

# *Changi***NG***ear*

Summer 2018

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## Annual Rally Edition



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*the NG Owners Club magazine*

# The NG Owners Club — Officers & Contacts

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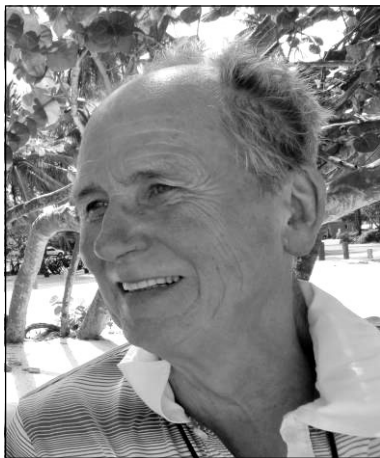


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### The Law of Mechanical Repairs

*As soon as your hands become covered in grease  
Your nose will itch and you'll be busting for a Pee !!*



## Chairman's Letter

Again, I am looking out over Epsom Downs and it is raining, but WOW, what amazing weather we have had between times. Those of you that have been wearing shorts while driving your NG have probably ended up with burnt thighs like poor Ed Powell at the National Rally...!!

Returning from the rally I cooked in OJ, in very slow moving traffic; a V8 with cooling fan blowing full blast was no fun, but wonderful once I was moving again. It reminded me of the years Chris and I used to travel down to LeMans in the aero screened TC and being described by Barbara on our return as "looking like conkers". There must be a moral there somewhere..!

On our way home from Stratford, Barbara & I called to see Paul Bennett who, we are pleased to say, is making very good progress in his recovery. A long way still to go, but with the determination he showed us it should not be too long before he is back to his ebullient self. ( - and see Page 24)

This year's rally was an extremely successful event, helped somewhat by the fantastic weather. I would like to thank everyone that attended and helped to make it so enjoyable. You can read reports of this and the other recent events in this issue. ( see Pages 18 to 25)

It has certainly been a very busy period, thanks must go to John Watson for his endearing enthusiasm in pushing things along. You will read more of his plans for next year (see Page 13); it will be the 40<sup>th</sup> anniversary of NG Cars, and the Club want to make it a year of bumper celebrations. Please give John your support in whatever way you can to help achieve this goal.

The Club has now published its policy relating to the new data protection laws, so please have a read (see Pages 10 & 11)

I guess, like all of you, I am becoming weary of the mention of >>>>



"Roadworthiness Testing". I can now categorically say that if you elect your NG to be MOT exempt you will be **breaking the law**...!! Some of you have already done so because the DVLA re-licensing system cannot cope with cars that take on the donor registration. Having said that, it is extremely unlikely that you would ever be caught. But please check the small print in your insurance documents.

Looks like more good weather ahead - so enjoy those NGs.

*John Hoyle*

### **Search Me !?**

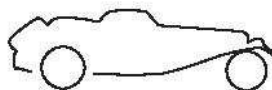
Apparently it takes four times as long to search for something in your jacket pockets if you are not actually wearing it.

So if you need to find something in your coat and it has more than four pockets, it would be quicker to put it on before you search.

*— not sure what happens if somebody else happens to be wearing your jacket !!*

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## Editorial



Well it's certainly been the hottest driest Summer that we ever remember, though those of '76 & '03 may have been close. An advantage of being 'retired' is that one's time is one's own and we can thus make the most of good weather. No more looking out of office windows at lovely weather during the week only to have it 'peeing' with rain by the weekend.

The old adage of 'three fine days and a thunderstorm make an English summer' has certainly not held true this year. And we have made the most of it as far as NG-ing is concerned. We have 'Rocketed' around on seven major outings since April (Corineum Run, Drive-it Day, Yorvik Run, The NG Rally and The Cotswold Dash, a Netherlands Roadtrip and The Surrey Run) and have covered nearly 3000miles in the process. Rocket has performed more or less faultlessly throughout - which is very gratifying.

However the 'quirk' of this is to make us realise that our other two cars together have probably not done more than 150miles in the same period ! So clearly we don't need two 'tintops' - a change is in the offing we feel.

Hopefully many of you NGers will also have cranked up some mileage, and surely will have provided some excitement worthy of a contribution to the Autumn magazine, perhaps (?)

This Summer edition holds a good range of content and does of course centre on the Club's Annual Rally in June, another very successfully occasion, and Many Thanks are due to all those you were involved in the organising.

We hope you will enjoy the read.

The Events Calendar in this issue is, not surprisingly, rather short as the end of the 'open topped motoring' season comes into sight for this year, but big plans are under-way for the NG 40th Anniversary next year. John Watson hints at this elsewhere in these pages and futures issues will provide more detail in due course.

That said there is still a couple of months of this year that will hopefully be nice enough for some more 'open roading' --- will we see you out there ??

**Chris and Su**

*Strange thing about the word 'shoehorn'  
- should you not be able to fit it into any sentence !?*



## Events Secretary's Notes

Well NGers! If we had been given the where-withal to design weather patterns to suit our marque, surely it would have mimicked this past few months.

Absolutely wonderful !

Both BOW and Biscuit ( the V8) have put in some respectable miles since April, and talking to other members we have not been alone.

And my gosh what a change compared to the first few months of 2018 !

There have been a number of very successful rallies and shows where many NGs have shown a strong presence. These included the Stoneleigh kit car show, the Wallingford rally, the Yovrik run, the London to Brighton kit and sports car run. And of course our own National Rally , -- which was boosted by the visit on the Sunday from 12 MGs from the North Leicester MGOC, after their Cotswolds Dash the previous day.

And more recently BOW and Rocket partnered each other on the Epsom MGOC run from Bocketts Farm (Leatherhead) down to Chiddingstone Castle (Edenbridge). And by the way, whether parents or grandparents, Bocketts Farm is a fantastic place to take children, if you need somewhere for them to let off steam.

In addition to these rally events, Charlie Killick visited his favoured Le Mans 24hour, and Rocket with our editors Chris and Su Hore have just returned from an excursion to the Netherlands for an MGOC Roadtrip, and of course Facebook has been alive with updates from Simon Camsell on his trip to the La Mans Classic., as well as Paul Strickland's to Spain and Portugal.

But it isn't all about BIG! Recently I, and 2 other NGs visited Paul Gray's local classic car meet which was an adjunct to Dogmersfield Village Fete, And Alan Goodbun and myself are taking BOW to Nurburgring quite shortly.

>>> continued over



- a brilliant afternoon, very friendly, and great beefburgers and hot dogs  
(see Page 32)

There are a number of events still to come this year, and if you're planning to attend any, please do let us know. In the meantime keep abreast of our events calendar, it's yours to add to. And please check out pages 13 to 15 for an update on the 2019 40th Anniversary year.

**Keep Safe! and Happy NGing**      --      **John 'D' Watson**

## EVENTS CALENDAR 2018

Date	Event -- What, Where	Who
7-9th Sept	Goodwood Revival 20th Anniversary	
22nd Sept	Bletchindon Beer & Classic Car Festival Kidlington OX5 3BS (see Page 12)	Dave Keen
???	<b>NG SouthEast Christams Lunch</b> Details to follow in the next issue	

### NG Website Events Calendar — TO GET MORE INFO

This calendar information is also provided on the Club Website and which gives more detailed information than can be included here.

Log on to [www.ngownersclub.org.uk](http://www.ngownersclub.org.uk) ::

Click on Events Calendar in the RH menu bar ::

Use the white-on-blue Arrows to move thru' the Months ::

Click on any of the Coloured Bar events to get a 'Pop up' Box with events and contact details

***Now you have no excuse for not knowing What's On and Where  
— & if we have missed anything important PLEASE let us know — Eds***

### A Little Late - this One

Our apologies that this issue is a bit late as a 'Summer' edition.

Unfortunately, as soon as we had it ready for issue, Donna, our printer lady, was away on a well earned holiday. — Eds





## **The Best NG 'Story'**

**Dave Keen won the award for this Year**

**So who will win it for 2019 ??**

**You have to be 'in it to win it'**

**Hopefully the good weather this summer  
will have enabled some good subject matter.**

Your 'story' should be between 500 and 2000 words, to include pictures/  
photos to suit, and should have it's focus upon NGs, NGers, or NGing. The  
'story' may be historic or current, factual or fictitious and will be judged  
solely upon it's entertainment value.

Ian Clark will judge the entries prior to the next Annual Rally

***Entries by email please to ChangiNGear at [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com)***

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## Brooklands Natters 2018

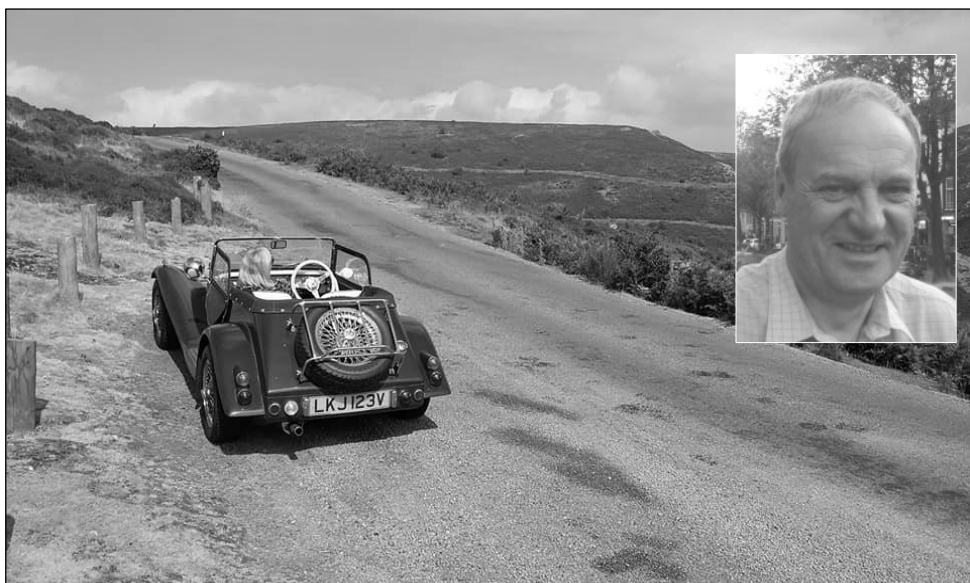
- Sept 11<sup>th</sup> General knowledge and Motoring quiz.with Chris Bass on piano.
- Oct 9<sup>th</sup> 15<sup>th</sup> Anniversary of Brooklands Natter.
- Nov 13<sup>th</sup> Remembrance Natter and Noggin.
- Dec 11<sup>th</sup> Enthusiast of the Year awards,Hot sausage rolls and mince pies.Variou Ladies and Gents Competitions. Chris Bass on Piano.

**Meets in The Brooklands Club Bar at The Brooklands Museum, Weybridge**  
(use the Campbell Gate Entrance, off Brooklands Road — KT13 0QN

These events may be subject to change

Please check with Danny Bryne, Brooklands Club, 01932-829814  
or NG Owners Club — John Hoyle, 0208-393-2555, or John Watson 07952-466206

***The Long Myne in Shropshire. "Great NG road ! " — says Peter Wilmot***





## **New Members - Welcome**

We are always pleased to welcome new members.

Membership Fee : £15 per year (reduced if you join mid- year).

Membership includes quarterly issues of *ChangiNGear*

and some Insurance Companies offer reduced rates for NGs.

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

Contact Bob Morrison, Membership Secretary — details inside front cover

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

DAVID BARNES (1636)

ANTHONY TURNER (1637)

For reasons of 'Privacy' we give no contact details for these new members.  
Should you wish to get in touch then please contact Bob Morrison — Eds

***ChangiNGear extends a warm NG welcome to these new Members and hopes that they will get out and about in their NGs and meet many others NGers during the coming Year.***

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

***- Thank you and Welcome Chris & Su : The Editors***

## **A One Liner or Two**

How do you tell when a mid-engined Ferrari is warmed up? I— t's on fire !

What do you call a VW bus at the top of a hill ? — A miracle !

What do you call two VW buses at the top of the same hill ? — A Mirage !!!

What's the good thing about Fords ?

They come out of the factory with the problem 'circled'.

Did you know CHEVROLET is an acronym?

Can Hear Every Valve Rattling On Long Extended Trips



## **NG Owners Club Privacy Notice**

The NG Owners Club take privacy very seriously.

This notice explains how we use the personal information you provide to us.

### **How we use your personal information**

We will only use your personal information for the following purposes:

- To administer your membership of the NG Owners Club, including setting up and maintaining your membership account;
- To deal with any enquiries we receive from you;
- To provide you with the NG Owners Club magazine
- To invite you to specific promoted NG Owners Club events.

We will not disclose your information to any third party, including NG Owners Club members without your explicit consent.

**By applying to become a member of the NG Owners Club and/or continuing your membership through annual membership renewal, you give your consent or reaffirm your consent to the NG Owners Club to use your information for these purposes.**

### **Your rights in relation to your personal information**

You have various rights under data protection law regarding the processing of your personal information, including rights to:

- Request access to personal information we hold about you and details of our processing of your personal information;
- Request us to correct inaccurate personal information;
- Request us to delete personal information in certain circumstances;
- Object to and/or restrict the processing of your personal information, although this may affect the ability of the NG Owners Club to deliver its function.
- Lodge a complaint with the UK Information Commissioner's Office.

Continued >>>



## **Club Privacy Notice (continued)**

You can make a request to us in relation to these rights at any time using the contact details below. Any information to which you are entitled will be provided within a reasonable timeframe, subject to the exemptions stipulated in applicable data protection laws.

### **How long do we retain your personal information?**

We will not keep your personal information longer than is necessary. We will delete your personal information 6 months following your resignation from the NG Owners Club, either through non-renewal of your subscription or by special request. All NG Owners Club services will cease at that point.

### **How to contact us**

**If you have any queries about how we use your personal information, you can contact the Club through Bob Morrison, The Membership Secretary,**

**At NG Owners Club, 105 Battle Road, Hailsham, East Sussex, BN27 1UD Tel: 01323—843769 or email to [rmorroi1847@aol.com](mailto:rmorroi1847@aol.com)**

## **Information Please**

I am hoping somebody can help me trace an NG-TA that my father built in the 1980s.

It was first registered in 1985 by my Father, Brian Furse, then at 9 Griggs Close, Plympton, Plymouth PL9 8AB with the license plate Q250 JDV. He later sold it in 1988 to a Mr H Bryson, then of 23 Belmont Terrace, Devoran, Truro, Cornwall TR3 6PX.



I have no idea if it still exists. I've discovered that the original Q plate has not been taxed since 1988 -- so I'm hoping that the car now has a private plate. If anybody has any knowledge of my Dad's old NG then I'd love to know Please email me at [codgerbiddy@hotmail.com](mailto:codgerbiddy@hotmail.com)

**Thanks -- Steven Furse**



## **Bletchington Beer & Classic Car Festival**

**Saturday 22nd September**

**At Bletchington Sports and Social Club**

**Kidlington, OX5 3BS**

Dave Keen has written the following review of last years Show, and hopes that it will attract more NG'ers this year

Last year saw the first classic car event at the Bletchington Beer Festival in Oxfordshire. It was a bit of a last minute idea by myself but in spite that it ws supported by around 20 vehicles, four of which were NGs which was a good turn out considering it wasn't well advertised !

Other vehicles that were present include a six cylinder coach built Elvis that belongs to a fellow NG owner (thanks Tony!) as well as a more modern car from across the pond being a Camero.

As this went so well last year we have decided to have the classic cars section again and turn it into an annual event. There is live music Friday evening and throughout Saturday, there is also a bouncy castle for the children and a pig roast!

Free camping is available and the Classic Car show will be on Saturday 22nd September at .

It would be nice to see a few more NGs turn up, or any other interesting vehicle you may wish to bring.



For further details please email me at [keen.dave2@gmail.com](mailto:keen.dave2@gmail.com)

**— I look forward to seeing YOU — Dave Keen**

## **CONTRIBUTIONS PLEASE**

**Contributions for the Autumn issue of ChangiNGear  
by Mid-October ::: or sooner, Please**



## **2019 – A Celebration Year 40<sup>th</sup> Birthday of the NG**

Plans to celebrate the 40 years since Nick Green built that first car are well under way. The two major meets to honour this anniversary will be :

**The Stoneleigh Kit Car Show** — weekend of 5 & 6th May  
and

**The NG National Rally** — weekend 22 & 23rd June.

There will be more on these events in a future edition of *ChangiNGear*. Your committee are looking to including a 'roadtrip' to/at one or both of these Outings

Additionally for this 40<sup>th</sup> Occasion.

You can see (from the list on page 14&15 that we have identified forty transport museums in the UK. Our hope is that one or preferably groups of NGers will arrange to visit each one of these during next year. Obviously you may want to choose ones close to where you live. And if you wanted to get in touch with other NGers in your area then we can help. We would like you to take some pictures outside of the museum with your cars, write a paragraph on your experience and submit it to be included in a anniversary brochure of the year. A rally plaque will be available to all cars that wish to be included in this task

We will be compiling more info on these museums – opening times, costs, etc, and asking for special rates and parking options.

It is hoped this will be available by end October.

Other ideas are also being considered such as 40th Logo regalia, anniversary badge and so on.

If you have any thoughts on any of these topics we'd welcome ideas.

In the meantime, please, do study the museum list and let us know if you're able to become involved in the exercise. You can contact me through the usual channels, phone or email. (see inside front cover)



# British Motor Museums — Forty of the Best

Places to visit in 2019 as part of the 40th Anniversary NG Celebrations

See Page 13 - Whose going to visit Where ??

Get in touch with John Watson

	Museum	Town	Post Code
1	British Motor Museum	Warwick, Warks	CV35 0RT
2	National Motor Museum (Beaulieu)	Brockenhurst, Hants	SO42 7ZN
3	Coventry Transport Museum	Coventry, West Mids	CV1 1JD
4	British Commercial Vehicle Museum	Leyland, Lancs	PR25 2LE
5	Grampian Transport Museum	Alford, Aberdeenshire	AB 33 8AE
6	Atwell- Wilson Motor Museum	Calne, Wilts	SN11 0LT
7	North West Museum of Transport	St Helens, Merseyside	WA10 1DU
8	The Bovington Tank Museum	Wareham, Dorset	BH20 6JG
9	Lincolnshire Road Transport Museum	Keswick, Lincs	CA12 5LS
10	East Anglia Transport Museum	Lowerstoft, Suffolk	NR33 8BL
11	Imperial War Museum Duxford	Cambridge, Cambs	CB22 4QR
12	Ipswich Transport Museum	Ipswich, Suffolk	IP3 9JD
13	Cotswold Motor Museum +Toy Collection	Bourton, Gloucs	GL54 2BY
14	The Transport Museum	Wythall, Warks,	B47 6JA
15	South Yorkshire Transport Museum	Rotherham, S. Yorks	S65 3SH
16	Morehampstead Motor Museum	Morehampstead, Devon	TQ13 8LG
17	Pembroke Motor Museum	Haverfordwest, Pembs	SA62 6EJ
18	Haynes Vintage Vehicle Museum	Sparkford, Somerset	BA22 7LH
19	Brooklands Museum	Weybridge, Surrey	KT13 0QN
20	Cobbaton Combat Museum	Umberleigh, N. Devon	EX37 9RZ
21	Roxby Garage Motor Museum	Pickering, N. Yorks	YO18 7LH
22	North Yorkshire Motor Museum	Batley, N. Yorks	WF17 6HT
23	Bentley Wildfowl & Motor Museum	Lewes, E. Sussex	BN8 5AF
24	Donington Collection	Castle Donington, Derbs	DE74 2RP
25	Oswestry Transport Museum	Oswestry, Salop	SY11 1RE
26	North East Land, Sea, and Air Museum	Sunderland, Tyne & W	SR5 3HZ
27	Llangollen Motor Museum	Llangollen, Denb	LL20 8EE
28	Dover Transport Museum	Dover, Kent	CT16 2HQ





## Future Events

Summer 018

29	Cloverland Model Car Museum	Montgomery, Powys	SY15 6RA
30	Pendine Museum of Speed	Carmarthen, Carm	SA33 4NN
31	Aston Martin Museum	Wallingford, Oxon	OX10 7BG
32	Bus Museum Long Hanborough	Woodstock, Oxon	OX29 8LA
33	National Motorcycle Museum	Solihull, West Mids	B92 0EJ
34	Ulster Folk & Transport Museum	Holywood, Co. Down N.I	BT18 0EU
35	Isle of Man Motor Museum	Jurby, Isle of Man	IM7 3BD
36	Lakeland Motor Museum	Ulverston, Cumbria	LA12 8TA
37	History on Wheels Motor Museum	Windsor, Berks	SL4 6QY
38	The Riverside Museum	Glasgow, Lanark	G3 8RS
39	Myreton Motor Museum	Aberlady, E. Lothian	EH32 0PZ
40	Caister Castle Motor Museum	Caister-on-Sea, Norfolk	NR30 5SN

## Hello on a sunny Sunday morning from Mainz,

I have made some photo for the homepage showing front, back and panels of our NG, perhaps You can use some of these.

We made several trips with our NG and it runs very well after changing the double SUs into a single SUH6 carburettor.

Now we have no problem with the synchronisation any more and it runs better than before.

with best regards

**Claus and Gaby Stauch**





### Stoneleigh Kit Car Show

Weather-wise we could not have wished for a better weekend. Breaking all heat records. And for the NG gathering, ten NGs along with Manda and Bob's refreshed trailer lined up on the Sunday. In addition Brian North's NG and fold-



away caravan was in amongst the Spartans. On Monday, the quiet day, we still witnessed a respectable four NGs plus my TF-V8 and trailer.

I had this year made a list of things to bring along, extra fold away chairs, milk, sugar, coffee, tea, cups, spoons, calor gas, stove and even a stand for it. Somehow in the excitement of the occasion I'd missed one ingredient, something to light the gas with!! Where are the smokers when you need one ??!! The Gentry stand came to the rescue, but lighting this new contraption seemed impossible, we dismantled it, blew down the pipes, jumped on it and quoted several Latin phrases. It took the engineering genius of Alan Goodbun to point out that we had actually been lighting it on each attempt, but unlike the old style stoves this one burned silently and with an almost invisible flame. I swept away the many dead matches and set about preparing the brew for the needy. I did eventually find a shop on site that sold lighters. Should you ever need it, your club among it's many assets is now the proud owner of a 99p lighter !

Of course it was brilliant that so many supported the event considering the weather tolerant options. And of special note were the many visitors to our area, either because they had owned an NG, or were building one or simply were interested in our marque.

Many of the other kit car clubs showed very little variety in their designs, whereas we received several comments on how refreshingly different our cars were.

Regarding the stand exhibitors, there seemed to be fewer this year. However I did get to discuss windscreens with Chris Glover of Brass Craft. In John Hoyle's time they supplied NG with windscreens, but would take up to 2 years to produce and deliver them apparently. Anyway I enquired after a folding windscreen. Chris was very helpful confirming he had all the parts, but proceeded with an intake of breath when asked what would the delivery time be and added "Mmm... can't give a date, there's a lot of work in producing that!" — Oh well that's probably *never* then, - we shall see.



All in all an eventful and fun filled show. And Thanks to all who came

Next year being the 40<sup>th</sup> Anniversary since the first NG took to the road I would hope that Stoneleigh, along with the Stratford-upon-Avon Rally, will be a major celebratory event.

But more about that on Page 13



*John 'D' Watson*

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**Get the facts first,**

**Then you can distort them as much as you like.**

**— Mark Twain**

**I see that Mission Impossible 3 is now being shown.**

**Can't be that impossible - they've done it twice before !**



## **NG National Rally Report**

Why do we Brits talk so much about the weather? It's because we do, — and it can radically affect attendances. Case in point, our own National Rally at Stratford-on-Avon, was very well attended this year and the weather wonderful. Much was organised outside by the likes of Kate with the children and Alan with the 'very big children'. Over the weekend, 38 NGs attended and on the Sunday our special guests were 12 MGOB members from the North Leicestershire Group who had their road-trip finishing in the area. Indeed they had invited our members to join them for their Cotswold Dash the previous day.

As a club we support these opportunities of running with other car clubs, and particularly of course MG clubs, — as many of us rely on them eventually becoming donors! And it was very nice to hear from our guests that they found our club so friendly and welcoming. A sentiment often repeated from our own new members.

I barely got the opportunity to do more than glimpse over the outdoor activities, but in reality they were most entertaining. Kate organised a full programme for the children, from bug hunting to drawing and sticking. And Alan a modified driving course type competition. And for the Saturday evening entertainment, the Bingo was a real hoot as the children became the Callers. None of this "on its own No 7" millarky. Oh no, each number was described using words and story lines only possible from the mouths of the young and excitable.

For the really big kids, Alan with his inimitable technical skills constructed a brilliant set of driving tests, which amongst other tasks required the passenger to hang out clothes on a washing line! Where did that influence come from I wonder? Even a few MG guests had a go.

On the Friday evening during dinner a quiz sheet was handed out, and of course at answer time there were a few people 'debating' one of the answers. In the event there were three tables who each had a near perfect score, and so 3, yes 3 ! Bottles of wine had to be handed out — a bit of an unplanned depletion to my stocks !!!

As for the contested answer, I can't say too much about that —being 'sub-judice' with the court hearing is not until August !!!

Traditionally Sunday afternoon is a time to reflect on the Rally highlights and to award prizes. These Awards are detailed on Page 23.

But I want to tell the story behind this year's winner of the 'Bent Valve.'



## NG Annual Rally — Stratford-upon-Avon ::: 2018





# The NGOC Annual Ra









NG Rally 2018







The Award was conceived and the trophy built by Ian Clarke. It is awarded to the person with the NG best story, either written or told. The winner this year was Dave Keen with his story full of surprises.

He set out in his NG to the Stoneleigh event, but didn't arrive due to a faulty water pump. This he replaced ready for the Wallingford Rally, but failed to attend that as his engine gave out. A new engine was subsequently fitted but a rattle developed. In order to identify where it was coming from he removed the bonnet and started the car, but not realising until it was too late that it was in gear. It shot forward, ran over his bonnet and then ran into his three-wheeler!

Under these circumstances we all felt — here was a deserved winner !!

That aside the Rally was well received and keeping with tradition, those stopping on the Sunday night dined at the on-site restaurant. No umbrellas needed on this occasion (referencing the leaking ceiling and Chris Hore's 'damp trousers' of 2016)

And I will again stress that next year, being the 40<sup>th</sup> Anniversary since the first NG took to the road, I would hope that The Rally will be one of bumper attendance of NGers and their NGs — more about that on Page 13 to 5

**John 'D' Watson**

### The NG Rally Awards — 2018

Driving games:	Toby and Steve Tyler
Editors Cup	Jeremy Evans
Peacock Trophy	Paul Bennett
Bent Valve award	Dave Keen
Cheetham Trophy	Andrew Clements
Best TA:	Dave Woolgar
Best TC:	David Thom
Best TF	Chris Humphreys
The Peter Clark - - Concours Trophy	Tony Bell



## ***Ian Peacock Shield for Best Clubman 2018***

Having missed last year's rally due to a family bereavement and then Paul being in hospital this year, I didn't want to miss the National Rally. So, I made a last minute decision and booked an Airbnb so I could stay Friday and Saturday nights, catch up with everyone and have a break.

The weather was perfect and I just relaxed in the friendly atmosphere and enjoyed everything that the Rally has to offer, particularly the support, food, wine and entertainment. It was brilliant, and the more so that Sophie and Morgan could join me on Saturday in Paul's NG. And they had great fun taking part in the skills tests !

What a surprise on Sunday to hear that Paul had been awarded the Ian Peacock Shield for Best Clubman. He does work hard behind the scenes, especially with technical advice for members both near and far. I thought I'd managed to stay hidden in the crowd, but was 'outed' for an emotional photo opportunity.

I didn't tell Paul, but left it for John, Barbara and Bryn to do the presentation at the rehabilitation centre the following week, on their way home from Stratford. Paul was so pleased to see John arrive in his NG and even more surprised to receive the gift of ' bananas ' ( the shield in disguise !). It was an emotional visit but great to see his face light up.

My thanks to everyone involved in creating a wonderful weekend. Also a big thank you to my friend Lucy, for sharing bubble fun, being a great bingo caller and saving me a special piece of cake -- delicious !

***Bernadette (Bennett) x***

***And See the 'STOP PRESS' on Page 40***

**To which John Hoyle adds -**

*Barbara and I called to see Paul on our way home from Stratford to present him with the Trophy  
We were very pleasantly surprised how well he looked and how perky he was, - quite cheeky in fact...!! He was so surprised and pleased to see us, we both endured an enormous bear hug - Yes, he is physically very strong...!!*





## — and a 'Thank You' from some younger 'NGers'

*Dear NG Organisers,*

*Thank you for all you have done and for making the weekend so much fun! We really enjoyed our weekend in Stratford-upon-Avon, sleeping in our tent. The bug hunting & building habitats was very successful and we felt proud of the homes we had built. The Bingo on Saturday evening was full of giggles. We really enjoyed being passengers for the car driving challenges, especially the parking one and rescuing the animals !*



*It was a lot of fun on foot as well for the children's races.*

*We can't wait for next year and Mummy & Daddy have put the date in our family diary already - Fri 21st/Sat 22nd/Sun 23rd June 2019.*

*Huge thanks again for all the fun, we didn't want to go home!*

*Love from Eddie (aged 9) & Lucy (aged 6) Probert*

*P.S : Oh ! - and the food was very yummy!*

And as we suggested to Mum (Kate) - do we have here a prime example of when a 'Fine Pair' is also undoubtedly a 'Right Handful' !!?? — Eds

### **Age Perfect ??**

Have you seen the latest L'Oreal TV Ad for Age Perfect Serum ?

- apparently if you use it your skin is '*recushioned*'

Sounds Great !

***Problem is that your face could end up looking like an old Sofa !!***



## NGers do the Yorkshire Moors -- plus one or two other things ! - 19 to 24th May

### Day 1 - Friday

As I mentioned in the previous notices about the Yorkshire trip I had tried to get up for the Ryedale and York MG Owners club run twice before - the first time I dropped a needle in the front carburettor and burnt out an exhaust valve on the M62. The second time was thwarted by other demands on my time. ***So third time was lucky!***

I set off early, but without rushing as I wanted the work traffic to ease off before I hit the roads. My route took me up to Aberystwyth, to Machynlleth and then across towards Oswestry. From here up to the M56. I know a lot of us avoid motorways in our NGs. I do too, but on this occasion there really wasn't much of an option. So I used the M56 to get on the M6, then north a bit on that to join the M62 trans-Pennine route. I meant to stop for a cuppa at the M56 Chester services, but I passed one services thinking that there was another a short distance on - that was a mistake !! I had also planned to get some fuel, but I had enough for a few more miles at least. I don't have a fuel gauge on Mr ToAd so I work on 'reday reckoning' - I set the trip meter and drive for 200 miles and fill up. He will go further but as you will have read in the Corinium run write up I was only getting 21 mpg - ***GULP !!*** - and with an 8 gallon tank! After that trip I had tweaked the jet setting on the carburettors. The front one was a bit rich, but the back one seemed ok. I used the old fashioned lift the dashpot and see technique. The engine revs should rise a little then drop back if the mixture is right. So in truth I had little idea of the current distance I could drive between fill ups.

As soon as I turned onto the M6 the sign said services 25 miles, but the M62 was not that far so that was no good for me. OK so I needed M62 services. But as soon as I turned onto the M62 the traffic became what is best described as 'sticky'. There had been some sort of accident on the other side of the motorway which was slowing everything down. I cruised past the turning for Bolton at a gentle pace, and thankfully soon after the road opened up and normal motorway speeds could be resumed! I say normal motorway speeds, but what I tend to do is 'adopt' a quick lorry and use that as a barrier against other lorries and cars. Which means driving at about 60-65 mph, with the odd faster blast when situations demanded.

I am pleased to report that we made it to the next services with 230 miles on the trip, -- I was getting a little worried to say the least !! I filled up with "go juice" and could only shrug at the vast price service stations charge !

I made my trip up a bit longer than totally necessary as I had a 1929 Morris radiator shell to drop off to guy in Selby. With the radiator dropped off, it was short work



to York and the ring road. Then on north towards Pickering and the B&B that we had booked. All in all I had managed 28 mpg so not a bad improvement and much closer to the sort of figure I should have been getting.

Chris and Su were already at the B&B so we were soon sipping a cup of Yorkshire tea and munching on a piece of my birthday cake. It was my birthday the day before, and Mum had baked a cake for me to take up and share with the gang - we had candles and everything, although thankfully not 51 as that would have been challenging to fit on the cake and get alight ! (*- to say nothing of enough wind to blow them out !! - Eds*)

We phoned Steve and Val Tyler, local club members, and arranged to meet up at the Black Swan in Pickering a bit later on that evening

### Day 2 - Saturday

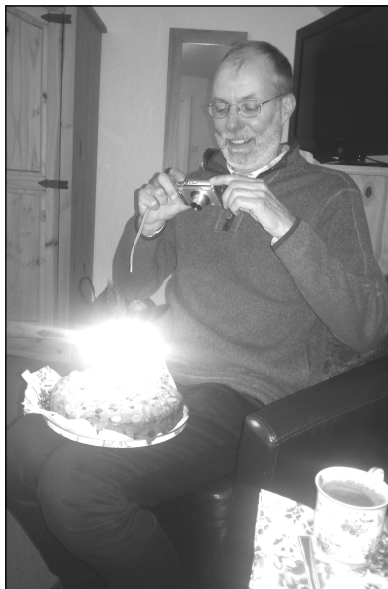
The day dawned bright and sunny, as yesterday had been. No question of needing hoods up -- a state that was to last the entire week. We drove into Pickering from the B&B - which was the Old Forge at Wilton, run by two lovely ladies who made us feel very welcome. We were only there for two nights as the place we had primarily booked had managed to double book themselves for that weekend. Suffice to say if you want a nice B&B then you can't go far wrong than choosing the Old Forge.

From Pickering we headed north on the Whitby road, getting up a "good" speed on the sweeping corners as we climbed up onto the moors. We pulled off at the Hole of Horcum, which is a geological feature created by water welling up from water eating the rocks away widening and deepening in the valley. The Hole is 400 feet deep and about  $\frac{3}{4}$  mile across and of course getting a little bit bigger every day. Local legend however has a much more fun explanation saying the bowl was made when a giant scooped up a handful of earth to throw at his wife during an argument !

We didn't stop long but those so inclined can walk right around the Hole and enjoy excellent views over the local scenery. If you walk westwards you come to an old shooting lodge which looks down on the North York Moors steam railway.

We drove on to Goathland, which many of you will know as Aidensfield from the TV series Heartbeat. Goathland has a lot of TV memorabilia on show, with Scripps Garage/Funeral Parlour still much in evidence, as well as a trusty Ford Anglia (105) Panda Car used in the programme.

We bumped into another car rally while we were there. Amongst the motoring thoroughbreds were an Aston Martin DB4 and a lovely 1938 MG-TA. Rocket and Mr ToAd





certainly fitted in well.

Having had our fill of Goathland we went on a magical mystery tour criss-crossing the Moors, finding some spectacular roads with amazing views. The weather was fantastic, care was needed not to get sun burnt.

We got back to the B&B to welcome Kevin and Norma who had come over from Belfast to join us. It was good to catch up, not having seen them since our trip to Ireland last September.

We drove into Pickering about 5pm and went to Steve and Val's for a garden tea party. Plenty of tea was drunk and the spread that Val put on was fantastic - and yes - of course there was cake!!

### Day 3 - Sunday

Sunday was the day we had to some extent the primary object of the roadtrip. The Ryedale and York MG Owners Club Jorvik Run. The start and finish being at Castle Howard (Brideshead Revisited) and this was the 21st Anniversary year - with proceeds going to the Yorkshire Air Ambulance.

On our drive from our lodgings to Castle Howard we picked up John Watson and his mate in John's TC, and made good progress via a fuel stop, to park up with a good collection of MGs and other classic cars. There were several Series 1 Land-Rovers, a couple of Jaguar E types, a Rolls-Royce 20/25 and a very nice MG-SA with its art deco gold instruments and sun ray motifs on the door cards.

In all there were 8 NGs on the run. The line up was Rocket, Mr ToAd, Kevin and Norma in their TF, three other TCs ( John's, Steve's and Toby's), then Mike Heath in his Henley, and Ken Elliot in another TF. Not a bad turn out - we even got a picture of some of the cars on the Ryedale and York club website.

The field was quite packed with cars taking part, there must have been over 100 in all. We set off in a small NG convoy, Su riding shotgun with me and doing the navigation for the group. It was the usual tulip diagram navigation which we have used several times this year alone. Not only do you need to keep your eye on the turnings, but also the progressive distance, having to adjust the mileage all the time depending on the accuracy of the odometer. Looking back at the route book now I can see all the arithmetic !

The route twisted its way north, through some lovely spots. There was a steep climb up to the Kilburn White Horse. Cut into the sandstone and picked out with limestone chippings, the horse dates back to 1857.

We stopped briefly at an old Abbey in Rievaulx. The ruins were amazing, towering over the surrounding landscape in the valley bottom. The Abbey was founded in 1132





and then fell as part of Henry VIII's abolition of the monasteries in 1538. It was a good photo opportunity, with a thumbs-up from Chris in Rocket behind us.

We passed through various places with great names, Westerdale, Hutton-Le-Hole,

Farndale, Kirkbymoorside. At one point we were totally confused by a load of MGs coming at us in the opposite direction ! But it was us that were right ! and all too soon returned back into Castle Howard.

I wasn't the only one that had caught the sun despite wearing a hat-- not mentioning any names Kevin ! It was though, one of the rare occasions in the UK when you can drive in rolled up shirt sleeves and still be warm.

We had a sandwich lunch in the courtyard and then took a turn around the gardens. They really are magnificent. We were there at the right time for the rhododendrons and azaleas. I liked particularly the way in the Ray Wood, that careful cutting let the light through under the tree canopy and in those patches of light the splashes of colour we a sight to behold.

The Atlas fountain was of course amazing. Well worth walking around a few times particularly as it was running and the falling water was creating a slight mist.

As our booking at Sands Farm Cottages was now able to be honoured we returned there and settled in for the evening.

### **Day 4 - Monday**

Prior to the trip I had made arrangements for us to visit the small museum at Mathewsons, the classic car dealer and auction house in Thornton Le Dale. In the run up to auctions their site is packed as was the case when we were there. The range of cars was interesting, mainly post war classics. Some cars seemed to me at least to be quite "new" but everyday cars of my formative years are now getting on for 30 years old so perhaps they are not that new after all ! There were a few kit cars in and I notice that in the August auction this trend continues.

After a leisurely stroll around the museum we headed east towards Scarborough and then up towards Whitby on the coast road. On the way we stopped for fuel and Chris encouraged me to try super unleaded (97 Octane) - what a difference that makes !! - why had I not tried it before ? Mr ToAd loved the "go-faster" juice and I have treated him to it ever since.

Our destination was in fact Robin Hood's Bay rather than Whitby. We parked up and were soon talking to other visitors about the cars. Then a gentle walk down





towards the sea. We called in at a fish and chip shop for lunch, just before the walk down hill became a 33% gradient !! Robin Hood's Bay is very pretty, the houses tucked in on the steep hillside as it rises from the North Sea. Houses are jumbled up and little alleyways link them rather than roads. To be honest it is not a place where you would want (or be able to use) a car, leave it at the top and enjoy the walk down. Although you will puff a bit walking back up !

As the Jorvik run had not included the famous Rosedale Abbey Chimney Bank (*which shares the title of steepest road in [England](#) with Hardknott Pass in Cumbria*) we decided that we would go and "conquer" it today. So in a three car convoy we headed back towards the Moors. Dipping down into Grosmont and then Egton Bridge the roads charmed us, then through a ford and up a steep climb. We were bagging 1 in 3 hill-climbs like they were confetti. The NGs taking them in their stride. One particular road directly after a 12 inch deep ford, which saw quite a bit of steam produced, had a rough surface and tight almost hairpin bends.

Great stuff just perfect roads for NGing. We re-grouped in Rosedale at the bottom of the Chimney Bank. All with big smiles from the roads already travelled. The Chimney Bank was quite busy, but not busy enough to spoil the fun. Again a 1 in 3 with a couple of tightish corners it is a challenge, but a quick straw poll decided that the roads we had already travelled were more challenging and more fun. Whichever way you look at it the Moors had provided us with a good playground, plenty of variety in roads, fabulous weather and stunning views.

We dropped down from the Rosedale Moor to Hutton le-Hole and stopped off to visit the Ryedale Folk Museum. This has around 20 heritage buildings ranging from an Iron Age round-house through Elizabethan Manor House to a row of period shops and workshops. We treated ourselves to some old fashioned sweets, Rhubarb and Custard and Pear Drops. After that we had a quick cuppa before heading back. What a great day, we had all thoroughly enjoyed ourselves and given the NGs a good workout.

### Day 5 - Tuesday

Today's adventure was to take a ride on the North York Moors steam railway. We were to leave the NGs behind and travel from Pickering to Whitby, and back, by train. In order to have some time in Whitby we caught the 9:30 train and trundled northwards,







climbing up gently through the valleys. Goathland is the highest point, the track now following a more gentle path to the summit station than the one it used to use. Goathland station is known to millions as Hogsmeade Station in the first Harry Potter film, and of course it was also featured in Heartbeat. The largest station on the heritage railway section is Grosmont which comes up all of a sudden just as you emerge from an old tunnel. Just after Grosmont, literally 100 yards after, the train joins the mainline rail network. On the way up the locomotive was changed to a modern diesel at this point in order to maintain mainline speeds and have the right certification. We pulled into Whitby just after 11am and immediately set off to locate a cup of tea and (the obligatory) piece of cake. I knew of the Sherlock Coffee House having been there last time I was in Whitby. Although it is up a pretty steep hill it is worth the struggle. It has a great atmosphere, with the various rooms and corridors done out in a Victorian style. We headed up stairs and we soon enjoying teas, coffees, scones and cakes - not all for me, but between us !!

We set out to explore Whitby in small groups agreeing to meet back at the station to catch the 2pm return train to Pickering. We were pleased to see that the train back was pulled by steam even on the main line - great stuff !

Whitby is dominated by the ruins of the old Abbey, which looks down on the town and its busy harbour. Many of the local shops sell Whitby Jet which works well with the other main draw of the town, its Goth culture and links to Count Dracula. I should also mention it was the home port of Captain Cook and where HMS Endeavour was built. There is a replica of HMS Endeavour in the harbour, and a museum and a statue in the town to commemorate Cook's. It was nearly 4pm by the time we got back to Pickering. We stocked up in the local Lidl and headed back to Sands Farm. We had invited Steve and Val over for the evening, to return their hospitality, and so had pizza and nibbles to sort out.

We soon discovered that the oven did not work which rather put the cat amongst the pigeons. But to cut a long story short we cooked the pizza under the grill! It sort of worked - well, after a (?) glass of wine I don't think the burnt bits mattered too much !

Conversation was soon flowing and plans for another NG club trip for 2019 hatched - more details on that to follow in the New Year. It was another great evening, what a laugh we had, all too soon it was over and marked the end of another great NG day with great company.

### **Day 6 - Wednesday**

I had to head home on Wednesday, as did Kevin and Norma. We all said our goodbyes and headed in separate directions. Chris and Su staying on for a bit longer and extending their trip to see family in the area

The trip home was uneventful, with glorious weather and little traffic. I was soon tucking Mr ToAd up in ToAd Hall for the night. Another excellent adventure under his tyres.

*And then the next day I moved house - but that as they say is another story !!! -*

**Jeremy Evans**



## **Dogmersfield Fete**

**Saturday 14<sup>th</sup> July**

Fantastic weather and a great turnout of cars. We have tried to encourage a diverse range of vehicles and certainly achieved that this year. A total of 36 cars and 30 classic bikes attended, ranging from a fairly new Ferrari 488 GTB to several 1930s cars such as a superb 1933



Morris Isis. The oldest bike in the Show was a 1914 Douglas Model V - great to see it being driven on the roads rather than just on static display in a museum.

We also had some ex-military vehicles on show, all very rare. The DAF armoured lorry complete with realistic dummy machine-gunner mounted on the cab was quite a sight and has been used for a number of films in recent years. A Wolf ex-Army Landrover and two ex-special forces Honda motorcycles completed the tableau.

We were well-supported by NGers with three cars in attendance and many thanks to those who brought their lovely cars along for the public to admire. First to arrive was Tony Bell in his award-winning metallic-grey TF. With the bonnet panels propped open there were many admirers of Tony's extremely well-finished car. Jonathan Arnold arrived in his beautiful silver TF, absolutely glistening in the hot sunshine. Then John Watson arrived soon afterwards in 'BOW' (John said not to mention the burger van !!) and John & Barbara Hoyle also popped in on their way to Wales.

On the morning of the Show, 57 motorbikes gathered at a local pub for breakfast before embarking on a long charity-ride around the surrounding countryside. Some of the bikes then departed leaving the remaining 30 bikes to roar into the fete together in fine style just before 2pm. During their morning charity run the motorbike riders raised the tremendous sum of £750 for a local hospice.

Public attendance at this year's Show was much improved over the extremely wet afternoon 12 months ago (we well remember to Chris & Su who were absolutely soaked and frozen last year !). As an example, the number of cars in the public car park last year was around 200 and this year it peaked at 350. It's always difficult to choose a date in July that doesn't clash with too many other events. As well as other local fetes this year there was the Goodwood FOS, Wimbledon finals, football World Cup, to mention just a few !!

Highlights of the Show were definitely the ferret-racing and sheepdog display. However, displays in the Show tent were also excellent, this year with over 350 entries, many from local schoolchildren.

***Next year's Show is being held on Saturday 13<sup>th</sup> July 2019.***

***— Hope you can join us then***

***Paul Gray***



## To NG Or Not To NG ???

The old memory can still come up trumps even when one is over the hill and far away.

So it was my first memory and moment when at the tender age of 12 or 13 (i can't remember) i stood staring and starry eyed in real wonderment at my encounter, and that feeling, even as I write, of hopeless desire.

It was way out of a young boy's league but you couldn't stop me fantasizing - parked up in a long row of cars and vans - brand new, paint and chrome and mud guards and tonneau - an MG TD. With spare wheel, real headlights and a wow factor that went through the roof.

Having paid my shilling to the Odean Cinema I was lazily browsing around the town before catching my bus home.

I never saw the MG again, and as years rolled on only the occasional sight of a TD, later superceded by the updated TF, was another delicious delight to drool over. But, the MG TD always held a very special place in my memory.

So, onto today - retired with a bit of spare cash (allowed to me by the children!!) - what could I do. MG TD and TF were way out of my price range so Ebay may have the answer; and what do you know - yes - believe it or not an opportunity was staring me in the face - an NG TD. Yes, really.

Not exactly an MG. This one had mud guards like a turn of the century Bentley and a boat tail reminiscent to an early Bugatti. But wow!! The red paint job was show room condition, the exhaust pushed chrome through the bonnet and the cream upholstery was to die for.

This gem of a monster was open to bidders for 99p but read on, there's more!

A 'buy it now' price of £3,500 was on offer. Now you can't refuse that can you!!

The reply came back in rapid time - yes it is available to buy it now - you may view it before you buy that's if you are really interested. I own the vehicle and have all the documentation - if you have any concerns all you need do is to deposit the money with Ebay who will hold it for three weeks before they release it to me - because you can't be too sure can you.

All is going great guns. This thing of beauty could soon be mine. I rattled back an email saying can I view. Back came the reply - unfortunately the car is in a lock-up in Inverness - I don't have a key - my father died recently and I have been left with the car.

Well I would still like to see the car, can we make some arrangement. I would be



quite happy to drive up to Inverness, could spend a day or two and look at the car at the same time. Could you in the meantime email me a copy of the log book, just for my peace of mind. Back came the reply - unfortunately the paperwork is also with the car and to add to my predicament I have now, with my work, been transferred to Germany. However what I can do for you though is to arrange for the car to be collected from Inverness and transported to you in the Midlands free of charge; on delivery you may inspect the car and paper work and if you are satisfied your payment held by Ebay can be released to me.

Sounds good - in fact sounds too good...

I decide to check out Ebay - well that's what you would do wouldn't you.

Ebay do have a policy whereby they hold money on goods, but not on motor vehicles. So next I check out the vehicle online - yes it is as it says it is - all taxed, insured in the south of the country. However, can't find who owns it. So, what's it doing in Inverness? and to top it all this vehicle could fetch £13,000 to £15,000.

So I have to reply.

*Sorry to hear about your father dying - perhaps next time it could be your long lost uncle who has a very expensive motor to sell cheap - too cheap. - I'm afraid in this instance I won't be 'buy it now'.*

Mysteriously, I received no reply!

The saying 'if it's too good to be true - it usually is!' really applies to this story.

I wonder if the legitimate owner of this vehicle was aware of his creation up for sale.

As for me, yes, I have found an affordable marque to pursue. The dream could be closer.

**Geoff Valler** (yes it actually happened !! )

**Thank You**

**to ngoceditors@gmail.com**

**Contributions for the Autumn Issue by Mid-October Please**

**Please send in a few words and pictures for Changin' Gear**

**Or have an entertaining Story to Tell ??**

**Been anywhere or done anything "newsy" in your NG ??**

**iii Contributions Please iii**



## : Sales & Wants :

*Unlimited advertising is free to members but Ads may be removed after 2 issues unless we are notified that you wish to re-advertise, (For non-members there is a charge of £10 for 2 issues). Ads will also appear on the NGOC Web Site unless you specifically request otherwise. Ads may be accompanied by a single photo and may be sent to us by post or email. Eds*

### For Sale

#### **NG-TF Reg No. UWJ 129**

Correctly registered as an NG TF Roadster.

First registration 1978.

Colour Brooklands Green, cream seats, piping.

Morris marina 1800 engine, 4 speed gearbox manual, twin S.U. carbs.

Complete with Black Hood, side-screens and cream tonneau (split but repairable)

Dry garaged. Chrome spotlights. Moto Lita woodrim steering wheel.

Proper 'knock-on' wire wheels with spinners and rear mounted spare. New tyres.

Mileage 73790. New MOT will be provided. 2 sets of keys .

Wind deflectors. Fuel gauge sticking/needs new sender.

Lots of bills, invoices for parts etc. Drives beautifully. Reluctant sale.



**Price : £7250 (firm)**

**Contact : Peter** (NW London)

Phone: Send text to 07879477995 or

Email to : pmcgee0212@gmail.com

### Diminishing Assets

Men of 25 play Football, while Men of 40 play Tennis,  
and then Men of 60 play Golf.

— *the older they get the balls they play with seem to get smaller.*



## **NG-TF V8 :: Regn. B9BOC (2006)**

No expense spared build (mileage 5080)  
Rover V8 3.9litre, stage One tuned and fast  
road cam,

Lightened and balanced flywheel and clutch,  
New 5-speed gearbox and clutch, high torque  
propshaft and limited slip differential

Hoyle double wishbone suspension all round,  
Disc brakes all round with ventilated discs  
and four-pot callipers in front,

Electrics designed for maximum reliability, with alarm/demobiliser, and full instrumentation,

Red paintwork with Ivory leather upholstery and trim,

5 MGC wire wheels with knock-off hubs, Stainless exhausts and fuel tank,

Folding screen plus aero screens, and full wet-weather gear.

Detailed specification available



**Price £15,900**

**Contact : Brian O'Connor at [ngv8bod@gmail.com](mailto:ngv8bod@gmail.com)**

## **NG-TA :: Regn. RMG 209F (1968)**

MGB - based, 1800 engine & running gear.

Four speed box with overdrive.

Twin SU's with custom air intake.

Tartan redpaintwork with black interior with 2+2  
seats.

Mountney wood rim wheel., Brooklands aeroscreens.

Full/half tonneau. (plus original screen/hood)

New diff in 2015, New battery/tyres/brakes/ignition in 2017.

Rear mounted covered spare wheel.

Always Garaged. Sunny use only. MOT to Aug '18.

Much loved car. Beautiful to drive, show-stopper.

**Now Reluctantly for Sale — Offers over £8500**

**Contact: Steve Wells, Woodbridge Suffolk**

Phone : 01473-738214 Mobile: 07810-132318

Email : [steve.wells@bridgeco.co.uk](mailto:steve.wells@bridgeco.co.uk)





## NG -TF : Part Finished for Build Completion :

An original Nick Green showroom model with stainless steel chassis which was built up into a TF by the late John Butler. This is an incomplete project although 75% of the work has been done. It currently has no V5.



The chassis is as new and has been correctly modified to SVA standards for seat belts and seat anchorage. New fuel and brake lines correctly spaced and fitted. Engine reconditioned and run. All mechanical work completed, engine, gearbox, axles, brakes and suspension. Stainless fuel tank, exhaust system and bulkhead/chassis supports in stainless steel. Body tub, side panels, nose cone sprayed tartan red and fitted. This is a complete rolling chassis finished to showroom/concourse standard. All fitted using new stainless steel/zinc nuts and bolts. All chassis work completed to SVA standard. To finish it requires wings (four wings/bonnet top/instruments etc. are supplied with the vehicle) to be fitted and then sprayed, plus interior and electrics. Paint supplied.

This is now for sale due to unforeseen circumstances and would make a great winter project for someone to finish off. All the work completed has been done so to a very high standard. Photos can be provided to serious enquirers only.

Price : £3750 ono

Contact Mick on 07593 424385



Paul Dales had wondered what would be peoples' preferred choice.

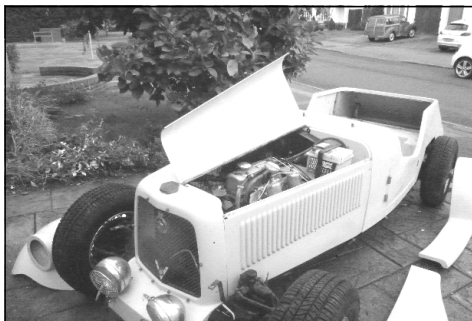
— *but surely there can be 'no competition' !!!!!?*

— *especially given the recent spell of hot dry weather*



## NG-TF : Unfinished Project

The donor car is a 1964 MGB. To the best of my knowledge most of the parts are around but, I do know that it is missing: - Seats, Carpets, Windscreen and Roof, although the roof frame is available. The project was started in 1982, but ill health prevented its completion. It was kept in a barn/workshop until I Inherited it a couple of years ago, it now resides in my garage. Unfortunately, I do not the time or space to finish the job, so with regrets I must, do justice to the car and allow her to go to a home where she will be appreciated. This would be great time to take on this project to give plenty of time to ready it for use next spring.



**Price £2000 ono**

If you are interested and would like more information please contact me.

**Malcolm Jarrett**

Mobile : 07799 883431 : Email; [maljarrett@blueyonder.co.uk](mailto:maljarrett@blueyonder.co.uk)

## NG-TD, Regn. XGB 843J

1800cc, overdrive.

Registered as an NG in 1992,

Low mileage.

Original donor car 1970 MGB Roadster  
(tax exempt)

**£5000 ono**

**Contact: Simon**

Email: [simon1762@outlook.com](mailto:simon1762@outlook.com)







## Wheels and Tyres

4 x 72 spoke 15 inch rims. 5.5/6J off set rims in excellent condition, fitted with as new BF Goodrich tyres.

**Price £600 ono**

**Contact Mick Alborghetti,**  
Redditch, Phone 07593 424385



## NG - TF :: Reg. RUX 231H

1800cc, MGB based, 1995-96 build (1970 donor)

Metallic Green with polished Al Bonnet  
4speed plus Overdrive,  
Stainless Exhaust

5 Good tyres on Wire Wheels  
Correctly Registered as NG with DVLA

**Price: £6000 or sensible near offer**

**Contact: Tony Pearce** (Twickenham)  
0208 - 8943021



## NG-TF: Regn. 878 GWU

MGB Based. 1800 cc with overdrive  
Stainless steel exhaust.

ReUpholstered

Registered as NG.

Kept garaged. Very low mileage.

First registered 1969

MOT'd, (not road tax)

**Price £7,500 ono.**

**Contact: George;** 07970 -171286;

Email: [ggvendition@gmail.com](mailto:ggvendition@gmail.com)

Location — West Wales





## NG-TA ROLLING CHASSIS —with Body fitted

All MG based with Recon Engine  
and O/D Box

All MG running gear — taken back to  
bare metal, primed and black enamelled

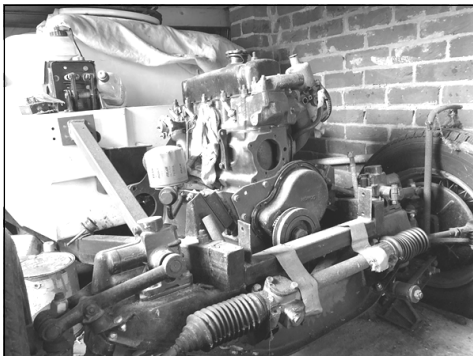
**NO REASONABLE OFFER REFUSED**

**John Vincent Neary**

Chertsey, Surrey (KT16)

Email : [alisonneary@yahoo.co.uk](mailto:alisonneary@yahoo.co.uk)

Phone: 07723 702004



## Wanted

### Tonneau Cover wanted for NG-TF

A good one would be marvellous, but even a decomposing one suitable for a pattern  
would be acceptable.

Plus Hood Bag, preferably black and in good condition. Or again anything to use for a  
pattern is fine.

**Richard Fox :: 07968 599882 or 01432 353235**

Email : [cafnod@gmail.com](mailto:cafnod@gmail.com)

### NG Car Wanted

Registered car for Restoration or Parts

Preferably a TF, but not essential

**Contact : Martin (NGer No. 39) :: 01258—480567 or mar-  
tin.kerlogue@gmail.com**

## STOP PRESS : Re — Paul Bennett

- as ChangiNGear goes to Press we have heard more from Bernadette, she says -

*Paul is now walking with crutches and is reasonably good. He still has use of the wheel-  
chair and 3 wheeler when terrain is appropriate. Memory and eyesight still an issue more  
than mobility, but everything coming together slowly. We have an estimated discharge  
date of 8 August...subject to some finer details to be confirmed this week.*

*He is little frustrated at the moment, but that to be expected, trying to stay positive.*

**— So that sounds like good News and good Progress—which is Great !**

# Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00	+ £3.00 p&p*
Polo Shirt S, M, L, XL	£12.00	+ £3.00 p&p*
T-Shirts M, L, XL	£9.00	+ £3.00 p&p*
Baseball Cap (navy)	£9.00	+ £1.50 p&p*
Beanie (navy)	£8.00	+ £1.50 p&p*
NG Car Badges (unpainted)	£20.00	+ £3.00 p&p*
Brollies (last few)	£22.00	(only at The Rally)
Fleeces	temporarily No Stock	

Logos are in contrasting Silver or Black

**- all available from Mark Staley**

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

Tel: 01332 723927 or 07711 124153 Email: mark.staley2@ntlworld.com

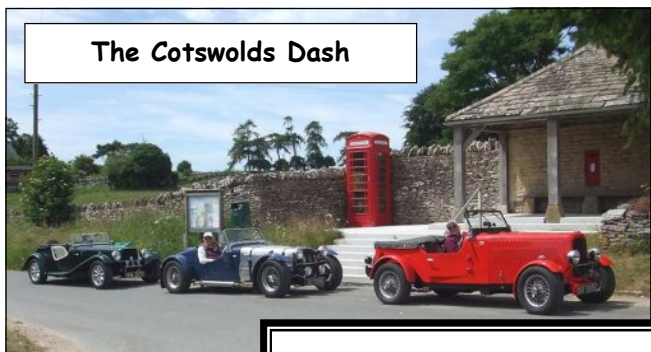
\*p&p charge up to a maximum of £6.00 per order

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

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**The Jorvik Run**



**The Cotswolds Dash**



**NGers Having Fun !!!!**



**The NG Rally**



**The Surrey Run**

