4-barrel Holley.

William and I made our way to the circuit and took our place with all of the other amazing cars on the grid. Not the one on the track you understand, this is a large gravel area where you wait before they allow you to drive through the tunnel under the track and find your spot in the centre. I can never help myself but give the V8 a little rev as we enter.

After parking up with the rest of the North West Kit Car Owners Group (NWKCOG) cars and a short chat, William and I went to look around the amazing cars in the paddock and on display along side ours.

It would take ages to tell you about all the beautiful cars on display, but sufficed to say, if you get a chance to go next year it is definitely worth it. My favourites were the Super Samurai 240Z that some of you may have seen on the NG Facebook page, the race spec MK1 Ford Capri that was out racing



later that day, and a trio of beautiful Alfas that were also out racing





against the Capris, Lotus Cortinas, Rover SD1s and several others in a mixed class race.

The best part of the day was when the Classic, and not so classic, Ferrari's went out racing. William actually came very close to where two of them came careering off the track.



As race tracks go, Donington has to be one of the best, because you can see such a lot of the track from one spot. Plus sitting on the grassy hill side with a picnic watching the F1 cars of old, blasting along, takes some beating. I sincerely hope to see some of you there next year.

*Chris*



A few weeks ago, I went to the first Autojumble that I had attended in quite some time at the South of England Showground. It was a meeting up with friends as well as being in the company of my old workmate John, I was one of his former apprentices. A time to reminisce in some ways which caught up with me today as I was looking for an article in previous editions of *Changing Gear* that I was not sure I had written in the first place? Seems I had not, but more on that later. However, I did come across this article that I wrote over Christmas 1994 and thought it was worth looking back on for a little amusement. Just wish I had a digital copy to save all this typing!

The piece was called;

### **Autojumbler - A NEW BREED OF HUNTER?**

I don't know about you but I enjoy a day out at an autojumble, poking about in old parts that I would have thrown out twenty years ago. Now "thar's gold in them thar' parts Jethro"! Sometimes these events are held in conjunction with a Classic Car Show and quite frankly, a pile of old parts can come as quite a relief when you have been faced with row after row of the same vehicle. A little cynical I know, but standards can vary from 'stunning' to 'I have cut up better!' Still as long as these vehicles have been preserved and are on the road, I will not criticise too much.

I am often accompanied on these motoring sojourns by my colleague John, who is the proud owner of a very nice black Ford 103E Popular and Daytona Yellow MkIII 1600 GXL Cortina from the same stable. Although we have differing vehicle interests, we both appreciate what goes into building or restoring a good car, we also enjoy the hunt for the odd part that might catch our eye. I believe this must have something to do with man's basic hunting instinct, an echo from pre-history perhaps? Now you will find us hunting for that elusive genuine Ford 10HP head gasket with Enfo stamped on it, not an Aurochs or Woolly Mammoth.

But what of this new breed of automotive hunter, would they be of interest to David Attenborough or even Desmond Morris? Here are a few clearly defined characters that I have observed roaming free in their environment, each has its own dress code or hunting apparel. I will leave the reader to guess which group I happen to fall into!

*Tweed Jacket Man.*

Looking for upmarket parts such as Bentley, Lagonda and Aston Martin



that his little restoration man will fit later. Can also be seen in the Christies Auction marquee, catalogue in hand. He can usually be found with an attractive mature blond woman on his arm dressed in country clothing, hair in a pony tail or retained by a shiny black Alice band.

#### *Cloth cap & Waxed Jacket Man*

Searching for those new old stock Alvis, Jaguar or Austin Healey parts on the specialist stalls.

#### *Man At Burton's*

Wears smart clothes, sweater or tailored jacket with tie or even cravat. Could well work for one of the auction houses or up-market classic car dealers and is an Aston Martin wannabe. He is usually accompanied by an equally smart, if out of place attractive female.

#### *Sweatshirt Man / Woman*

MGB or any other major brand sportscar owner. Not a lot of parts supply problems for these fortunate hunters. The autojumble field is full of proverbial Wildebeest for them!

#### *Anorak & Tesco Bag Man*

Cuts a lonely figure as he scurries between stalls, but a true enthusiast. He comes well prepared with bags and often has a converted shopping trolley or cart in his car boot to drag away those heavy parts which he will feast upon later. Likely to have a selection of classics in various stages of restoration or decay.

#### *Leather A2 Jacket & Baseball Cap Man*

Hot Rodder, prepared to pay for exactly what he wants. Not afraid to cut up a classic. Pass me the blow torch and welder.

#### *Old Leather Biker Jacket & Flat Top Hair Style Man*

Often found in the company of his Hot-Rodding peer group the jacket is worn with a red scarf with a paisley pattern. Could also be a Rat Rodder or early American car owner, certainly a MkII Consul or Zodiac at the very least. Groups of females are very often found in this large hunting group dressed in true 1950's Bee-Bop or Rockabilly style clothes. Don't be surprised to see a non-venomous snake on a forearm or ferret on a lead within this group of car and motor cycle nuts.





### *Sandwich Board Man*

Real fanatic, desperate for those rare Vespa or Lambretta parts. Always skint and will trade parts for work with no pay to complete his project.

### *Casually Dressed Man with Wife / Partner.*

Would like to get into the classic car scene. Attracted by the nostalgia, but can't find the right door with carer and other distractions getting in the way, little or no practical skill. Partner drags along out of duty, but would rather be doing anything but this and is likely to put a foot down if any decision is finally made by her hunter. Drives any company supplied Eurobox you can name.

### *Man in Kilt and Red Tights.*

Yes, really! I don't know, but he was looking at Rover parts, so make up your own mind. Just hope he doesn't ride a motor cycle.

### *Conclusion*

These are just some of the people that I have caught my attention at shows and autojumbles over the years. The one thing that binds this eclectic bunch of miss-fits together is the genuine love and desire required to keep old cars on the road and preserve our motoring heritage, be it an Allegro or Allard. A great number of them are particularly knowledgeable about their interest. Equal to any Mastermind champion, they are able to spot an incorrectly located bolt at ten paces.

So, what can you expect to find at an autojumble? A simple answer is anything and everything connected to motoring, especially at large events such as the Autumn Autojumble held at the National Motor Museum, Beaulieu. Here you will find complete cars, new and used parts, automobilia and a prestigious auction. As noted, some of the stall holders are very knowledgeable no matter how obscure, true enthusiasts stocking parts for specific makes and models. Others have general stocks of parts, toys, models, tools, literature and mountains of memorabilia liberated from dusty corners. For many it is the camaraderie and excitement of the hunt, a chance to meet up with old friends and customers with a like-minded interest in all thing automotives. I am sure for some it is almost like a religious experience!



So, there you have it. My personal view of autojumbles from 1994, fellow Mad Hatters if you like. No stereotypes or assumptions implied at all! Don't take my word for it go along and enjoy what is normally a cheap day out. Soak up the atmosphere and characters while we still have chance.

Dave



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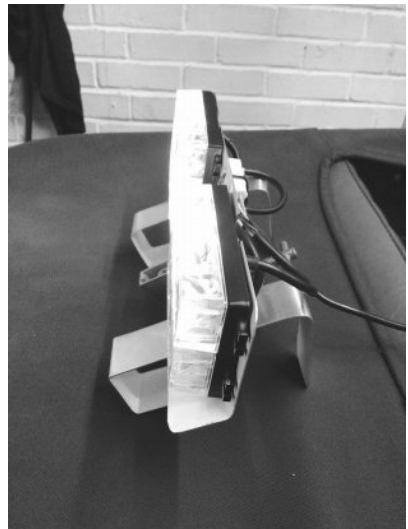
## IN MY REARVIEW MIRROR THE SUN IS GOING DOWN.

Last year I spent a fair bit of time driving the TA on motorways and as we know some of them are not so smart these days. Unfortunately, due to circumstances beyond our control we can find ourselves stopped beside the road, hopefully on a verge or hard shoulder. Due to the diminutive size of NG's and many other Kit Cars, this can make us quite vulnerable even with hazard lights especially if the light is bad. I have an orange rotating beacon that I keep in the back of my truck that purchased for use with my tractor. It is very good but impossible to stick onto an NG and bulky to carry around when you have limited space, so I decided to fabricate an appropriate NG sized alternative to tuck away, but within reach, behind the driver's seat. So here is an idea for a very simple little safety project that you can put together in a couple of hours.

Looking on Ebay I found some small bright 12-volt LED car or truck warning light that flash in four programmable combinations and a cigar lighter plug. These are the sort of lights you find rows of down the side of recovery vehicles. Cost was around £26.00 for two with cable and items from my favourite purveyor of used metal components which included a very handy aluminium optics clamp that would have held up a bottle of spirits in a pub bar during a former life.

My hazard warning light arrangement can either be clamped to the screen via the optic clamp or laid on the roof should the hood be up by rotation the soft, pliable legs.

The base for mine is an off-cut of aluminium sheet of around 26 x 10cm bent along its length so that the long side supports the lamps at vertical when attached to the screen with the flashing lights facing towards the rear. The optics clamp is screwed to the centre of the short side with two pliable legs cut from the same off-cut of aluminium pop riveted equidistance each side of the clamp allowing them to swivel with a





little resistance and the aluminium reset to sit level on the roof as required at the time. The power cable should be long enough to plug into wherever your power source is and yet reach screen, roof when up and even the rear of the car if required. I have a cigar lighter and USB multi-point in the glove box of my TA which is a convenient place to plug in any accessories including, phone, sat nav, dashcam and our new hazard light all within reach of the driver's seat.



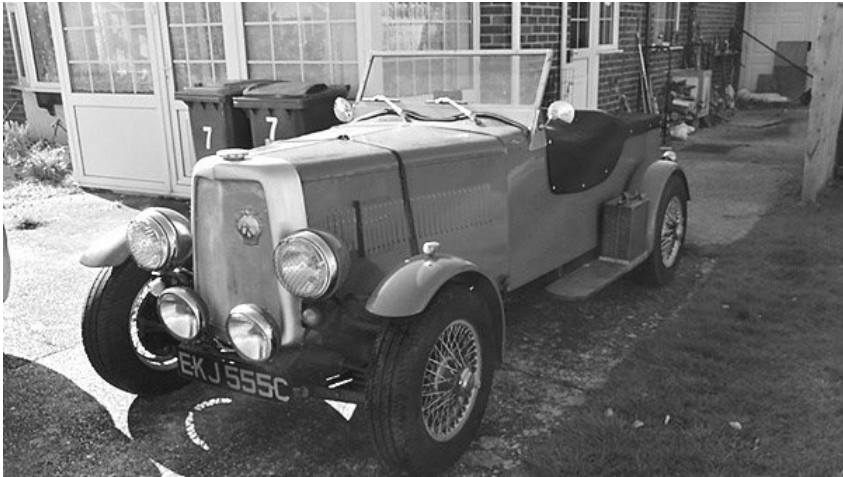
So, there you go, a simple project that may be helpful to you. I have not included any drawings as everyone will have a different opinion as to their requirements, just have a look at the photographs for the general idea.



Dave



## NG TA For Sale



Due to ill health I am having to sell my beloved NG TA. Mechanically she has been sorted and drives beautifully, she could benefit from a respray and some tidying up, but she needs to be used and, at the moment, I cannot exercise her properly.

Last year I had many miles of trouble-free motoring. She is correctly registered. Drive away today - £5000 - Hugo - [freddie63@hotmail.co.uk](mailto:freddie63@hotmail.co.uk)





## Henley For Sale



It's with great sadness I've made the decision to sell my Henley Pastiche project. The build was started by my grandad 25 years ago and handed down to me 5 years ago, I've pretty much got the car back up to MOT standard but there is still work to be done to pass the IVA (mainly interior). I've spent about £4000 in the last year overhauling the front suspension and brake system and getting the engine and cooling system back in good running order. The engine is from a 1979 Ford Cortina (2l Pinto). The car has never been driven on the road in its current state and as so the body work is near immaculate. The car will come with a full build history and a full list of known jobs for the IVA. Comes with doors and windscreen, they were removed for ease whilst working in a tight garage!

The car is being kept in Anglesey North Wales, which is a lovely place to tie in a visit if you want to come and have a look!

Any questions please get in touch **07795262776 / Joe.hayman-joyce@ntlworld.com**

It's a beautiful car and will make a great project for someone who has the time to invest. Sadly, my work has got too busy and I'm likely to have to move abroad soon so can't keep her anymore. **Open to offers.** Joe Hayman-Joyce





## TC project For Sale



A bit of a stop start project over the last 25 years, kept getting put on the back burner whilst life/house/kids kept happening! Rosso corsa red with cream leathercloth interior and black carpets, lovely.

Original MGB kit adapted to fit Morris Ital running gear (some early model NG TCs used this car). 1.7 "O" series OHC engine. Currently unregistered, and will need a Q plate and IVA test to get it on the road.

Nearly got it finished '98 then the SVA came in, so I half stripped it back and mostly rebuilt to comply, back burner again then IVA came in! Again, stripped back and mostly got it done. I downloaded and printed the full IVA technical manual and the last big heave I had on the car I tried to tick off as much as I could.

It's nearly finished but unfortunately could do with another strip back to weld the compliant seat and seatbelt mounts to the chassis (a bit beyond me), put on headrests and revise the aero screens.

Long story short, I have come to the reluctant decision to sell it rather than it sitting there for another 10yrs, someone could finish it and enjoy it in the meantime instead. I've recently changed the oil, coolant and cambelt and it runs lovely.

£5,250.00 ONO - Location: Near Redditch, W. Mids. Lawrence:  
lawrence.vellam@googlemail.com





**TA For Sale**



NGTA Tourer 1800CC twin carb - Number plate FSU 738  
First registered 1 July 1975, not been started for 6 years  
Mileage 68000

Wouldn't take much to get going just needs some TLC  
£2000 or nearest offer

My contact number is 07779 632204 - Keith Eardley - Location: Stoke on Trent







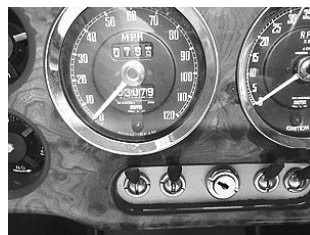
## TF For Sale



### Simon Craig Forster's NG TF

It is with great sadness that this superb TF is for sale. Craig owned it for 4 years and kept it in mint condition. Sadly, he lost his life to cancer in December only 3 months after his diagnosis. He loved this car, which he fastidiously maintained, and had great fun driving around the Cotswolds in the finer months. I would like it to go to someone who will appreciate it and nurture it as much as Craig did.

Julia 07749 924958 Location: Tetbury £10,500





**And finally**

Another post from a land far away and a time long ago before health and safety was invented



Look, we want to take folks across the river, I've got a few lengths of steel cable and if we take the tyres off that little old car.....

## Club Products & Regalia



The following are the current lines :

**Sweatshirt** L, XL (temporarily No Stock) £14.00 + £3.00 p&p\*

**Polo Shirt** S, M, L, XL £12.00 + £3.00 p&p\*

**T-Shirts** M, L, XL £9.00 + £3.00 p&p\*

**Baseball Cap** (navy) £9.00 + £1.50 p&p\*

**Beanie** (navy) £8.00 + £1.50 p&p\*

**NG Car Badges** (unpainted) (temporarily No Stock) £20.00 + £3.00 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 723927 or 07711 124153 Email: mark.staley2@ntlworld.com

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

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

Front	Cover Photos	Back
<i>Peter Killingback's TC V8 at the Bicester Scramble</i>		<i>Les Davidson at the Belford Car Show in Northumberland</i>
<i>Peter Sander's TF in Heartbeat country</i>		<i>Dave Woolgar, Roy De Bois &amp; Charlie Killick at a wet Chiddingstone Castle</i>

