



CHANGING GEAR



The  Owners Club Magazine

Autumn 2023



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Contents:

Chairman's Message..... 4

From the Editor 5

Events Secretary's Update..... 6

Message from Mark Staley..... 8

New Members 9

Future Events & Calendar 10

Event Reports: Caux Retro..... 16

 Le Mans Classic 18

 Historic Specials Day 27

 Capel Show 29

 Dogmersfield Village Fete..... 30

 Old Timers Grand Prix, Nurburgring..... 32

 Barns Green..... 35

 Hurstpierpoint Festival..... 37

 NGs at the Moat..... 39

 NGs at the Bell 42

 Steaming at the Star..... 43

 NGs at the Yew Tree..... 45

Articles and News: The building of the NG TAF' 48


Sales and Wants..... 53

And Finally: 58

Club Products & Regalia..... Inside Rear Cover

Contributions Please

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

Please send in a few words and pictures for 

Please send your contributions for the Winter issue by the beginning of February to ngoceditor@gmail.com.

Remember, without your input there would be no magazine!

Thank You



Chairman's Message

Hello to each and every one of you.

Before going into my senile ramblings, I want to add my congratulation to a very special birthday boy! I wouldn't normally comment on a mere birthday as it is a common occurrence, but this is for a special boy and at a milestone in age terms.

A few days ago our Vice President, John Hoyle, celebrated with friends and his special family a right royal birthday (see p 58). I thought it was his fiftieth, looking at him, but apparently not. My heart goes out to his very long suffering wife Barbara, well done for keeping him on the straight and narrow... most of the time!



And now something different.... Although, for reasons beyond our control the summer ChangiNGear hasn't long been with us, the National Rally seems a long time ago. Since then there has been lots of visits to various Saturday and Sunday classic car meets, as I prefer to describe them 'hamburger and coffee stops'. Not to mention the overseas trips with NGs going to Le Mans, Nurburgring and Caux Retro for example.

Again, I have to praise the energy that Dave Woolgar has brought to the position of event co-ordinating alerting us to so many opportunities. Whilst we are moving into the quiet time, I'm finding myself mainly eating breakfast at home on Sundays, (depressing), but with a few chinks in the bad weather, for example 5th November, there was the odd option to drive and eat away. Check out the events diary on pages 10-15 for the coming months. Our own Christmas meal at the Reigate Manor Hotel, thanks to Sue Bolton's organisation.. a right festive event. Begin thinking about next year, how about Caux Retro, it's one I'm considering.

Whilst mentioning supportive members, like our editor, I'd like to thank Mark Staley who has done a most splendid job managing our club products and regalia. Having done so for many years, he'd like to pass the baton on... ANY TAKERS? This is such a brilliant club asset. The back inside cover is what it's all about. (Also see Mark's message on P8)

Finally as with Mr Hoyle before me, I want to comment on this flipping MOT issue. Irrespective of what you believe to be the case, WHY oh WHY would you want to drive your lovely NG without periodically have an independent eye cast over its road worthiness. I drive a 1938 Dennis fire engine and it is checked over yearly by a local road haulage company.

Until next time, have a great festive time and happy New Year to one and all.

John



From the Editor

Firstly I must apologise again for the delay in getting the last magazine to you. The first problem was that by waiting for a final article to complete the issue I missed, by a couple of days, getting it to the printers before their summer shut down. When they did return there were further delays caused by staff shortages, family bereavement and to cap it all equipment breakdown!



My trip to the Old Timer Grand Prix (the Old Timers being the cars, although it might also apply to many of the drivers and spectators!) at the Nurburgring riding shotgun in our chairman's TC was most enjoyable and you can read about it in this issue.

It is interesting to see from the Facebook pages how many NGs are finding their way to owners in Europe, with cars going to France, Germany, Spain and Italy with some undergoing rebuilds and in one case extensive modification. It would be nice to meet up with some of these on future trips.

My planned trip to Scotland in my TC in September was thwarted by a serious ignition problem a few days before I went and which I didn't have time to fix, a very rare failure, so I had to go in the tin-top, nevertheless I did make it to the show at Scone Palace, just north of Perth, and met up with a Scottish NGer as I'd planned to. It was a super show and would be a good place for a gathering of the Scottish members next year; it would be good to get some feedback to see if we could get a club entry.

Although many of the events that have taken place in this, rather unsettled, summer have been under leaden skies, with the occasional thunderstorm or heavy shower to add to the fun, it has been possible to have an enjoyable time out and about in an NG. At this time of year you have to grab every opportunity if your NG isn't to languish in the garage unused.

After days of dreadful weather, courtesy of storm Ciaran, Sunday 5th November was bright and sunny for the London-Brighton Veteran Car Run. In years past there used to be quite a gathering of NGs to watch the old cars but for a while now I've been unable to persuade any others to join me.

For all those that I don't see beforehand, have a very Happy Christmas and New Year

Charlie



Words from our Events Secretary

Don't just look at it in your garage, drive your NG!

That is what I have been doing this year and since fitting the upgraded Triumph 2000 engine in my TA last winter I will have completed five thousand miles by the time you get to read this. Hopefully the engine and gearbox will also have been out and back in again to fit updated TR6 parts to the clutch operating mechanism. I have to say that this year feels like riding through the winds of time, it passes all too quickly. So, time to reflect on what has been and that might be to come.



It certainly has been a mix of weather throughout the summer with storm clouds gathering here and there to give us a good soaking, but at least it has been warm. Possibly the worst soaking was on the Drive It Day on the way to Chiddingstone Castle when the roads were so flooded that water came right over the TA twice when crossing newly formed fords in front of me. Thankfully the hood kept all of the elements out and an effort was made to go despite the forecast. Chiddingstone proved an interesting house to visit and a number of other members who braved the rain also turned out, so a good day out after all.

Our National Rally at the Riverside Caravan Park in Stratford Upon Avon was another great success and enjoyed by all those in attendance. As always we should thank the club committee and staff at Riverside for all the hard work that goes into hosting this event. Hopefully even more members can get along next time. Bit of a note to self here; book accommodation early next year!

The NG Owners Club also displayed in the club area at the National Kit Car Show which has now moved to the Three Counties Show Ground at Malvern. This is a lovely venue with the Malvern hills as a backdrop and a great improvement on Stoneleigh, the show itself was fairly mediocre in my opinion, but thank you to all who did make the journey down.

The only show or meeting that I have paid or even booked to enter this year was the National Kit Car Show, everything else has been turn up on the day. These sort of meetings have become increasingly popular, with some raising money for charity and considerable amounts of money going



to worthy causes. As some of you will have read from the reports within this issue and those on the Facebook page, some of us have been to some cracking classic car meetings catching up with old friends and making new ones. Many events have become multi discipline with classic, American, hot rod and kit car owners blending together seamlessly with a shared interest which is a good thing and I must say that I have been made to feel most welcome at the shows and meetings that I have attended. We have a number of ideas for next year and if you'd like to see something or organise a social gathering yourself, please let us know.

In this issue's events calendar, I have endeavoured to expand the listing throughout as many areas of the country as possible with an emphasis towards the pub type gatherings for bacon rolls and coffee to complement the larger meetings and if anyone can put forward more meetings I would be pleased to receive the details so I can add them to the list.

We also have quite a few people with NG's in wider regions around the world and it would be nice to think that some of you can get together overseas if practical. I would thank those of you that have posted your experiences on the Facebook page. Thinking of which, if you are not already on the NG Facebook page, please do join it even if are not into social media more widely as it is a great source of shared information. There are now almost eight hundred member of the NG page made up of owners, previous builders and those with a general interest in our cars or aspire to own one.

I would also encourage you to book for this years Christmas lunch as soon as possible it is a wonderful opportunity to catch up with one another at this social gathering.

Please let me know if you would like to host a meeting for club members in your area or know of any events around your way that I can share with everyone. As always; "If you go, let us know"! Send in a few words and photographs to Charlie Killick for possible inclusion in the next edition of the magazine and don't forget to post anything that may be of interest on the NG Facebook page.

All that remains is to wishes you a very Merry Christmas and Happy New Year. See you on the other side.

Dave



Important message to all club members

After 18 years or so of looking after the club regalia I am looking for a club member to pick up the mantle going forward. Any member interested in taking over this role please contact me by email staley.mark@virginmedia.com, in the first instance providing a contact number so we can have a chat as to what is involved.

Mark Staley





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 :

Michael Fahey (Rejoining)	1079	West Sussex
Richard Tanner	1730	Derbyshire

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 (BOLD denotes an NG Owners Club Event)		
Sunday 3rd December 2023	NG Owners Club Christmas Lunch Booking Required ASAP	Sue Bolton
Saturday 6 th April 2024	Heritage Transport Show Detling Show Ground Kent	www.kcas.org.uk booking required.
Sunday 28 th April 2024	The Federation of British Historic Vehicle Clubs Drive it Day. Booking required	TBA - NG Facebook page. www.fbhvc.co.uk
TBA April 2024	Donington Historic Festival	www.doningtonhistoric.com Info only
TBA May 2024	Wallingford Vehicle Parade	www.wallingfordcarrally.org.uk TBA - NG Facebook page & Mag.
TBA May 2024	Jorvic Run. York	TBA - NG Facebook page & Mag.
11 th - 12 th May 2024	Annual Classics at Prescott Read details on website	www.winchcomberotaryclub.com booking required.
19 th May 2024	Chiltern Hills Vintage Vehicle Rally (Classic Car)	https://chilternhillsrally.org.uk/
1 st - 2 nd June 2024	National Kit Car Show. Three Counties Show Ground. WR13 6NW	www.nationalkitcarshow.co.uk Info only
1 st - 2 nd June 2024	The Classic & Performance Car Show. Tatton Park, Knutsford.	www.greatbritishmotorshows.com Info only. Booking required.
Sunday 2 nd June 2024	London to Brighton Classic / Kit & Sports Car run	www.popupcarshows.co.uk Info only. Booking required.
15 th - 16 th June 2024	94 th 24 Heures du Mans	www.24hr-lemans.com
21st - 23rd June 2024	NG Owners Club National Rally Riverside Caravan Park Stratford Upon Avon	NG Facebook page & Mag. BOOK ACCOMODATION EARLY



28 th -30 th June 2024	Inter-club International, Malvern Showground	NG Facebook page Dave Woolgar
6 th - 7 th July 2024	24 th Caux Retro France See website for details	www.cauxretro.com Booking required.
Sat 20 th July 2024	Dogmersfield Fete. Pilcot Farm Dogmersfield. Hants.	NG Facebook page Paul Gray
Sunday 21 st July 2024	Chatsworth Classic & Performance Motor Show. Chatsworth House. DE45 1PP	www.greatbritishmotorshows.com
Sun. 11 th August 2024	The North Devon Festival of Transport. North Devon Sports & Classic Car Club	Facebook On-line to book
9 th - 11 th August 2024	Old Timers Grand Prix, Nurburgring, Germany	www.oldtimersgrandprix.com Info only
17 th August 2024 12 - 5pm	Capel vehicle Show Surrey. RH5 5LB Registration required	Info only www.capelshow.co.uk to book
Sat. 24 th August. 2024	Barns Green Classic Car Meet. (Donation Entry) Op. Queens Head, Barns Green, Horsham. RH13 0PS	Facebook NG Facebook page Donation entry
24 th - 25 th August 2024	Egham Show Surrey TW20 9NW	www.eghamroyalshow.org.uk Pre entry only
7 th - 8 th September 2024	Isle of Wight Classic Car Extravaganza, two meetings & run	Online for details to follow.
TBA September	The Scottish Vintage Tractor & Engine Club. Scone Palace.	www.svtec.org Info only
TBA September	Cookham Regatta. SL6 9SB	www.cookhamregatta.org.uk Booking required.
Sun. 17 th September	Basingstoke MGO C Doughnut Run Pre-book	www.basingstokemgclub.co.uk On-line



14 th - 15 th September	Kop Hill Climb. Bucks. HP27 0LA	www.kophillclimb.org.uk Info only. Booking required
17 th Sep- tember	Hinckley Motor Show (main event) Town Centre LE10 1DD	www.hinckleybid.co.uk 3 smaller shows during year Info only
21 st -22 nd Sept.	Newark Kit Car Festival 2024 NG24 2NY	www.newarkkitcarfestival.co.uk For info only.
Sept.	Castle Combe Autumn Classic Race Meetings + other events.	www.castlecombecircuit.co.uk Info only
TBA Oct. 2024	Steam Engine Day at The Star Inn. Waldron East Sus- sex. TN21 0RA	NG Facebook page
	Regular Meetings	
Always check	<i>Some may be seasonal always check with organisers</i>	Mostly Facebook but some also have web sites.
9am - 11.30am Check for venue	Four Counties Classic Pub breakfast meets around North Surrey / Kent.	NG Facebook page.
10am on. Various dates	Past N Curious, East Sussex Two main venues including the Yew Tree Inn.	NG Facebook page.
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 East- bourne. BN23 SUZ (Great breakfast venue)	NG Facebook page.
1 st Sunday 10.30 - 12.00am	Classic Cars & Coffee The Plough, Plumpton. BN7 3DF	NG Facebook page Or email: tonyash62@gmail.com
Various dates & times	Port Solent Car Meet Some are themed.	Facebook
4 th Sunday of each month.	Godalming Breakfast Run. Jack Phillips Pub. GU71HR	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 nd Sunday 10am - 1pm	The Riverview Meet (Pre-2003) Forest Row RH185DW	Facebook
4 th Sunday 8.30am - on	Horton Historic Vehicle Club Cross in Hands Old Sodbury BS376RJ	Facebook
2 nd Sunday 8.30 - 11.30am	Black Swan Classic Car Meet Ockham, Surrey. KT111NG	Facebook
Monthly	Horley Classic Car Meeting 54, High Street, Horley. RH67BB	Facebook
Various dates	Southern Classics. Shows / meets	www.southernclassics.org.uk
Various dates	Storrington & Dist. Classic & Sportscar Enthusiasts. Shows / meets	www.sadcase.co.uk
1 st & 3 rd Sat. All Year	The Coopers Arms. Weston On Trent. DE722BJ	www.coopers-arms.co.uk
Occasional	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	www.headcornrodrome.co.uk For exact days.
April-Oct. 10am	Running Retros at Headcorn Kent Anything old and mechanical!	Facebook As above.



Year round? 2 nd Sat of month 9.30am.	Castle Donington Community Hub, 101 Bondgate, Castle Donington, DE74 2NR	Facebook
Sun 24 th Feb	Ardingly Autojumble RH176TL (A bit of a classic gathering)	www.horsamhistorics.co.uk
Sundays 4.30pm	Milton Keynes Retro & Classic Car Club. The Barn MK93BZ	Facebook Five Shires Classic Car Shows
Sundays 10am	Boston Bowl Breakfast Car Meet, American style Diner. Lincs. PE21 9RH	Facebook Check dates.
2 nd & 4 th Saturdays	Kent Classic & Sportscar Club The Moat, Wrotham Kent TN157RJ	NG Facebook page
1 st & 3 rd Saturdays 9 - 11.30am	Blethcingley Arms. 4C gather- ings Blethcingley, Surrey. RH1 4PE	Four Counties Classic & NG Fa- cebook pages
1 st Thursday May - Oct.	The Sun at Whitchurch, Nr. Reading. RG8 7PU	Facebook.
2 nd Sunday 10am.	Binton Social Club Breakfast Meet. Nr. Stratford Upon Avon	Emai: bintonclub@gmail.com For further info.
Sundays 8.30am Year round	Toast N Tyres at Arbuckle's Restaurant & Bar. Downham Market PE38 OAD	Facebook to check dates but looks like 3 rd Sundays
1 st Sat 4.30 - 6.30pm	Bird In Hand Classic Car Meeting. Hayle. Corn. TR27 4HY	Facebook Do check this one.
1 st Saturday March - Dec 10am - 1pm	Banbury Classic Vehicle Breakfast Natter National Herb Centre OX17 1DF	Facebook Or email: christinead- kins@hotmail.co.uk
1 st Sunday? 9.30am	The Giffard Park Pub	Facebook
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. RH158TS	Facebook NG Facebook page



2 nd Sunday April - Oct	Hub Classics Breakfast Meet	Facebook
2 nd & 4 th Sundays April - Sept.	Classic Cars at the Carpenters Carpenters Arms. Dale Abbey, Derbyshire	Facebook

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



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Caux Retro 1st–2nd July 2023

John Coker and Mike Carter decided not to attend this year and Charlie was at Le Mans so I became the sole representative of the NG owners club, in fact I was the only NG at the gathering this year!

This was the 28th Year of the event, pretty amazing considering that the car show is held in Allouville-Bellefosse a small village 35 miles south of Dieppe, which has a population of only about 1200.

A hard-core of local motoring enthusiasts organise every year this highly successful and well attended show which attracts car enthusiasts from all over Europe, especially the British, and a regular contingent who come from the Czech Republic.

On Saturday cars assembled and registered for the afternoon convoys. The number of cars that take part in these is around 100 split into 4 groups. It is pot luck which group you find yourself in however they are well chosen routes. Participants receive a beautiful plaque.

Our group, this year, crossed the Seine over the 'Pont de Brotonne' close to the town of Caudebec-en-Caux. We stopped after about 1 hour at a vantage point overlooking the Seine then made our way back over the Seine and stopped for refreshments at the town of Yvetot before we returned to Allouville for more refreshments and a chance to chat about the day with the other groups. All refreshments were provided free.

A huge bonus for the participants is that we have an escort of motorbike outriders. Wonderful when approaching crossroads and roundabouts!

On Sunday morning cars arrive for the main part of the event at the centre of the village of Allouville, register and then are placed in various locations around the town hall and surrounding roads. The area is enclosed and the public are invited in, for a modest entry fee, to see the assembled cars. In the morning the cars are judged and plaques are given out.



There is an amazing range of vehicles and a special place set aside for agricultural machinery. Wonderful old tractors chug away.

Lunch is provided for the participants in the village hall at a minimum cost.

A Fashion show, a Dixieland Jazz Band and conventional pop group help provide a carnival atmosphere.



From about 4.30 pm onwards cars begin to slowly filter home, the end of the event, a brilliant day.

Why is the event so well attended by the British apart from the usual attractions of France e.g. pot hole free roads?

Ease of access must be one of the biggest reasons.

Those living in the south of England are especially lucky. One popular route is Newhaven to Dieppe. From Dieppe it is a 75 km journey taking about an hour. Dover to Calais is an option but it is a longer drive, 228 kms about 2.5 hrs. Another popular crossing is Portsmouth to Le Havre. A 54kms journey taking about an hour.

The event is advertised on the Caux Retro web site. It is advisable to check details about the event around January/February and place a booking if interested. Accommodation is advertised on the same web site.

As a footnote, my own participation was not without incident!

On the return journey I filled up at the supermarket petrol station at Yvetot. I turned the ignition key. Nothing. In Victor Mildew style I exclaimed 'I don't believe it!' A few more turns of the key. No response.

Fortunately my friend Chris, who I was travelling with, suggested we bump start it. Fortunately the car fired up. The car made it to the Ferry and after a wait without any fuss started up and I drove onto the Ferry.

Arriving at Newhaven, sitting in the car with fingers crossed, the car refused to start! How embarrassing. I was surrounded by old and wonderful cars returning from Classic Le Mans. They had no problems starting!

Anyway, Alan Ward, a Teal owner and MGB specialist jumped to the rescue and with others pushed the car and she fired up, relief all round, and got me home without further problems!

A couple of weeks later, with the help of John Hoyle, a faulty connection between the solenoid and starter motor was discovered. Once identified and rectified the car fired up first time! Great, no replacement starter motor required!

It would be great next year if there could be a large contingent of NG cars. Satisfaction guaranteed!

Roy De Boise



Back to Le Mans Again for the Classic

With the car barely cool after the National Rally it was time to set off back to Le Mans, this time for the Classic. I've never been to this event before but as it is the Le Mans Centenary year my expectations were high. I had booked my ferries for the same crossings as I use for the 24hr, out on the Wednesday overnight crossing Newhaven-Dieppe and home on the Monday midnight crossing Dieppe-Newhaven.

I used the same route from Dieppe as I had done for the 24hr, even stopping for a breakfast pain chocolate at the same place. I got to Le Mans and, after a bit of confusion with the signage, arrived at "Bleu Nord" at about 9:30 on Thursday morning to find an almost deserted campsite so set up my tent with empty pitches all around me.

Unfamiliar with the format of the Classic I discovered that there was nothing going on at the track on Thursday so headed out on a meandering route to Le Lude for lunch at a riverside restaurant where I've eaten on many previous visits. As I pulled up I was sad to find that it no longer opened on Wednesday or Thursday so a quick cross country drive to somewhere else where I'd been before, an unassuming restaurant by a roundabout on the Tours road, where I had an excellent three courses for €14! Returning via Mulsanne for provisions and a drive along the public road sections of the circuit, open from Tertre Rouge all down the Mulsanne straight, round to Indianapolis, then Arnage corner and as far as the start of the Porsche curves. I used to be able to do this at the 24hr but since the changes to qualifying and extra races the track remains closed throughout so it was good to be able to do it once more.



When I got back to the campsite I gathered from one of my fellow campers that things didn't really get going at the track until Friday afternoon so could fit in a nice drive down to the Loire and home via Le Lude for lunch.

As I made my way down to Saumur I received many friendly waves from French registered classics heading north for Le Mans.



When I reached the first bridge to cross to Saumur I was amazed that the northern channel of the Loire was almost dry, just a trickle and a few pools remaining, it must have been a dry winter and spring.



There seemed to be a festival of some sort being prepared in the town and the parking areas along the river bank were closed off but after a bit of trial and error I manage to find a nice view of the chateau and town looking across the southern, and water filled, arm of the Loire.



Just time for a wander along the river bank, a few photos then back to the circuit, via Le Lude for a fine lunch.

By the time I got back to my tent the campsite had filled up with only the plot next to mine empty; this should have been occupied by Jeremy Evans who had set out from Wales in his MG TD but had to abort the trip just before taking the ferry due to an emergency at home. Very disappointing for him, and for me as I'd been looking forward to catching up.



Time to stuff a few sandwiches, a bottle of water and a waterproof into the rucksack, gather up the folding chair and head up to the track to watch some qualifying, look round the paddocks and, most importantly, get a programme so I'd know what was going on!

The "Plateau 3" cars, 1957-61, were on track when I arrived and when I did get hold of a programme I found that qualifying sessions had in fact started at 8:30, just after I'd left for Saumur. Never mind, still plenty of on track action to see with back to back qualifying for the various age groups continuing until after 10pm and then free practice until 3am.



Racing started on Saturday morning and continued until 4pm on Sunday with only 10-15 minute gaps between races, never mind looking round the paddocks or at the anticipated 8500 classic cars displayed on club stands distributed around the infield areas. Impossible to see everything so really a matter of planning priorities, "must sees", "nice to sees", "don't mind missings" , oh, and perhaps some time for sleeping or eating.

I elected to see as much racing as I could so returned to my tent after the final qualifying to catch some sleep and get ready for Saturday racing from 8:30 am.

My "must sees" were the cars that I'd never seen racing at Le Mans in period, all those in the Le Mans Classic "Plateau 1-6" covering the period from the first race in 1923 all the way up to 1981, with "nice to sees" being the Group C and Endurance Legends all of which I'd seen racing the full 24hr races since I first came in 1983. My "don't mind missings" were really just the parades, and the Classic Porsche race - mostly variations on the 911 theme and the few more interesting models would be included in the relevant "Plateau" races in any case.

Saturday dawned grey and overcast with the threat of rain. I made my way to the Kart track where the roof terrace allows a clear view over the top of the catch fencing to the exit from the Porsche curves. By chance the Kart track itself was being used as the assembly area for the Racing Legends giving a good view of the cars heading for the start line.

As they completed the formation lap, and moments before the race start, the heavens opened, with the rain coming in icy sheets driven by a strong westerly wind. How glad I was that I'd packed the waterproof! The start of racing was



delayed by an hour, pushing the schedule for the whole event back by an hour, but fortunately after that there were no other weather interruptions for the whole weekend.

I made my way up to the top end of the start line straight in good time



for the first of my "must sees", the Benjafield Challenge race for Bentleys from the W.O. period, 1920-29, a truly astonishing gathering of 70+ cars to commemorate the centenary of the first appearance of Bentley at Le Mans, in the inaugural race, including one car that actually took part. The race included the eponymous "Le Mans" start with the cars lined up along the pit wall and, when the flag drops, the drivers sprinting across the track, leaping aboard and roaring off, an amazing spectacle.



Although not fast by modern standards watching the drivers wrestling these mighty cars through the bends on modern smooth tarmac one has to respect the skill, strength and bravery of those who battled for 24 hrs on the largely unsurfaced roads in the pioneering years of the race.



Following this unique race was the first of the "Plateau 1" races, for the pre-war cars, 1923-39, again with a Le Mans start and heralded by a fly past of a pair of age appropriate bi-planes.



Once again this was a race packed with a wonderful collection of cars with many different makes, Talbots, Aston Martins, Bentleys, Bugattis, Alfa Romeos, Rileys, Morgans, the list goes on and on. The sight of a blower Bentley drifting through a corner alongside an Aston or a Bugatti dicing with a tiny Austin 7 is really something. The Talbot AV105 cars, in their period team





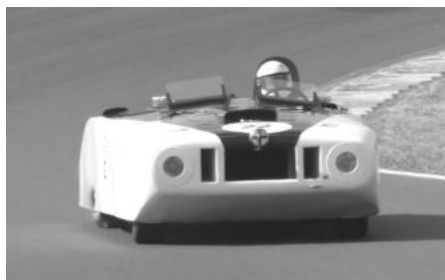
colours of green and black moved to take control of the race with the smaller, younger and more nimble BMW 328 roadsters snapping at their heels.

A brief break and it was time for the next race, spanning the period from the resumption of racing in 1949 up until 1956. This period saw the progression of the Jaguars from XK120 to C Type and ultimately to the all conquering D Type but included a wonderful



selection of 50's sports racing cars, AC Ace, Allard, Aston Martin, Maserati, Ferrari, Mercedes to mention a few, plus cars from more race orientated manufacturers such as Cooper and Lister. In addition to these large and powerful cars, contending for overall victory, were a good collection of the small engine cars representing the "Index of Efficiency" class, little Renault 4CVs, Panhard Dianas, even a Saab 93 2 stroke. Notable among the smaller cars was a Porsche 356 from 1954; the year of their first entry at Le Mans where they would triumph so many times in the future.

One of the most extraordinary cars from this period was the Cadillac dubbed "Le Monstre" in the day, a slab sided one off aerodynamic body dropped onto the chassis of a large saloon car. Not blisteringly fast but a wonderful V8 rumble



Moving on to the next grouping, 1957-61, and the glorious Ferrari 250 GT SWBs appear, along with the Ecurie Ecosse run D Types, the first of the E types, Lister Jaguar, Lister Chevrolet, Birdcage Maseratis, Aston Martin DB4 GTs, even





the special Aston Martin DP212 which achieved a record speed on the Mulsanne of just shy of 200mph in the 1962 race. In the smaller engine classes Lotus Elites, 11s, 15s, were well represented along with various Alfas, Simca, Panhard models.

In the next two age groupings it was interesting to see how, in both, the years of continuing development have changed the balance of power.



In the 1962-65 group, where Ferrari were dominant in period and the early GT40s were crippled by reliability issues, all those problems have been ironed out and now the top 10 qualifiers were all GT40s! Following behind were Shelby Cobras, including Daytona Coupes, Jaguar E-Types, Ferrari 250LM (their first mid-engine models) and in the smaller classes MGBs, Lotus Elans and the first appearance of Porsche 911s

As darkness began to fall the 1966-71 cars took to the track. Back in the day the GT40s dominated the opening years and the Porsche 917 the later ones. In these races, however, now the dominant cars were the Lola T70s, filling the top eight qualifying positions. By this era the purpose built sports racers had almost wholly superseded the GT



derived cars with the T70s, GT40s and 917s dominating the larger engine sizes and Chevrons, Lola 210 & 212s, Porsche 906 & 910 the smaller.

The sight, and moreover sound, of the whole field coming off the start line and pouring through the esses on the way up to the Dunlop bridge on the first lap was superb

Among the more unusual cars in this race was a Howmet Gas Turbine car,



with a most distinctive engine note, not a roar or a rumble more a woosh



By the time the final grouping, "Plateau 6", 1972-81, took to the track for their first race it was fully dark. The field for this era had a great variety from the pure race cars such as the De Cadanet, which achieved giant killing results in 1976 & 77, Porsche 935K3, Porsche 936, Mirages, various Lolas, to mention a few, to versions of touring cars, such as RS2600 Capris, 320 & 330 BMWs plus M1s and even a rumbling NASCAR Ford Torino.

These were particularly spectacular in the darkness spitting great gouts of flame on the over-run and with the turbos on the Porsches glowing red.



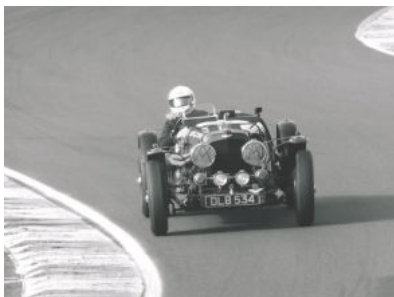
With this race finished just after midnight, and having been at the track since 9 AM, I decided to miss out on the older cars' night races and headed back to my tent to get a brief few hours of sleep before returning to the track for racing at dawn.

Having been to the 24hr race on numerous occasions I knew of various places where it was good to see the cars in the early light and possible to get views unobstructed by the catch fencing. I gradually worked my way round from the exit from the Ford chicanes, where I saw the end of the last of the overnight races, up to the esses before the Dunlop bridge, then, overlooking the sweeping downhill section from there gave me great head on views of all the age groups cresting the brow under the



Dunlop bridge and, finally with a short walk and to a position to see them snaking through the Forest esses in the sunshine.

After another full day of superb racing I returned to the camp site; I had decided to stay there overnight to avoid the traffic congestion then make my way up to Etretat, on the coast to the north of Le Havre, for lunch before meandering along the coast to Dieppe as my ferry home wasn't until Midnight on Monday.



I woke early, packed away the tent and set off. As I joined the Le Mans ring road the rain started and it was soon hammering down, not easing off until I was well on the way to Alencon. Fortunately my forward motion was sufficient for the screen to deflect the rain and I remained dry despite not putting on a jacket. As I headed north the rain stopped and gradually the leaden skies lifted and the sun came out.

After a breakfast stop at Caudebec, I continued to Etretat and arrived there in good time for lunch.

Over the years it seems to have got busier and busier and parking in the town is difficult so I ended up a short walk away up the hill. Etretat was a



favourite location for the French Impressionists with dramatic cliffs and sea arches so I took the obligatory stroll along the beach before finding a restaurant and having an excellent lunch.

The final leg of my journey back to Dieppe for the ferry took me along the winding coast road, twisting and turning through steep wooded valleys between the little seaside towns and villages. Skirting the harbour at Fecamp and climbing out of the town to the viewpoint then onward, with views of the sea to my left, past St Valerie-en-Caux and Veules-les Roses to Varengeville-sur-Mer, to visit the Church of St Valerie which occupies a spectacular cliff top position but is under



threat from coastal erosion.



The church has benefitted from the patronage of notable artists, several of whom are buried in the cemetery. The church is illuminated by abstract stained glass windows with the one above the altar by cubist artist Georges Braque and others by his friend and fellow artist Raoul Ubac, paintings by Michel Ciry hang on the walls. Outside, the cemetery, with wonderful views along the coast to Dieppe and beyond, contains several magnificent tombs of artists, composers and other notable figures who had lived in the community; it's well worth making a small detour to visit if have a few moments to spare on your way back.

It was only a short drive from the church to Dieppe for a final French meal before catching the midnight ferry home; the end to what had been a most enjoyable trip.

Never having been to the Le Mans Classic I'm not sure whether this year's, being the centenary of the first running of the 24hr, was particularly good but based on what I experienced I would recommend it to anyone with an interest in classic cars, either racing or in general. In addition to 800 cars racing there were 8500+ classics of every type on static display around the permanent Bugatti circuit on the infield. I'd been concentrating on watching the racing and never got down to look at these. So much to see; just not enough hours in the day!

I intend to return for the next running in 2025 and it would be great if other NGs could join me.

Charlie



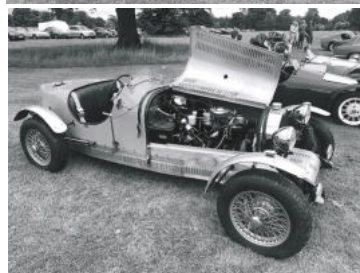
Historic Specials Day at the Cotswold Wildlife Park.

The dew drops still glisten on the cobwebs between post and wire as I finish the early morning chores before setting off for a motorway cruise, west to the Cotswolds today and the Cotswold Wildlife Park. Not to study the wildlife, as interesting as it may be, but to attend the Historic Specials Day. As many of you will know I have been fascinated by these 50's and 60's specials since coming across an broken down Austin 7 Ulster conversion on the farm drive when I was young which eventually led to me building my TA years later.

The motorways flowed well on this occasion, enabling me to reach Burford in a reasonable time before turning left onto the A361 down to the Wildlife Park. Unfortunately, the world and his wife, including their children seemed to have the same destination in mind. The last two miles took over an hour to reach the pay booths! Thankfully being in the TA, I was waved straight through without having to pay and was directed down towards the very spot the NG Owners Club held the National Rally in 1995 which brought back some happy memories. I did feel a bit of a fraud, but drove on to be warmly welcomed by the organisers and invited to park with them which was quite a surprise to me.

A very interesting and eclectic mix of cars had already arrived and were on display, from the most basic Austin and Ford specials and trials cars to the more sophisticated track based Bucklers.

Some I could identify, others unknown to me such as a car I originally thought was a Teal Bugatti with Ford Crossflow power turned out to be a Dry-Sleeve Moon-raker (apparently they supplied a sleeve to keep your arm dry).



Early Colin Chapman cars seemed like Royalty in the display and appeared well used.



Outside of the car display it was lovely to see a young camel stretching out in the field with its family watching over and of course the rhinos which are always special.

Finding lunch was also somewhat of a trial with even more queues for the somewhat mediocre food from the overcrowded cafeteria.



As is traditional, prizes were awarded at 3pm with photographs being taken of the assembled and very worthy winners.



Rochdale GT, Rochdale Olympic, Buckler DD2 Mistral, Ashley 750

Official business completed and with the threatening rain holding off attendees started drifting away, it was time to head back to Sussex myself. Avoiding the unpleasant Sunday afternoon motorway experience, it was cross country all the way for me and a really nice scenic drive back in the TA.

In conclusion, another day well spent with interesting like minded folks who made me welcome.

Dave



Capel Show 19th August 2023

This is a local car show we never like to miss. Each year they seem to improve the facilities a little bit more. The marshals are a helpful bunch and always see you off with a wave and a smile.

There is a wide display of vehicles and stands to appeal to all the family. Cakes, bacon rolls and much more.

The NG's received a lot of attention. It is always interesting to see different people have their favourites.

The weather was lovely and in all a perfect day..

We would like to take this opportunity to say a big thank you to Rich and Sue Wold. Without their help we would never have made this show nor the NG Rally, or won such a fine cup. Unfortunately sometimes life stops you doing what you love and Rich has spent hours working on the NG to bring it back onto the road and through its MOT. More than that, they bought the NG back into our lives.



Ray and Sue Boulton



Dogmersfield Village Fete

For the last couple of years that I have gone to Dogmersfield I have seen cars leaving the Bletchingley Arms breakfast meet as I've gone past along the A25 so this year I decided to leave home early enough to call in en-route. As has been typical this summer the weather had been unsettled all week but had improved to a forecast of sunshine and showers for the Saturday and better as the day went on. I got to the Bletchingley arms in good time and the car park began to fill up, with Dave Woolgar arriving in his TA shortly after I got there. I think that the weather had put people off as numbers were rather down on normal but there was still a decent turn out and the usual nice mix of cars, among them a beautiful red 1934 Singer Le Mans, bought by the current owner in the 60s for £25, driven by him ever since and lovingly restored over the years.



A couple of heavy showers had us running for cover but they blew through pretty quickly and there were only a few spots as Dave and I headed off along the A25 on our way to Dogmersfield; a cross country route through Redhill, Reigate and Dorking then cutting round the south side of Guildford to join the Hogsback half way to Farnham then on towards Odiham before turning off to our destination. A twisty route avoiding motorways, with only a couple of congested sections and a few brief heavy showers.

We got to the display field as the classic cars began to arrive and were directed to a good spot backing on to the river. Sadly despite the sunshine the numbers of classic cars, NGs included, were well down on previous years with Dave and I being the only NGs present.



The poor weather in the preceding few days had put people off; the motorcycle group who usually round off a ride through the surrounding area with a rally of 100+ at the fete cancelled both the ride and the rally, which was a shame as they have had some great customs and trikes



in previous years.

Although fewer in numbers there were still some very nice cars on display, an elegant Rolls Royce Silver Cloud convertible alongside a couple of Morris dropheads and an immaculate Austin.



Among other interesting vehicles, was a tiny home built streamliner, a car which holds many national speed records for several small engine capacities between 90cc and 190cc petrol and up to 400cc diesel. The car is run on a shoestring budget using off the shelf engines intended for industrial or agricultural applications, not hi-tech racing engines, so the record breaking achievements are all the more remarkable.



Most of the classics had come from the local area with a good number from the 1920s & 30s. With so many manufacturers, and coachbuilders from this era it is always intriguing to look at the design details and quirks. In some cases, such as an attractive little Austin 7 roadster, style seems to have taken precedence over practicality; there is boot space for not much more than toothbrush!



In others style and practicality go hand in hand, with a Riley showing some very nice side screens.



With traditional entertainments, including ferret racing, Morris dancing and the Bagshot Concert Band, all in all it was a very nice day out

Charlie



The 2023 Old Timers Grand Prix, Nurburgring

Charlie (Killick) and I set off early on a foggy Thursday morning heading the Nurburgring. After a frustrating start this side of the Channel where we were over an hour getting through French customs in Dover, and so missed our designated ferry, once we landed at Dunkirk the fog had burnt off and we had a very easy, if unexciting, journey along the motorways through France and Belgium in bright sunshine. The drive becoming more interesting when we left the motorway network onto the rural roads winding through only the Ardennes and Eifel Mountains.



I say an easy journey, we only went off piste about 15 miles from the chalet, and for a Watson drive that's pretty remarkable! The excellent navigation to that point was down to Charlie, but the enforced four years absence, largely due to Covid, had clouded my memories of the route from the circuit to our Chalet in Reiden and a lack of phone signal, meaning no sat-nav to help us, led to a bit of aimless meandering until we stopped in Adenaur and I managed to contact our host and organiser, Meggi Bilton who provided the memory jogging directions!

Meggi had reserved three chalets for the group of German friends that, with us two, made up an interesting and varied gathering. Not only was the group great fun and accommodation really comfortable, as Alan Goodbun would testify from a previous visit with me, but Meggi's breakfast and dinner spread is immense and legendary.



The route between the chalet and the circuit wound through picturesque villages with numerous hairpin bends up and down through the forested foothills.





Of the racing itself, there were plenty of wonderful classic race cars to see, and very good viewing points around the, sometimes, challenging circuit established for the F1 Grand Prix when racing ended on the long old circuit.



One of the best races to watch was on the Saturday evening, starting in daylight and continuing into the darkness.

The highlight of the trip for me, and my passengers, was the 22kilometer drive around the Nordschliefe circuit. It is a fascinating circuit to experience, especially as the one hour exclusive session organised by the German MG car club meant that we did not have to share the track with general public with hot hatches, saloons, motorbikes and rich chaps with their very expensive motor cars trying to straighten out the 100 or so bends.





As a sobering reminder as to how it's a track that can bite you, the day before we arrived two test drivers for Goodyear Tyres had been killed in an accident while driving a Porsche !

The hour allocated gave plenty of time to drive round 4 times including stopping each time to swap passengers.



We concluded our visit with an invitation to spend a night with Meggi and her husband Markus at their apartment in Essen. It is constructed on 6 levels. A story perhaps for another time.

We were fortunate to be able to follow Meggi in her Volvo as there was a veritable maze of motorways to navigate between the circuit and where she lives on the outskirts of Essen.

Meggi's organisational skills and hospitality made our visit incredibly enjoyable

Remarkably the good weather was with us, an important point when one is travelling some 900 miles during a week in an open top (aero screens only) vehicle. Despite a mixed forecast for the race days the rain fell during the night and while we could hear thunderstorms rumbling around we managed to dodge them.

The return trip from Essen to the ferry at Dunkirk was sunshine all the way, indeed the only rain that we encountered while driving was back in England a, mercifully brief, heavy shower around Ashford heading home from the ferry.

The whole event would make for an interesting long weekend for NG club members.... Think about it for 2024.

John Watson



Barns Green

August Bank Holiday Saturday started off with sunny skies so I set out full of hope that the forecast localised thundery showers would miss out Barns Green, a few miles south of Horsham, where the annual Classic Car Show in aid of St Catherine's Hospice was being held.

I had arranged to meet up with Club Chairman John Watson in his TC and Robert Ingram in his TF V8 en-route and the three of us entered the show field to see Dave Woolgar pulling up in his TA, so all four NGs were able to line up together, very satisfactory.



As we came in, as a bonus for being early arrivals, we were given vouchers for a free bacon roll and coffee, even more satisfactory!

We were able to enjoy these while sitting in warm sunshine however as the morning wore on and the show field began to fill up the skies darkened and the intermittent showers arrived.

Brollies came out and hoods were rapidly erected, including on this RM Riley, not quite as the factory original but giving the car a stylish profile. For some, such as this Grinnell, with neither hood nor tonneau I only hope the driver had a drain hole and a good set of waterproofs!



Although the weather had put off many people there was still an interesting variety of cars to see, among them one of the rarer Aston Martins from the late 1980s, a V8 Zagato Coupé, of





which only 52 were produced, not the prettiest car that they have produced but good to see.

Probably the rarest car there was a beautiful 1904 Argyll tourer, with a wealth of nickel plated details, a wonderful car produced at the Argyll Motor Works in Alexandria, just west of Glasgow, at the time said to be the largest car factory outside the USA and producing more cars in 1907 than any other manufacturer in Europe! Sadly a protracted legal case with Daimler over patents bankrupted the company just before the first world war, despite winning the case. All that remains is a handful of these magnificent cars.



The showers had alternated with spells of bright, warm sunshine but just after lunch a sudden drop in temperature heralded the arrival of a brief but intense thunderstorm sending everyone scurrying for shelter; top marks to the chap with the charity bucket protecting his pint as he fled the deluge!

Once the storm had passed through the skies cleared and the sun came out, but by then the show ground had started to empty, although it was getting a little muddy tracks were not essential!

A drive home in the sunshine rounded of a good day, despite the weather.

Charlie





HURSTPIERPOINT FESTIVAL, 17th of September.

It was that time of year again for the Hurstpierpoint Festival of 2023 and The Treasured Transport Parade which is part Super Sunday, the first day of two weeks cultural events. Perhaps it should have been titled, Soggy Sunday this time as has been the case over many weekends this summer. So different to last year.

As last year, I was joined by Charlie Killick at the assembly point at Washbrooks Farm Centre having driven over from Kent. Numbers for the parade were certainly down on last year due to the threatening sky, but boosted by members of the Weald Classic Car Club from Burgess Hill which was great.

Damp dawning was the day and no preparation this year as we had just



returned from a lovely week in Polperro the previous evening, so the hood was still down for only the third weekend this summer. Fortunately, I did have time to put on the full tonneau before leaving home. Just as well as the real rain arrived together with its friends thunder and lightning half an hour before the start of the parade. Time to retire to the shelter of the café for flapjacks and coffee as the rain hammered down on the tin roof.

Eleven fifty five arrived and the thunderstorm had passed us by. A call went up of "gentleman start your engines" (yes really) and we made our



way up and through Hurstpierpoint High Street to the recreation ground without anyone getting stuck in the gateway, despite the rain. Crowds of people still waved and smiled, although rainwear was very much the order of the day. Burgess Hill Youth



Marching Band led the way and I am very pleased to report that they have improved considerably since we used to hear them practicing on the local sports field forty years ago. Believe me once heard, you would never be able to listen to Richard Strauss's - Thus Spoke Zarathustra (2001 A Space Odyssey theme) quite the same again! The High Street was closed for the afternoon once the parade has passed through, with the entertainments, music, food stalls getting into full swing and a chance to meet up with family and friends. Despite the earlier thunderstorm, the sky cleared, allowing the sun to shine though chasing away the rain. In the end, a pleasant afternoon well spent.



Dave Woolgar





NGs at the Moat

Back in August last year a regular breakfast meet at the Moat, Wrotham Heath, was set up by Liz Lucy's "Kent Classic and Sports Car Group" and as it is only a short distance from home I thought that I'd give it a try.

As it turned out I was first to arrive at that first meeting in my TC, to be met by Liz who was quick to sign me up for e-mail notifications of future meetings.



Since the first meeting I have been to as many as I can and have persuaded other Ngers in the south east to come along so there have two or three NGs flying the flag at most gatherings this year.

There are many regulars but always new faces bringing something



interesting along, anything from a veteran Léon Bolée or Peugeot from the earliest days of motoring, through superb examples of the



coachbuilders craft in the 20s & 30s such as this Alvis and Rolls Royce to classics of the 50s, 60s; MGs of all descriptions, TR Triumphs, Jags and Astons of all types and ages, plus more recent classics from the familiar



to more exotic rarities such as the Alpine A110 and Alfa Romeo SZ



Periodically Liz decides to have a featured marque, one time it was Aston Martin attracting some beautiful examples, including this which was a clear inspiration for the NG TA, and this September she selected MG, and NG to be the chosen ones.



The lovely sunny day and a reminder on the Facebook page encouraged a turn out of a total of seven NGs, although as Mike Peel was delayed by car problems we didn't manage to have all together at the same time, nevertheless for a brief moment there were more NGs than MGs!



It didn't stay like that for long and car park soon filled up with MGs with almost every model represented, from a 1933 Midget right up to an SV-R .

John Hoyle had had to leave a little early and a little later, as





other cars had begun to leave we were pleased to see a red TC turn in; Mike Peel who had been delayed by electrical gremlins. After a quick rearrangement of the remaining NGs for a group photo, including Mike, there was just time for a last minute coffee before the bar was cleared in preparation for the lunch time trade.



When Mike came to leave it was apparent that the gremlins were still there and a bump start was required to get him going however his problems were not over. After a couple of miles on his way home along the A25 his TC came to a stop. A loose wire was reattached and the car started but petered out again as I followed him along.

Fortunately it wasn't far from my house so I shot home to change to my everyday car so that I could give him a tow home. After a not uneventful tow, involving one broken tow rope and a determined attempt by a Mercedes to cut in between us, I dropped him off and helped push the TC into its garage. The end of a trying day for him.



As it turned out I think that only Alan Goodbun had a clear run home as a lorry fire, and subsequent closure of the M25 left a couple of NGers stuck on the motorway and the others fighting through the traffic on the A25 where everyone else was trying to avoid the M25.

Despite all that it was a good morning at the Moat and nice to see everyone who made it.

Charlie



NGs at the Bell

The Classic car and motorcycle meet at The Bell, Aldworth was held on a beautiful hot sunny day in early October, the car park overflowed with an assortment of vehicles, both cars and motorbikes, and the queue for beer overflowed into the road outside.



I've been visiting this pub for about forty years, in a variety of vehicles and bikes including our NG TC. In all that time it hasn't changed at all. It's been in the same family for generations and the decor and layout has remained the same. There are no juke boxes, no piped music and no mobile phone use in the pub. The beer is extremely well kept and the food simple. A well stuffed crusty roll, or a ploughman's lunch, at very reasonable prices. There is no all-day drinking at this pub; old fashioned opening hours prevail and it's closed on Mondays, except Bank Holidays.

After giving the car a quick buff up, we set off on the twenty-minute ride, passing through lovely old Berkshire villages. On arriving, we struggled to find a spot, but managed to slot in next to a very nice E type. We were joined by a couple of friends on their bikes, one being from 1953 and smoking from every possible place by the time it arrived! Paul Strickland joined us, having travelled just a little further than us, from Reading. The variety of vehicles ranged from old tractors, a Cobra, Jags, a BMW Isetta right through to Nortons and Royal Enfields



It was a great afternoon and we left, having enjoyed a taste of Arkells beer, slightly sunburnt, having not expected the weather to be quite as good as it was!

Peter Killinback



Steaming at the Star

A chance conversation with someone at one of the regular breakfast meetings at Bletchingley led to me winding my way through the lanes of East Sussex to the Star Pub in the attractive little village of Waldron for a "Steam in". I was directed to a small field behind the pub where a mixed assortment of Classic Cars, Motorcycles and Old Tractors was gathering. By the time Dave arrived, having already been to a breakfast meeting, a bit of shuffling about was needed to allow him to squeeze his TA in next to my TC; the



field was jammed to bursting.



Refreshment stalls had been set up on the street outside the pub and village stores and the road was filled with people.

The first of the

larger vehicles, a superb Thornycroft lorry, was parked up just across the road and provided a perfect backdrop for the arrival of an attractive little Fiat Balilla.



Shortly afterwards, accompanied by much clanking, puffing and wheezing, not to mention smoke, the traction engines and road rollers began to arrive and park up along all the roads

around the village centre. Brakes applied, wheels chocked they sat gently hissing, giants at slumber. Given the time it takes to get the boilers lit and the steam





pressure built up they are kept ticking over all day. With the other classic vehicles about they lent a timelessness to the day.



Just to show that steam wasn't the exclusive domain of the heavyweights there was a 1900 Locomobile steam car, a small boiler means much quicker to bring it up to steam so this one didn't need to be left ticking over all day!



The event is very popular with bikers and they had brought along a huge range of machines both ancient and modern with anything from a beautifully restored Rudge Ulster to a screaming 2 stroke Honda NSR250 race replica.



All that remained after a very enjoyable day was to get away ahead of the traction engines to avoid a very slow passage through the narrow winding lanes. I'll definitely be putting this in my diary for next year

Charlie



STRAIGHT INTO THE SHINING SUN.

With frost sparkling upon the grass in the fields around me, heading east, I was driving straight into the shining sun. Days slipped by from my grasp it seems, in my mind I am saying "this one should be one to remember" as the miles pass under my wheels.

Alas, there is a bump in the road, the A27 is closed! A diversion is required through Lewes, an unexpected chance to inspect His Majesty's Prison walls as I queue for the continually changing traffic lights ahead. It has to be said at this point that Lewes is not designed for most of the eastbound traffic of the A27 winding through its narrow historic streets and junctions. A quick detour from my detour takes me north to avoid some of the town's congestion and back down the hill to cross the River Ouse only to find a peloton of cyclists in front of me. As I approach it would seem that the leader had some sort of mechanical malfunction leading to the others shooting past him as he pulled up in a driveway, mayhem ensued and apparently detached from the hive mind of their leader they spread across both carriageways with some riding back up the hill towards me! Errant cyclists thankfully avoided, finds me out of the town and turning off towards Glynde village passing the world renown Glyndebourne Opera House to my left, a tall white wind turbine now marking the estate like a punctuation mark in the landscape. Finally turning left back on to the A27 and left off the A27 again, onward through the twisting and turning lanes towards the pretty village of Ripe, then on to Chalvington and the Yew Tree Inn.

This is the last meeting of the season for Past N Curious and what a meeting it was!

John Hoyle, Charlie Killick and Brian Sparkes had already parked their NGs on the field in front of the east entrance to the pub. Early orders placed for bacon rolls and coffee, as our Chairman John D Watson arrived having first managed to drive past the entrance. Danielle standing in the road wearing her hi-viz could have been a clue?





So, five NG's, a record and plenty of interesting and varied cars to see. Some usual candidates, but plenty new to oooh and aaah over, both classic, classic modified, rods and American. People drifted in all through the morning, some having attended an earlier Mustang meeting, with over one hundred and fifty cars gathered around the cricket pitch. Soft underfoot from the previous days rain, but drying quickly in the warming sun and quite drivable.

As this was the last of season, the Past N Curious crew had decided to make a collection of supplies to donate to a local food bank in Eastbourne, the bench under the tree was soon filled to overflowing with boxes and bags of items that will help so many people. By the time it came to load the collection into his Hot Rod Pop, Colin Burbage (who also volunteers as a van driver for the food bank) was quite overcome by people's generosity.



As always, a lovely friendly and inclusive atmosphere and people all around. With special thanks to Danielle and Tommy Dwyer and family who do such a wonderful job organising their own and now the Wheels on the Waterfront meetings at Sovereign Harbour in Eastbourne now that Kev Roberts has been unfortunately forced to hand over the reins due to ill health. Thanks also to Charlie Dwyer who photographs every vehicle attending and very kindly took several group photos of the assembled NG's and drivers.

Dave



Photos: Charlie Dwyer

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**The building of the NG TA'F' AKA The longest ever build?
or
How not to build a Kit Car**

At the recent National Rally at Stratford there were many kind comments regarding my TA with added TF wings, and I agreed to write an account of its construction but first I have a confession to make.

It is not all my own work. I had help. Lots of it.

However before I get to that, for completeness, I feel that I should go all the way back to 1971.

Part 1: The TA

In 1971 I joined B.O.AC as a second officer. I'd always wanted a sports car and Skindlers garage at Maidenhead provided the solution. A 3 year old MGB! (£825).

Eight months later the inevitable happened. Major crash (not unexpected one might think giving a sports car to a 21 year old).

The MGB was taken to a 'garage' near Heathrow for repairs where, I subsequently discovered, they did not replace the body wings, as paid for by the insurance company, but instead used vast amounts of body filler to smooth out the dents.

I was now beginning to be very strapped for cash, my insurance premiums, expensive before the crash, increased to an eye watering 25% of my take home pay. The MGB was back on the road but without a proper repair, and the box sections of the sills had not been fixed.

Annually the same problem arose. To get the car through the MOT test new sills had to be welded to the car.

Finally in 1979 I was told "Listen mate, this is the last time I can do this. There is nothing left to weld on to"

What to do?

Being in the overseas division of British Airways meant that I could be away for as much as 14 days at a time, but this had the payback of being at home for several days before my next flight.

What a wonderful opportunity to get stuck into a project!

Looking through a kit car magazine (no internet of course) I found the only recipient for my MGB parts was the NG TA.

Construction started in early 1981 and the plan was that I would take several months slowly building the car in my time off between flights when suddenly the aviation industry went in to one of its regular recessions.



Disaster!

I was removed from flying duties and it was likely that I would be in an office job as soon as one could be found. For this I would need daily transport to get to Heathrow and so a concentrated effort over a four week period saw the NG 'finished'.

Very rough and ready. No interior trim. Very poor paint job by me using a friends spray gun over a weekend, but it was on the road.

Eleven months later I was back flying.

I had read in a magazine that you must finish the car before putting it on the road otherwise it will never be finished, and so it proved. I was now using it as daily transport so very little work was carried out on the car apart from one major change.

DOORS!

At a kit car gathering somewhere in the south of England I met someone who had put doors in their TA and after a long chat I thought 'I can do that'.

I don't remember how long it took but they turned out to be a very successful addition to the TA.

It was about this time that the TF first appeared and I phoned Nick Green about fitting TF wings to the TA.

"Bring the car down and let's take a look " was the reply.

He offered up a set of wings to the offside of the TA and we both agreed that there was some promise in the idea.

I asked if there were ever wings that came out less than perfect from the moulds as I might need to cut them up to make them fit and he said "Sometimes - leave it with me".

Some weeks later he phoned and said that no 'duff' wings had been made but he would do me a good deal on a set of four.

Money changed hands and I returned home in my hire van with four wings and then promptly stored them in the eaves of my parent's garage.

Around 1990 with a small family growing I felt it was time for more appropriate transport and the TA was relegated to visits to the dump etc. (it was the only car we owned with a tow hitch).

And that's how things remained for the next 24 Years. The NG used less and less each year, slowly deteriorating.





Part 2 : The TA(F)

One day in 2014 I happened to be visiting an industrial area on an old farm looking to have our sofa reupholstered when I passed the open doors of a workshop full of old cars.

I left my wife to the furniture concerns and started discussing cars with the owner, Dan Monk of Winchester Cars. He was in business servicing and repairing Morgan cars.

I mentioned that I had a dormant project to create a car from two separate kits.

He said he was interested in the project; it was just a matter of me finding the funds.

My father then sadly died. Not a very happy time but eventually it meant that money was available.

I was now able to pay for Dan's time spent working on my car.

I had spent many hours on the internet looking at old Duesenbergs and other 30's/40's cars deciding on the era I was trying to emulate.

Using large sheets of cardboard as templates of all possible designs we decided on a rather bulbous rear end.

Decision made, Dan went to work on the TA with a jigsaw, chopping the



rear end off.

The rest of the rear really designed itself. Once again large amounts of cardboard resulted in a design that we thought looked good.

Neither of us had any experience in car body building and so construction consisted of very thin ply strips bent over a frame then smoothed out with body filler. Time will tell





if this was a sensible method to use.

Dan's connection with Morgan became evident when I visited one day and found the front wings had sides fitted, albeit made out of cardboard; the only problem being how to make them.

The solution then arrived unexpectedly. I accompanied a friend to a local car body repair specialist - Tony of Bodycraft - to discuss a project he was working on with Tony and he agreed to look over my project, where upon he quickly dismissed all of our attempted solutions and agreed to make the additions to the wings.

It was now down to me for dashboard/electrics.



I was not happy with the first 5 dashboards I made. Searching the internet again I found images of the MG TC/D dash and used that as a starting point.

For electrics I used the module from Car Builder Solutions. I had always planned to wire the car myself but another chance chat with a neighbour who was in the process of rebuilding a Morgan said he had found a marvellous Auto electrician in Andover who was happy to travel locally and was very reasonably priced.

Covid and lockdown occurred sometime around this time. (Not so very long ago but I have already forgotten some of the details.)

In 2020 the car was almost ready for the road but then lockdown meant that Dan had to shut the workshop with my car inside and I was stuck at home with lots of time but nothing to work on.

Early in 2021 we were able to finish the work. The car passed its MOT and I finally got her back to my garage.

I then discovered that in the haste to get the car finished, the body panels had been fitted using self tapping screws.

Some of these were already showing signs of wear after the 30 minute drive it took to get the car home so the next few months were spent replacing all connections with nut plates, epoxyed in position so the entire car could be reassembled using a spanner and not a screwdriver..

Other things happened during this time - total brake failure during one of my weekly runs to stop everything seizing up, fortunately only two miles from home and the hand brake was still working so crept home very slowly. New rear brake cylinders required. The doors were very heavy,



causing problems with the hinges and so I spent weeks with a router removing unnecessary wood. Again an ideal job for lockdown.

Then back to Tony for a complete respray.

In 2022 the car was finally finished, or so I thought.

In June I attempted to drive to the annual rally but 40 minutes into the journey I had to turn back. There was no power in the engine and I was creating a huge cloud of smoke every time I touched the accelerator. I just managed to get home and realized I had made a basic error.

I was too focused of the design of the car at the expense of the engine. I found on the internet a remanufactured engine by Ivor Searl (c/o The MGBHive) that promised a quick fix to any problems. Not a cheap option but it was something I could install using just a selection of spanners.

2023 saw the TA(F) properly on the road and the first major journey was to the annual rally.

There are still so many minor details to finish but is a great feeling that this project I started back in 1980 is almost complete.



Phil Prior (Member 13)





Cars for Sale (To see larger, more, and colour, photos please visit the "For Sale" section of the club website www.ngownersclub.org.uk)

NG TF For Sale



Concours Winning NG TF in Gris Cosmos Grey.

Tax exempt. 7000 miles, MOT until 3rd November

Registered 1973, original plates. Ford 2.0l Pinto (recon), 205 block RS2000 Alloy bell housing and sump pan, stage 2 polished head, runs unleaded fuel. Ford type 9 five speed gearbox (recon)

Front suspension is MGB with coil over damper conversion with adjustable shock absorbers. Rear suspension is standard MGB with down rated springs and adjustable Spax shock absorbers

Differential is an MGB, ratio 3.9

Car runs hydraulic power steering

Complete with side screens, hood, hood bag and luggage rack

Wheels/tyres 15 x 5 1/2 J MGC Chrome Wire wheels. 185/65R 15 tyres.

Lots of photos available showing the build - location: Ascot, Berkshire

Tony Bell 07879 408948 **£14,950**



NG TF For Sale



NG TF - 1972 MGB Donor vehicle. (Nil road tax)

2.0 litre Alfa, (alloy block), 1979 engine. Twin carbs recent jets, balanced etc. Lovely engine note.

Good road worthy condition.

Soft top good.

Originally built in 80s, rebuilt in 2000/01, with Alfa engine and 5 speed box, and has been roadworthy since. Dry storage. Reasonable, but not top condition but till turns heads.

Requires some TLC, some spoked wheels, paint or a polish, and some time, etc. (Some spares available, eg. Brakes, alternative silencer, paint).

£5,650. Drive away.

Jon. 07725 358998. Located North Hertfordshire.



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 un-registered, 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.

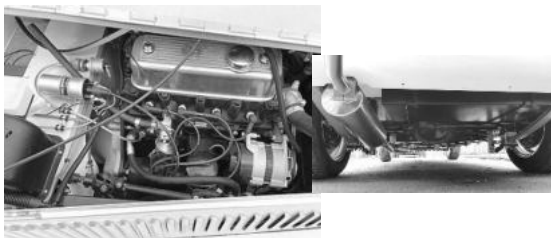
It's nearly finished but unfortunately could do with another strip back to weld the compliant seat and seatbelt mounts to the chassis (a bit beyond me), put on headrests and revise the aero screens.

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



NG TF Project For Sale



UPP 729N 1860 CC (IVOR Searle New stage 2 engine)

A totally one-off chance to buy a partly compete car with 90% of the parts to complete. The car was started around 2009 and worked on until 2012 when the project came to a halt. The car was kept with all of the parts in a dry heated garage until I purchased it in 2022.

All of the parts are professionally refurbished or brand new, Receipts and records to date show a spend of £26k.

The car is 75% complete with the engine, gearbox and drive axles in place.

Parts to complete Include:

- Professionally built gear box • Brand new Seats
- Professionally refurbished with new components front and rear axles.
- New dual circuit brake system • New wire wheels and tyres x 5
- New lights, gauge etc. • Donor car V5 documents
- Copy of build instructions and spec sheets.
- Mohair tonneau cover and bag. • Hood frame and fittings

This car needs to be seen and viewing is welcome by appointment on 07740 485745 Loughborough, Leicestershire.

Offers over £10k will be considered from buyers who have viewed the vehicle



Parts for Sale

MGB wire wheels 14" - 1st set of 5 are in good condition, but need cleaning up and a bit of tlc (£50 per wheel ono)

MGB wire wheels 14" - 2nd set of 6 are in an okay condition need some extra tlc (£40.00 per wheel ono)

See photos on "For Sale" section of the club website www.ngownersclub.org.uk, further pics available. Collection from Oxford.
Bernadette: pvbbennett@gmail.com

Remaining NG Parts Stock

A message from Richard Langford:

Hi All

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.

Richard



Please refer to the NG Kit Car Group face book page <https://www.facebook.com/groups/NG.Owners/> where the details of cars for sale are often posted. Remember to check that the car is correctly registered as an NG to avoid potential future problems



And Finally.....



Birthday Congratulations John

And a correction.....

"I felt rather embarrassed though to see that I had been awarded the Peacock Trophy for having attended every National Rally since 1981. In actual fact it was 1991 at Syon Park, Brentford, the first year my TF was finished. Just thought I should put the record straight!"

Regards, Jeff Stretch

(Still a very impressive record, I'm sure you will agree. Ed)



Club Products & Regalia



The following are the current lines :

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

Polo Shirt S, M, L, XL £12.00 + p&p*

T-Shirts M, L, XL £9.00 + p&p*

Baseball Cap (navy) £9.00 + p&p*

Beanie (navy) £8.00 + p&p*

NG Car Badges (unpainted) (temporarily No Stock) £20.00 + p&p*

Brollies (last few) £22.00 (only at The Rally)

Fleeces (temporarily No Stock)

Logos are in contrasting Silver or Black

- all available from Mark Staley

7 Loxley Close, Oakwood, Derby, Derbyshire DE21 2PU

Tel: 01332 601654 or 07711 124153 Email: staley.mark@virginmedia.com

*p&p contact me for the charges

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

Front	Cover Photos	Back
Phil Prior's superb TA transformation	NGs weathering the storm at Barns Green	
	NGs in the sun at the Moat	
John Hoyle heading home from the MG/NG meet at the Moat	NGs on parade at P&C The Yew Tree Photo: Charlie Dwyer	

