



CHANGING GEAR



The  Owners Club Magazine Winter 2025-26

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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 Spring issue by end of April to ngoceditor@gmail.com.

Remember, without your input there would be no magazine!

Thank You



Chairman's Message

Hello to all,

Sometimes one wakes up with a mad brained idea. Well I had just that kind of morning a few weeks ago. I've always been impressed with the polished state of many of our NG's at events (my cars excluded!). One member, and I won't mention his name, lets just call him Robert Ingram, once said to me "every time you buy a car does it always come with a box of patina!". Well I decided I would change that image and wash BOW. Lacking the implements, you know bucket, sponge etc. I drove it to our nearby car wash. After a few laughs, they went to work on it. They did a great job, however I hadn't realised the high pressure water spray could so easily penetrate the bonnet. Having paid the £10 BOW just wouldn't start, so the 3 guys kindly pushed me a couple of times around the yard with BOW coughing and spluttering, eventually it fired up, they clapped and I was on my way. Probably its last wash for some time.



Well we're approaching Christmas, and I suspect the winter weather, in spite of which there have been many NG outings evidenced in this mag and on our Facebook page. As is the tradition, many south east members gathered for the Christmas lunch thanks to Sue Bolton, a little ahead of the Christmas schedule, November 29th to be precise. It certainly suited me as I left for Brisbane on 3rd December from where I'm writing this.. 34 degrees supported with a few cold beers... we all had a great time. It was good to see Tony and Margaret Bell who's car is now owned by Ian Clark. It is a clear indication of just how friendly our club is that even after selling their car, they simply enjoy the atmosphere of the club.

Whilst mentioning Ian Clark, he was over at the beginning of November and shared with me photos of his bespoke surrey top that during the summer is fitted to his states side car, the TF his father Peter Clark built. Hopefully we can have a few shots of his invention adorn the next



issue.

As usual with Christmas behind us, as it will be when you read this mag, we must look to the future and the many events that will be flagged up by Dave, see pages 10-14. Of particular interest should be our National Rally which will be held on the weekend of 20th and 21st June, although many will make it a long weekend 19-22.

Finally I should like to thank all those members who have helped during the year to make this Club such a friendly one, I include of course our committee (all listed above) but also our regular helpers, I've mentioned Sue, but also Mary, Barbara and Angela and the many owners who turn up at the many Sunday events and our Rally, without you all, there would be no Club.

And finally, finally, a big thank you to Jeremy Evans for having the idea, setting up and being the administrator of the NG Kit Car Group Facebook page for the last ten years or so, and to Matt Bolt and Robert Ingram who have picked up the baton now that Jeremy has decided to step back. (see page 17)

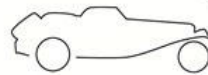
That's it from me in sunny Brisbane enjoy safe and fun NGing

John

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Words from our Events Secretary

Inspired, I sit and write upon return from this morning's breakfast meeting. Beauty I have seen, through lanes where nature's golden gown is flowing to the ground in a gentle breeze, a carpet of acorns quietly waiting to slip up unwary driver and pedestrian alike. Through to the High Weald, the dank musty smell of woodland hangs in the air before opening out to the heathland of Ashdown Forest. Thankfully dry roads, weather overcast with sunny intervals is the report. Such has been our recent weeks' adventures; despite the forecast we continue to fly the flag for open top motoring.



Recently I have been privileged to have been to three places that I feel are special. The Fountain at Ashurst, The Moat at Wrotham and The Star Inn at Waldron. Each of these places are special in different ways, but what they all have in common is atmosphere and people. For it is the characters you meet at events that create a welcoming attitude, a friendly place to be where you are at home with others who share your interests. These special days flow like honey making memories that last a lifetime. As usual, you will see from this edition of Changing Gear there are a host of meetings that you can get along to in your NG.

We are looking at new ways that we can help bring fellow NGers together, but it is up to you, our members to take part. There are a number of things that the club is keen to promote, the results of the survey are in and we are talking about maps. But I would like to return to a theme from the last issue, that being to invite some of you to step up to the plate and become regional co-ordinators. Letting us know what is of interest to other members in your area and most importantly where you are going to in your NG. Being one of us is really better together!

It is that time again to provide a timely reminder to put the date of the National Rally in your diary and book accommodation if you are staying over. Some of us staying off site will be at the Travelodge once again, although breakfast may well be taken at the Touchdown Cafe! Naturally we would like as many of you as possible to come along and enjoy the weekend with us, even for just a day. It is important for the health and survival of our club.

In the first few months of next year we have The Festival of Transport at the Kent County Show ground, Drive IT Day and NGs at



the Moat. Details are in this magazine, but do email me to let me know if you want to attend so that you can be kept in the loop.

So what are you up to with your NG? As always let the rest of us know what you are doing with your NG by writing an article for Charlie to go in the magazine or Facebook page. If you go, let us know!

Thought for the day:

A man walks into a bookstore and requested that the counter assistant direct him to the self help section. Smart as a button, the assistant replied; "If, I told you that, I would not be helping you would I Sir"?

I know it is an old one, but it does illustrate that we need to be able to find out information for ourselves at times rather than expecting it to be offered to us on a plate. Hopefully through the NG Owners Club web site, Magazine and Facebook page we have given you the tools to find the information that you need. Sharing our knowledge is the value of what we have.

Be seeing you

Dave. (Burgess Hill)



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From the Editor

Firstly a slightly belated Happy New Year to all of you, let's hope that it's as good as last year for opportunities to get out for open NG motoring.

Since the last issue I made it up to Scotland for the Farming Yesteryear rally at Scone, the last of the big Scottish classic car event of the year. The third time that I've been and at last we managed two NGs there; I'd had a last minute problem with my TC the first year but met up with Robin in his TF, a regular there. He had a problem so it was just me in 2024 but this time we both made it.

Scotland in mid September can be slightly challenging weather wise I had lovely sunshine for the drive up, generally good weather while I was up there but atrocious conditions at times coming home; in all my trips up and back in my TC the 20 minutes or so in driving rain and spray on the A1 in north Yorkshire was unquestionably the most unpleasant! Never mind, I'll be back

Since then there have been regular meet ups with fellow NGers at various breakfast and lunch time gatherings plus to the London to Brighton Veteran run and the SE Christmas Lunch and now as with the New Year the mornings and evenings start to get lighter and it all begins again.

If you get out and about in your NG, please take a few photos and write a few words about your jaunts and send them in, especially with anything you do on Drive-it-Day (see p15)

Similarly, if your are elbow deep in a build, or rebuild, and could send in a brief progress report that would be most welcome, knowing that you're not alone in your toil should be a source of encouragement.

Facebook is alive with NGers beavering away but not everyone looks at it. If you have never done so before then add it to your New Year's resolutions and figuratively put pen to paper, it's always good to have new correspondents.



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

Graham Young	1759	Shropshire
Xavier Nason	1760	Hampshire
Colin Chapman (Returning Member)	1599	Croydon
George Waddington (Returning Member)	1486	County Durham
Cpt. David Holland	1761	Lithuania





2026 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.

11 th April	Heritage Transport Show Detling ME143JF	NG's will be going Some tickets may be available.
Saturday 25 th April	NG's at The Moat. Wrotham. TN157RJ	By kind invitation of KC&SCG.
Sunday 26 th April	National Drive It Day NG'ers Get going and join or organise a local event.	Rally plates & Donate www.driveitday.co.uk/ Support Childline.
12 th May	Wallingford Vehicle Rally (Very popular NG gathering)	www.wallingfordcarrally.org.uk BOOK EARLY LIMITED SPACE.
May	27 th Jorvik Run & Classic Car Meeting. Some NG's attended	No details yet Check online.
Late May	National Kit Car Show Malvern WR13 6NW	www.nationalkitcarshow.co.uk info only. No details yet.
10 th - 14 th June	24 Heures du Mans Some NGs regularly attend	Various booking sites Info only
19 th - 21 st June	NG OWNERS CLUB NA- TIONAL RALLY	BOOK ACCOMODATION NOW IF STAYING FOR WEEKEND.
June	Le Mans Classic. Now an annual race from 2026	Various booking sites Info only. Some NGs attend
18 th - 19 th July	Replica & Self Build Festival Stoneleigh CV82LG NEW	www.carshowco.com info only
3 rd August	Phyllis Tuckwell Motor Show, Churt, Surrey	Tickets www.pth.org.uk Some NGs attend



6 th August	Waldron Classic Car & Bike Show. TN210RB	Free to enter. NG's will be going. Details to follow.
Saturday August 15 th	The Capel Show RH55LB	Popular NG Event Booking www.capelshow.co.uk
Sunday TBA August	16 th Barns Green Classic Car Show RH13OPS	Facebook. NG's will be going!
August	Bexhill 100 Annual Show.	www.bexhill100mc.co.uk to book. Local NG's attend.
18 th - 19 th July 2026	Replica & Self Build Festival Stoneleigh CV82LG NEW	www.carshowco.com info only
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 & Facebook 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 venue	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	Alcester & 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
2nd Saturday 8.30am - on.	Vintage Tyres Breakfast Meeting Beaulieu National Motor Museum. 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
1 st Saturday March - Dec 10am - 1pm	Banbury Classic Vehicle Breakfast Natter National Herb Centre OX17 1DF	Facebook, Or email: christineadkins@hotmail.co.uk



Various dates	Storrington & Dist. Classic & Sportscar Enthusiasts. Shows / meets	www.sadcscase.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 the year.	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. Cost - Car park charge only	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 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. LE14 2HZ	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 Breakfast Meet. Bradmoor Farm. HP17 8JX	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 DT4 9XJ	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



Make a date for your Diary:- Sunday 26th April 2026 is Drive-it-Day, a great reason to wake your NG from its winter slumbers and give some money to a good cause by purchasing your rally plate from <https://www.driveitday.co.uk/shop> and going for a drive, either on your own adventure or joining with others.

In the South East we propose to gather for breakfast at the Wheatsheaf, Bough Beech, TN8 7NU and then have a drive through the lanes of Kent to meet up again at Headcorn Aerodrome, TN27 9HZ, for their first meeting of the year. If you would like to join us please let Dave Woolgar know: dwoo745786@aol.com



There are events throughout the country so check out <http://www.classicshowsuk.co.uk/classic-car-shows-this-year/classic-car-shows-in-april.asp> for an event near you.

If you are going let Dave know about it if you would like other NGers to join you so that we can spread the word on the Facebook page and Owners' Club website



Interclub Festival Malvern 14th - 16th of August 2026.

One of the takeaways from the Federation of Historic Vehicle Clubs meeting held at Gaydon last weekend and attended on your behalf by our NG Owners Club Chairman, John Watson and Editor Charlie Killick is the theme of "Better together" and promotion of the Interclub Festival to be held The Three Counties Showground at Malvern. As a club we have an opportunity to take a pitch at the festival and John is keen that we should attend, both for our members and raise to the profile of the club more widely. We need to book soon, but will only do so if we are supported by our fellow club members who would wish to join us.



WE NEED YOUR FEEDBACK ON THIS

1. Take a look at the Interclub Festival website www.carclubfest.com for early bird prices and full information.
2. Would you want to go for the day or make a weekend break of it?
3. Would you want to camp or find accommodation?
4. Check out local hotels, B&B etc for price and availability.
5. Can you make a firm commitment to book at attend the festival?

A couple of years ago the club had a pitch at the National Kit Car Show (former at Stoneleigh) with mixed success and we did not book last year. I also went to the MG / Triumph event last year on Sunday staying overnight Saturday in Cheltenham. Personally I think the venue is better than Stoneleigh and I have also stayed at the Premier Inn which is convenient to the site.

It is important to encourage new and younger membership to engage in activities, let's face it, the demographic is going the wrong way in the classic and specialist car world which is why the "Better Together" ethos is important.

Let's have some feed back - let us know what you think.



A Changing of the Guard at the NG Kit Car Group Facebook page (<https://www.facebook.com/groups/NG.Owners/>)

After ten or so years as instigator and administrator for the group I have decided the time is right to step aside. I don't have an NG anymore and my car interests have shifted back to the vintage era, as such I am increasingly detached from the NG world.

It has been great to see the development of the group. It's grown to around 1000 members, no mean feat and a number that is only rivaled by the bigger marques/clubs.

Matt Bolt and Robert Ingram have kindly offered to take up the admin role, Matt being the prime contact for any issues with the pages. I will leave them to introduce themselves.

It has been a pleasure; thank you all for the huge number of posts, for the sound technical advice and the camaraderie so much encapsulated by NG owners world-wide.

Merry Christmas and all the best for 2026, let's hope it brings many enjoyable miles in those treasured cars.

Jeremy Evans,



And so, without further ado, a few words from Matt and Robert:

Jeremy, I can only say a heartfelt thank you from everyone for all the support you have provided to the NG Community; it is appreciated. Personally, for me, I remember you kindly letting me use your NG TA hood and frame as a template for my NG TA. I remember all the mechanical support you provided Mr. John Watson and others through the constant breakdowns on the NG Scottish Trip.



I remember how you provided me with guidance on a modification you had made to your NGA TA for an alternative electronic brake switch to replace my failed hydraulic switch (which failed on the A1 on the way home from Scotland - No NG TA brake lights in the dark on the A1 in the rain NOT recommended!). But lastly, I appreciate all the work you have done to build the NG Facebook group and community. It has been an excellent place to connect with others, learn about events, share stories, and receive guidance from the knowledgeable NG experts here. I look forward to supporting the community with Robert Ingram and giving something back.

To add a little on myself, I'm based just outside Reading, Berkshire. I inherited my NG TA from my father, who built the car in the 1980s. He drove and cared for it for 40 years before passing it on to me in 2018. Since then, I've been on many crazy adventures in the car and have endured several character-building breakdowns, but I still enjoy turning the key each time. I'm looking forward to my son getting the opportunity to drive the NG TA in the next couple of years, as he is currently taking driving lessons.

Thanks again,

Matt.



Hi Jeremy, thank you for your support in managing this group and taking it to the heady heights that we see today with (as you have said) over 1,000 members. I hope we can do the group justice and good luck with your endeavours in the vintage car world...

A lot of people will know me already as the quiet, shy, retiring Irishman and the owner of Old Speed the NG TF V8. I am based in what was formally known as Middlesex (still Middlesex to us) and regularly appear at



meets around London and the home counties representing the NG brand. I look forward to supporting Matt to keep this FB page moving forward with all things NG related

Robert

I know that many of you "don't do social media", and this used to be my position, but I do suggest that you have a look at the NG Kit Car Group Facebook page (<https://www.facebook.com/groups/NG.Owners/>). You don't need to post or comment if you don't want to but just take a look at what's there, be it technical, news of builds and rebuilds, what other NGers have been up to or up to date information about forthcoming events.

It is a much more immediate way to keep your finger on the pulse of the NG than this magazine, or the web site, ever can be so, be a devil and give it a try!

Charlie



NG OWNERS CLUB 2025 SURVEY

The results of the latest NG Owners Club Survey 2025 are now in and the full findings can be found through a link on the website. The last club survey was conducted by our late club chairman Peter Clarke in 2015.

The purpose of the survey was to invite members and those with an interest in the NG marque to express how they feel about the club and what it does for its members. This enables the club to cater for its members in the best way possible.

The survey was quite extensive with most finding it easy to complete, so it is best to summarise the main points here with pertinent comments on some of the important parts.

Thank you to everyone who took the trouble to complete the survey.

THE SURVEY

There were only 55 responses to the survey from a club membership of around 250. Anyone on the NG Facebook Group page was also invited to contribute.

This has over 1,000 members, although many are also club members.

It is unfortunate that we must start with a negative!

Obviously we would have been delighted to see more members and others complete the survey as we consider it vital that members are prepared to engage with each other and the club. Only in this way will the NG Owners Club and our beloved NG cars survive into the future. It is your club and it is up to you to support it!

- **What county do you live in if in the UK or outside the UK which country do you live in?**

95.5% live within the UK

In the UK, respondents were spread throughout the UK with the highest number of respondents in the South East.

Overseas the USA, Canada & France were also notable.

These figures are what might be expected. It is encouraging to have such enthusiastic members in Europe, America and Canada.



The club is criticised at times for being overly South East centric. We hear you and this survey is one tool with which we can build on to address this issue.

- **Are you currently a member of the NG Owners Club? If you are an NG owner and not a member what is your reason for not joining?**

83.6% of respondents were owners club members with many being in the club between 7 - 40 years. Of the others, 57.1% would consider joining. 28.6% are not interested in joining. 14.3% don't like joining clubs.

No surprise that many members have been with the club a considerable number of years. Age demographic was a question missed on the survey and we would actively encourage younger involvement in the club.

- **Do you think that the club is approachable?**

100% think the club is approachable. (53 responded)

A very positive figure for which we are delighted.

- **Do you currently own an NG, are you a previous owner, are you building/restoring an NG or are you looking to purchase an NG?**

89.1% of respondents currently own an NG. 71.4% of those who no longer own an NG but have another car are still interested in the club and the other 28.6% want to stay in contact with friends they have made in the club.

It is wonderful to know that life long friends have been made through the club and NG Cars.

Of the 15 responses. 80% are rebuilding an NG previously on the road, with 20% building a car that has not previously been registered. A number of people are actively looking for an NG or would like to buy one in the future.

It is good to see that NG's are still under construction in some form and an indication of why the club needs to support our builders and rebuilders now that the manufacturer no longer exists. Information and knowledge is the key together with the members who supply advice so willingly. It is appreciated.



- **If you own an NG how often do you drive it, how do you use it and how far would you travel in it?**

Of 47 respondents. 27.7% use their NG all year round with the same amount for once or twice a month. 12.8% are not currently in use. 80% occasionally go to shows or other meetings.

Of 45 respondents. 37.8% are happy to drive their NG anywhere. 24.4% in the UK. 31% just in the local area. A few don't feel confident about going far at all.

It was important for the committee to know how and when members use their NG's and how confident they feel about driving them. It is our ambition to see more members out on the road with their cars, meeting up with fellow members and how we can make this happen.

- **How much do you value the ChangingGear magazine?**

68.6% of respondents read the club magazine Changing Gear from cover to cover. Broadly, most appear to find the content useful and encouraging. 42% currently contribute to the magazine. 30% would contribute. 28% would not.

A very wide range of contributions have or will be submitted to the magazine by the 33 that responded.

- **How satisfied are you with the club website?**

53.8% of respondents are very satisfied with the web site, but many would like to see more technical information, history etc. 36.5% don't or never visit the web site.

- **Do you regularly use or visit the Facebook Group page?**

Of the 55 respondents. 89.1% visit the NG Facebook Group page with 41.8% finding it useful. Over 40% comment or sometimes comment.

- **If you require information where would you look, how comfortable are you asking a question and if you have received information have you found it useful and accurate?**

Either through the club or Facebook page, 85.2% feel comfortable asking a question if they want to know something. 46.3% feel they will be supported. 11.1% have never asked a question.

Of 50 respondents. 74% have acquired useful information through the



web site and 90% through the Facebook page.

100% of the 48 who responded found the information accurate.

Communication is key to the success of the club. It is important to us that members feel comfortable and able to ask questions. Traditionally communication has been through the magazine which will continue in printed form as it is valued. The club web site is becoming the information hub and is in the process of being updated to become more user friendly and information driven. The NG Facebook Group page is the point of immediate information for news, events and technical assistance. It is gratifying to see this resource being used and that members find information provided to be helpful and most importantly, accurate. It is also wonderful to see so many willing to contribute and supply information in all its forms to fellow members, particularly vital to those who might be new to NG.

- **Do you attend the National Rally, how often do you attend, where do you stay and what do you value about it?**

100% of the 49 respondents want the National Rally to continue.

42.2% attend every year. 40% sometimes. 17.8% are not interested.

Of those that go, 51.4% are day visitors. 48.6% stay the weekend.

45% book local accommodation. 35% stay on-site. 20% camp off-site.

58.3% value the chance to meet up with friends.

80% a chance to learn or exchange information.

94.4% like to see what other members have done with their NGs

75% enjoy the social atmosphere.

Due to the commitment required by the club committee and costs involved it was vital important to know if the membership wanted to continue holding the National Rally as a weekend event. We are very encouraged that this is widely supported by those who responded.

74% of members would like to meet up with fellow members in their area.

It is not important to the remaining 26% of the 50 respondents.



- **Asked about meeting up with other NGers locally**

91.8% would like the opportunity to attend a local Drive It Day style event.

Of 46 respondents. 50% are prepared to set up a meeting or host fellow members.

Of the 51 respondents. 94.1% are interested in being on an interactive club map of fellow members. This is not exact location specific and falls within Data Protection Legislation.

This was one of the key questions the committee wanted to answer. Essentially to gauge how interested club members are in meeting up with other local members and if they are happy to be visible to members in their area or county. The response is positive, so we can proceed in producing such a tool that members can sign up to be included in.

It is all too common to hear "I don't know who is in my area with an NG." Or even, "I tried to contact other members of the club, but no one responded." This is very discouraging to those who might be new to NG in particular and something we are very keen to address since we are no longer able to distribute a members list due to Data Protection Legislation.

Some of the percentages have come out to be a little odd, but this is because respondents were able to answer multiple choices to some questions and also the low number completing the survey.

There was a broad range of further comments, some of which are addressed above. You have to contribute to have a voice. Generally members love being in the owners club and want to see it thrive into the future. We desire to embrace younger members into the club - they are the future after all. There are things in progress to improve the information available through the web site, but it does take time and work to include things that are not already in digital form. We want to enable club members to get together around the whole of the country and also internationally. Members helping members, as said previously, communication is key. We don't want anyone to feel remote or left out of the club or events.

This is all part of the initiative: Being one of us - better together.



But it is very much up to you, our members to make this happen.

In the south east and to a lesser extent in some of the regions we are making this work and it is beginning to expand. Essentially, by using other peoples events such as breakfast meetings as a chance to meet up with fellow members in a like minded environment. This is the model we want to see throughout the country, involvement encourages participation, action creates motivation. You may find it contagious!

MEMBERS MAP - REGISTER YOUR INTEREST NOW!

As part of the NG Owners Club effort to encourage participation and allow members to connect with each other we are creating a membership location map, which is not specific and will only display the general locations of consenting members based on their postcodes.

This information will be shared among members via a Google map layer and a static image on our club website. Participation in this map is entirely voluntary, and members may choose to opt in or opt out at any time. This will comply with applicable laws and regulations, including the General Data Protection Regulation (GDPR) to protect the interests of both members and the club.

Chris Currie has laid the foundation for this project and his brother-in-law provided the legal wording required by current legislation. This is free of charge to the club, for which we are exceedingly grateful, so as you can see a lot of work has already been done. Once set up, this will be administered through our Membership Secretary Bob Morrison.

This will only happen if enough of you are interested in participating in the map. We require your consent and agreement to proceed and will require your signed consent form to be returned to Bob Morrison for inclusion on the map.

As found through the Club survey, many members are interested in meeting up, especially those new to NG, so it is up to you to register your initial interest by emailing me at dwoo745786@aol.com



Words from Germany - Classic Car Meeting in Konz -

NG Premiere at the "39th International Old and Young-timer Treffen" on July 20, 2025

For many years, I have been a regular visitor to the classic car meeting in Konz, not far from the Luxembourg border and Germany's oldest city, Trier (Augusta Treverorum).

It is one of the best-known and most visited classic car events organized in the 'Saarlorlux region' (Saarland/DE, Luxembourg/L, Lorraine/FR). With more than 350 classic cars and thousands of visitors, it has developed into a real crowd puller over the years and is enjoying increasing popularity. The exhibition ranges from pre-war two-wheelers and tractors to old luxury limousines.



But all these years I wondered why no NGs were presented here. The answer is obvious: NGs are rather a rarity in 'Good Old Germany' and hard to find.

That's why I decided to bring my NG TF 1800 this time!





The response from the audience and the interest in my beautifully designed NG TF exceeded all my expectations, and the challenge for me was always to explain what an NG actually is.

This positive response inspired me to participate in future events and to write a short article for our club magazine.

Perhaps other NG owners will feel motivated to do the same in the future, because the event takes place as part of the "Konzer Heimat- und Weinfest", which attracts wine and classic car enthusiasts from far beyond the region to the small town at the confluence of the Saar and Moselle rivers every year!

For further questions, feel free to contact me: wolli.kern@gmx.de

Wolfgang

Trier (Germany), July 2025





A Letter from America - Connecticut British Reliability Run

Penny, Sheen and I set off from Boston on Thursday to meet with a group of British car owners, who have become friends, for another British Car reliability run. The reliability runs started in the UK and happen also around the USA. The premise is that British cars are too unreliable to go anywhere so we check the fuel and kick the tires and boldly set off for a long weekend where we will cover close to 900 miles around the back roads of New England and upstate New York. "Sheen" I should mention is the NG TD that my father built in the early 80's.



Friday morning and we all met at Farmington Motorsports at 8 am for the drivers meeting, "Don't be late or Neville will assign you a grid spot penalty". Neville is the mastermind behind a beautiful road book which describes the route in detail and the history along the route. Not all the history will make us proud. The treatment on the Native population by early English settlers in New England would make you cringe. 16 cars start the run out of 18 registered. the two missing. One a family issue and one failure to proceed.

Three groups leave in glorious sunshine. The weekend featured early mornings in the 40s F and 80s F later in the day. The nice thing is that the fine road book accommodates catching up after an emergency stop for a squirrel and then an emergency stop for my bladder disconnects me from the rest of the group. The combined pressure of a second cup of coffee and the seat belt avoiding the pesky rodent set off a warning that should not be ignored.

Fuel and rest stops are every hour or so but Neville is strict so no malingering. We travelled to Glens Falls New York for the Friday Night and Saturday Night accommodation. A big loop happened on Saturday through Massachusetts, Connecticut, New Hampshire, Vermont and New York. One car was losing power on arrival at the Hotel on Saturday





night. A strange failure. A disused ground wire had wrapped itself around the rotor arm and caused an intermittent miss-fire. Easily fixed.

Sunday another 200 miles back to a brew pub for the wrap up. All 16 cars finished the trip the youngest a rubber Bumper MGB and the oldest a TR2. One driver was uncomfortable at the finish due to dehydration, it was hot.

We raised \$13000 for the Hole in the Wall Gang Camp which is our chosen charity. Penny had ridden in one of the MGB's for most of the trip. The lady owner was recently widowed and Penny provided some company for her.

Unfortunately, Penny developed a new found fascination with unnecessary automotive features like doors and wind-up windows. Not sure what to do about that? We headed off to a motel for the night not really wanting to drive another 3.5 hours home. We went down a long hill, I put my foot down to go up the other side and Sheen just shut down, we rolled into a gas station and I fiddled around with the car. Sparks yes. I pulled the choke, started right up. I put 4 gallons of fuel in so not empty. I have driven the car about 500 miles since no problem. I hate mysteries like this one. Vapor lock, Bad Fuel pump? Who Knows? I have never come across a truly self-healing car! One guy mentioned "Engines talk to you". "Listen!"

Monday a nice visit to MassMOCA a funky art museum before heading back to Boston. Anyway, this trip largely ends the season for us here in New England, the despicable salt trucks will be out soon. The salt completely destroys cars so Sheen will be put on a charger exhaust plugged and Cab Fresh anti mouse pod put inside ready for next year.

Punch list. Fuel pump service, front shock leaking (I can't figure out how they come apart) and radiator leak that has left its mark in numerous parking lots around New England, only leaks when it is hot and a well-earned wash when it is warm enough.

In the Northeast of USA there is not a possibility of driving nice cars all year round. Temperatures get as low as -20C and the salt will rot your car and wiring in weeks.

I put this note together for a friend. I have been able to have good service from infrequently used vehicles for the last 25 years.

Remember cars wear out standing still it is best to drive them.



Links are to US websites but you will get the idea.

My storage tips.

- ◆ No food in hangar or garage ever!
- ◆ No bird food! My neighbour was feeding birds next to my shed, when I asked her to move the feeder, no more mice.
- ◆ I can't use moth balls, I hate the smell, but some people find them effective.
- ◆ I use <https://a.co/d/0q2QEzf> Fresh Cab Rodent Repellent it might help and I quite like the smell.
- ◆ I use <https://a.co/d/4sY2a3L> ultrasonic pest repeller.
- ◆ I like these chargers I leave them plugged in all the time. <https://a.co/d/dfod9JE> This link is US version. Some chargers are ok for a few weeks of storage but eventually the battery fails. These I use for long term storage.
- ◆ If you do not have power then lift a battery cable.
- ◆ Make sure the coolant is correct.
- ◆ Oil change and run up.
- ◆ Wash and vacuum.
- ◆ Pump the tires up maybe a few psi over normal. I run 23 so maybe 26 to allow for loss.

I don't lift my cars; I want to be able to use them. I find the flats on the tires fix themselves pretty quickly.

I put a foam plug in the exhaust to stop damp and mice. I normally find the plug on the ground after a trip near where I started the vehicle!

For really long-term storage I think lifting the vehicle and fogging the engine is necessary but I am an optimist there will be an end to winter!

This is what works for me.

Ian Clark



The Star Inn Steam Rally at Waldron.

Coal smoke, steam and the enticing smell of barbecue fills the air as I sip on a coffee and gaze, people surrounding. The showman's organ pumps away, a joyous beat. Here's the thing, unlike other meetings everything here is packed into one tight space, the junction of lanes in front of the Star Inn and War Memorial. This is not a High Street, just a meeting of ways in this wonderful hamlet upon the hill. It is glorious!

My coffee has come from the outbuilding, come cafe, on the left hand side of the gateway to the Inn, entrance to the classic car parking in the generous garden to the rear of the Star. Possibly an orchard in another age.

I had arrived early but now the field is filling rapidly as cars carefully edge their way through the crowd and queue for the barbecue that is set out in front of the pub. Service is from smiling faces who are clearly enjoying the day as they wave card machine in the air and check temperature of burger and sausage. "Onions with that"? Everyone is content to wait in line and chat in relaxed expectation.

Old men with beards ride up the hill towards smoke and steam, wizened two wheeled Gandalf's make their way through the throng as the man with the cat across his shoulders steps aside. Quite content it seems to be a feline scarf. Oil and stains on clothes and leather are the order of the day for many, there are characters here, with beer in hand spilling out from the front door of the Inn





laughing and smiling exchanging tales of this and that. A long line of motorcycles extends down the lane to the right of the Star, some are new but mostly classic even historic as is the case with the Humber tricycle with the passenger seat out front, an era between Humber bicycles and more familiar motor cars. All manner of steam vehicles are parked on the other side of side of the road beside the church and Manor House wall. Cherished by their owners, present custodians is perhaps a better term. Leviathans of a bye gone age these icons of steel seem to live and breath as they tick over, hiss and chuff, heavy flywheels slowly turn.



Within the crowd dogs weave in and out of legs, most loyal is the long haired German Shepherd who arrived in the rear seat of the three wheeled Messerschmitt. Looking up, a familiar growl of Merlin overhead. A Spitfire, they must be as common as pigeons these days, I see at least one every weekend.

Returning to the garden at the rear, there is much to see and people to talk with. Notably the owner of the lovely little 1934 Fiat Balilla 508 Sport Spider. Pretty in an earthy red with a small fin rising from its petit and curvaceous boat tail, like an otherwise superfluous exclamation mark. These four cylinder nine nine five cubic capacity Fiat's were very popular with privateer racers in the 1930's and regular participants in the Miile Miglia. This particular car is even more interesting as it was supplied new to Malaysia and took part in the Malaysian Grand Prix of that year. Sometimes it is a real privilege to talk to people like it's owner who are so knowledgeable and for





me, this is one of the joys of attending this events.

Another car that caught my attention again this year was the 1948 Allard K1 owned by Allard aficionado, Peter Love. This year with a splendid new dark red paint job and beautiful new red leather interior complete with correct seats. There is still work to finish over winter such as the distinctive rebuilt grille and veneered interior panels but it is great to see this Allard back on the road since disappearing until 1990, then languishing once again until 2023 when



Peter purchased it and commenced the considerable restoration. Quite a car in the immediate post war period with its 4.7 litre Ford Flat Head V8.

Time for a final look around at the magnificent engines and the many characters that look after them and say good byes to some of the regulars. By three in the afternoon a light rain has started to fall as people drift away, a last conversation with a bye-stander and it is time to leave. Country roads take me home through Lewes snaking along below the South Downs, a familiar green shadow in my peripheral. Another fantastic day out with the TA.



Vita brevis my friends, may the sun never set on days like these.

Dave



NGs meet up to see the Veterans

It's the first Sunday in November so time to go off to see the veteran cars making their annual London-Brighton run. After a rainy few days the forecast was for sunshine from 9 o'clock, however it was still tipping down when I headed off through the sodden lanes of West Kent, Surrey

and into West Sussex. Fortunately, for once, the forecast was correct and as I approached my first viewing spot at the top of the hill out of Crawley the rain stopped, the clouds parted and the sun was shining ready for the first of the veterans to appear, an 1898 Stephens Dogcart with an unusual front suspension arrangement; no front axle but each wheel in, basically, the front forks of a bicycle linked by steering rods with a transverse leaf spring and tiller steering, quite a different driving experience.

The steepness and length of the hill proves quite a challenge for some of the older cars, especially fully laden and it's fun to watch passengers bailing out as the car gets slower and slower, and, if lightening the load isn't enough, giving it a push. The first of the passengers getting off this 1899 Peugeot mistimed his step and ended in heap on the verge, much to the amusement of his fellow passengers and the spectators, but without their weight the old car made it to the top unaided.

If the hill is a challenge to the cars it is even more so for the vintage bicycles taking part; no gears, no lightweight materials, and in many cases no free-wheel, makes for a strenuous ride. The rider of this 1902 Sparkbrook safety cycle is certainly feeling the pain as he reaches the top of the hill.





After I'd been watching for an hour or so, and the trickle of veterans had become a steady stream, I heard the burble of a B-series and spotted Mike and Krisia in their NG TD going round the Pease Pottage roundabout heading for the next suggested rendezvous at Staplefield; time for me to move on.

I follow the route of the veteran run, past the Pease Pottage Services then parallel to the M23/A23 and on through Hand Cross, the verges lined by spectators and classics, some parked individually others grouped by marque or model in owners club areas. Progress is dictated by the

pace of the veterans with limited overtaking opportunities but eventually I arrived at Staplefield, packed last year but not so much this year.

I spotted Mike's TD parked on the verge, just astern of a magnificent boat tailed Rolls Royce.



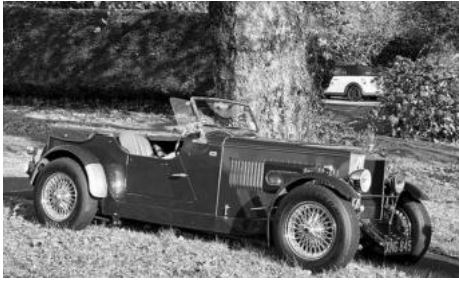
As there was an NG sized space almost opposite, I turned onto the green. I was aware of a bow wave ahead of each wheel, after the overnight rain it was obviously pretty waterlogged, so proceeding gently was order of the day. I parked up without drama, even so it was surprising how muddy my tyres had become. So, off to find the other NGs



Our Chairman's familiar blue TC was on it own in the middle of the green and Dave's TA on the verge just down the hill from Mike's but no sign of Ian's TF. I found Dave, then was joined by John and Ian, with a tale of woe about Ian finding a soft spot as he turned onto the green



alongside John and getting stuck in the mud. He decided to leave it where it was for the time being and watch the veteran for a bit, providing that we promised to help him back to the road before we departed; as if we would abandon an NGer in need!



It had turned into a beautiful sunny day and the veterans, and the many classics following them, looked at their best coming down the hill.

There are so many veterans taking part on the run that I can only offer a taste of them here to give an idea of the variety to be seen.

One that I don't recall having seen before was this 1896 Reynaud, very much a horseless carriage in style.



It's not just the veteran cars entered on the run, restricted to pre-1905, that are of interest but the vehicles following the route with them, some almost as old. A couple of regulars are this 1916 Dennis fire engine and German lorry of similar vintage but unknown make (to me) fitted with bench seats in the back.

A great opportunity to take a group of enthusiasts out for a memorable day trip to Brighton.



Every year there are a few participants better known from other fields, be it motorsport, entertainment or music either as guest drivers or



driving their own cars. They don't make a fuss about it just enjoy the day. The only one that I spotted this year was Nick Mason, Pink Floyd drummer and serious classic car enthusiast, driving his splendid 1901 Panhard et Levassor.

A crowd favourite, and certainly one that leaves a memorable impression is the Salvenson steam carriage, the term car doesn't seem appropriate for it, built in 1897 by the shipping magnate as a runabout for guests on his estate!



As spectators began to depart, heading home for lunch or moving on to watch the veterans from further on down the road to Brighton, spaces appeared on the verges so we decided to extract Ian's stranded TF so he could move it to firmer ground while there was still a full compliment of NGers to help. With a bit of pushing the by now rather mud splattered TF regained the tarmac and moved round to the firmer verge. John and I both moved from the sodden green without drama, much to surprise of some of the Moat regulars who, having seen a number of more modern cars floundering about and requiring a tow, expected us to get stuck, as if!





We stayed to watch the veterans in the hope of seeing cars and people that we knew, in my case I was looking out for an 1898 Brown quadricycle, essentially a four wheeled bicycle with a single cylinder at the rear and a seat for an intrepid passenger at the front with the driver/rider seated as if on a bicycle with handlebars to steer it. The other one I was hoping to see was a 1902 Benz, owned by a family who used to be neighbours of mine. I've known the car all my life and had a few trips to the pub in it, even towing it home with my TC on one occasion, a tow rope tied to the roll bar! In addition to these David Baldock, one of the regulars at the Moat, was driving a 1904 Peugeot and his daughters driving an 1898 Leon Bollée.

Plenty more veterans and other vehicles of interest came through, including this splendid 1931 REO charabanc, which even had a registration number which I'd have liked, NG1109, plus the usual selection of penny farthings. I never cease to be amazed by how some of these, usually the ones with riders in tweed waistcoats and plus, fours glide up hill and down dale with little



apparent effort while others, usually those with riders clad in modern cycling gear, look as if in imminent need of medical intervention.

By about 2 o'clock the number of veterans had reduced to a trickle and the RAC vans who follow the convoy collecting up the stragglers began to appear, but no sign of any of the cars we were looking out for; it looked as though they must all have succumbed to mechanical failure so we bade each other farewell and headed for home. As I returned through Hand Cross who should I see coming towards me but David on the Peugeot seemingly going well.



A satisfactory conclusion to what had been another enjoyable day. Hopefully more NGs might be tempted to join us next year.

Charlie





NGOC Christmas Lunch

We were delighted to attend the NG Christmas lunch at the Reigate Manor Hotel on Sunday 30th November.

Thanks are due to Sue and Ray Boulton who very kindly organise it so efficiently each year even putting our menu choices on place settings - just in case we had forgotten, also thanks to T who pays the bills.

On arrival we were pleased to see two NG's, namely Charlie's white TC and Mike's blue TD. We heard from John Watson that he was going to come in his blue TC called "Bow" - but sadly the battery was flat!

Our Christmas lunch this year was a little earlier, which suited everyone, the car park not so full, the weather was kind, and it wasn't dark quite so early to drive home. Members travelled from Dover in the south and Nottingham in the north. So nice of everyone to make the effort. Unfortunately, one couple could not attend due to illness whilst another couple just forgot!!

About 30 people sat down for lunch and enjoyed a tasty three course meal with coffee and mince pies.

It is such a delight to meet up with old friends catching up on all their lives since the National Rally in June.

Charlie took some informal photos, the waitress kindly took a group photo and Roy took a video.

We can now look forward to the Spring when I am sure there will be plenty of events to attend including the National Rally next June.

Happy Motoring,

Donna





KNOW YOUR COMMITTEE & FELLOW CLUB MEMBERS.

We know that not everyone can get along to the NG meetings and others may feel a little shy or reserved about joining in the fun. This might come from the fact that you may not know any of us? Certainly from the point of view of the owners club committee you may see a photo of some of us in *Changing Gear*, but what do you actually know about those who run the club on your behalf?

We hope that we have always been approachable, but over the years we might have been a little backwards about coming forward in this respect, so starting with the committee members, we have drawn up a set of questions to help you better know us. As wider members we would love you come forward and follow suit by answering a set of questions yourself and submitting them to our editor Charlie Killick, together with a recent photo of yourself for inclusion in future issues. His contact details are in the front of this magazine.

To kick things off where better to start than with our Club Chairman -

FIVE MINUTES WITH JOHN D WATSON

WHEN DID YOU JOIN THE NG OWNERS CLUB?

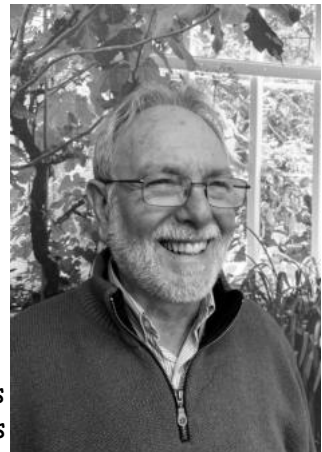
I actually joined the club in 2014.

WHEN DID YOU BECOME CLUB CHAIRMAN?

I became club chairman in 2023, previously I was the events coordinator from 2016.

WHAT NG DO YOU DRIVE?

Actually I have two, I drive an MGB GT based TC 1800 which I bought in 2013 before joining the Club. In 2017 also purchased a TF which has a Rover V8 engine and MGB suspension. This was purchased in 2017.



WHAT IS THE BEST THING ABOUT OWNING YOUR NG?

The NG's are such fun to drive and they always attract attention wherever you go. Although they are very period in appearance, the running gear and brakes are modern and very reliable.



WHAT CAN YOU TELL US ABOUT YOUR NG?

The dark blue 1800TC, is my 'go to' fun car, it is very traditional with its aero screens and always attracts a lot of attention. It has taken me to the annual Nurburgring Old Timers Grand Prix many times and in 2025 to the Le Mans Classic. It is like so many NG's, unique in many ways.

The cream and brown TF V8 is fitted with a tow bar and takes the club trailer to the NG National Rally each year. It is brilliant in wet weather, having a full hood and side screens. The furthest trip I have taken with it was to Scotland in 2023.

WHAT OTHER INTERESTS DO YOU HAVE?

The one that keeps me very busy is chairing an active industrial heritage charity, Frogmore Paper Mill in Hemel Hempstead.

SOMETHING THAT OTHER MEMBERS MIGHT NOT KNOW ABOUT YOU?

I am also currently on the Council of the British Fire Services Association (BFSA).





FBHVC Club Expo

Mid-January and it was time to make our way up to the FBHVC Club Expo 2026, held at the British Motor Museum, Gaydon, Warwickshire. On previous occasions our Club Chairman, John Watson, and I have travelled together but this year I was staying the weekend in the Midlands so we were travelling separately.

We arranged to meet there at just after 9 in the car park outside the museum, meaning a 7AM start for me on a damp and dreary morning.

Much to my surprise the M25 and M40 were both trouble free so despite the fairly unpleasant driving conditions of fog, rain and heavy spray I pulled in at 9:02, almost bang on to Google Maps' prediction.

No sign of John so I checked for messages on my phone; he was running about half an hour late. Being charitable I'll blame it on his not being fully adjusted to UK time after only just getting back from his adventures down under referred to in his "Chairman's Message" piece! No worries, still plenty of time for coffee and a bacon roll (an essential for JW) before we have to sign in.

As ever there was a full programme of speakers covering a range of topics some of which I'll cover briefly here.

After the usual messages of welcome the FBHVC Chairman spoke about the steps being taken to get "Britain's Historic Transport Enthusiast Movement" accepted onto the UNESCO Register of "Intangible Cultural Heritage". The tangible heritage represents the hardware, the classic vehicles themselves, the intangible is the enjoyment of those through driving them, maintaining them, rallies etc., etc..

The initial approach has been accepted, the next step is the formal application through the Heritage Alliance who are managing the applications on behalf of the government. Entry onto the UNESCO register will aid the protection of the enthusiasm that we all share and ensuring that it can be continued for generations to come.

Following this the results of the 2025 survey carried out the FBHVC, analysed and interpreted by their research partners Turquoise, were presented. The full results can be seen on their website <https://fbhvc.co.uk/> if you wish to see them in full but some of the headline facts an figures are:



- 16,824 surveys were completed, 15,805 by owners, 1,019 by enthusiasts
- the estimated total UK annual spending on historic vehicles and associated activities is £7.3 Billion of which £3.2 Billion is spent by the owners and the rest by enthusiasts
- The number of historic vehicles registered in the UK is 1.93 million
- The number of owners of historic vehicles in the UK is 690,777, although 9.7 million people would like to own one!

While most of the figures have increased since the previous survey, carried out in 2025, I notice that the average annual mileage per vehicle has declined so come on fellow NGers, get out there and reverse this trend!

One of the regular presentations at the Club Expo has been the Fuels Update given by Automotive Fuels Specialist, Nigel Elliott. The key points of interest to NGers concern E5 Petrol Protection Grade.

E10 petrol was introduced as the standard 95-octane petrol grade on 1 September 2021 with higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. At the time it was stated that:

- The E5 product is designated as the 'Protection Grade'
- The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market:
 - In relation to the E5 protection grade, such a review will examine market developments over the period
 - HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available
- Review due this year 2026
- FBHVC monitoring but no information from HMG on a review at the moment:
 - FBHVC working closely with Fuels Industry UK (formerly UKPIA)



representing UK fuel refining industry

What can we do?

Continue to support the Super E5 "Protection grade", it was noted that it's not only the historic vehicle sector that purchases this, many of the modern performance car owners use it to get the best from their cars.

- Consider using renewable low carbon fuels such as P1 and Sustain where possible
- Encourage Tree-V carbon balancing for Classic and Historic vehicle club events
- Advocate a "sound science" approach when comparing renewable technologies with historic fossil fuels: ◦ Well to wheels ◦ Wind and Solar to wheels
- Keep driving our Classic & Historic vehicles and encourage youngsters to get involved

The FHBVC represents the interests of 510 affiliated clubs, with a total membership of more than 205,000, ranging in size from 12,000+ to as few as 5 members and there were several speakers looking at the issues facing owners' and enthusiasts' clubs in the modern age.

A common theme was the ever aging membership and the need to engage with and attract younger members if clubs are to survive and thrive.

Social media and an active website were seen as important and in this respect our club is doing quite well, with a very active Facebook page and recently revamped website

It is difficult to come up with solutions for individual clubs, any suggestions that you could offer as to how the NCOG could attract younger members would be gratefully received.

For the historic vehicle sector as a whole the idea of "Youngtimer" vehicles was introduced for cherished vehicles 20-30 years old both as a way to attract younger drivers and as an introduction to older vehicles.

The "Borrow a Classic" scheme was discussed, a variety of cars being made available for younger drivers with them being responsible for only insurance and running costs with help and guidance given for use and maintenance.



The Club Expo is not uninterrupted talk, a lengthy lunch break gives an opportunity to have a look round the British Motor Museum, always worth seeing what's changed since last year.

The first car to be seen on entering was the wonderful Lotus Type 66 Can-Am racer, although never completed or campaigned in period this car finally entered production in 2023 in very limited numbers as a super car for track day use rather than as out and out racer. The bodywork is far more styled and better finished than its contemporaries



The main museum contains a fine selection from the British motor industry from the dawn of the motoring age to its sad decline, so many manufacturers that have passed into history, including this, the very first MG.



Then over to the other hall where the more recent heritage is housed including a floor occupied by the extensive Jaguar collection, from its birth as the Swallow Side-car Company to the present day with production cars, prototypes and racers on display, including, in the workshops, two icons from Le Mans, the still born XJ13 and the race winning XJR-9.

All in all worthwhile day. Do have a look at <https://fbhvc.co.uk/> for fuller details

Charlie





Changing steering column bushes on Rufus:

Sounds like an easy job, doesn't it? But as many of us have found out things don't always go quite as planned. The column was the type with an ignition switch and steering lock combination. The first job was to strip everything down and knock out the top and bottom bushes. The inner shaft and outer column were then stripped back to bare metal, cleaned up and repainted.



New top and bottom bushes.

With everything nice and pristine the first task was to fit the bottom bush over the inner column. Now the problems start as any attempt to trial fit the bush over the inner column ended in failure. It wouldn't slide over from the top as the welded on sleeve that takes the steering lock is of a much larger diameter than the bore of the bush.



The steering lock sleeve.

The second problem was that it wouldn't slide over from the other end as the flange on the riveted on universal joint spline at the other end was also of a greater diameter than the bore of the bush.



It wouldn't fit over this end either.

My first thoughts were to reduce the flange thickness and I started to file the paint off before I realised that the bush wouldn't go over the rivets holding the spline to the column. Abandoning that idea I decided to trial fit the bush in the outer column, no joy there either as it was around 1/32" oversize. At this time I spotted the reduced waist in the outer column which meant the inner column could only be inserted into the outer column from the bottom end, which was impossible if the bush was in place! Time for a cup of tea.

Reduced waist on outer column.



There is only one way to fit this bush and that is to split it. A quick calculation revealed that if I put two blades in the hacksaw the split, when the bush was squeezed together, would counteract the oversize and allow it to be a snug fit in the outer column. Out with the trusty hacksaw.

Final assembly:

Slide the inner steering column into the outer column from the bush end.

Slide the 'split' bush over the inner column.

Line up the dimple in the bush with the projection in the outer column flange.

Using a suitable piece of steel tubing (or a drift) tap the bush into the outer steering column.

Fit the upper bush by sliding it over the steering wheel spline and



tapping it into the outer column, job done.



Nearly there.



Job done and paint refinished.

Summary:

The old bush was NOT split which indicates that the inner and outer columns plus the bush were factory assembled prior to fitting the universal joint spline.

This does have one advantage for us home restorers! As the bush has to be split to fit it we can change a worn bush while the column is still in the car. If you have a non ignition lock steering column then the job is slightly easier but the bush still has to be split to fit into the outer column.

Alan Myland



Daylight Running Lights

A few months back I had an extremely close shave when a motorcyclist shot out from a side turning right across my bows. I must have missed him by less than 3ft! I was on an open road, travelling around 40mph in broad daylight, so how he failed to see me I have no idea. However the NG is low profile and my car is a dark blue and it made me think that perhaps Daylight Running Lights would be a good idea.

I looked at various offerings from the likes of Car Builder Solutions but I felt most add-on lights were too modern in style or would spoil the look of the car. I then came across the DRL Conversion kit from Better Car Lighting (bettercarlighting.co.uk) which can replace the sidelights set within my headlamps in the so-called pilot light position.

At £99.99 +VAT! I feel that these kits are somewhat overpriced but I decided to go ahead anyway (what price safety?!).

Basically the kit provides a pair of LEDs to replace the standard W5W 501 capless filament bulb, a relay pre-wired with wiring just long enough to reach the front of the car and two grandly entitled Dual Function Control Modules. The latter (shown bottom right in the picture) have two wires at one end and a single one the other. They are covered in heat shrink but my guess is that they simply contain a resistor and perhaps a diode on one of the wires!



The relay unit simply provides 12V to the modules when the ignition is on, the existing sidelight feed wires being cut and linked through the resistor arm of the modules.

In theory all very easy to wire up, though anything involving under dash work and breaking into existing wiring looms is always fiddly and time consuming!

I am very pleased with the end result and definitely feel that the DRL



lights make the car easier to spot on the road especially where light and shadows on tree-lined roads can confuse the eye. As a bonus, when using the sidelights when parked, the current consumption will be less than a standard bulb.

This is a picture of the LEDs that I was originally supplied with in the kit, which have 12 LEDs on the sides and one at the end.

In my case I found that these were slightly too big to fit the hole in the headlamp reflector bowl and I was then sent slimmer ones which fitted perfectly, (they only have 8 LEDs on the sides and one at the end so are not quite so bright.)



If I had looked at the Better Car Lighting website at the time I was building the car I might have considered other LED solutions such as their dual Orange/White LEDs in the torpedo lamps on the wings. These LEDs are white when on sidelight duty, but flash orange when you indicate.

I should emphasise that I have no commercial connection to this company, except as a satisfied customer! They do have a very wide range of LED lamps so if you are thinking of making changes in your NG its well worth looking at what's on offer.

Nick Houston



Technical Index

Issue No.	Issue Date	Technical Item/Subject
17	Jan/Feb '83	Practical advice building a TA
19	Mar '83	Building a TA in 8 days (This article was reprinted in the 40th anniversary commemorative issue)
40	June '85	Spray painting tips (part 1) - preparation
41	July '85	Spray painting tips (part 2) - equipment
42	Aug/Sep '85	Spray painting tips (part 3) - priming
43	Oct/Nov '85	Spray painting tips (part 4) - technique
44	Jan '86	Spray painting tips (part 5) - cutting back & polishing
45	Feb/Mar '86	NG V8 build tips and hints
46	Apr/May '86	Further NG V8 build tips and hints
50	Nov '86	Fuel tank thoughts
51	Dec '86	Building an NG - tips and hints (part 1)
52	Jan/Feb '87	Building an NG - tips and hints (part 2)plus TCR race news
54	Apr '87	Cockpit edge trimming tipsplus TCR race news
55	May '87	Wind deflectors , Building a TF (part 1)plus TCR race news
56	Jun '87	Wiring auxiliary lights, Building a TF (part 2)plus TCR race news
59	Sept '87	Building a TF (part 3)
60	Oct '87	Building a TF (part 4)
61	Nov/Dec '87	Building a TF (part 5)
62	Jan '88	Building a Rover Straight 6 TF (Part 1)
63	Feb '88	Building a Rover Straight 6 TF (Part 2)
64	Mar '88	Building a Rover Straight 6 TF (Clarifications from NG)



Issue No.	Issue Date	Technical Item/Subject
68	Aug '88	Building a Rover Straight 6 TF (Further musings)
70	Nov '88	Building a Rover Straight 6 TF (Part 3)
72	Feb-Mar '89	Building a Rover Straight 6 TF (Further musings)
73	Apr '89	Building a Rover Straight 6 TF (Part 4)
74	May '89	TF A-frame stiffener/upper seat belt mount
79	Jan '90	Building a Rover Straight 6 TF (Part 5)
80	Feb-Mar '90	Building a Rover Straight 6 TF (Part 6)
81	Apr '90	Canadian build of special bodied NG
82	May '90	Building a Rover Straight 6 TF (Part 6)
85	Nov-Dec '90	Building a Rover Straight 6 TF (Part7)
89	Aug '91	Marina based TF build tips
90	Sept '91	TF wing stays, Dynamo-alternator conversion, more Marina based TF build tips, TA build (part 1)
91	Oct '91	TA build (part 2), Henley build hints - Cortina & Sierra based cars
92	Dec '91	Marina based TF mods, TA build (part 3), Rover V8 engine & gearbox info, Tyre talk
93	Jan '92	Rigid sidescreens for TF, Marina TF Build (part 1), TA build (part 4)
94	Feb '92	Marina TF Build (part 2), Welding for beginners, Improved hood-screen seal, Marina TF tow bar
95	Mar '92	Dave Woolgar TA build, Steering column mods, Back axle anti-clonk
96	Apr-May '92	Building a Rover Straight 6 TF- fitting a roll bar & carb set up, V8 tips, Blacksmithing for beginners
97	June '92	Marina TF Build (part 3), TC V8 thoughts, Silicone brake fluid - cautionary notes
99	July '92	Further V8 musings
100	Dec '92	TF V8 build, Marina TA build, MGB based TF build, Silicone brake fluid - AP Lockheed letter



Issue No.	Issue Date	Technical Item/Subject
101	Jan '93	John Hoyle takes over NG, Speedometer calibration, Marina TF TURBO build, Marina TA build (part 2)
106	Aug '93	Wiring diagrams, Splined adaptors for Marina based cars
107	Sept '93	More wiring diagrams
109	Mar/Apr '94	TD door fitting, Mating B-series to Rover box
	May/Jun '94	Marina TF Build - Tips and observations
	Dec '94	NG History '79-'94, Dave Woolgar Straight 6 TA build, Sidescreen support frame, Headlamp wiring
	Jan-Feb '95	Rigid sidescreens with sliding windows, Running board tread strips
	Mar-Apr '95	Marina TF build. Improved hood to screen attachment Fitting a front anti-roll bar
	May-Jun '95	Wiper motors - switches & wiring
	Jul-Aug '95	Metal spraying of exhausts, Clutch bleeding
	Aug-Sept '95	Fitting twin carbs to a Marina based NG
	Oct-Nov '95	TA seat belt mounting bracket,
	Dec '95	Fitting rear wheel brake cylinders, Steering column improvements and other tips
	Jan-Feb '96	Bump stops, Electric cooling fans
	Mar-Apr '96	Fitting bumpers, Marina TF mods
	May-Jun '96	Building a TF in France (part 1), Fitting a Mini heater unit
	Jul-Aug '96	Vehicle Spraying - handy hints
	Sept '96	Speedo information
	Oct-Nov '96	Wiring information



Issue No.	Issue Date	Technical Item/Subject
	Dec '96	Building a TF in France (part 2) Plus a reprint of a 1985 "Component Car" TCR test
	Jan-Feb '97	TF Build tips - MGB differences
	Mar-Apr '97	More TF build tips
	May-Jun '97	Sierra Henley - vital safety mod for rear axle mounting
	Jul-Aug '97	More TF build tips
	Sept-Oct '97	More TF build tips
	Jan-Feb '98	Headlight alignment
	Mar-Apr '98	TF build notes, Turbo Marina TF clutch release tweak & front suspension mods,
	May-Jun '98	MGC axle swap
	Oct '98	100,000 miles in an NG, lessons learned & problems overcome
	July '99	Distributors
	Oct '99	TF hood frame tweak, TF Doors - locking & audible warning
	Feb '00	Big bore MGB engine
	Apr '00	NG Build - stripping the donor vehicle, Installing a V8, Nose cowl alignment
	Jul '00	NG Build - cleaning and reconditioning the parts, NG TC 4.6 V8 build (part 1)
	Sept '00	SS bolts - caution, Choke lever mod, Front wing fitting for V8 headers
	Apr '01	NG TC 4.6 V8 build (part 2)
	July '01	NG TC 4.6 V8 build (part 3)
	Sep '01	NG TC 4.6 V8 build (part 4)
	Dec '01	Fitting doors to a TF (a fuller version is available in the archive)



Issue No.	Issue Date	Technical Item/Subject
	Feb '02	TF enclosed boot, NG TC 4.6 V8 build (part 5 - through the SVA)
	Apr '02	Spring rates & design rates
	Jul '02	A further take on a TF enclosed boot
	Dec '02	Retro-fitting Hoyle Independent Rear Suspension to a TF
	Feb '03	Making & fitting a bespoke "V" screen to a TC
	May '03	Retro-fitting Hoyle Front Suspension to a TF
	Aug '03	Making an opening boot on a TC
	Dec '03	Vented front discs

Recent conversations and discussions have raised interest in an index of technical articles and information that has been published in past issues of the magazine, and before it the news letter, so, as a start, I have gone through all the paper copies Jan 1983-Dec 2003, after which the pdf copies were put onto the club website. I'll compile an index covering the online issues next.

Before 2000 the magazine was typed and photocopied and the print quality of the archive copies is extremely variable, especially where photographs and drawings are concerned. I know from experience that when I have scanned some of these old issues and attempted to convert them to text they require a large amount of correction where scanned text has been misread by the software. Sadly it is the older, and less legible, issues of the magazine that contain a wealth of useful information from first builders of the cars.

That said if you would like a copy of a particular article, or articles, please let me know and I will endeavour to take a scan and email it to you

Charlie

ngoceditor@gmail.com



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



MG TF for Sale £8500



1999 Build based on MGB GT

This has been lovingly cared for during it's lifetime and has only covered 1100 miles in the last 26 years.

Previously owned by an extremely capable mechanic and as a result has never wanted for anything.

Fully serviced, maintained and running like a dream. Starting first time every time (now it has a new battery).

It also comes with the full hooded roof and door kit which is still yet to be fitted and in the original box.

Please feel free to call or email me if you have any questions.

Grahamyoung1979@hotmail.co.uk - 07830317044

Location: Shropshire/Staffordshire border



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

(Sadly Fibrecraft are no longer in business so Richard has got the moulds back and is seeking an alternative manufacturer Ed.)

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 please contact me to discuss.

Richard



Club Merchandise

"Message for club members:

Commencing June 2026 I shall be bringing clothing samples only 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)

Hi-viz Tabards (Yellow, reflective strips, black logo) £8.00 + p&p*

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
NGs at the last meeting of the year at the Plough, Plumpton: Ian Clark, John Watson, Dave Woolgar in their cars, me behind the lens so just the car!	Ian Clark's NG in New England sunshine	
	NGers at play, the Southern Counties Christmas lunch	
Ian Dickson returning home over Baildon Moor with a prickly passenger just before Christmas !	NGs at the pre-Christmas Bletchingley breakfast meet: Roy, Dave, Robert, John H and me	



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