



CHANGING GEAR



The  Owners Club Magazine

Autumn 2024

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Contributions Please

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

Please send in a few words and pictures for 

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

Remember, without your input there would be no magazine!

Thank You



Chairman's Message

Hello to you all. Reading my Summer message, the weather, in this past 3 months has been almost the same. Occasionally wet, particularly recently, but in the main, hot! It has felt there has been more opportunity to visit classic meets than at any time in the past. Indeed, during August, in the south east you could have visited at least three car meets each day over the weekends.



This intense and long-lasting hot weather (if you've been lucky enough to have had it) has clearly prodded the FBHVC (Federation of British Historic Vehicles Clubs) magazine to include an article on vapour locking which is reproduced on pages 48-49.

It is something, both my NG's have suffered. Fuel system vapour locking manifests itself in the engine failing to restart immediately after a hot run (often called heat soak), at a petrol station for example, or on a very hot day when sitting in a long traffic jam, the engine will simply stall and not start again until it has cooled down.

I'm not one for commenting on technical issues, and although we're heading towards winter, for those of us that have experienced the phenomenon of vapour locking, winter is a good time to make the suggested changes.

Nearly 2025!! Our editor has reminded me, is the 40th anniversary of ChangiNGear, we'll be thinking of ways to celebrate the occasion, including a possible one-off booklet on the NG. If you have any ideas do let Charlie, or any of your committee know.

The weekend breakfast meets tend to come to a halt in October, although for diehard NGers some continue throughout the winter months, for these and for future events see Dave's listing on pages 10-14. I'm sure the occasional sun during this winter will bring our steeds out no matter the month. I hope to meet with some of you at the Christmas bash organised, as usual, by our own Sue Bolton. Whatever you do and where ever you go, enjoy the ride. I wish you safe and fun NGing.

John



From the Editor

Thanks to the contributions of articles from members the Autumn issue is complete and Autumn has barely started! A big thank you to everyone who's sent me copy.

I headed to Scotland to catch some bright late summer weather, while the southern counties were suffering from a soaking. By careful watching of the weather maps I managed 10 days with almost no rain!

I'm sitting here putting the last touches to the magazine as September draws to a close, yesterday with the rain beating down outside and hearing reports of flooding all round the country, this morning hard frost on the windscreen and now the sun is streaming through the window! Such a changeable end to summer, you just have to grab any chance to get out when you can.

Hopefully autumn will give us some bright clear days to enjoy, nothing beats a drive through country lanes on a bright sunny morning with the leaves turned to reds and golds and browns

There are still regular breakfast meets here in the south east, many will continue right through the winter months, and the next "definite" in my diary is the London-Brighton Veteran Car Run on the first Sunday in November, always a spectacle come rain or shine, but shine preferred! Please get in touch if you'd like to meet up.

Judging by the Facebook posts plenty of you have been getting out and about in your NGs, to local shows throughout the country and some on more extended trips, please do put pen to paper (or more likely finger to keyboard) and send me an article, and a few photos, for the magazine.

As the number of events begins to wind down thoughts turn to jobs to be done while the car isn't being used, regular maintenance, upgrades, modifications and, of course, some of you are engaged in ground up restorations and rebuilds. It's a great help to share knowledge so do please take photos and notes of what you do and send them in to me.

The club, and magazine, has an archive of articles sent in over many years so if you need specific information let me know and I'll re-print it if we have it.

Charlie





Words from our Events Secretary

AROUND AND ABOUT - A FEW REMINISCENCES OF A SUMMER WELL

As I write, it is about this time of year we begin to see the first changes, summer is slowly fading into autumn and leaves once green are now vibrant and start to fall in a final flurry of colour. The trees preparing to sit out winters icy blast before springs rebirth. Verge and field mellow.



Looking back, these are are a few thoughts from the local village fairs and meetings that I have attended. Not a report as such, more of a ramble.....

Fletching is one of those small country villages that you go to, rather than drive through. A random invitation months ago has led me here for the village fete, dog and classic car show with no idea of what to expect. Naturally, as I arrive it rains! Despite Bill Bailey's assertion; "That we should trust in the BBC and deny all others, for they are false prophets!" On this occasions they misled me with this mornings weather forecast.

Parking around the cricket field alongside friends Tim and Dave, there is a large contingent from the Weald Classic Car Club, the location has a very pleasant elevated view across to Newick and South Downs in the distance. The fete has been organised by the Fletching Bonfire Society, with its proximity to Lewes and its famous annual flaming procession, bonfire societies are quite a thing in these parts. (Think well organised arsonists with a certain period sartorial elegance and charm). The rain passes through, so a little catching up with folks here and there, then off to take in what the fete had to offer. Raffles, splat a rat, China smashing all had a place including the regular hog roast, craft beers and bakery delights.

Raffle tickets purchased to support the Bonfire Society, I head out to take a look around the village with its single High Street. The only pub these days is the sixteenth century Griffin Inn which exudes suitably pleasant lunch time odours, sadly it is the only business open in the whole street. Across the road, a row of oak framed cottages in white with black timbers. I have not been here for many years and I am struck by the obvious lack of shops, even former ones, but also the



large number of substantial houses in the High Street. These appear to date from the late Georgian through to Victorian period and seem disproportionate in number to your average small village. The church is of equal large proportions but is disappointingly the door is closed, several other participants are seated on the bench beside the front door chatting. The surrounding grave yard has clearly embraced No Mow May!

Returning to the recreation ground it was time for another coffee and find myself in conversation with the chairman of the Weald Club. I think I must be a compulsive non-joiner as I have never belong to either the Weald or Burgess Hill Classic Car Clubs despite both being my most local clubs.

With the last rosette presented to the best dog in show and suitable congratulations from those gathered around the show ring, it was time to leave. All things considered another very enjoyable day out with the TA.....

Headed out into deepest East Sussex again today. Blackboys and the Blackboys Inn which is south east of Uckfield. I am visiting ghosts from the distant past, as it must be at least fifty years since I was there with friends and certainly before Marlene and I married. What I remember distinctly from those days is the stags head beside the bar which had a cup hook on it's nose with a ring which dangled from an adjacent beam attached to a piece of string. The game was to swing the ring and hook it onto the stags nose - not an easy task. After all these years, would it still be there?

Arriving on time by 10.30, the parking set up was already busy and I was directed to the front lawn of the pub, a host of volunteer marshals in his -viz tabards doing an excellent job. This is an annual fund raiser hosted by the Blackboys Inn in support of St. Wilfred's Hospice. Naturally, there are prize draws and raffles in support of this worthy cause, so a good handful of raffle tickets were purchased during the initial look around before an very nice bacon roll and coffee consumed. More cars and spectators are arriving through the morning, with all four parking areas around the pub filled with an eclectic mix of cars. Some are directed to the very generous parking and overflow field to the rear of the pub. By eleven thirty, things are really beginning swing with an atmosphere usually reserved for parties. A singer has started the first of his performances. He has a great voice, people gather around on tables with food and drink now that the inside and two outside bars have



opened, many stand around to listen as I go into the bar to see if it is how I remembered it. As with many old and historic Inns thankfully not much has changed over the years, but the stags head has been relegated to the past to be replaced with a Harvey's Brewery sign that now resides in the alcove. Perhaps considered not to be in good taste these days, or perhaps his nose wore out?

Someone near the singer has a birthday, champagne flutes are raised as presents and bags spill across the table among the joy and laughter. The sun has finally shown its face as lunches are served outside and flow with efficiency from the old coach house. Despite the temptation, I decide to give lunch a miss for fear that my dinner may be in our non-existent dog when I get home. There are many familiar faces around to stop and chat and learn this or that which holds my attention till mid-afternoon and time to leave.

Taking the southerly route, the road is busy as I approach Lewes and Mount Caburn, as this bump in the South Downs is known. With a warm southerly wind, it is a time for paragliding as multi-coloured foils hang and wheel in the air above me, psychedelic confetti in the breeze, the haunt of many such enthusiasts who launch themselves from its steep escarpment to my right.

Wonderful to see, it has been a good day out!

Would I have experienced all these things without my NG? Probably not.

Dave





Membership Mutterings

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



The club would like to welcome the following new members.

Bob Morrison

Michael Rogers	252 (Returning)	Hampshire
Stephen Page	1741	Essex

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

- Thank you and Welcome, Charlie, Editor



2024 Event Calendar (BOLD denotes an NG Owners Club Event)		
Sunday 3rd Nov	London to Brighton Veteran Car Run	https://www.veterancarrun.com/spectators
Sunday 8th December	NG Owners Club Christmas Lunch	Sue Bolton
2025 Event Calendar (BOLD denotes an NG Owners Club Event)		
Wednesday 1 January 2025, 10am - 4pm	Brooklands New Year's Day Classic Gathering	https://www.brooklandsmuseum.com/whats-on/new-years-day-classic-gathering-1
New Years Day from 9.30am to 2pm	Stony Stratford, Oxfordshire The Vintage Stony classic car festival	https://www.stonystratford.gov.uk/our-community/annual-events/classic-car-festival/
7th Jan	Bicester January Scramble Check website for booking details	https://bicesterheritage.co.uk/events
9th-12th Jan	Autosport International at NEC (Motorsport in general but includes Classic Cars used in competition)	https://autosportinternational.com/en/2025
12th Jan	Black Swan Classic Car & Motorcycle Breakfast, The Black Swan, Old Lane, Ockham, Surrey KT11 1NG	https://www.blackswanockham.com/
21st April	Bicester Spring Scramble Check website for booking details	https://bicesterheritage.co.uk/events
Sun 27 th April '25	Drive It Day. Various locations with a club meet up.	For plaque / donation to Childline www.driveitday.co.uk
20th - 22nd June '25	NG Owners Club National Rally. Stratford Upon Avon	BOOK ACCOMODATION NOW!



Regular Meetings		
Always check	<i>Some may be seasonal always check with organisers</i>	Mostly Facebook but some also have web sites.
1 st Saturday	Podium Breakfast Club Bone Lane, Newbury RG145	Facebook / check
1 st Sunday	Nottingham Heritage Centre Breakfast meeting.	Facebook
9am - 11.30am Check for venue	Four Counties Classic Pub breakfast meets around North Surrey / Kent.	Own & NG Facebook page.
10am on. Various dates	Past N Curious, East Sussex Two main venues including the Yew Tree Inn.	Own & 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 Eastbourne. BN23SUZ Great breakfast venue	Own & NG Facebook page.
1 st Sunday 10.30 - 12.00am	Classic Cars & Coffee The Plough, Plumpton. BN73DF	NG Facebook page Or email: tonyash62@gmail.com
Various	Alchester & Avon Classic Motoring Club.	Facebook
Various dates & times	Port Solent Car Meet Some are themed.	Facebook
Various dates & times	Wisbech & District Historic Vehicle Club	www.wdhvc.com join club good events calender.
Saturdays From 9am	Anchor Inn. Lower Froyle Hampshire GU34 4NA	Facebook
Thursday Evenings in season	The Hurst. Winchfield RG27 8DE	Pre - 1980's Pub meet from 6pm.
4 th Sunday of each month.	Godalming Breakfast Run. Jack Phillips Pub. GU71HR	Facebook



10am - on.	Hidden Valley Breakfast Meeting Ifracombe 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 -	Black Swan Classic Car Meet Ockham, Surrey. KT11NG	Facebook
Monthly	Horley Classic Car Meeting 54, High Street, Horley. RH67BB	Facebook / check
Various dates	Southern Classics. Shows / meets	www.southernclassics.org.uk
Various dates	Storrington & Dist. Classic & Sportscar Enthusiasts. Shows / meets	www.sadcase.co.uk
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 TN279HX	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 DE742NR	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 Din- ner. Lincs. PE219RH	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. Blethcingley, Surrey. RH14PE	Four Counties Classic & NG Fa- cebook pages
1 st Thursday May - Oct.	The Sun at Whitchurch, Nr. Reading. RG87PU	Facebook.
2 nd Sunday 10am.	Binton Social Club Breakfast Meet. Nr. Stratford Upon Avon	Email: bintonclub@gmail.com For further info.
Sundays 8.30am Year round	Toast N Tyres at Arbuckle's Restaurant & Bar. Downham Market PE380AD	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. TR274HY	Facebook Do check this one.
1 st Saturday March - Dec 10am - 1pm	Banbury Classic Vehicle Breakfast Natter National Herb Centre Ox171DF	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. LE142HZ	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
Sun. 9am	Bagshot Breakfast Meet Pine Ridge Golf Club	Facebook / check
Sat. 9 - 12.	Haddenham Classics Breakfast Meet. Bradmoor Farm. HP178JX	Facebook / Check

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





The Road to Le Mans - Adventures and Misadventures in an NG

The seed was sown during a conversation with Andy at work at RAF Cranwell one beautiful March morning last year.

Andy has a small collection that wheeler dealers would be proud of; the pick of the bunch are, a Porche 911, E-Type several Range Rovers and a Peugeot 205, all roadworthy; no mean feat.

The suggestion was made that we should go on a trip. The Goodwood revival was considered, but we thought we'd left it too late to get tickets, so we decided on Le Mans, not realising that 2023 was the 100th Anniversary year and it too was already a sellout. The plan was put back for a year.

Having worked out who would like to come, we contacted Phil who's been going to Le Mans for 30+ years and has a contact in France (Eric) who gets tickets from the ACO office at the circuit, a process that, in the event, proved more tiresome for him than anticipated, nevertheless after much jumping through hoops, the 8 tickets for track entry and camping were procured.

Our party comprised two groups of four; me and Matt in my NG, Andy and Jules in Andy's 911, travelling down from Lincolnshire and Peterborough, going via Le Shuttle, my stepson Kevin and three of his mates, based on the south coast, using the Newhaven-Dieppe ferry.

After rendezvousing with Andy at Thurrock Services to refuel cars, drivers and passengers we arrived at Le Shuttle in plenty of time and managed to get on an earlier train - France in record time!



I decided to wait until I was on a toll road before taking her over 80; as soon as I did the temperature shot up and the fuel headed in the opposite direction so I thought it best to stick to 80 mph or below. Andy in his Porche was showing much restraint following behind except for the odd soiree into the fast lane when one of the thousands of other Porches flew by, usually with the passenger looking on wondering what they had just overtaken.

At the next services I said we are nearly at Rouen and to be careful



around there; if you are not, you can end up in the middle of the city and the traffic is awful. OK said Andy, Jules is going to drive for a bit.

As we approached the outskirts of Rouen, Jules seemed to have become possessed by the ghost of Ferdinand Porsche and decided he was fed up pottering around eighty. He started to buzz past every time a Porsche went by, then ease off and wait for us to catch up. He had overtaken just prior to the Rouen junction; I had managed to keep up with him, but it did mean putting my foot down with the usual consequences; the temperature was around a 100°C. The last thing we needed now was traffic, luckily, I was following Jules and he knew to follow the bypass, and avoid the city centre. Three minutes later we were sitting in traffic smack bang in the centre of Rouen!

In the middle of Rouen in a convertible in a tree lined avenue; the shade was welcome the roosting birds were not. Andy laughingly stuck his head out of the window and pointed out the jeopardy we were in only to receive decoration all over his clean white shirt! Matt and I survived unscathed.

Finally, the traffic eased the temperature abated and we were back on the road making good progress.

Finally, we arrived on the outskirts of Le Mans, we were now totally reliant on the French signs; all we had to do was follow Vert then Hippodrome, pitch the tent and crack open a beer.

As long as the traffic was pretty good, we would be OK, and being a Thursday we should be straight into the campsite. Two miles from the campsite it was total gridlock, I had been before but never seen anything like this, just then the phone rang, it was my stepson, I'm behind you he said. Nearly there see you at the campsite, then I got waved on by the local gendarmes and we got separated.

After 40 more minutes driving up and down in heavy traffic signs for Hippodrome were quite elusive, as was Kevin, my stepson. Unbeknown to us we had missed the one sign to the campsite and he had not, after a few phone calls we knew where to go but getting there was another matter.

After a few more trips around we decided to pull into the closest location to the campsite called Epinettes; the slow crawl in heavy traffic meant that the temperature gauge had nearly gone off the scale, it was a tad worrying. Allowing the car to cool down, I got out and enquired about our campsite only to be told that it was full and we would have to



stay here.

Judging by the amount of traffic the everything had been oversubscribed, and this was only the beginning. We were now alone and cut off from the rest of the group that had all the supplies, food, means to cook it and more importantly the beer! As this last fact sank in, we all started to cry.

Don't worry I have contacted Kevin at base camp and he is going to text me his location and more importantly the location of the beer, and at least it isn't raining. I suggested we pitch tents; however, my tent had been brought by the van I still had no idea where it was.

We were in possession of 3 pitches, much to the chagrin of our neighbour so I said it's a spare one for our mate who isn't here yet.

My phone peeped, we hoped that it would be Kev and we'd soon be drinking a cold beer, it wasn't, it was my rain alarm...it started raining.

Ten minutes later my phone went again, salvation we were only around 500 yds from the main group, although they were on a completely different site. We walked over in fine misty rain only to find that the Hippodrome wasn't the nirvana we were hoping for. It was a horse track made up of a brown dust that was used as the car park surrounded by a grass area which was for the tents. A lot less car park than camping area, there was room for the tent but not the cars and no possibility to park alongside your tent.

Tired and a bit damp we got back to find the busy site had become a lot more packed. Andy had pitched his tent on one space, Matt and I were on the other and there was a pitch in between was guarded by the cars.



My tent was brand new and used the latest technology, air beams so whereas Andy had taken an hour we literally pumped ours up within minutes. Our tents were up we'd had a couple of beers and we had all had a long day, what we needed was a comfortable night's sleep and then get up for breakfast.

I had a single blow-up mattress, however, when I looked for my sleeping



bag it wasn't there. So, I thought the best thing to do was to wrap up with everything I had, get my head down and sleep. As I lay there I thought, I'm sober, I'm wet and cold and it's noisy; then my mattress deflated, the ground was cold and hard. And then Le Mans' answer to Fatboy Slim started broadcasting his unique blend of techno folk songs, this went on until 3:50 am, no sleep but it meant we were first in the showers.

We had no food so we thought we would head for the track for breakfast, the last time I was here was 10 years ago and we could pop up the track and back in an hour. A check on Google showed we were approximately 1.5km away, no more convenient trips back and forth to the track.

What we needed was a lovely hot breakfast, Matt said let's get the tram into town, so we did. The town square had been completely transformed into an outdoor eating area. The French are not big on full English but coffee and croissants, or cold cheese and ham rolls, a terrific cold breakfast it was. It was still raining. //

A good thing about knowing Phil was that he had local intel in the form of Eric, the guy that had got the tickets. Being a local he had managed to book 30 for dinner in a local restaurant, no mean feat. We were due there around 6:30 that night.

I had also discovered my stepson Kev had decided that it was his fault my sleeping bag went astray so had bought me a goose down duvet and cover, result, this of course meant we didn't have to go anywhere else. It turned out the restaurant was nearby so we settled down in the patisserie and decided to order a drink, it was around eleven in the morning, we weren't due to be at the restaurant until 18:30, what could we possibly do?

We decided to try some local beer. As it was early, the order of the day was a nice session beer, Jules said, let's go Belgian, Belgian beer is good.

I usually drink a nice drop of IPA, around 5%, in the patisserie the draught beer was 8%, still when in Rome, plus it was raining so we didn't really want to move.

As the day wore on the 8% began to come into play. Andy announced "so far, I have been cold wet, miserable hungry and sober(?), how can we avoid returning to the campsite at all?" Airbnb, said Matt. Jules got out his phone and in a broad voice proclaimed, there is a flat that sleeps four



within 500m, no we said, yes, he said, do you want me to book it? 200 euros each and it's ours until Monday, 3 double beds, this is too good to be true. Matt and Jules decided they would go to check it out and Andy and myself would hold the fort protecting our seats. They both returned, sure, enough the place existed as described. I was disgusted, thinking how could you desert the rest of our group who are like family to me, in fact one of them was.

On reflection though, the thought of spending the rest of the trip sleeping in a comfortable bed with your own shower and toilet 500m away from the town square seemed a great idea, my gesture of defiance was ignored and the book now button was pressed. The booking confirmation arrived but there was a problem. There's an issue with the plumbing and we can't stay, he has offered alternative accommodation.....25kM away!!



Late afternoon came and went in a sea of frothy beer until finally we realised that we would have to make our way through the masses to the rendezvous at the eating house. We had the address and directions what more could we need? Off we went in plenty of time to get there, we were only 1.5 km away; hot food and cold beer would soon be ours; we also knew that thanks to Eric we would not have to invade, we would simply arrive and the sea of people would part as we approached. What Google does not make clear is elevation, weaving our way down the packed streets full of beer and short of breath, we realised there was a small hill looming in the distance, as we got closer the hill got bigger. Had we been sober, no problem, late, dehydrated exhausted we reached the summit, we sallied into the restaurant 35 minutes late halfway through the starters sat down and ordered.



After our splendid feast we made our way back to the campsite, the four of us wandered into the blaze lights, the disco was in full swing. Just as we approached our tent it started to rain, quite heavily. I crawled into my tent and was greeted by the sight of a brand-new quilt and cover, it was most welcome.

Saturday.

After a night of complete Techno mayhem, sleep was impossible, I felt quite tired, cold and damp I decided to have a shower. Sadly, so had the rest of the camp, unperturbed I took my place in the queue and waited my turn. Being squashed into a 750mm square cubicle would not ordinarily sound appealing, but it was complete heaven, as Andy later said, that shower is a gamechanger.

It was 8:30, the agreed time, so we made our way over to the main group with the promise of a delicious hot cooked breakfast. As we approached there was a sense of foreboding, not a soul in sight, not a soul in sight. Everyone was still sound asleep.

We decided to go it alone, Matt said let's go to the track, so we did, after all that is why we came and we hadn't seen a car yet.

We set off just as it started to rain, it rained on and off all day. It was busy, very busy much busier than I remembered from my last visit 10 years ago, and you can't walk straight there anymore, someone has put a car park in the way, about an hour later we arrived at the track, I had forgotten just how steep some of the steps over the Dunlop bridge were. We had arrived, it was busy but the smell of onions and burgers pervaded the air, we were all hungry so anything would be welcome. Although busy there were a few places to eat, it was about 9:40 am so we found a burger hut and ordered. I had what was described as an American Burger Fries and a coke - basically it was disgusting the only thing that was warm was the cola.

So, there we were huddled under a parasol in the rain eating 30 euros worth of junk food.

The rain stopped and the whole area erupted as if a barrage has started, practice had begun and instantly the mood changed.

Thanks to Eric, we had secured stand tickets, we sat there and just drank it all in, the smell of onions was instantly replaced with the taste of high-octane fuel, we took deep breaths and relaxed.

Usually, we would go back to the campsite and regroup at the track for



the start, not this time for me, I was happy to sit there and relax. Jules and Matt decided to walk back so Andy and I waved them good bye and headed for the nearest bar, we stayed at the track all day.

Previous tradition was that you all go to the stand watch the start, a few laps then go back to the site and drink more beer and relax in the sun, not this year, the site was too far away and there was no sun, apart from that it was perfect. There was no 2nd Jules so no champagne and strawberries this year, just expensive 8-euro lager. Still, who cares the race is about to begin.

It was nearly 16:00 and the atmosphere was electric, the stand was full to bursting and we were ready.

From our prized view we could see the start, the drivers jumped aboard and the warmup had begun, then with Swiss precision at exactly 16:00 the race begins, the noise is earth shattering and most welcome.

Everyone had their favourite, and most people were backing Porsche to win.

As the cars streaked past, we settled down forgot the previous day and



once again just took it all in, the atmosphere was so high octane you could feel it puncturing your skin as the vibrations in the air hit you. Everyone was cheering and smiling, it was a good day.

Chris Clayton



Rally Postscript

What a great meet-up over the NG Rally weekend. Thanks to everyone who made it possible.

Driving up from South London in the NG TA (formerly known as Mr. Toad) we decided to take a non-motorway route due to heavy congestion on the M25 and sections of smart motorway. That was a big mistake! It took us nearly twice as long, nearly 5 hrs!

I noticed the gearbox getting quite notchy and at times it took a real effort to engage gears and it was quite a relief to make it to Riverside. With help from fellow NGers I managed to locate the gearbox filler and discovered the gearbox oil measured low!

John Coker kindly gave me some 20/50 grade oil. The problem was filling the gearbox. I wasn't able to do this at Riverside so I took a chance by driving carefully home on the motorway.

Once home, on the driveway, I attempted to top up the gearbox. This should have been an easy job, however, with Mr. Bean doing it, things did not work out as planned.

Sprawled out, squeezed under the steering wheel I pulled out the plug. It was quite difficult because the gearbox tunnel opening was not dead centre. It required a fair degree of poking around. I stupidly used a drill bit to locate the opening. Unfortunately, my hands by this time were quite greasy and the drill bit slipped out of my hands into the gearbox opening. Disaster, what a Wally!

There was a small part of the drill that I could locate by finger touch. For the next 2.5 hrs I struggled to get a firm finger grip on the offending item. I used all sorts of objects to try and prize the object upwards so that I could get a strong finger grip. Eventually, I managed to retrieve the drill bit.

I was bruised and battered being sprawled out into such a tight space for such a long time.

If I had not retrieved the offending item attending the Caux Retro would have been highly unlikely.

I did offer to John Hoyle a free service on his car but he politely turned my offer down !!!

Roy De Boise



A Day at Dogmersfield Fete

It was a nice bright sunny day so Jan and I decided to head off to the Dogmersfield fete and car show. We had never been before so had no idea when it would open so planned to leave about 10am. Although it was a sunny day it had not warmed up much so Jan persuaded me to put in the large side screens. By the time we had the side screens sorted and various coats, camping chairs and of course the essential umbrella (to guarantee good weather) all packed in the NG it was a 10:30 departure.

The drive to Dogmersfield turned out to be easy, straightforward and uneventful. A very pleasant drive through the country lanes. Just the sort of driving the NG enjoys. We arrived at about 11am and headed for the car show field. It turned out we had got there just a little early. The fete was still very much being set up and we were the third car in the car show field.



We had a stroll around watching various stalls being set up. The refreshments tent was in operation so we had a hot drink and cake before continuing our stroll. With not much going on we went

for a wander around the village and ended up at the Queens Head, the local pub. An investigation of the lunch time specials board showed they had liver and bacon available. This is one of my favourite dishes so was soon ordered. Jan and I then had a very leisurely and pleasant lunch before heading back to the fete. The liver and bacon was truly excellent especially as it was washed down with a pint of my favourite cider.

Back at the fete things were beginning to liven up. We spent some time talking to the people on the local honey stall and finding out all about the problem with the Asian Hornet, an increasing worry for bee keepers as they prey on honey bees and can wipe out whole hives in no time. Any sighting should be reported immediately. Jan bought a couple of jars of honey to pep up the breakfast porridge.

I saw a rather nice mug on one of the bric-a-brac stalls and just had to buy it, it just so reminded me of our eldest granddaughter, with a very stylish little girl motif and in big letters underneath "Drama Queen".

I then spotted one of those games with a big rotating arrow on a circular backing board divided into a number of segments. You could buy one for £1 and if the arrow landed on your segment, you won a bottle of wine. I decided to have a go and bought a couple of segments. When Jan caught up with me from honey stall she bought a couple of more.

It was then time to have a look at the car show. Cars had been arriving



steadily throughout the day and the field was virtually full. We spotted a row of four NGs that had obviously all arrived together. We spent a while chatting to Charlie Killick and Rob Ingram. John Watson and Matt Bolt were also there but we never saw either of them (probably in the tea & cake tent! Ed.)



There were some very nice cars in the show. Jan was especially taken by a very nice original red Jaguar XK convertible with the split screen and driven by a couple of very stylish elderly ladies.



It was then time for another wander around the fete and an ice-cream. We watched the ferret racing and the Morris dancing and, as it was getting late, and cars were beginning to leave, we thought we should check out the spin the arrow game. Surprise, surprise, we had won a bottle of wine!



Back at the car show there was a steady stream of cars departing

and all the other NGs had gone, so it was time to go, this time with the side screens removed. We left at 4:30 and were home by 5pm.

All in all, it had been an excellent and relaxing day with old fashioned entertainment, chats with old friends, good food and nice weather and a very enjoyable drive in the NG. What more could you want?

Mike Manners



The Jaunt to Capel Classic car and motorbike show.

These classic car events, whether professional shows or Sunday Noggin and Natters, have one common theme running through them, BREAKFAST!

Our adventure to the Capel show was no exception. Our four cars (Robert Ingram's, Ray Bolton's, Richard Wold's and mine), met at the Rykus Café on the A24 Box Hill, a new one on me, but one to be repeated,



a great breakfast and a huge outside screen playing videos of F1 and other such subjects, brilliant!

Anyway, having noshed, the NG convoy moved on to Capel. Lots of other tasty vehicles there and we four were parked up together, followed by an immaculately turned out DB5.

Then within seconds another NG, Bob Wardle in a white TF arrived, by which time the owner of the DB had parked and got out.



It would have been good to swap them over, but it was what it was. That made five NGs.

Then a walk round to find the Chichester MGOC stand where we found Nick Wood with OJ, his



immaculate red V8 TF

Sadly one car that couldn't make it was Dave Kilner's V8 TC as it is undergoing alterations that are not yet completed. Dave did arrive, but in another of his fun cars.

All in all, a very enjoyable day. If we can get more interest for Capel next year, I'll book it as a Club event.

John



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500 odd miles Dunkirk to Nurburgring and back.

My first highlight of the year is of course the NG National Rally, so many new and old friends to chat with. My second is the annual trip in BOW to the Old Timers Grand Prix at the Nurburgring in early August, a visit hosted by Maggie, a lovely German lady, famous for her breakfasts, as Alan G and Charlie K know only too well.

The road trip from the ferry at Dunkirk, around Gent and Antwerp is all Motorway, but from Malmady is some 30 miles through the lanes to the delightful village of Rieden where our lodges are. The tradition is to meet for our Thursday evening meal at the restaurant on the Lake at Rieden. A very welcome food stop after the journey, and a great opportunity to reacquaint with my German friends (all the conversations in English I must add embarrassingly).



The following morning training begins, Maggie style breakfast, beer and relaxing.



We are privileged to be able to park with the MG and Triumph members at the race track. My friends came in their Porche and Jaguar



There is always excellent racing, these period machines between the 1920's and 1990 are so entertaining.

Occasionally, one spies interesting vehicles in the paddock. I've picked out just two, this beautiful early 50's single seater Maserati, the cockpit, a fascinating array of clocks and dials, not to mention the gearbox and lever precariously placed between the driver's legs.



The second, an Aztec, a rather unusual set of cockpits in the one car! No it hasn't been photoshopped. (An extremely rare car, 4WD Audi powered and built in Italy 1988-92 in tiny numbers Ed.).



Whilst the racing is the main reason for going, I should point out that the village of Rieden is itself picturesque, plenty of places to walk, and the lodges are very comfortable.

I did have another German friend drop by in his Triumph TR3B! the shell is a TR3A, built on a slightly wider TR4 chassis, beautiful to drive.



Then we have the Nordschleife, the old Grand Prix circuit I love to drive guests around. Some 140 corners and 20.8 kilometres (13 miles) long.



On my last day, the Sunday we left the Nurburgring and headed to Essen for the night. Sadly, BOW had a little hiccup, the starter button died! Made lots of short-term friends as many on the journey from Essen to Dunkirk, on and off the ferry, gave me a push start!

I was presented with a pink cap by a nice Dutch lady in a Mercedes AMG, worried that I'd overheat under the blazing sun while stuck in the traffic jam around Antwerp, but that's for another time.

The Nurburgring is not everyone's cup of tea, but for some, fantastic. Next year I'm hoping to do the double, the Classic Le Mans and the Old Timers at the Nurburgring. With the starter button fixed on my return home I'm all prepared!

John





NGs at the Yew Tree

I would like to share a feeling, which came from the Yew Tree Chalvington meeting in September. 6 NGs turned up unexpectedly and well documented on our Facebook pages. Other than being with really nice guys for the day, the NG section drew lots of interest.

Seeing some of our club's well known cars for the first time was wonderful. However, it dawned on me afterwards what was really special.

Individually, all of our cars were different, from TA, TC, TD to TF. All were different colours, all had their own uniqueness. Imagine how the spectators attending the meeting must have viewed the NG marque, if as an NG owner I felt that way.

This year, I took my NG to two big meetings locally, the old Hooe car rally and the Bexhill 100 show. Both had 400+ cars. Both had large representation from established British marques, such as MG's, Triumphs, Minis, A35's etc. When you walk down their lines of cars, yes, every few cars you see a really nice one or an unusual one but collectively? They simply do not grab you like we did at the Yew Tree.

That is the feeling I like from meetings. I like to think that my car draws attention on its own but even more so with others around me.



Tony Martin

Thanks to Robert Ingram for the photos.





Scottish Adventures

Last year my plan to take my TC to Scotland to go to the Farming of Yesteryear show at Scone Palace just north of Perth was thwarted by an ignition fault on the eve of departure, so I headed north in my tin-top and made it to the show to meet Robin Kennedy who was there in his very nice TF. This year I was determined that there should be at least one other NG at the show.

As my departure day approached the forecast worsened; a week before it looked as if I'd have sunny intervals but by the night before I left there was a weather warning for heavy rain in the South East. Aiming to get ahead of the heaviest rain I left home just after 7am prepared for the joys of the M25 morning rush hour. True to form by the time I reached the M11 my average speed was showing as 29mph but at least I'd only had light rain. Heading up the M11 and across to join the A1 I even had a few brief glimpses of a watery sun.

A steady run up the A1, with only one hold up at Ferrybridge for roadworks brought me to Scotch Corner for a first fuel stop. By now intermittent showers had become heavy rain but I didn't have far to go to my overnight stop at Burton Appleby in Westmorland.

Turning onto the A66 heading west the rain eased a bit but was joined by a strong north wind. Crossing the high, exposed, open moorland a cap was replaced by a beanie but the wind was still threatening pluck it from my head; I pressed on.

As I dropped down towards Appleby the rain stopped, the skies brightened and by the time I got into Burton the sun had come out, although the black clouds were not far away.



My overnight accommodation, the New Crown Inn, which I'd found on-line when I looked for somewhere to stay near Penrith, proved to be excellent; a nice room in a friendly pub in a small, quiet village with good pub grub - I'll certainly stay there again.



The following morning, I set off in sunshine on the next leg of my zig-zag route, heading to meet a friend in Glasgow. I joined the M6 at Penrith and continued up the motorway to cross the border into Scotland before leaving the motorway for a few miles driving on what one of the locals I'd been talking to in the pub the night before referred to as the "Ghost Road", the B7076, which was one of the carriageways of the A74 before construction of the M74 and runs parallel to the motorway but has almost no traffic. I used to drive up and down to Scotland every few weeks throughout the mid-90s and used the "Ghost Road" when it was still the A74. Some super scenery and traffic free, much better than the motorway for NGing.



Rejoining the M74 I carried on to meet my friend at her son's place in a quiet tree lined street in Hyndland after a tortuous route from the motorway, thank goodness for sat-nav. Then, guided by my friend I set off down the Dumbarton Road to Bowling Harbour, where the Forth-Clyde Canal joins the Clyde, for my next overnight stop.



The sun burnt off the morning fog before I left for the final leg, a beautiful drive up the western side of Loch Lomond to Crianlarich then to Killin, along the northern side of Loch Tay to Aberfeldy, and my second fuel stop, then Pitlochry and over the high road to Caly Bridge and then Blairgowrie, my final destination, where I would be staying with my cousin.



As I pulled up out of Pitlochry, I came up behind a stationary German tourist coach which had met oncoming traffic at a narrow bit of the road. A bit of reversing and



manoeuvring and off again, oh well I thought, I expect he'll be going to the Edradour distillery a short way up the road, but no, he carried on at a snail's pace. Hairpin bends, steep hills and narrow roads are not the place for a coach. I pulled off to enjoy the scenery, have some refreshment and let the coach crawl off into the distance. After about 15 minutes, and no other big vehicles having gone past, I reckoned I'd have a clear road ahead and, thankfully, that proved to be the case. It's a lovely stretch of road, great scenery, a good surface, good visibility, flowing bends, perfect for the NG, fine for overtaking slower cars but more difficult with lorries and coaches as it's narrow and they tend to sit in the middle of the road.



Sunday, the day of the show, dawned dreich so headlights on and off into the murk. Access to the showground was much easier than last year with the newly constructed Perth relief road leading almost directly to the entrance. I'd arrived far too early having anticipated the lengthy queuing that I'd experienced last year, so had plenty of time to find the Scottish Kit Car Club area, nobody was there yet! While waiting I thought I'd read the instructions to exhibitors; "Individual cars MUST be positioned at their allocated peg number" "Club cars must be entered under the club and NOT individually". Oh well, best go find my peg; not the easiest task as the pegs were numbered on the side facing away from the access tracks. After a bit of aimless wandering, I spotted a car displaying a number close to my own, pulled off onto the grass and, low and behold, there was my peg a few places further on.



I parked up and walked back to the Scottish Kit Car Club to meet Robin. Sadly, it was not to be; this time it was he who'd had the ignition problem and had had to turn back, so once again only one NG at the show. I headed off to the show office to sign in and collect my programme and



commemorative plaque. Although it is the "Farming of Yesteryear" show, so there are masses of vintage tractors, stationary engines and bits of vintage farming machinery there are also hundreds of classic cars, classic commercials, and "interesting" vehicles of all types and ages plus huge numbers of auto-jumble stalls. Lots to see and plenty of interesting people to talk to. The murk lifted and it got a little warmer but the promised sunshine never came nevertheless it was an enjoyable day. Needless to say, by the time I got back to Blairgowrie the sun was blazing, just a bit too late!

For the next few days my excursions were decided by the weather forecast; it was apparent that the west was going to be wet all week but the east should be OK.

Monday looked to be the best day for a trip north up to Braemar and the Dee via Cairnwell Pass, which at 2,200 feet (670 metres) is the highest public road in the UK, a great road through a huge landscape with, at this time of year, virtually no traffic. Passing through Braemar, the drive alongside the Dee was wonderful with dappled sunshine filtering through the pines and glinting off the water. I've done this drive many times over the years in all seasons and it's always a delight.

My next jaunt was across to Arbroath on the east coast with its attractive and busy little harbour and the chance to pick up a couple of excellent smokie pies, just perfect for a picnic, then on up the coast. A scramble up to Red Castle with views across Lunan



Bay, in and out of Montrose, onwards for spectacular views of Dunnottar Castle from the cliffs and then to Stonehaven with another picturesque



little harbour before a sudden and unexpected heavy shower prompted a turn for home.

For my next trip I took a meandering B road route through Stanley across to Sma' Glenn, just north of Creiff, then up to Amulree and onto the Glen Quaich road; 12 miles of twisting single track road with hairpin bends, steep hills and spectacular scenery ending at Kenmore at the eastern end of Loch Tay. I discovered this road more than 20 years ago when I was working in Scotland and took the chance to go exploring every weekend; it's on my list of great roads and I try to visit it whenever I come up.



My final excursion was back to Arbroath to get Arbroath Smokies and hot-smoked salmon to take back south, and another smokie pie, for more immediate consumption! Essential supplies procured I continued to Kirriemuir and a quiet drive through the Glens, more superb scenery under sunny skies.



My journey home was to be broken with an overnight stop at Hexham to visit another cousin. I checked the forecast before leaving Blairgowrie; sunshine in Scotland but a belt of heavy rain moving through at Hexham. It would have cleared through by mid-day said the Met Office so I aimed to be there just after 1 o'clock. A nice sunny drive over the magnificent Queensferry Bridge, through the outskirts of Edinburgh and round the bypass, down the A68 through



Jedburgh and on to the border at Carter Bar. Threatening grey skies ahead. It started raining as I passed Kielder Water and by the time I got to Corbridge it was tipping down; a soaking drive to Hexham. Shortly after I arrived the rain stopped and the sun came out - 2 hours late!

Monday dawned sunny and sunshine was promised all the way home. Everything was going well until I got to Ferrybridge; the southbound delays were far worse than what I'd had on the way up. Not a good time to discover that the fan motor

had failed. Temperature gauge climbed rapidly so I pulled onto the hard shoulder. Once before the fan had been stopped by a blown fuse and a broken wire. I checked wiring and fuses, all OK, fan free to spin by hand. I'd never make it with a couple of miles of crawling traffic so time



to call the RAC. The patrol man arrived after about an hour, pretty good I thought, especially given the traffic. He checked the wiring; there was power to the motor OK so the motor must be faulty. As a final try, before summoning recovery, he gave the motor a sharp whack with a heavy screwdriver. Miraculously it started! He escorted me down the hard shoulder and off the A1 then through the lanes so that I could rejoin beyond the hold-up, I was on the move again, a great relief.

The rest of the trip home went smoothly but when I stopped for fuel a couple of miles from home and re-started the fan did not. Time for a new fan.

A most enjoyable trip of 1600 miles, with only a minor blip on the drive home, and I suppose that after 38 years of service from the fan I can't complain it's just a shame that it didn't hold out for one more day!

Charlie

Post script: the TC now sports a shiny new fan courtesy of Car Builder Solutions, if this one lasts 38 years I'll be past caring if it packs up!





Coach Painting Using Craftmaster Brushing Enamel:

Introduction

Craftmaster Brushing Enamel can be applied by brush, roller or spray gun. This article covers the brush painting of 'Rufus' my NG TA and it is the third car body that I have painted with Craftmaster products. I think that the paint scheme on a car is very important and whilst a certain colour can look good on a car that same colour can look atrocious on a car of a different make or shape. Additionally, some colours highlight defects, especially black.

Brush painting is a good option for a special or kit car builder who lacks the facilities to spray paint. I know from personal experience that brush painting can achieve very good results, but like everything else it needs time and effort. Initially I was going to paint Rufus in the Cream Cracker Livery of Cream and Brown but the purchase of Cracker my TC prompted a colour change; I therefore purchased 'Mid Red Undercoat' and 'Alfa Rosso Red Topcoat'. Later I will paint the wings and radiator cowl in black topcoat.

Note.

When cars were first made, they were all brush painted!

Equipment required:

Paint: - You want paint suitable for brushing such as Craftmaster Coach Enamel. You will need approximately 0.5 litre of plastic primer, and 1 litre each of high build undercoat and topcoat. I always buy paint in half litre tins, store it upside down initially and rotating it occasionally.

Brushes: - Craftmaster only recommend the use of 'Purdy Monarch Elite' paint brushes. They are by far the best available. In each painting operation always use the biggest brush as manageable for any given area. I use a 3" brush all the time.

Paint kettle: - You should never use paint directly from the tin. A paint kettle can be anything that holds in-use paint. I use plastic food containers saved from Chinese-Take-Away's.

Abrasive paper: - There are two ways of measuring the grit size, namely with or without a 'P' prefix. The P is based on the Micron, for example the average grit size in P60 is 260 Microns and in P1000 the average grit size is 18.3 microns where each millimetre equals 1000 Microns. An abrasive number without the 'P' is the American method



(used extensively by us Brits until we went Metric on the 15th February 1971) it is an indication of the grit size related to inches. The two different methods of measuring are not identical and are only the same at one point on a comparison scale; i.e. P180 is equivalent to 180. Above or below this point the grades vary for example 600 grit is between P1000 and P1200. Any recommendations in my text are based on P numbers, not un-prefixed grit sizes.

Masking tape: - A 1" wide roll is the handiest size.

Brush cleaning fluid: - I use a 'Brushmate' you put the brush in wet with paint and provided you replenish the vapour pad every six months it lasts indefinitely. For cleaning during colour changes I use Standard Thinners.

My Brushmate is worth its weight in gold.

Etch primer: - For painting bare aluminium and shiny steel surfaces you need an etch primer? I buy Promatic Etch Primer 500ml aerosols. It's very easy to apply and I buy three cans at a time, the last time I bought some off eBay the price was £18.99 for three cans with free postage, but I've just checked and it's now £23.49 from the same supplier. Two cans are enough for the inside and outside of four bonnet panels.

Calculating the dew point:

The 'Dew Point' is the temperature at which water vapour begins to condense into water; this is obviously important for various reasons. The main reason that interests, or concerns, us car builders/restorers is when we come to applying paint; i.e. we must avoid painting in damp conditions. In general when painting the temperature must be at least two degrees Centigrade above the Dew Point. So how do we calculate the Dew Point? The simple answer is with difficulty. However, there is an easy way, and that is to use a search engine on the Internet; by entering the Temperature and Humidity** the Dew Point will be displayed.

Notes.

** The 'Humidity' is published on weather reports. My text refers to working outside or in an unheated undercover area; obviously relative humidity is reduced inside a warm (heated) building.

It is interesting that if you enter any temperature plus a humidity of 100% the Dew Point will always equal the temperature entered. This effectively means that regardless of the





temperature when the humidity is 100%, we cannot apply paint. "We can only apply paint when the humidity is below 100%!"

Craftmaster advise that the temperature must be at least 10°C when using their products. For me 10°C has always been the defining temperature for working out of doors, riding a motorcycle or driving a convertible car with the roof down. Entering a temperature of 10°C and a humidity of 85% gives a Dew Point of 7.59°C (which is two and a bit degrees below 10°C) so theoretically ok for painting. Bearing in mind my personal aversion to working out of doors at temperatures below 10°C and the requirement for painting to be carried out at a minimum of two degrees above the Dew Point my MINIMUM painting requirements, are as shown below.

'Minimum requirements for painting out of doors equal a minimum temperature of 10°C and a maximum humidity level of 85%.'

I have never been a happy bunny working with minimum criteria so let's up the anti and go for a minimum temperature of 12° C and working at 5 degrees above the Dew Point. Doing the sums reveals that at 12°C I need a maximum humidity level of 71% which equals a Dew Point of 7°C. My improved requirements for painting out of doors are therefore 'a minimum of 12°C with a maximum of 71% humidity which will mean I will be painting at least 5° C above the Dew Point.

To make things easy I purchased a combined temperature and humidity indicator which is located permanently under my carport. It is interesting that even a carport provides some warmth and it is normally 2° C above the outside temperature.

A reasonably priced and accurate temperature and humidity indicator.

Preparation:

Before starting to paint the car, the body must be in perfect condition and ready to accept paint. Painting is the easy part and normally follows many hours of hard work.

Priming Fibreglass: Two coats of plastic primer are applied.

With the body in perfect condition, it is time to prime it. In their information sheets Craftmaster Paints do not mention anything about priming fibreglass so I approached them direct and asked the question. Their recommendation was to avoid the use of etch primer and use an



'Epoxy' primer. Most epoxy primer is two pack but its use is now heavily restricted. After reading all the relevant information I decided to use a single pack plastic primer that is recommended for fibreglass boats. I found that 0.5 litres was adequate.

(Researching the internet reveals that there are many people (painters) who recommend etch primer for fibreglass and a similar number who are against its use. I am not making any recommendations, rather I am describing what I decided to use.)



Proceed as follows:

With the body in perfect condition wash it thoroughly and leave to dry for at least 24 hours but preferably a week.

Immediately prior to painting wipe down with a tack-rag.

Stir the paint thoroughly and decant approximately a quarter of a 1/2 litre tin into a suitable paint kettle.

Using a good quality brush paint a small area of the body at a time, brushing the paint in all directions as though you are trying to force the paint into the fibreglass. Add paint to the kettle as necessary (you will soon get good at calculating how much you need for each session).

As soon as you finish the first coat start on the second coat straight away, again brushing in all directions.

Leave to harden for at least a week.

Rub down (flat back) with P800 wet and dry abrasive paper rinsing the abrasive paper in a soapy solution, don't use washing up liquid as it contains salt, use baby shampoo or bubble bath etc.

Wash and allow to dry thoroughly (at least 24 hours).



Notes.

My door shuts were not painted at this stage as I am converting them from front to rear hinged.



When painting aluminium use an etch primer in place of the plastic primer then continue as follows,

Applying the high build undercoat: A minimum of two coats are required. With the primer applied and rubbed down proceed as follows.

Immediately prior to painting wipe down with a tack-rag.

Stir the paint thoroughly and decant sufficient paint into a paint kettle.

Using a good quality 3" brush, paint on the first coat of high build primer, brush in at least two directions then lay off in one direction.

After 24 hours wipe over with a tack rag and apply the second coat. If you cannot apply the second coat within 48 hours then flat back, wash, dry and remove dust with a tack-rag before applying the second coat.

Leave to harden for at least a week.

Rub down with P600 wet and dry abrasive paper rinsing the abrasive paper in a soapy solution.

Wash and allow to dry thoroughly (at least 24 hours).

Top Coat

A minimum of two coats are required with rubbing down between each. With the high build undercoat applied and rubbed down proceed as follows.

Applying the first coat of brushing enamel:

Immediately prior to painting wipe down with a tack-rag.

Stir the paint thoroughly and decant a small amount into a suitable container.

Using a good quality 3" brush, apply the first coat of coach enamel. Paint approximately two to three square feet at a time; finish each area by laying the paint off in one direction.

Leave to harden for at least a week.

Rub down with P800 followed by P1200 wet and dry abrasive paper rinsing the abrasive paper in a soapy solution.





Wash and allow to dry thoroughly (at least 24 hours).

Applying the second coat of brushing enamel:

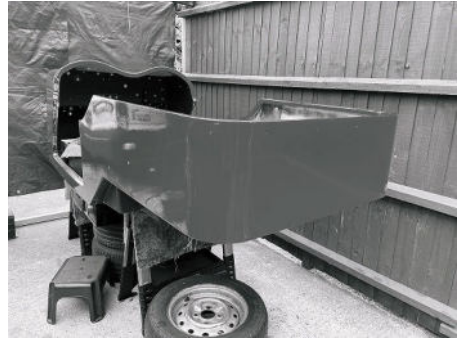
Immediately prior to painting wipe down with a tack-rag.

Stir the paint thoroughly and decant into a suitable container.

Using a good quality 3" brush, paint on the second coat of enamel, brush in at least two directions then lay off in one direction.

Leave to harden for a week but don't rub down the top coat unless you intend to apply a coat of Craftmaster varnish.

After applying two top coats I finish building the car. If you want a better finish then mask up well and rub down with P800 followed by P1200 wet and dry used wet before applying one more coat by brush (or alternatively have that last coat sprayed on). **DON'T RUB DOWN THE LAST COAT.** The finish is very shiny but if you are a perfectionist, you can now rub down with P1200 grit paper and apply a coat of varnish.



Applying a varnish coat:

Allow the last topcoat of enamel to harden for at least a week.

Rub down with P1200 wet and dry abrasive paper rinsing the abrasive paper in a soapy solution.

Wash down and leave to dry for at least 24 hours.

Note.

Additional coats of varnish can be added rubbing down with P1200 wet and dry paper in between coats. Don't rub down the top varnish coat.

If you intend to polish the final finish then Craftmaster Paint recommends leaving the paint to harden for 6 to 8 weeks.

Summary:

If you haven't tried brush painting before then why not give it a go, of



course it will suit some cars better than others; e.g. a TA will look fine brush painted, but a TC, perhaps less so. (I'm not saying that TA's are agricultural, but in my opinion, they do have an old fashioned, as opposed to a classic look). Bear in mind that you can always brush paint a TC/TD/TF and have the final coat sprayed on.

Alan Myland

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THE WHEELS ON THE BUS.

Old tyres have been the topic of conversation this year at various meetings, together with the potential danger of using them. Old tyres tend to feel hard when you try to press a finger nail into them when compared to a known new or recent one. The surface of the tread may also feel slippery to the touch rather than the resistance felt in a new one.

With a number of new members purchasing NG's that have seen little use or have been laid up for number of years it is probably worth discussing the subject of wheels and tyres again in the magazine as some of the tyres on these low milage cars could be in excess of thirty years old.

It is obvious that any tyre to be used on the road must be fit for purpose, be of the correct size and not show signs of deterioration. Such as cracking of the side wall or between the treads which should also of the minimum legally required depth of 1.6mm. Visible tears, lumps and bumps on the side walls indicating a breakdown within the tyre structure. Exposed structure or wires. Missing lumps of tread and any odd stains or discolouration. I would also add signs of previous plug repairs in the tread which may be suspect and never positioned close to the tyre side wall.

So how do you know how old your tyres are?

I found this very simple explanation on the Uniroyal website:

The good news is that you don't have to rely on your memory to work out your tyre age. Their 'date of birth' is written on the tyre sidewall. Look out for a four-digit code. The first two figures represent the calendar week in which it was made (from 1 to 52) and the second two figures are the year of manufacture. So, a code of 1316 would mean your tyre was made between 28th March and 3rd April 2016. Tyres manufactured before the year 2000 show three figures instead of four.

Now what about wheels? Once again, a visual check should be carried out on the outside of the rim with particular attention being paid to wire wheels. This might be best carried out on the car in a jacked-up position so that the wheels can be turned. Check the rim and spokes for no significant corrosion and that there are no loose spokes. Turn the wheel to make sure that it runs true and that there are no bends or buckles. In the case of wire wheels a run out from true of up to 1.4mm is acceptable. Motor Wheel Services used to provide a figure on their web site but I



can't find it now, so this reference came from smoothridecones.co.uk who supplied my wire wheel balancing cones. The Jaguar World article on their products that can be found on Smoothride's own web site is an excellent reference on balancing wire wheels. One last point is to check the tyre valve for cracking and splitting. This may be more likely the case on later tubeless rims rather than those with tubes. To give an example; a few years ago I had four new tyres fitted to our Ifor Williams horse trailer as the side walls were starting to crack on the old ones. Two years later I was doing the regular tyre pressure check before using the trailer and wobbled the valve around trying to fit the electric inflator when the valve split at the base and the tyre went straight down. Thank goodness this was at the yard and not on the road! Ended up replacing all four valves as they each had the same issue and I can only think it was a defective batch supplied at that time as I have never had a problem before or since.

Moving on to the unseen perils that could be found inside the rim. This should also be considered if purchasing second hand set of wire wheels or wire wheels fitted with tyres in particular. In this instance, wear to the splines which locate a wire wheel to the hub should also be checked.

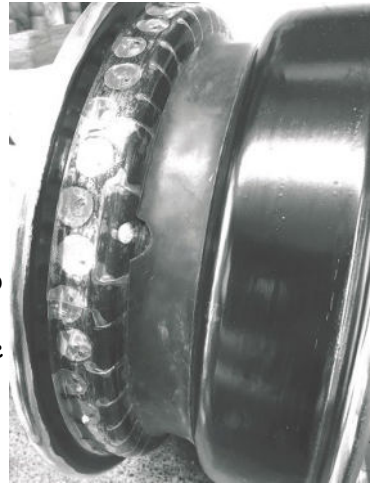
I had a flat tyre earlier in the year and took the wheel into my regular shop, Allright Tyres, for what I thought was a normal puncture repair. Upon stripping the wheel down the problem was obvious and quite horrific. A severely corroded internal wheel rim with one rust pit nearly through the thickness of the rim itself, yet the chrome on the outside of the rim was near perfect. The corrosion having punctured the tube causing the tyre to go flat. Not much could be done at short notice, so the spare was fitted to the road and the offending rim wire brushed and re-taped with a very sticky clear 3M product and put to the spare position to only be used in an emergency just to stay mobile.



Since then, two new chrome wheel rims and a set of rim bands were speculatively ordered from Motor Wheel Services via Moss in the hope that only the two would be required. Thankfully this was the case. Back to Allright Tyres to strip and inspect all five rims. Two were



scrapped and the remaining three being returned home to be cleaned up as they had nowhere near as much corrosion on the inner rims. Four new tubes were also ordered from Allright's suppliers as I already had two "in stock" so that would still leave me a spare to carry in the back of the TA. A morning was spent with a poly disc in the angle grinder cleaning out the corrosion on the wheels along with a wire disc. Goo remover used to take off the last sticky residue from internal labels and tapes before the rims sprayed with brake cleaner and wiped down before further treatment. Rustins Rust Converter was used to treat the corrosion which seems to work well. Once dry the complete inner rim was painted with two coats of black corrosion resistant paint with particular attention being paid to working it in around the spoke retaining nuts. Once the paint had set the following day, 50mm wide 3M clear waterproof tape was cut down to 40mm to cover the spoke nuts in the inner rim well and used full width but lapped down into the well to cover the outer spokes that are under the tyre bead when fitted. This was lapped down into the rim to prevent the tape being displaced when the tyre was refitted. This had occurred on the old rims and may well have been the cause of some of the internal corrosion. Finally, the new rubber rim bands were applied before the tyres refitted and balanced at Allright Tyres.



All the new rims supplied by Motor Wheel Services for this application are tubeless and have a good coat of sealant over the ends of the spoke nuts which is a considerable improvement on the tubed style rims. Not only does this seal the air in, but prevents any moisture from getting in far better than a piece of plastic tape that goes hard and is easily displaced when new tyres are fitted as found on the old rims.

Now I am not saying that everyone with (particularly) wire wheels is going to have the same problem that I have experienced, but should you have a puncture then, when you have it repaired, I would strongly advise inspecting the condition of the inner rim for yourself before the tyre is re-fitted.



I have written about wheel balancing before at some length and it is referenced above for you to read online. Fundamentally, any tyre shop should be able to balance steel and alloy rims without problem and hopefully they will stock the correct clip-on weights for steel rims. Despite what they might tell you they cannot balance wire wheels if they do not use the correctly angled cones fitted to the tyre balance machine. This sets the wheel rim true to the tapered seat as in manufacture NOT the back of the hub.

New tyres have one or two manufacturing balance marks on them. A small yellow or white circle and most likely a red one. Yellow is the light point, red the heavy and the tyre should be fitted to align these marks to the tyre valve. Red superseding the yellow or white mark. When you think about it is common sense to locate all the heavy points of the tyre in one location so that you are balancing this out with weights on the opposite side of the rim. Most tyre fitters will completely ignore these markings and with today's tyres and alloy wheel rims everything will be just fine. However, when using wire wheels, you need to do everything you can to set yourself up for success for a smooth wobble free drive. It can be argued quite fairly that by putting a tube in the tyre, this negates the importance of the markings which I completely get. But my counter argument to this is that the valve is likely to be the heavy point in any tube, so why not fit the tyre to the correct location relative to the valve so that the most likely imbalance is at the same point on the tyre and wheel rim?

All that remains to say is to check your tyres and tyre pressures regularly.

Dave



Vapour Locking - Nigel Elliott's article reproduced from the September issue of *Historic*, the FBHVC magazine

Now we are well into the summer months its worth reminding our members about vehicle fuel system vapour locking causing hot start and driveability problems in classic and historic vehicles.

The boiling range of petrol has not changed much since the introduction of the first motor vehicles at the end of the 19th century, typically boiling between 30°C and 200°C. Whilst the boiling range has not changed a great deal over the years, the front end of the boiling range has seen an increase in lower-boiling components that increased the vapour pressure of the petrol and the likelihood of vapour bubbles forming in the fuel system causing vapour lock and driveability problems.

Since 1993 petrol volatility has been declining in an effort to reduce evaporative emissions from vehicles. Vapour pressure, a measure of volatility, is determined at 37.8°C (100°F) and is a good indicator of a fuel's propensity to cause vapour locking in older vehicle fuel systems.

Fuel injected vehicles are usually less affected, as fuel system pressures are higher, typically at least 3 bar (43.5 psi) with good fuel recirculation to the cool fuel tank and this helps to stop fuel vapour forming in the fuel system. Some historic fuel injection systems such as Bosch K Jetronic have a fuel accumulator fitted that helps to maintain the fuel system pressure when the vehicle is shut down after a run. If you experience vapour locking with a fuel injected vehicle its worth checking the fuel accumulator, if fitted, is in good condition and making sure that the fuel injectors are not leaking when the engine is off, resulting in a loss of system pressure. Also, it should be noted that fuel pumps, for safety reasons, only run during engine cranking and will turn off unless oil pressure, and hence a running engine, is detected. Sometimes it may be necessary to crank the engine a number of times to get enough fuel pressure and flow to purge the vapour in the system.

Carburettored engines are usually the most sensitive to vapour lock with much lower fuel pressures of around 0.24 to 0.35 bar (3.5 to 5 psi).

Typical symptoms of vapour locking are:

- Stalls, hesitations, loss of power and in severe cases engine shutdown.
- Failure to start after driving some distance and stopping for a short



time. Engine eventually restarts after cooling down for an hour or so.

Simple practical steps to help minimize vapour locking:

- Reduce the flow of (exhaust) heat to the liquid fuel supply to the engine
- Route fuel lines away from heat sources
- If possible, arrange for a smaller diameter return fuel pipe from the carburettor feed to the fuel tank. This will help to ensure cool fuel from the tank is always available at the carburettor. This is particularly important after the vehicle has stopped after a run, as heat soak from the engine will warm the stagnant fuel in the fuel lines. An electric fuel pump is helpful. Turning on the fuel pump will flush the warm fuel and any vapour bubbles back to the tank prior to starting the engine.
- Locate the fuel pump (e.g. electric pump) away from heat sources and, if possible, below the fuel tank to ensure it runs with a positive head on the suction side to limit vapour build up and avoid cavitation.
- Use a thermal break plastic/SRBF spacer where possible for mechanical (engine-mounted) pumps
- Shield carburettor(s) from radiant exhaust heat (especially where inlet and exhaust are on the same side of the engine) and use a thermal break plastic/SRBF spacer where possible to help isolate the carburettor(s) from inlet manifold heat.
- Check radiators for condition and effective dissipation of engine heat. Many old radiators may have become furred-up or partially blocked, leading to significant reduction in their ability to keep the engine cool in traffic.
- Ensure adequate under bonnet ventilation.

Often, simple modifications such as these can be extremely effective in preventing the formation of unwanted vapour bubbles in the liquid fuel. Relatively minor changes need not alter the character of a historic vehicle, while thermal baffles and heat shields can be fitted sympathetically to provide minimal visual impact.

Nigel Elliott



Fitting a Windscreen:

Having decided to replace Cracker's aero-screens with a full height windscreen my options were to get one made by a company such as Brasscraft, modify a similar windscreen from another car or make my own bespoke screen. Whilst not particularly difficult the latter option can be labour intensive however I was lucky enough to obtain the top hoop (available on the pre-IVA NG windscreens) plus a bottom rail and aluminium infill panel. This certainly allowed for a much quicker job than fabricating a four-piece screen from scratch as I had originally intended.

When I decided to make my own windscreen, I obtained some very good advice from Charlie Killick, who had previously modified a pre-IVA screen. Three key points are detailed below.

Make a new wider (longer) bottom channel and utilise a deeper windscreen glass: - This gives a better appearance.

Reshape the lower aluminium infill piece to suit.

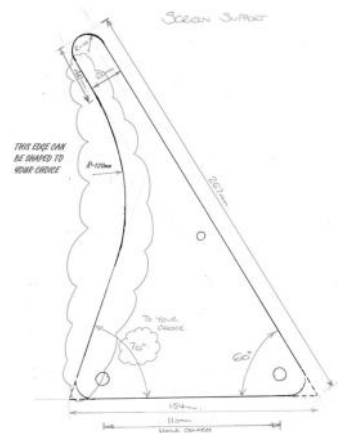
Make taller windscreen feet: -Essential if the screen has been made deeper as the bottom of the screen clashes with one of the original mounting holes, but it also gives a more aesthetic and stronger mounting (but not strong enough to use the windscreen as a hand hold when getting in and out of the car).

As my original intention was to fit manual wiper blades in the lower aluminium infill piece, I did not follow the first two pieces of advice, which I later regretted.

Making the windscreen feet:

Using hand tools (plus a belt sander and polisher) I re-created the shape in Charlie's sketch.

I drilled M8 holes where the feet are secured to the body (the other holes are M6) and used stainless steel fasteners. According to the Original Build Instructions secure the feet to the body so that the centreline of the mounting holes is 500mm above the bottom of the body and the rear lower edge of the feet is 55mm forward of the dashboard facia measured horizontally through the bottom holes.





Making up the screen frame:

The bottom rail of the aluminium frame is secured in the corners with hidden internal brackets which were missing. The internal width of the channel is 12mm so the 13mm wide metal strip that I could get had to be reduced in width by 1mm. The strip comes with rolled edges so I put it in the vice and filed each side until the metal strip slides smoothly in the channel. (I cheated and used an abrasive belt).

I cut off two 135mm lengths and bent the brackets to give leg lengths of 60mm and 75mm. It is very important that the legs are bent square and the exact angle is formed, keep offering them up and checking. It doesn't matter if the corners of the brackets are slightly rounded and not sharp.

Drilling the frame for the feet:

Lay the frame parts on a flat surface.

From the bottom of each side section measure up 10mm, 60mm (check this if you have deepened the screen and adjust as necessary. Ed) and 155mm and drill M3 pilot holes at these positions centrally in the channel (these are the holes for securing the frame to the feet).

Drill clearance holes for M6 fastenings through the lower two holes.

Drill and tap the top hole for M6 fastenings.

The brackets are fitted so that the long legs are fitted in the bottom rail channel sections. The hole positions are to suit the leg length and frame. Offer up the brackets to the frame and mark the frame for drilling four holes at each corner (two on the horizontal and two on the vertical channels. Drill each hole M3. Now offer up the corner brackets and mark through the holes made in the channel and drill the brackets M3.

Drill and tap the holes in the brackets for M4 or M5 fixings and enlarge the holes in the corners of the windscreen frame to take your choice of fixings. I used stainless steel M5 countersunk

Trial fitting of the windscreen frame:

Fasten a 2mm thick x 30mm wide self adhesive rubber strip on the bottom inside edge of the feet where they make contact with the car (a different rubber thickness may be required when the assembly is finally finished and fitted to the car). With the frame assembled and the feet fitted the assembly is offered up. At this time you will notice that the



body scuttle is tapered and the feet are parallel, loosen the fastenings that secure the feet to the frame enough to allow the legs to be securely fastened to the bodywork. If you now look where the legs fit to the frame you will notice a gap of approximately 3mm at the rear. Original windscreen kits were supplied with tapered aluminium washers to allow the frame and feet to be securely bolted together without distorting the frame. I was lucky enough to obtain a set of tapered washers from John Hoyle, the alternative is to make a long tapered wedge from a piece of 3mm thick aluminium (a future winter job for me is to replace the washers with a wedge). Make and trial fit these wedges while the frame is fitted to the car. Once the assembly (including wedges) is a perfect fit you can measure up and make the aluminium infill piece that goes below the screen.

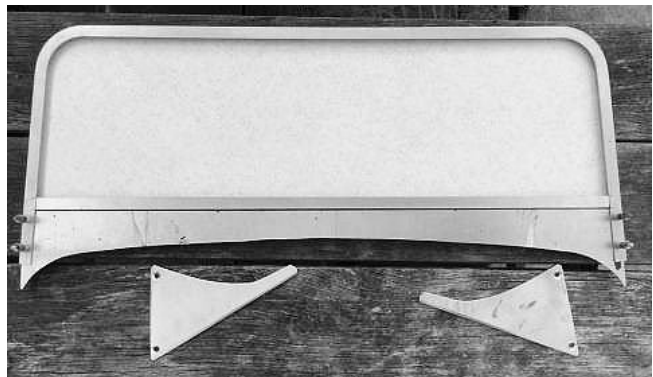
Fitting the aluminium infill below the screen:

The infill fills the gap between the bottom of the windscreen and the body scuttle. It can be made from a piece of aluminium with a 3/4" fold along one long edge. You will need to remove a small section from the corners of the fold to allow it to fit. Allow an appropriate gap between the bottom of the infill section and the body to take a rubber draft excluder of your choice.

With the infill in place I marked out for securing at two positions on each side and five positions where the folded flange contacts the lower windscreen channel. The holes were drilled 3mm for securing with pop rivets (later changed to stainless self tapping screws as there was no access for pop rivet pliers). The edges (sides) were secured to the frame with stainless M4 Button Heads.

(Note:

In my ignorance I cut out my infill panel to sit inside the aluminium channel, seeing other cars at the National Rally I realised that it should have been fixed on the outside.)





Once the infill panel is correctly shaped you can remove the windscreen assembly and make a template for the glass.

Making the glass template:

With the feet removed I laid the frame on a piece of plywood and drew round the inside of the frame the template was then made 10mm bigger all round (this allowed for a 7mm(ish) gap all round between the glass and frame). The template was then reduced by a further 4mm in the area occupied by the angle brackets and the corners were slightly rounded. The template as taken to the glass supplier who recommended 6mm laminated.

(This template is now hanging on my workshop wall just in case it's needed again).

Fixing the glass in the frame:

Assemble the top and sides of the frame and secure the lower two brackets to the channel that goes below the windscreen.

At this stage drill (and if necessary thread) any additional holes in the frame that will take wind deflector fittings and lift-the-dot pins etc.

I obtained some rubber channel (from Woolies Trim Supplies) that fitted neatly round the glass and was a firm fit in the aluminium channel, I trimmed it away in the areas occupied by the corner brackets.

This reduced the gap between the edge of the rubber channel and frame down to around 4mm. Eight small pads were made by laminating two 2mm thick strips of self adhesive rubber, these pads were fitted in the aluminium channels to correctly locate and centralise the glass. With the glass positioned within the top and sides of the frame the bottom channel was offered up and secured. The final task at this stage was to seal the edges of the glass to channel joints with black windscreen sealant. Now the windscreen can be fitted to the car with stainless fastenings.

Alan Myland

Having fitted a windscreen now I have to fit wipers, that task will be covered in the next issue.



FOR SALE



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

NG Parts for Sale:

One of my passions is NG Kit Cars and in my search for the ideal cars, a TA and TC (which I now have) I have accumulated a lot of parts. The following parts are offered for sale.

MG 4-Synchro Gearbox with LH Overdrive for Sale:

This gearbox is the later model with black label/data plate. It was removed from an abandoned unfinished kit. The price is £125.

TD/TF Body Tub for Sale:

This doorless body tub is in perfect condition. With the exception of the body to chassis mounting holes the body has never been drilled. This must be a cheaper method than repairing an existing damaged body. The price is £400.

A Set of Four NG TF Mudguards:

NOS in perfect condition with no holes drilled. The price is £300.

TC/TD/TF Radiator Cowl:

NOS in perfect condition. The holes have been drilled for mounting to the radiator side panels but they are so neat I suspect it may have been done at the factory. The price is £95.

Collection only from PE4 6DE (north Peterborough). Although I may be able to deliver if the destination matches one of our campervan journeys. Alan Myland 07932 655 345



TD For Sale £7500



For sale my NG TD roadster:

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

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

Viewings welcome in Old Coulsdon Surrey.

07714897100



Parts for Sale

Wide type front cycle wings. Trial fitted only. To suit 235 x 17 tyres.
Never used, in as new condition.

Located TS15.

£85 + postage

Happy to post to anywhere globally.

Paul Paton

07919 876926



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



Hi All,
I've taken the few moulds I have to Fibrecraft
(<https://www.fibrecraftuk.com/>) .

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

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

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

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

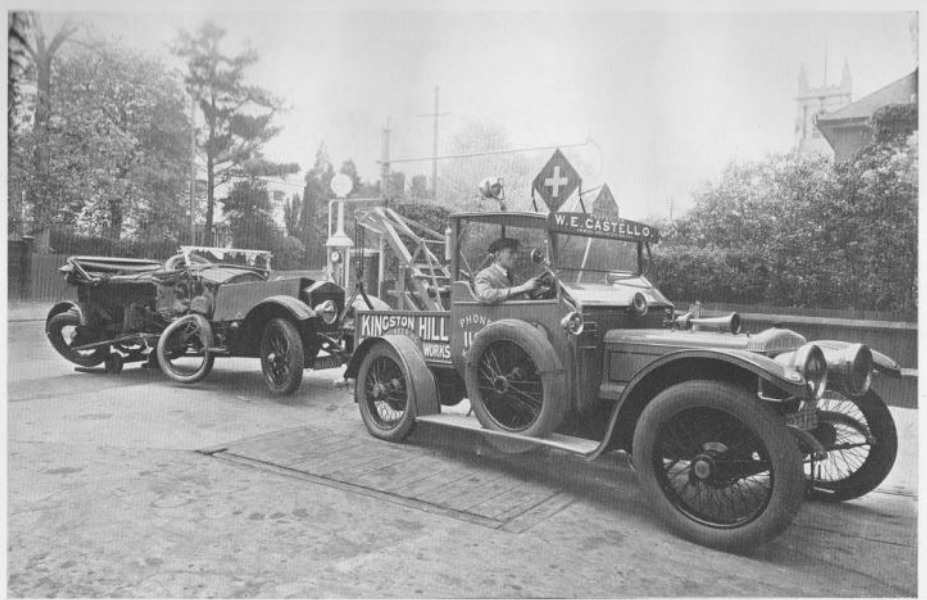
If you want something making contact Peter at Fibrecraft directly.



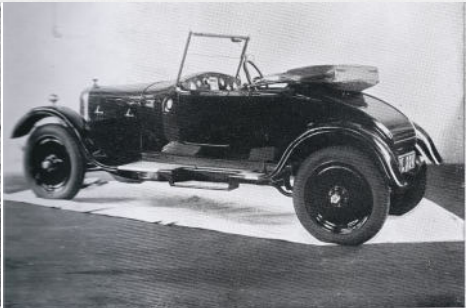


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T-Shirts M, L, XL	£9.00 + p&p*
Baseball Cap (navy)	£9.00 + p&p*
Beanie (navy)	£8.00 + p&p*
NG Car Badges (unpainted) (temporarily No Stock)	£20.00 + p&p*
Brollies (last few)	£22.00 (only at The Rally)
Fleeces (temporarily No Stock)	

Logos are in contrasting Silver or Black

- all available from Mark Staley

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

*p&p contact me for the charges

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

Front	Cover Photos	Rear
Nick Houston at the Manoir de Hilguy in Brittany		NGs at large this summer
Yours truly on a late summer visit to the Cairngorms, on the road to Braemar		Thanks to Robert Ingram, Richard Pearce, Don Steen, Dave Woolgar, Alan Myland, Chris Clayton and Pete Sorensen for the photos

