



CHANGING GEAR



Rally Special

The  Owners Club Magazine

Summer 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 Autumn issue by the mid October to ngoceditor@gmail.com.

Remember, without your input there would be no magazine!

Thank You



Chairman's Message

Hello to you all. We are well and truly into the meet and greet period in the calendar. And my gosh we're experiencing some very hot days. This morning we're told to expect temperatures around the mid to late 20's depending where you are.



I've just returned from our National Rally in Tiddington (Stratford upon Avon). What a brilliant weekend it has been. Weather of course does play a big part in creating the environment as does the venue, however, it's the members that make it. In my time visiting the National (since 2014) I don't believe I've experienced a better event. The staff at the Riverside venue were absolutely brilliant, our food both on the Friday evening in the restaurant, and there were 68 of us attending that evening, along with the Saturday evening buffet in the under-croft (the figure had swelled to 76) was excellent, and there was plenty of it!

On the Sunday, as usual, the Club hosted a light lunch of sandwiches, sausage rolls, pork pies and a range of cakes. I say the Club hosted the lunch, it is really Mary (Clark), Barbara (Hoyle) with support from our vice president John, and helping with the heating up of the 200 sausage rolls were Mary, Angela (Morrison), Ann (DeBois), and Susan (Yardley). Considering Barbara and Mary went out and bought and displayed sufficient food to feed the 5000 they did an amazing job, I hope they all were able to enjoy a well earned rest after the weekend.

Overall our committee did a fantastic job organising the weekend, and special mention has to go to our 'T'. Despite health issues, this year Teresa has achieved internet banking for the Club, that in itself is no mean feat. Teresa was also responsible for gathering in all the food requirements from members for the restaurant and the Buffet, spending several weeks in confirming the list to Riverside, but producing those almost 140 wrist bands reminding us of our chosen food choices. Quietly behind Teresa of course is her very supportive hubby Alan.

We shouldn't forget the effort of both Mark and Gillian Staley who manage our products and regalia stuff for the Club. This year's rally saw them make sales of over £450 from their stall, well done you two!

Returning to our visiting members, which as I said really is what the weekend is all about. Some fascinating stories of endeavour and one or two not so good news. Young Ed sold his NG on the Saturday evening to a passing stranger... no honestly!

And how's this for belief in the NG marque. One Mark Burnett and his lovely wife Miriam, arrived at the event Friday afternoon, having flown into England the previous day and arranged to buy a beautiful blue V8 TC from the car park of the Motorcycle Museum, Birmingham! They left us a few



hours later as they were driving this newly acquired monster to their home inwait for it... Fuerteventura, 1200 miles of driving and two 30+ hour ferry crossings!!

They were welcomed into the club as new members before departure.

And another adventurous team, Murray and Irene, no longer owners of an NG, but love the friendships gained, once again graced our presence from a train and bus ride from Inverkeithing in Scotland.

And finally some very sad news. I always looked forward to Paul Dales and his mate Martin arriving on the Sunday in Paul's beautifully prepared Pastiche TA, this year illness kept him away, and I have just heard from Martin that, sadly, Paul passed away just a few weeks after our rally. We send our heart felt sympathy to his family and friends; a really lovely chap. We'll miss that beautifully turned-out car with two of the 'last of the summer wine' characters installed.

I will leave you to peruse the many stories in this mag, there's been a lot happening and looking at the events calendar on pages 13-18 that Dave has published there's plenty opportunities to meet up. Until next time ... good and safe NGing



John



From the Editor

Firstly a big thank you to all the contributors to this issue of the magazine, many of you first time scribes. Apologies to anyone who's piece has not made it into this; don't despair, the 60 page limit for postage reasons means that there just wasn't space for everything this time.

They will go into the next issue. Please keep up the good work.

This issue is filled with accounts of trips out in NGs and events attended, including what was a very enjoyable Rally, no space for any technical articles this time, they'll be back in the next issue.

Judging by Facebook posts, now that some proper summer weather seems to have arrived at last, NGers are getting out and about to local events and further afield. As you head off on your adventures please take a few photos and jot down a few words for the magazine to offer encouragement to others to venture out.

It was apparent from speaking to first timers at the rally that with a bit of encouragement a whole new world of motoring enjoyment can be opened up.

Once you have confidence in your car lengthy trips are perfectly achievable. In May our Chairman took his TC, with no more protection than a tonneau and aero screens, from Surrey to the Jorvik Rally then onward to Islay, off the West coast of Scotland, and back. Shortly after this issue goes to press he will be setting off to Germany to the Old-Timer racing at the Nurburgring.

On a personal level I bracketed the Rally with a couple of trips to France, firstly to Le Mans and then to Caux Retro, with a few days in the Loire valley; a pleasure to drive on lightly trafficked, largely pot-hole free roads. For the next few weeks it will be local events until I head to Scotland in early September, hopefully to meet up with some of the NGers north of the border.

No doubt there will be something about these trips in a future magazine.

Please keep up your contributions.

I would welcome suggestions as to anything extra or different that you would like to appear in the magazine

Meanwhile enjoy your NGs

Charlie





Words from our Events Secretary

Once again, the club had another very successful National Rally as I am sure you will learn from fellow members reports in this edition and we must thank all those who work so hard to make this happen including the staff at Riverside who always look after us so well. It is a journey well worth taking and welcome chance to drive through those chocolate box Cotswolds villages with gardens that smell so sweet in the summer sun.



This year was a significant personal milestone for me as driving back from the National Rally, I noticed that my TA had passed, quite literally, fifty thousand miles since being rebuilt with the Triumph straight six engine. It was also thirty years ago that I attended my first national rally. Where have all those years gone?

Recently, Jeremy Evans, our Facebook administrator raised an interesting two- fold question regarding what subscribers and NG Owners want to see in the content of the page. Essentially;

Are we happy we happy about general car posts rather than limiting them to the NG marque?

Are we happy about the number of post relating to events? (Both advertisements for coming events and reports of those attended by members).

In many respects this also reflected some of the aspects that I was planning to discuss in the regular Events Co-ordinators report in this issue of *Changing Gear*, so the two pieces have blended together quite nicely (at least in my mind) along with another report that I have written which is all about getting out with your NG, quite possibly experiencing things that you would have passed you by if I had not been out in your car on that day. After considerable consideration and letting it soak for a week, I posted my response along with those from numerous other people.

Having written, it was apparent to me that this equally applies to the Club Magazine, *Changing Gear* and the general direction of the NG



Owners Club and the wider kit car world. The magazine title is appropriate, as things are changing.

With the NG Owners Club membership numbers being as low as they are currently when compared to the Glory Years in the 1990's, it is vitally important to encourage fresh blood into our fold. Actual club membership is around one quarter of those who subscribe to the Facebook page, so it does give an indication that there are a group of people who have enough interest in NG to join the Facebook page. Some eventual buy an NG which is encouraging.

Kit Cars as we have traditionally known and love them are pretty much dead, especially as there is no NG manufacturer in existence and no parts supply available to assist current and prospective owners. This situation is very unlikely to change and many will balk at owning an NG when faced with those two facts alone. The only kit car market it is possible to see going forward into the near future is the very high end specialist replicas and track day type cars. The recent Malvern Show demonstrated this admirably. Integration with the wider classic car world is probably the best fit for NG and is the way forward.

If the NG name and the club is to survive we must reach out to as many people as possible and these days social media is the only way to do that, it is current, which is something that can never be achieved with the club magazine no matter how good it is. Having said this, we must not lose the printed magazine, no matter how easy it is compared to producing printed copy, online digital can never replace something you can read and keep. It is the history of the club through the years in your hand. Regular Facebook content keeps people interested and engaged with the club. It is also the most immediate source for club members to keep up to date with events and happenings, even cancellations. Some of these are sourced from uk car shows this week / weekend pages, so will be short notice. Maintaining dialogue between people on the page is very important even if it goes off on a topical tangent at times. Like the club membership itself, the Facebook page is very good natured and people are happy to follow the rules which is excellent. Keeping the page as a closed group and vetting those wishing to join the page is the key to keeping things this way.

Since being asked to be the Club Events Co-ordinator I have been trying to gather together as many suitable events that our members can attend



as appropriate and to try and encourage as much feedback as possible back from these posts. Some topics get no reaction at all and it was very disappointing that a reminder encouraging people to come along to the National Rally did not receive a single comment or even a like. Yet this is the most important Club event of the year, the arrangement of which takes considerable time and effort by the committee to provide a fantastic opportunity and venue for club members to get together each year. As you will have seen from other reports, we did indeed have a fantastic weekend!

Surely the attitude should be one of; "what can I do for the club, rather than what does the club committee do for me". It would be wonderful if others could be encouraged to arrange something or other in their own area. Some of my friends in The National Street Rod Association have been running self-organised and successful 'Rumbles' around the country over the past few months. This includes a run out lunch at a pub, cafeteria or restaurant and of course a chance to get together with a purpose. Sure, they have a larger membership and like ourselves it is aging, but this idea is something that I would like to see within the club. Let's call it Drive It Day Local as a working title.

At meetings it has often been discussed that many members do not really get the enjoyment that they should from their cars as they are not using them, often left covered in junk in the garage or even abandoned outside. If the cars are not used they will be neglected and eventually disappear altogether. In fact, I have just come across a very nice John Hoyle era TF that has just been thankfully saved from that fate. All the right bits, good engine, very well built and then neglected.

At one time I was barely using my TA, not even achieving a few hundred miles a year. Other than going out for a little run or the shops, I felt that I had no purpose for the TA as I did not have anywhere to actually go. I am sure that many other owners feel the same, the dream has gone and the sun is setting on the car. With the help of numerous Facebook pages these days it has revolutionised my enjoyment of my NG and now I have access to far more shows and meetings than I can attend. We are very lucky in the South East of the country, but can't think other regions are void of meetings. If you come across an event or meeting that looks interesting to your fellow members within your area, let us know as others may like to go.



Within my posts I have tried to lead by example by showing that you can have a lot of enjoyment going out in your NG these are written in as much as a travelogue form as much as possible to make them interesting beyond just looking at cars. It is as much about the journey as the event. More engagement is beginning to occur on the Facebook page and club magazine and Charlie is receiving more content for the magazine fortunately, he is certainly doing a great job but it is still hard work for him and some encouragement is required every so often. We have both been conscious that it only seems to be the two of us flying the flag at times and concerned that some might be a bit fed up with our scribbling which is not our intention. But where is YOUR input?

The NG Facebook page and magazine would be dull, poor and uninteresting by restricting the content to NG and Kit Car information specifically. Let's be very honest, there is not a lot of NG building going on around the country. Thankfully a few people are bringing old and unbuilt NG's to life which is not easy and can involve the rigours of IVA. Therefore, as a club, we must do all we can to support those new to NG. Regular content and conversation is what keeps people engaged and coming back, in this way we can all continue to support and encourage one another in a positive way.

As a final thought, some reading the Facebook page may have no intention of owning an NG, but have a general interest in them or may run other alternative vehicles. I do not have a problem with that at all, for we all need to be singing from the same sheet. There is a theme to all of this, that is promoting the idea of bringing club members together. Often other like-minded folks can have valuable input. This is something shared at many of the meetings that I attended. Individually and as club members, I believe that we should "acquire collaboration" for sharing information is the value of what you possess. It is the oil that makes things work.

The following weekend saw another long drive and overnight stay to attend the Interclub International Weekend at the Three Counties Showground at Malvern for a little check out on this event organised by the MG and Triumph clubs. I drove down on Saturday for an overnight stay at a Premier Inn in Cheltenham then on Malvern on Sunday morning. The purpose of this trip was to establish if it was suitable for the club to have an official presence at the weekend if it is held at the same venue next year. An added bonus was to meet up with Liz and Steve my



next-door neighbours who had been holidaying in Wales with their caravan. Mostly run of the mill MG and Triumphs as expected but also a few very interesting cars and conversations.

As you will know, some of us in the south east are regular visitors to the Kent Classic & Sports Car breakfast meetings at the Moat in Wrotham which are organised by Liz Lucy, a feisty lady of a certain age who certainly likes her cars. In a recent monthly email, she paid our editor quite a compliment, which on this occasion, I did not post on the Facebook page as it clashed with the National Rally.

However, I thought it too good not to share with you as I know Charlie would be far too modest to mention it himself. So, to cause him some embarrassment, Liz wrote:

"....Saturday 13th July we welcome Caterhams, Lotus (all types), Look A-likes and N.G.'s. No that isn't a typo - look around the car park as there is normally at least one to be seen and I assure you they are feisty little beasties! I make no apologies for showing favouritism and it's true that the AM DB 12 Volante is very high on my 'wish list' but without having any desire to own one, the little white N.G. owned by Charlie K just has to be my favourite and the most characterful car in the Group. I happen to know that the car was delivered to Charlie as a box of bits in 1985, completed in 1986, driven to Le Mans in 1987, but sadly the exhaust caught on the lip at the top of the ramp on the ferry, ripping it off and taking the rear valence and tail lights with it. He stuck it back together again and carried on to Le Mans and did so again on a further 25 occasions. Indeed he is back to France on 5th July and only just back in time for our meet on the 13th - Charlie apologises that he won't have time to remove the French insects - WOW - can anyone beat that tale?"

Coming from Liz, that just made me smile!

Best wishes and happy NGing

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

Mark Bonner	1736	Hampshire
Peter Sorensen	1737	Massachusetts, USA
Mark Burnett	1738	Fuerteventura, Canary Islands
Beric Read	1739	Hertfordshire
Toby Tyler	1571 (Returning)	Yorkshire

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)		
4 th August 2024	Rushden Classic Car Show Hall Park	www.ticketsource.co.uk/rhts
4 th Aug. 2024	Gurston Down Hill Climb Salisbury SP5HR	Facebook & Web Page Number of meetings in year.
Sun. 11 th August 2024	The North Devon Festival of Transport. North Devon Sports & Classic Car Club	Facebook On-line to book
9 th - 11 th August 2024	Old Timers Grand Prix, Nur- burgring	www.oldtimersgrandprix.com Info only
11 th August 2024	N.Devon Festival Of Transport. Victoria Park Bideford.	Bideford Bridge Rotary Club Web & Facebook
11 th August 2024	Boston Classic Car Club Annual Show PE203QU	Pre-book 07719996795 glunn1960@gmail.com
11 th August 2024	Waldron Classic Car Show Recreation Ground TN210RB	www.heathfield-rotary-org.uk £2 entry to charity
17 th August 2024 12 - 5pm	Capel vehicle Show Surrey. RH55LB Registration required	Info only www.capelshow.co.uk to book
18 th August 2024	Classics at Penshurst Place Kent. Booking req. £6.50	www.classicsatpenshurst.co.uk
Sat. 24 th August. 2024	Barns Green Classic Car Meet. Op. Queens Head, Barns Green, Horsham. RH130PS	Facebook NG Facebook page Donation at entry
24 th - 25 th August 2024	Egham Show Surrey TW209NW	www.eghamroyalshow.org.uk Pre entry only
Monday 26 th Aug.	Bexhill 100 Classic & Custom Show. TN393EX	www.bexhill100mc.co.uk Pre-book £5.00
Sunday 1 st September	Ashford Rotary Club Classic Vehicle Rally. (Middlesex) TW15 1BX	Charity show www.ashfordrotary.org.uk to book (recommended show)



31 st Aug - 1 st Sept 2024	Great Harwood Transport WE Great Harwood Showground BB67TD	Web & Facebook for details & booking.
7 th - 8 th September 2024	Isle of Wight Classic Car Ex- travaganza, two meetings & run	Online for details to follow.
8 th Sept. 2024	The Scottish Vintage Tractor & Engine Club. Scone Place.	www.svtec.org & Facebook Info only
7 th Sept. 2024	Cookham Regatta. SL69SB	www.cookhamregatta.org.uk Booking required.
Sun. 17 th September 2024	Basingstoke MGO C Doughnut Run Pre-book	www.basingstokemgclub.co.uk On-line
14 th - 15 th Sept. 2024	Kop Hill Climb. Bucks. HP270LA	www.kophillclimb.org.uk Info only. Booking required
15 th Sept. 2024	Concorde Classics Car Show Eastleigh. £10 to charity	www.concordeclassics.co.uk booking now.
17 th Sep- tember	Hinckley Motor Show (main event) Town Centre LE101DD	www.hinckleybid.co.uk 3 smaller shows during year Info only
21 st -22 nd Sept.	Newark Kit Car Festival 2024 NG242NY	www.newarkkitcarfestival.co.uk For info only.
Throughout year	Castle Combe Autumn Classic Race Meetings + other events.	www.castlecombecircuit.co.uk Info only
TBA Oct. 2024	Steam Engine Day at The Star Inn. Waldron East Sussex. TN210RA	NG Facebook page
Sunday 8th December	NG Owners Club Christmas Lunch	Sue Bolton



	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 - 11.30am	Black Swan Classic Car Meet Ockham, Surrey. KT111NG	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 Milton Keynes MK145QP	Facebook Milton Keynes Classic Car Club
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 Wadhurst TN71JX	Facebook & NG Facebook page



2 nd & 4 th Sundays April - Sept.	Classic Cars at the Carpenters Carpenters Arms. Dale Abbey, Derbyshire	Facebook
Sun. 9am	Bagshot Breakfast Meet Pine Ridge Golf Club	Facebook / check
Sat. 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

If you go, let us know!



THE SCHOOL RUN

The rabbits ran trails in the dew on the grass as a red kite circled overhead gaining height in the warmth of the sun. Birdsong, a magnificent choir in nature's great cathedral. Such has been the very early start to these mornings. It has to be done when you need to be an hour or so away before eight thirty. I must say that I do enjoy getting up as the sun is rising this time of year to set the horses up at the yard before going off to a show or meeting. Driving past the Felbridge Show Ground this morning did bring a tinge of sadness thinking back a few years past where Sundays would be taken up going out to dressage or show jumping with our youngest daughter and her horse, now long retired, her time now filled with our granddaughters.

Kent seemed to be the place to be today with so many other meetings taking place in the immediate area. I am off to Valence School, just outside of Sevenoaks. A beautiful cross country drive as the M25 is closed for the weekend around the A3 junction, no desire to get caught in that chaos just to the north west of me. The day is a charity event in aid of the school and driving test organised by the Friends Of Valence School and the Sevenoaks Motor Club, I have never been before but it was recommended to me by our Editor and I must say it was very well organised and attended. The driving test itself, taking place on the drive in front of the house and school with its elevations, twists and turns undertaken by (mostly) MX5's and small sporting Fords with a sprinkling of more interesting cars such as the Ginetta G3 and Scimitar Sabre. A revs and rust MkII Golf was driven with the abandon of a stock car driver. At lunchtime we had the chance to drive part of the course ourselves led by a Land Rover that had to take multiple attempts at some of the turns (as we all know you need the whole of Kent in which to turn around a Land Rover)! On the downhill run we were subject to a short interview about our cars by the meetings commentator.



Valence is a Foundation Special school that caters for those with complex physical and medical needs between the ages of four to nineteen years of age to enable them to achieve meaningful independence. This can be as a boarder or day student and requires two hundred staff to make this significant achievement happen day in and day out. We were



able to meet a number of students during the afternoon when they looked over the cars on show with caregivers and attendants. The exterior of the original house is impressive, sitting on top of the ridge as if surveying the grounds sloping to the south and water feature at the



bottom of the valley which provided welcome shade among the trees and wild garlic which was in full bloom on the banks along running water. Beside the lake is a red 1909 Seagrave fire pump occasionally blasting powerful streams of water taken from the lake creating rainbows in the air. A very original and impressive piece of equipment built in Columbus Ohio with a thirteen litre engine delivering a slow three miles to the gallon. Rising up beyond the trees is Westerham Golf Club, which I am

sure was part of the estate in years past.

It was hot, hot, hot, on the warmest day of the year so far, thank goodness for the umbrella and excellent Jersey ice cream provided by Park Farm, just up the road at Brasted. The usual burgers and pizzas were also available and I did enjoy a bacon bap on arrival, but I do like to keep food intake light on these hot days.



Many familiar faces are all around me from meetings in Kent and Surrey, things to learn and chat over this and that. (I seem to spend all my driving going in this direction) The couple with the broken down Lagonda from the Drive It Day at

Chiddingstone Castle, back on the road after what transpired to be a simple fuel line repair. Liz and some of the crew from the meetings at the Moat had a small camp of luxury cars down the row including a very lovely metallic red Lexus LC, a real super car that must be the pinnacle of Toyota's design prowess. I found myself parked next to a couple that I last met





on one of the trips to France with Classic Car Tours back in the nineties, now in a V8 MGB Roadster rather than the GCS Hawke that I remember from those times. Apparently, a Chevy powered Sebring is also in the garage back at home. Look forward to seeing that sometime in the future.

To conclude, this has been very much of a social day for me rather than a sporting event, which is what it is all about, enjoyed on the nicest day of the year so far.

Dave



Just a taste of what was there





Valence Historical note:

Valence was run as a very popular competitive hillclimb from 1962 to 1993 attracting large entries over many classes, anything from an Austin 7 to a 4.2L Palliser Repco single seater, and many other spectacular vehicles making the climb. Back then the course length was just over 700 yards with the start line down near the present-day entrance; a blast off the line, a short gentle curve before a sharp right, then up the drive before a hairpin right just short of the main school building.

One of the most spectacular, and noisiest of the regular competitors was Jim Tiller in his orange Allard, very much a crowd favourite, with the added excitement of never quite being sure where he would emerge from the rhododendrons; "track limits" was a pretty vague concept with the mighty Allard taking to the cricket pitch one occasion.

The hill climb was revived in 2016, although no longer a competitive event, due to changes to the entrance to accommodate the golf club and the installation of a security barrier, drastically reducing the available length, plus the addition of lamp columns.

At that first revival the thundering Allard was a welcome sight, and sound, back on the hill.

This year marked the return after the cancellations due to Covid with it being billed as a Festival of Motoring. Having been there with my TC for the first three revivals I was sad not to have been able to go this year but good that Dave was able to fly the NG flag. Looking at his photos it seems to have been a well attended event both in terms of vehicles and visitors so hopefully will become a regular attraction once more.

Back in its heyday it was a great fundraiser for the school with many mini-busses being purchased over the years from money raised

Charlie





Egham to Islay via the Jorvic Rally.

Thank heavens for the summer weather. On 17th May I set off in BOW for a journey of some 1,400 miles. The car had just benefitted from its annual 'all fluids' change. So mechanically sound. My first consideration was do I have enough wet weather gear, tick! Secondly what spares should I carry... mmm, perhaps next time.

It proved to be a beautiful morning and with 240 miles ahead for my stop over with friends in Rillington, well I say stop over, I'd been invited to stay the week; and I should buy their house, if they ever sell; a double garage, a dedicated outhouse for Tim's model railway AND a postcode that ends JW!

Anyway, back to the trip. I had planned one fuel and my obligatory breakfast stop. I arrived unscathed, both me and BOW, just after 1pm at the 'stop over'. The Saturday was spent in Molton, lovely town full of small shops.

Then came glorious Sunday, my navigator, *George*, arrived at the Rillington stop over to accompany me to the start point for the Jorvic Rally, a themed café named F500. Lots of cars of various makes arrived including 3 other NG's.

The tulip style route map was handed out, 40 plus scenic miles around the North York Moors.

One stop for a photo shoot at the ruins of Byland Abbey and a further stop for tea and cake in Helmsley. Then a gentle drive back to the café and rally ground, quite close to Flamingo Land, and around 6 miles south of Pickering, the home of Steve and Val Tyler.





Talking of whom, later in the week I was invited for a tour around the country lanes of Pickering in my favourite of all tractors, a David Brown Cropmaster, driven and owned by Val.



During the week I was chauffeured to various North Yorkshire destinations, including the seaside towns of Filey and of course Scarborough. The area really is a picturesque part of England.

Time ran out, I was oh so quickly departing from Rillington, heading for Kennacraig at the northern end of the Kintyre peninsular, some 370 miles away, to catch the ferry for Islay and the Whisky festival.

I had decided to break the journey and stop off north of Glasgow at Helensburgh. In the morning, I set off with some grey skies above but half way into the journey, I just had to stop and put up the umbrella when, for some 20 minutes, the heavens opened. Anyway, I arrived in relative sunshine at the ferry terminal where I met the German friends who hosted me at the Nürburgring.



The ferry people were marvellous, it was a backwards on, drive off ship. They wanted me on last for a photo shot.

Once on Islay, the fun began.

Our rented accommodation was just 300 metres from the Bruichladdich distillery. BOW had a marvellous parking space across from the house. (see photo of BOW on the grass on the back cover). The atmosphere





for the whole week was so friendly, beautiful views and some really lovely eateries. Each distillery opened on a set day, which meant we met the same people each day, this all added to the friendliness and fun. Different Scottish traditional, and semi rock bands appeared at each venue. Dancing to these bands was a must! There were plenty of local food stalls. I loved the freshly caught oysters and at £2 each, just moreish.

Our week began on the Sunday with Bruichladdich (which, by the way, also produces some wonderful Gin). Monday was at Caol Ila, definitely my favourite whisky. Tuesday saw us visiting Laphroaig, if you like peaty whiskies, this, and Ardbeg, is for you, sadly we had to miss the latter which opened on the Saturday and our ferry home was brought forward, however we got to enjoy the visits to Bowmore, Kilchoman and on the Friday, Bunnahabhain.

Importantly, my German friends who had booked the accommodation absolutely loved every minute. Although they had hired a car, there was always one or other acting as co-driver in BOW.



I leave you with the thought; Islay, perhaps a possible NG tour? The Islanders were so friendly and appreciative of seeing classic cars, the scenery is wonderful and then there's the whisky!

John



Wallingford Rally

This is now established as an annual event on the NGOC calendar, with group entrance organised by the ever- wonderful Bernadette. Someone will no doubt correct me but I think that this is the only event where the vehicles parade through a town centre, attracting huge crowds all along the route, and especially in the centre of town.



The group gathered in the Lidl car park before moving en-mass to the start field. We were joined by a couple of guest vehicles including a potential donor MGB (only kidding).



(In no particular order) Bernadette Bennett, Dave Keen, Nigel Pole, Jeffrey and Sue Yardley, Peter & Colleen Killingback, John Watson, Philip Whitfield, Ed Powell & Lorraine Susan (& Cooper), Mike & Jan Manners, Paul Strickland.

The start field is a great place to check out the wide range of vehicles involved and for grabbing a bacon butty. In brilliant sunshine, the vehicles make their way through the outskirts, where the crowds this year seemed bigger and more enthusiastic than ever. In the town centre people line the main streets and there is much waving, over-revving and horn tooting.

The procession ends at Kine Croft Park, where there are various displays, and the chance to drive some classic cars for charity with the Sporting Bears Motor Club. Amongst the cars on display were an early Bugatti, and



a glorious early American convertible.

Unlike the previous year, none of the NGs had any obvious problems. No one overheated in the stop-start procession, and perhaps most surprisingly,



nothing fell off Dave Keens TA!

Paul Strickland

When the tickets went on sale in February, I managed to secure 14 for this annual event. They sold out within 15 minutes !

As I had ticked the booking form box to include sunshine, we did indeed have a gloriously hot day. J Alongside our regulars, we had the addition of friends and family as circumstances changed in the lead up to the date.

The organisers kindly grouped us all together for the run around the town and then park up on the Kinecroft together. We had 9 NGs, 1 MG, 1 MGB GT, and 1 Mazda MX5. Unfortunately, our NG is off road at the moment and 1 NG didn't make it on the day. However, I got to be a passenger in Brian's MGB GT, so still very much enjoyed the atmosphere.



The crowds were exceptional this year, supporting us with flags and cheers along the way. Many were out on the streets with breakfast and bubbly. We all happily spent the day eating cake, catching up and looking around the various stalls and activities happening around the field.

The organisation was superb as usual, with a few noticeable improvements to the flow this year. It is led by Mark Brett, who was recently awarded an MBE for his services to community and charitable causes. I'm still waiting to hear the final amount raised this year (£25,000 was raised in 2023)



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NATIONAL RALLY



Mark Staley
Alan Myland

Chris
Robert

AWARD WINNERS



Currie

Teresa Goodbun

Ingram

Nick Houston





The Rally

The award winners:

Mark Staley - The Peacock Trophy- for managing the cub memorabilia for 18 years

Teresa Goodbun -The Chairmans Shield - for her outstanding work as club treasurer through a year of adversity

Alan Myland - The Editor's Cup - for his contributions of articles for the magazine

Robert Ingram - Peter Clark Trophy - Concours winner for "Old Speed", polished to within an inch of its life!

Nick Houston - The Cheetham Cup - For the achievement of completing his splendid TF and successfully bringing it through the IVA Test

Chris Currie - The Bent Valve Award - For the interruption of his engine rebuild caused by a broken leg suffered while playing football. With his leg healed he attended the rally but not with his TC as he hadn't had time to complete the rebuild.

Facts & Figures:

Based on numbers signing in, in all we had 36 NG's over the three days however I'm not sure that everyone did sign in so don't be shy, next time make sure that you sign the register!

Although the overall numbers of NGs were a bit down it was encouraging to see the number of first time attendees. In addition there were at least a dozen members attending without their NGs

We had 66 at the Friday restaurant meal and 79 for the barbeque meal in the under-croft on Saturday night.

Many thanks to Mary Clark, Barbara Hoyle (with support from our vice president John), Angela Morrison, Ann DeBois, Susan Yardley and all those others whose names have escaped me for their sterling work keeping the supplies of tea, coffee, soft drinks, cake, sandwiches, and, of course, sausage rolls, going throughout.

Charlie



A Few Words, From an Outsider!

Well, what an absolutely joyous visit to the NG Owners Club National Rally 2024!

Having heard so many good things from my husband Laurie Bush (membership # 198), who attended last year at Stratford, I put my name down to join both him and Chris Hollier at this year's gathering with Chris once again displaying his magnificent NG TC.



Whilst knowing very little about cars in general, and nothing about NG kit cars, I was surprised to learn of the different models on display and their very individual characteristics and dare I say idiosyncrasies! Enjoyment was also had listening to spirited and knowledgeable owners and enthusiasts, sharing stories and information about their vehicles which, for me, conjure a time gone by, with gorgeous sleek lines, running boards and gleaming chrome polished until it dazzled us all in the June sunshine.

Tons of appreciation and admiration for all those dedicated souls involved in the organisation and coordination of the event is a must! I felt so welcome, and met many lovely people, enjoyed great company and food.

As the weekend closed, prize giving was an opportunity to celebrate all the NG owners, their commitment to keeping their cars on the road and, obviously, their enthusiasm.

One vehicle really caught my eye, a white TA, which arrived & departed three up. How great to see the younger generation getting involved and having fun with these amazing machines.



Dawn Bush



First time at the Rally

This was my first visit to the NG National Rally and to win the 'Editors Cup' Award was just the icing on the cake.

Some of the advantages of attending a one make rally are to meet interesting like minded individuals, put faces to names, check your car out against others, get some excellent ideas for future modifications/improvements and realise that an NG is not just an ornament to be kept in the garage at home. There were some high mileage cars at the event (and very well they looked too!).



Attending a one make rally can also give you the encouragement to make a new start on that derelict project. An NG is a driver's car and needs to be used, what better use than to drive it to the rally? I left the rally full of enthusiasm for the future of NG cars and will definitely be back next year.

Alan Myland

Rocket's Trip to the Rally

With a hospital appointment on the Friday and family duties on the Sunday, I was only able to go to the National in Stratford-Upon-Avon on Saturday this year. Fortunately, with the hockey season over, my 13-year-old daughter Aoife volunteered to come along as navigator. To make the most of it meant we'd need to set off early (and return late), so with the schedule fixed, the run up to the Saturday meant watching the weather forecast and preparing Rocket (we're still running the engine in after the recent work). With Rocket washed, fluids and tyre pressures checked, chairs etc packed and a bag of jelly sweats in reach behind the seats, by Friday evening we were ready.

6 a.m. Saturday morning found me walking to the garage in light rain. Great. Although the weather forecast was for drizzle to give way to sunny weather in Stratford, I'd promised Aoife that if it was looking like it would be wet I would put the roof up. As someone who used to do a



fair bit of sailing, I had it drilled into me that the best time to shorten sail (to depower the rig) was the first time you thought "I wonder if I should reef", so with similar logic we put the roof on Rocket.

By 7 a.m. we were off, trying to not wake the neighbours up in the process. I'd tried to plan a route that would avoid having to travel all the way on major roads but at the same time, not take too long, which of course meant that we couldn't avoid all the traffic. We joined the M3 at Jn 5 and left at the next exit at Basingstoke to take the A339 to Newbury. I know this road well and it can be a bit of a nightmare, but early on a Saturday morning with no traffic it was a pleasant blast, with sweeping bends and the chance for some nice pops and crackles as we slowed down for and then accelerated away from the roundabouts!

After Newbury we jumped onto the A34, the bit of the journey I wasn't looking forward to, and slotted into a line of cars doing a steady 60 mph. With the roof on, a side screen fitted to Aoife's side and the wind deflector on my side, it wasn't actually too bad, even with a steady stream of cars shooting by in the outside lane.

It was as we got nearer Oxford that the sky began to look menacing, then a grey wall appeared ahead that you couldn't see though, which you know is going to be bad when it doesn't start to recede as you get nearer. I put the headlights on and began to gently slow down to build up a gap between us and the car in front. And then BAM we were in it. With visibility almost nothing, the windscreen wipers doing their best, fog light on, the road under an inch of water and the cars around us all slamming their brakes on, we managed to slow down to a gentle 30 mph without having to hit the brakes or lift off the accelerator too hard. With her waterproof coat wrapped around her legs, Aoife earned her keep with a cloth trying to stem the water coming in through the front of the roof and keeping the inside of the windscreen clear. Amazingly no water seemed to get past the wind deflector on my side. 5-minutes later we popped out the other side into bright sun, just in time to take the A44 exit towards Chipping Norton.

After the A34, the A44 was lovely and quiet, passing Blenheim Palace we went through some beautiful Cotswold villages. With the road drying and with only light traffic we had a really pleasant undemanding drive through some beautiful countryside, so by the time we turned off onto the A3400 the drama on the A34 was long forgotten. After a mile or so



we made a planned stop at the 24hr Shell garage to fill up with fuel and stretch our legs.

There was still a bit of a nip in the air, so although sun was out and the sky was blue we decided to leave the roof up. Heading off again, we continued on the A3400 to Stratford, turning right as we got there to get the road to the Riverside Caravan Park, finally arriving at 9:30 as planned.



There are two things I learnt from this. The first is that the best time to fit the roof is when you think "I wonder if I should fit the roof". The second is that there's no point washing and polishing the car prior to setting off on a long journey as it's just asking for trouble!

Paul





My First Rally

Brilliant fun, and so massive regrets that I had never been to an NG rally before.

Being the owner of by far the tattiest looking NG TA, one that has been kept outside for more than 40 years, with odd bits of wire hanging down loosely underneath, the bonnet coming apart at the joints, with most rivets missing, carpets worn through, 40+ years of faded paintwork, mismatched switches etc and it actually looks much worse than I describe.

The pre-loved look of my car, previously made me far too embarrassed to attend any car meet for the past 40 years, let alone go to an NG event.

I hope the reader, if there is one, who is kindly reading this, who owns an NG or has an interest in NGs, will make the effort to take their car (or have a lift with me or another club member) and go to the NG annual meet up, as the amount of kindness, support, understanding, warmth, advice and so much laughter means that you will have one of the unexpectedly best days of the year.

NG owners collectively are an amazingly friendly group of people and the opposite of my expected view of "club" people. Everyone is so happy to chat and offer warm words of encouragement, even when faced with seeing my faded NG amongst their gleaming machines.

You will meet owners, who have all succeeded with solving every problem that has ever existed with an NG and the happy members give encouraging advice about every aspect of building or maintaining an NG.

Apart from the happy group of people, the venue by the river and next to a pub, restaurant, cafe, with outside bar, crazy golf, paddle boarding, canoeing, makes a fantastic venue, so great for WAGS, HABS and children, who are all going to have a wonderful day out.

I just can't believe that I made the mistake of not going to this NG meet, for all the past years, so next year, even if I have to put my TA on a trailer, I will certainly be there and have a wonderful day out amongst a very special group of new found friends.

The NG meet up is near Stratford on Avon, close to Birmingham, so how long would it really take you to get there? It was also an unexpectedly fun trip and I certainly didn't expect my TA to make it from Bath, so I



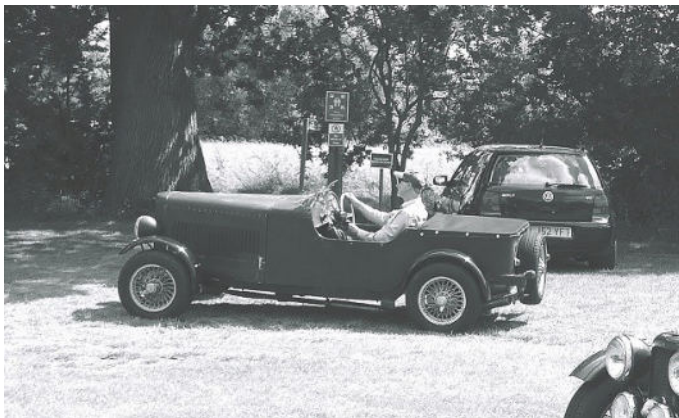
was more than surprised when it did. I stopped every 45 minutes for a coffee or little break, so each stretch was rather short and sweet; the trip was no stress at all.



NGs on the way from Bath:

White TA: Ylli (Oo-Lee) , Isaac, Elias, Green TA: Mark

Mark Reay





CAUX RETRO 2024

An enjoyable part of the Caux Retro experience is the crossing from Newhaven to Dieppe, providing of course the weather is ok! This year my friend Chris (the navigator) and I endured heavy rain getting to the 9.30 a.m. ferry but by the time we arrived just under 4 hours later in Dieppe the rain had passed.

The ferry had recently received a refurbishment and was very comfortable with a choice of airline seats or tables and chairs to have a read, eat snacks or in our case Chris and I shared a table with Charlie for a convivial chat during the crossing.



I have adopted a strategy when loading onto the ferry; I wave my arms around and shout out to the seamen loaders that my car is very old and it is not advisable to be placed on a high level with other normal cars. I have used this strategy with my Lomax on a number of occasions; it is more convincing to shout out 'TROIS ROUES' in my best French, however, it worked this time for the NG and I was placed on base level right next to the opening. I was first off when we docked and quickly through customs but we had to wait for Charlie!

From Dieppe it is only about 40 miles to Allouville-Bellefosse. I travelled down with Charlie until just short of our destination when I turned off heading for the chateau and he continued to his hotel.

THE CHATEAU

I have been going to the chateau for many years, not just for Caux Retro. It is located about 6 miles from Allouville-Bellefosse and is owned by Baron Michelle. It is a lovely house and location, rather like staying at a 17th Century National Trust Mansion. The one disadvantage is that to have a meal it is



necessary to travel to Caudebec at lunchtime or the evening. It gets booked up quickly; there is quite a contingent of Teal Owners and is difficult to get in, although I know the other NGers prefer to stay in Caudebec as the chateau can't offer meals. Let me know if you would be interested at staying in the Chateau as it might be possible to get you booked in next year if you try early enough



THE SATURDAY EVENT

Saturday was the traditional group car run of approximately 2½ hours. This year there were 5 groups of 25 cars. Each group was supplied with a map of the run and were accompanied by motorbike outriders to ensure the safety of the participants. An impact on the event by the French election was that the normal outriders were needed for the election so we were in the hands of young inexperienced riders.

All went well with our group until after a halfway stop, a waste of time as the Garden centre we were due to visit was closed so the comfort break did not take place.

We continued our journey. The weather was not bright but very windy and with the screen up Chris and I experienced a lot of head buffeting, something to investigate and I believe it has been a topic on the club website.

We came to a small town and were held up at traffic lights. We continued our journey with no-one in front! Chris and I decided to make for the town of Yvetot. We knew our way back to Allouville from there.

Driving along a narrow country road I noticed in the rear view mirror a friendly Teal who was also lost. We stopped by the roadside and to my horror there were at least 6 other cars following us! Wandering around the French countryside with other drivers depending on us was rather worrying. The map we were supplied was OK for the general route but quite useless for navigating off piste.

Fortunately, a French car, an old 60's Renault Gordini with 1 inch ground clearance turned up. The driver shouted follow me and we were saved! Back to Allouville-Bellefosse.

Later in the evening, a group from the chateau went into Caudebec by the river and had a superb meal. My choice was mussels and chips which I still drool about!

The SUNDAY EVENT was different this year. President Macron, without giving any thought to the planned event, chose the Sunday of our weekend to hold a nationwide election, an appeal by the organisers to postpone it for a week fell on deaf ears!

The Caux Retro event usually centres around the town hall of Allouville-Bellefosse but this year it was to be used as the polling centre for the region so the organisers, at short notice, managed to procure the sports stadium field very close to the centre of the village for the main event on



Sunday and after all their hard work setting up marquees and catering facilities it was a huge success. The event was extremely well attended and there was a rich display of interesting cars and historic agricultural machinery, including this earth shaking 10.3L single cylinder SFV H1 tractor!



This year there were 5 NGs at Caux; John & Hana (TD), Mike & Krisia (TD), Charlie (TC), Paul & Anne (Henley) and yours truly (TA).

HOMEWARD BOUND

Three NGs, the lucky devils, had a few more days touring the Loire Valley region but Chris and I returned on the Monday on the midday ferry from Dieppe to Newhaven.

All went well until on the A27 westwards we hit really heavy traffic just before Worthing. Avoid that route like the plague!

A great time, I'm already booked for next year!

Roy

Caux Retro and beyond...!

Caudebec-en-Caux is an ancient, medium sized town, situated in the Normandy region of France, on the north bank of the river Seine, between Rouen and Le Havre.

This year celebrating its 30th anniversary, the annual 'Caux Retro' classic car event attracts a diverse range of vehicles from all over Europe. Attracted in part by a relatively easy drive of about 160 miles from Calais or about 50 miles from Dieppe, the 'Caux Retro' has become a popular event, particularly for UK cars.

This years Caux Retro event has been described by Roy so for a change, I thought readers may be interested in a brief story of an extended trip into France, recently made by three NGs. Because of the previous reports, I won't dwell on the rally itself.

John Coker and Hana and Krysia and myself (the Carters) had attended Caux Retros in 2015 and 2016, in our two TDs. We had very much enjoyed the whole experience and had often, casually discussed the possibility of extending our usual three night stay on to explore another area. In 2022 Charlie Killick joined us in our usual hotel in Caudebec and the subject



was raised again. As everyone knows, Charlie has a seemingly insatiable appetite for driving his TC both here in the UK and in France and this time, when the idea was again contemplated, Charlie's 'can do' approach convinced us and a firm commitment was made to plan a trip.

Charlie's experience of the Loire Valley, Saumur in particular, seemed like a good idea and an outline plan was hatched. We didn't make the 2023 event but as we completed our entries for Caux Retro 2024, we agreed we would stay another three nights in France.

Hana did a great job in finding suitable accommodation both in Caudebec and Saumur, made our bookings for us and we were all set.

Caux Retro was scheduled for the weekend of 6th and 7th of July. John and Hana had kindly offered us the opportunity to stay overnight at their home in Dover, very handily situated, ten minutes from the ferry terminal. Having driven down to Dover from our home a journey of about 100 miles, in fine weather, we were hoping for more of the same in the morning. We awoke to steady rain. Hoods up, we set off for the ferry.

John and I had agreed that we would both use the 'Waze' app for navigation and had set the options to 'non motorway'. Within ten minutes of emerging from the ferry into pouring rain, we were bouncing along what could best be described as a farm track and started to consider the error of our waze! (Apologies!)

Very soon, both the weather and the roads improved and we enjoyed a coffee and a comfort break at a roadside, village cafe. These little places are easy to find in France and in our experience, tend to be friendly and are consistently good.

Before long, we were exiting the roundabout from the main road (D490) and were approaching Caudebec on a road we have come to know well, winding downhill through dense forest towards the town and the river Seine.

Within seconds of turning on to what we call the promenade, we were greeted by sight of Charlie, waving to us enthusiastically from the pavement. Charlie had preferred to take the Newhaven-Dieppe ferry, closest to home, and had arrived a few minutes earlier.

While the boys chatted casually about NG trivia (is there such a thing?!), Hana and Krysia had more logical thoughts and set off to find the accommodation which we knew was only a couple of minutes away.

'Les Hellebores' is listed as 'furnished apartments' and comfortably exceeded my expectations. Hana's efforts in finding this place had



really paid off as we had three very clean, recently refurbished, comfortable rooms. Our cars enjoyed a similar level of luxury being housed below us in a secure garage, remarkably decorated to resemble a small town square. (You'd have to see it really!) In the morning, with the cars dried out, and fine weather forecast, hoods were stowed for what would prove to be the last time on this tour and we set off, back up the forest road, to the rally itself.



The Retro itself ran broadly to its usual form. On Saturday morning, entrants gathered in the nearby village of Allouville - Bellefosse for registration and a tour of the surrounding area. Sunday, again in the village but cars on display to the public, in the usual way of classic car events. I'm writing this piece like an old hand at the Retro but I must credit Roy with initially encouraging us to do this event, having attended many times before.

We spent three nights in Caudebec and had plenty of time to explore the town, even with our rally commitments.

Evenings were spent dining in the 'Brasserie du Bac' which is situated on the promenade, overlooking the Seine. Over the past few years, we've enjoyed the atmosphere of this place and tend not to look elsewhere to dine. With a combination of my Franglais and the owner's Frenglish the conversation occasionally descends into farce but somehow he always finds us a table, the food is very good and the place buzzes with local folk, a good sign I like to think.

Monday morning and the weather forecast again suggested we could be lucky. We set off behind Charlie, following the river upstream for a couple of miles before climbing up on to the main road to cross the Seine on the dramatic Pont de Brotonne. Over dinner the previous night, we had persuaded the ladies that an appropriate, if not direct, route to Saumur would be via the Le Mans 24 hrs Circuit.

A pleasant drive of about 130 miles found us at the Le Mans circuit. Given that I've had an interest the 24 hour race since the late 1950s, I can't believe I've never actually been here before! To my great, emotional pleasure, Charlie lead the trio down the famous Mulsanne straight as I reeled off to Kryssia, the names of many of the famous drivers who had raced along this tarmac before us. Onwards around Mulsanne corner and on to the corners at Indianapolis and Arnage.



Charlie took a racing line through the curves and naturally I entered the spirit of the thing; co-pilot just murmured, "Very childish."

About 75 miles further on found us at the outskirts of Saumur. Having entered the address of the hotel in to Waze we took the lead and soon found ourselves at 'L'Hotel Le Canter'.

Again, this hotel turned out to be a great find. The rooms were fresh and comfortable, there was private car parking at the back and the manager (owner?), Oliver, was exceptionally helpful and obliging. We asked if he could recommend a restaurant in walking distance and he simply picked up the phone and booked a table on the spot! Great service.

Over the next couple of days we casually explored areas known to Charlie and some recommended enthusiastically by Oliver. The driving was a real pleasure with relatively quiet roads and stunning views of the Loire Valley around every corner.

Just downstream of Saumur we visited the 'Troglodyte Caves' which these days contain everything from homes to museums to restaurants. The caves are carved from the limestone 'cliffs' exposed on the banks of the Loire. We spent a fascinating morning in and out of caves housing a commercial mushroom farm and another with amazing, delicate carvings of famous cathedrals and buildings. Well worth a visit.



The following day took us to Vouvray, to Chateau Moncontour for a tasting of a variety of their wines. It's surprising that an NG TD, packed with two people and their luggage for a week can always find space for six bottles of sparkling wine.

A short drive back down to the bridge at Langeais and back upstream to the fabulous 'Chateau Villandry' and its ultra precise, formal gardens. I can't attempt to describe this place and I recommend you google their website for the whole picture.



We headed back for our last night, to the hotel in Saumur. We went



through the last of several tunnels we'd encountered over the last few days, each echoing to the sound of NG exhausts trying to outdo each other and the co-pilot's inevitable comment, " Very childish."

In the morning, at the first roundabout, we parted company with Charlie who was heading for Dieppe. We took the toll road as the most reliable route back to Calais and arrived at the ferry terminal with an hour to spare. About 330 miles on that last day!

Krysia and I covered a round trip of 1120 miles in the seven days. Great fun, great food, weather and scenery and most importantly, great company; albeit occasionally... "very childish"

With special thanks to Hana for her exhaustive research into suitable accommodation and Charlie's inspired suggestion of Le Mans and the Loire Valley.

Mike Carter.

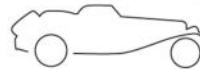
(Hotels: Les Hellebores, 10 Petite Rue St Maur, 76490 Rives-en-Seine, France. +33 6 99 67 50 10

Hotel Le Canter, 1, Place de la Senatorerie, 49400 Saint-Hilaire-Saint Florent, France. +33 2 41 50 37 88)

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A Sunny Day Out

On Sunday I ventured to the Brooklands auto jumble in search of a model of Sir Malcolm Campbell's 1937 water speed record boat K3 following a chance meeting and conversation with Neil Gifillan at the Dogmersfield village fete; by the way Neil is himself the holder of numerous world land speed records, an amazing chap!

To cut a long story short, I did track down an excellent model with real provenance. In case you're wondering why I wanted such a model, and if you weren't wondering I'm going to tell you anyway. It shared the engine with the 1935 land speed record car Bluebird, of which I have a model.

As for the Brooklands day, fantastic, the brilliant sunny day helped. Lots of auto stuff for sale, and a variety of stalls selling great food. The turnout was excellent, almost 500 member cars came along, and as the photos show an eclectic range of cars along with the odd aircraft. With a jazz band playing for most of the day, in all a most enjoyable day.



John





A Day on 'The Hill'

I had the lovely opportunity a few weeks ago to spend a day at Harewood Hillclimb Academy as an introduction to the fast and skilful art of speed hillclimb racing. This was a huge thankyou from a very good friend of mine for doing loads of work on his original Jaguar XK120, he was doing the training day with a few mates and invited me to join them in my NG TC V8.

I do not have any motorsport background and my car was built for touring rather than racing but the thought of letting the V8 really stretch its legs was a very welcome distraction from days spent in the workshop! My co-conspirators on the adventure were all driving classic cars - the aforementioned XK120, an XK150 fixed head, an XK 120 lightweight with an all aluminium body and a Morris Minor with a hot little 1340cc A series and numerous other little tweaks.

As we all live in Norfolk, Harewood is a pretty good drive away. We could have just ploughed our way up to just North of Leeds on the A1 but that is such a dull and uncomfortable four hour slog we thought we would enjoy the cross country route far more, even though it would add about an hour to the trip. We plumped for the Kings Lynn, Boston, Louth, Humber Bridge passage which bought us North of the Humber and then turned West heading for Leeds.

The planning was all looking excellent until we saw the weather forecast!!!! The XK120, XK150 and the Morris all had a roof or hood but sadly my NG has nothing apart from a tonneau cover. The 120 lightweight had already planned to drive up to Stoke on Trent the day before to get some work done and stay with a friend to break up the journey so he had a different agenda. I must have looked at 100 different weather predictions the night before but ultimately, they all looked dreadful so the decision was made to stick the NG on the A frame and tow it up to Harewood rather than suffer five hours of utter torment in the driving rain for what was supposed to be "fun".

The day of the journey 'up North' dawned wet and windy with torrential rain forecast for most of the day, I even covered the seats inside the NG with an extra layer of polythene sheet under the tonneau cover to try and keep them dry but the other drivers thought I was being paranoid! I was so glad of my paranoia when we arrived at the Harewood Arms Hotel as the rain had been relentless and seeped into every crevice that was not protected. The drive was made even more exiting for Mike, the driver of the XK150, as his windscreen wipers packed up just outside Kings Lynn (and he was the lead car as he knew the way!) and then the wiper motor overheated on the XK120 just as we crossed the Humber bridge and gave up the ghost. Can you imagine driving across the M62 at 50 mph with no wipers in a downpour with only RainEX on you screen to try and disperse the water!



Some six hours later we arrived at the delightful Harewood Arms Hotel, knackered, wet and VERY ready for a beer. All the cars had got here with only a few small worrying moments enhancing the sense of adventure but all talk was of the following day and what was going to be offered at the Academy day.



About 6.0 PM the XK120 lightweight arrived to join us after his relatively short journey from Stoke on Trent and on his dripping entrance to the bar (where we were all snug and two pints in) announced in his droll Glaswegian tone that "it's a bit damp out there" as the rain drained from the sleeves of his flying jacket!

Two of our intrepid party had enjoyed the Academy day the year before but I was a complete newcomer so when the new day dawned I was full of excitement and nervous energy wondering what was to come. Fortunately the weather had decided that we had had enough "hell and fury" so even though it was overcast we had a fair prospect of a decent day with a dry track and even dryer underwear!

The trip to the venue was less than five minutes, with very clear signage off the road and lots of helpful staff to get all the cars in the right place so was very confidence inspiring. When you see a confident, slick and professional operation at work it almost seems like nobody is bothered, but the reality is quite the opposite, everyone was so welcoming and relaxed that any previous nerves were instantly dispelled and we were pointed at the signing on office with no drama and we very quickly settled in to a coffee and a chat with other like minded individuals.

The driving experience started with a classroom briefing from Jamie ??? the lead instructor for the day and was followed by walking the course in our separate groups, this is where the 'Hill' in Hillclimbing started to make sense! Harewood is one of the longest and most complex speed hillclimb course in the country and some of the climbing turns took on a completely different aspect when you approached them on foot, the narrow roadway, tight turn and steeply elevating surface really make you pay attention. This was obviously not going to be any old 'walk in park' but a proper exercise in precision and attention to try to achieve any kind of decent performance.



As soon as we had finished the course-walk we were ushered straight to our cars and made ready for our first trip up the hill, made even more unusual as the first part of the course is downhill!

The instructor assigned to your group accompanies you for the first run to give you plenty of advice and help to achieve the correct lines and braking points. All the words seem to evaporate as you are given the freedom to really enjoy your cars performance in a safe environment for the first time outside of the public road environment. It became fairly apparent that we would need to get past the 'kid in a candy store' mentality before we could actually start using the advice given in the briefing to make the most of the track and its intricacies. After the first accompanied run we managed to get another four runs up the hill before lunch, each one slowly building on the last with the instructors' words slowly beginning to make sense as you realise why 'slow in- fast out' actually works and how controlling the enthusiasm is equally as important as controlling the car!!



An excellent buffet lunch whilst viewing some preview videos of our cars making surprisingly pedestrian progress up the hill was enough to spur us all on to do better after the break. The afternoon session was similar to the morning with the benefit of another accompanied run with the instructor to gauge your level of improvement during the course of the previous runs, the accurate feedback from which was both informative and enlightening. We managed to squeeze in another five runs during the afternoon session by which time we were all agreed that "time on track" was certainly not lacking and all of our performances had improved tremendously.

Proceedings were bought to a close about 4.0 pm and we attended a debrief/ award ceremony where the most improved and fastest cars were awarded prizes and certificates (we were never going to bother



these categories so were very happy to applaud the recipients) and after some tea and cake we made the short journey back to the Hotel.

And how did the NG do?? Well, I am happy to report that it certainly did not embarrass itself in some fairly prestigious company and handled very well, the V8 soundtrack adding a special something to the proceedings. Being able to enjoy the sublime torque of the V8- especially when the secondary chokes of the four-barrel carb chimed in - was a pure joy, and one which is very difficult to repeat on public roads

As an experience day I could not fault a single aspect of the entire event, the staff / marshals and organisers were all superb, making us feel welcome and relaxed whilst encouraging us to make the most of the facility. The overwhelming feeling from our little group was one of complete satisfaction for a very enjoyable event that was well organised, efficiently run and great fun - to the point where we all want to do it again next year!



Just to provide some balance to this story - No, I am not connected to Harewood in any context, No, I was not paid to write this and Yes, I would happily pay to do this again!

If you are looking for exciting and different things to do with you NG I would heartily recommend the Harewood Hillclimb Academy experience, all you need is a car with an MOT and a crash helmet - that's about as accessible as motorsport experiences get.

Chris Hollier



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

TF For Sale £6995

NGTF, Green

Donor was a 1973 MGBGT. Registered as an NGTF since 1999. Tax and MOT exempt, ULEZ exempt, 1.8 MG Engine, 4 speed with overdrive, starts first time, drives perfectly.

Her appearance is need of a little TLC.

Just had electronic ignition, new spark plugs and leads, and gold coil fitted. Viewings welcome.

Located: Westminster, London.

Peter Mullin - 07786765609.





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



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**

Parts for Sale

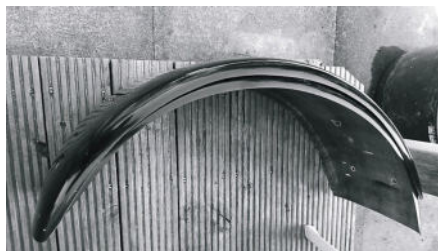
Wide type front cycle wings. Trial fitted only. To suit 235 x 17 tyres. Never used, in as new condition.

Located TS15.

£85 + postage

Happy to post to anywhere globally.
Paul Paton

07919 876926





For sale

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

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

Further pics available, collection from Oxford.

Bernadette pvbennett@gmail.com



Remaining NG Parts Stock; A message from Richard Langford:

Hi All

I purchased from Mark Sadler the NG bits he had left (he had a TC carpet set I wanted).

I had been purchasing bits from Mark as they appeared to swap on my TC and TF. Mark has been very helpful.

Message or email me (richard.langford2000@gmail.com) for bits and pieces. I have a list that I try and post. I will try to keep the prices the same as Mark's (as they were sensible). Primarily I want to break even. A teenager from few houses down is keen to post/wrap so that will be an additional cost.

My aim is to slowly list the parts on ebay - for long term visibility as well as on the Facebook group page.

I also have the patterns and templates for the hoods and interiors - and will try and find a way to make electronic versions. They can be borrowed.

Richard



I know that the summer's come at last but thinking ahead.....

NGOC
Christmas Meal
8th December 2024
BEST WESTERN
REIGATE MANOR HOTEL

Best Western Reigate Manor Hotel is on the A217 only 1 mile from junction 8 on the M25. The address is Reigate Hill, Reigate RH2 9PF.
01737240125

Meet in Main Bar from 11:30 am
Lunch in The Conservatory at 1pm

Menu is enclosed and I would ask you to forward me your menu selection and make payment by cheque made payable to NG Owners Club or via BACS sort code 40-24-22 Account No. 41034065 NG Owners Club and please use your surname as a reference.

Member or Members Guest	£35.00 each
Non Members (subject to availability after Members)	£38.00 each

Regards
Sue Boulton
5 College Gardens
New Malden
KT3 6NT

rayboulton744@btinternet.com
02089491065



And the Menu...

REIGATE MANOR

SURREY

**NG OWNERS CLUB
CHRISTMAS MEAL
SUNDAY 8TH DECEMBER 2024
1pm**

Starters

Roasted root vegetable soup, herb croutons
Confit chicken, ham and cranberry terrine, mixed leaves, fruit chutney, soda bread
Smoked salmon & cream cheese roulade, mixed leaves, lemon dressing, croutons

Mains

Turkey paupiette with all the trimmings, roast gravy
Baked red snapper fillet, tomato and red pepper sauce
Garlic and herb roasted pork chop, roast gravy
Winter vegetable and cream cheese Wellington ve

All main courses served with roast potatoes and winter vegetables

Desserts

Christmas pudding, brandy sauce
Mince pie cheesecake, brandy cream
Milk chocolate sponge, winterberries compote

Coffee and mini mince pies

When sending your menu selections please advise meal selection against each person as this helps me, and also the hotel, for place cards with the menu for each guest. Also advise of any dietary requirements



Obituary for Paul Dales

26th October 1935 - 8th July 2024

It was a very touching tribute to Paul that "Gussie" his beloved red TA, followed his hearse into the crematorium with his faithful flat cap upon the bonnet.

Personally, I've known Paul for many years since he first acquired his TA back when I owned mine. Over the years we've had numerous conversations about cars and engineering in general, it was obvious that Paul had an eye for quality and knew what he liked.

Every year Pauls car would have a new addition or improvement that enhanced his already lovely car.

Paul by trade was an engineer, he started his working life as an apprentice at Austin and after being conscripted during the war which he spent with the R.E.M.E., he went on to become a tooling designer.

Paul was a devoted family man and with his beloved wife Gill he had two daughters Emma and Samantha, he loved nothing more than spending time with them and their families. Aside from family Paul loved working on his beautiful garden and driving his car. He was a regular at Shelsey Walsh hill climb and was also a member of M.A.C. as well as the NG owners club.

Paul even at 87 still attended the national rally in Stratford usually with his good friend Martin (also a previous TA owner) and always enjoyed chatting with other members about their cars.

Paul will be sadly missed but his bright red TA "Gussie" will keep his memory alive! Rest in peace my friend.

Ed Powell



Club Products & Regalia



The following are the current lines :

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

Logos are in contrasting Silver or Black

- all available from Mark Staley

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

*p&p contact me for the charges

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

Front	Cover Photos	Rear
The Rally ground overview	John Watson's TC on Islay	
	NGs at Vouvray on the Loire	
More from the Rally	NGs at the Rally	

