

# CHANGI **NG** EAR

January 2022  
Happy New Year



NGs as far as the eye can see

Heyford Leys camping park  
2009

The NG owners club magazine

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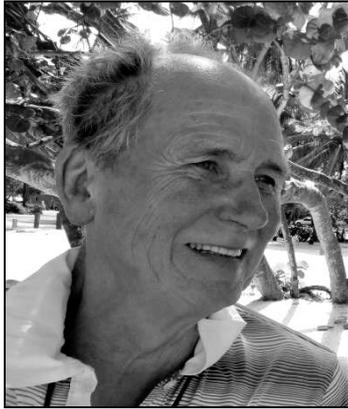
Front and rear cover

National rally Heyford Leys  
Camping park 2009

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## CHAIRMAN'S LETTER



I hope you and your families enjoyed the festivities over the Christmas/New Year break and wish you a very happy and healthy 2022.

It's a beautiful sunny day and I am sitting here feeling very optimistic that the year ahead is going to be very good, anyway that's what I keep telling Barbara. The restrictions on our lives appear to be diminishing so hopefully we will be able to have a great year NG'ing. John W has put together a provisional programme which includes

some interesting and exciting new events, and a National Rally that will take on a new look this year, so watch out for more information. The success of all these events depends on your support, so please make sure that you make a note of the dates in your diaries early. I really look forward to meeting up with you again.

The activity in the club has been very spasmodic over the last 2 years but has been amazingly good in-between times. I would like to thank all those members who gave their time and effort to organise or support the events that we did manage to hold, especially the "Non-National Rally". In particular special thanks go to John Watson, Teresa Goodbun, Bob Morrison, Jeff Yardley, Mike Peel, and Jeremy Evans for keeping the wheels oiled and the club ticking over. I am also very pleased to welcome Dave Woolgar as the club's Technical Liaison guru. Those of you that know him will appreciate his depth of knowledge and practical skills when it comes to anything NG and mechanical. So please ask for his help or thoughts on the various issues and problems you encounter. Many of you will probably have seen his knowledge put to good use in the NG Facebook Group.

I mentioned in the last issue that I was planning to visit a member in Germany who now owns the very first NG I built, well despite the reams of documents and certificates that were necessary to travel across Europe, we did it...!! Story on page 23

John Hoyle



## Events Secretary's Notes

2021... What a year it evolved into! We all have been touched by its effects, some have been interesting and progressive, others less so, and for a few of us, it would have been better had the year never happened at all. We've witnessed at the beginning of the year the three successful Mars landings, the Hope orbiter, the Tianwen-1 and finally the Perseverance rover and helicopter. Also the world experienced the extreme weather hits, not just beating but smashing previous records. Through all of this we continued to live in the shadow of the Covid pandemic and its effects! However, there were good NG motoring memories from last year, the many Sunday breakfast events, the successful 'non' Rally, the Stoneleigh Kit Car show, and of course for those that could make it, the Christmas lunch.



We're now in a New Year in which I wish you all good health and plenty of opportunities to take our four wheeled loved ones out.

My job role is to identify (with your assistance) the many opportunities we might have to meet each other and fellow car enthusiasts during 2022. To this end listed on page 7 is the Club's diary of proposed events. The caveat, always, is to check out the event before firming up your plans. But here's hoping a good NG year ahead of us. With the opening up of the UK at least there are many events coming on stream. Please in particular look at April 24. The day presents several opportunities to drive out, and whatever you decide to do, why not embellish the day with a Drive It Day plaque. It helps fund ChildLine.

The efforts of the many Club members under the FBHVC banner raised £40,000 in 2021 which was enough to fund a "One Unforgettable Day", it funded ChildLine nationally for a whole day. A child contacts Childline every 25 seconds! So get on line and buy your plaque NOW.

We have also confirmed the NG National Rally once more at the Riverside Caravan Park (Stratford upon Avon), please read Mr. Hoyle's bullet points on the new style of the event, to be found on page 9. New this year is the possible Club presence at the Donnington Historics at the end of April. More on this will be made available on Facebook and our website over the coming weeks.

Several members have requested information on local Sunday morning classic car meets. Accordingly, I hope to include a Sunday Breakfast Page commencing again from the Spring issue, but I need you to forward me any known gatherings in your area for this page to become meaningful.

Happy NGing



## EDITORIAL

I don't think have ever known it so quiet especially in the run up to Christmas. I must confess that I haven't been out and about very much but when I have ventured out there is a noticeable lack of folk. There is nobody on the buses going by and the only exception seems to be the dog walkers of which there is an ever increasing number. All I can say is roll on summer and some warmer weather and then I can take the SORN of the NG and give it good blast up the road.



I am really looking forward to next years annual rally and to meeting up with you all once again. Plans are already taking shape but more of that nearer the time.

So where are you all? What have you been doing?

Not a lot judging by the lack of articles to fill the magazine. I'm afraid this will be a very slim edition. This dreaded virus certainly puts a damper on things. Personally I feel quite sorry for poor old Boris. Who would want his job at this moment in time? Trying to keep us all safe must be an absolute nightmare.

Hopefully you are all keeping well and I wish you all the very best for a happy and healthy 2022.



# Treasurer's Report

## NG OWNERS CLUB

### Treasurer's report for year ending 31 December 2021

Opening balance            8337.04

#### INCOME

#### EXPENDITURE

Subscriptions	3501.27	Stationery	6.00
Club Product Sales	492.00	Printing	612.78
Advertising	230.00	Postage	240.54
Refund from Pitstop Marquees	401.86	Club products— Regalia	833.96
		Public liability	298.00
		Misc. expenses	355.35
		Bank charges	8.00
		Closing bank balance	10607.54
	12962.17		12962.17



## *New Members - Welcome*

We are always pleased to welcome new members.  
Membership Fee : £15 per year (reduced if you join mid-year).  
Membership includes quarterly issues of ChangiNGear and some Insurance Companies offer reduced rates for NGs. Most of all you will be joining one of the most friendly car clubs around !  
Contact Bob Morrison, Membership Secretary — details inside front cover

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

**Richard Marfell, 1692, Swindon**  
**David Parlett, 1693, Nuneaton**  
**Robert Ingram, 1694, Ruislip**  
**John Sheperd, 1695, Dover**  
**Anthony Smith, 1696, Lytham**

**Anthony is also looking for a car he built Years ago YUB755J. Anybody know the whereabouts. I can pass the details on Jeff.**

ChangiNGear welcomes these new Members and hopes that they will get out and about in their NGs and meet many others NGers.

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

- Thank you and Welcome :Jeff



# 2022 NG Events Calendar

**BEFORE COMMITTING Check with Organisers!**

24- Apr	Spring Classic Breakfast Brooklands	John D Watson
24-Apr	Bicester Heritage Scramble	Ticket only
24-Apr	Corinium Run ( Cirencester car club )	See website
24-Apr	National Drive it Day	Everyone
30 Apr-1May	*Donington Historic Festival	Chris Currie ??
8-May	Wallingford Vehicle Rally	TBC
22-May	Jorvic Car Rally	Steve Tyler
May ^TBC	** Stoneleigh/Newark kit car show	John D Watson
29-May	London to Brighton Kit and Sports car	Ticket Only
4/5 June	***Floral Fringe Fair (near Horsham)	See website
11-12 June	Le Mans 24 hour	Charlie Killick
<b>24-26 June</b>	<b>NG National Rally</b>	<b>John D Watson</b>
2/3 July	Caux Retro ( France )	John Coker
16-Julj	Dogmersfield Fete	TBC
TBC	MG Basingstoke Doughnut Run	See website
12/14 Aug	Old Timers Grand Prix Nurburgring	
21-Aug	GVE ManorParkClassic Vehicle Show	
11-13 Nov	Classic Motor Show NEC	

\*We as a club, have the opportunity to display some of our cars for FREE  
Please keep an eye on Facebook and our Website

\*\* We are yet to have it confirmed as to whether or not the show will  
take place at Stoneleigh

\*\*\* A venue that had been recommended to us pre pandemic . Needs verifying



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

*Or have an entertaining Story to Tell ??*

*Please send a few words and pictures for ChangiNGear*

***Contributions for the next issue by***

***1st April 2022 please***

***to [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com)***

# **New Look National Rally**

## **Riverside, Stratford**

- Date for your Diary 24-26 June 2022
- New rally field adjacent to the clubhouse and river
- Social events on the Friday and Saturday evenings with food provided by Riverside
- Tea , coffee, and cakes available all weekend
- Planned local run
- Friendly social event—families included
- Camping, snugs, caravans and lodges available on site

**Watch this space for further details**  
**And look out for your booking form**  
**In the next magazine**

### **Drive It Day 2022 in Support of Childline**

The Federation is delighted to confirm that Drive It Day/Ride it Day will be on 24 April 2022, and once again be in support of Childline. Following the success of DID 2021 in comfortably exceeding the £30,000 necessary to fund Childline for 'One Unforgettable Day' FBHVC hope they, and you, can do even better in 2022! We have formally registered 'Ride It Day' with the Intellectual Property Office so motorcycle enthusiasts can now participate using motorcycle sized RID plates. Buy your Childline plates now at <https://www.driveitday.co.uk>

### **Keeping it Green - Carbon Balancing the Historic Vehicle Community**

In addition to speaking at Club Expo, Tom Worthington from Tree-V discusses how historic vehicle enthusiasts can balance their love of historic vehicles with the love of being kind to our planet. Working with Tree-V, the FBHVC has put together a simple to use, but highly effective way for any historic vehicle owners to carbon capture their emissions. Launched on 15 December why not find out more about how you can contribute to this exciting new opportunity. Please visit <https://trees.fbhvc.co.uk>



*You can find us at*

***<https://www.facebook.com/groups/NG.Owners/>***

*This is a 'closed' Group, but it is easy to join  
Jeremy Evans, the Group Mediator , will be happy  
to sign you up*

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

**Who will be the 2021 Winner ?**

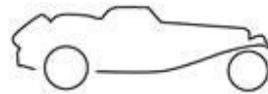
**There's Nothing like a Good Story !!  
So where are they All ??**

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

Ian Clark will judge the entries prior to the next Annual Rally  
*Entries by email please to [ChangiNGear at ngoceditor@gmail.com](mailto:ChangiNGear@ngoceditor@gmail.com)*

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Any body fancy a walk?



Headcorn aerodrome 12th September 2021







# *Christmas lunch 2021*





### ***Past 'N' Curious – Travels in my TA***

Love it or loathe it, Facebook is a useful tool for keeping in touch with others and events as witnessed by our own NG page, shepherded by our own Jeremy Evans. The other day a notification suggestion came up for a car meeting hosted by Past 'N' Curious which interested me enough to look at their page and to go along to the meeting.

According to their profile Past 'N' Curious is a classic car owners group based on the Sussex South Coast area up to South London. Covering and including pre-1990, s vehicles. "Community not competition" is their moto, which I completely concur with.

The venue for the meeting was at The Yew Tree Inn at Chivington in East Sussex, which is just to the west of the A22 near Hailsham. I mention this as it appears to be a piece of road that our Events Co-ordinators seems particularly familiar with! It was a Saturday, so our daughter, Ricia was able to come along with me which was wonderful. I should add that the last time Ricia rode with me in the TA was during the mid-90's and she used to fall asleep across the door on the way back from the Guildford Cruise. But she loved doing things with her dad in the car when young.

There was a warm welcome and The Yew Tree proved an excellent venue with a large mown field at the rear with an out-side marquee type bar where you could order food and drink, so I think they cater for lots of events on this field. The attendance was very inclusive, with straight classics of all types, modified classics, Americana of all sorts, Hot Rods and Kit Cars. I even caught up with a couple of people that I have not seen for years including Tim Horsforth who built the first Hot Rod to pass the IVA test six years ago, a really beautiful 1934 Ford Coupe from the old Chris Boyle moulds which I believe are now in the hands of Pro-Laminates. Chris Boyle was also the originator of the Porsche replica that became the Chesil Speedster currently with Westfield it would seem.

If you are in the South East, I can highly recommend checking out the Past 'N' Curious Facebook page and going along to an event or two, you will have a warm, well organised welcome!

Dave Woolgar

## A return to ~ Scotland

With the relaxation of the Covid restrictions the time seemed right for venturing further afield in the Little White Dot.

I had been keeping a look out on the forecast and decided to head north after the Stoneleigh gathering as the weather looked promising for the week ahead. After an enjoyable weekend, with a good turnout of NGs and NGers over the two days, I set out on the Sunday afternoon on an unexciting drive up the M69, M1, M18 and A1 to an overnight stop at the Skeeby Travel Lodge, just south of Scotch Corner, ready to head off onto more interesting roads the following morning.

Monday morning dawned to mist and drizzle but better weather was promised. After a good breakfast I set off on a cross country route via Barnard's Castle and Stanhope on lovely open moorland roads to Hexham, to call in to see a cousin. After a nice catch up and some refreshment I continued onto the A68, over Hadrian's Wall and on along the edge of Redesdale Forest before passing over into Scotland at Carter's Bar and dropping down into the Borders, through Jedburgh, Lauder and onward to Edinburgh. This section of the A68



introduced me to a new feature of Scottish motoring, brought in since my last visit almost exactly two years previously; the 20 mile an hour limit. Entering almost every community through which a road passes one is now greeted by a 40-limit sign rapidly followed by a 20-limit through the centre, then a further stretch of 40 before uninterrupted progress may resume. This was something I encountered throughout the rest of my travels.

I skirted round Edinburgh on the by-pass, by now under sunny skies, onward over Forth on the magnificent Queensferry Crossing, up to Perth and on to my final destination at Blairgowrie where I was to stay for the rest of my trip with another cousin, passing the extraordinary Meikleour hedge on my way. The hedge was looking very good having been trimmed last year for the first time in 20 odd years, a formidable undertaking as it is 500+ yards long and nearly 100 feet high!



Blairgowrie sits at the southern edge of the Grampians and is a great base for day trips into the Cairngorms, the Highlands and the East coast.

On Tuesday, after checking the forecast, I decided to head to the west for my first excursion, a circular route to take in Glen Coe.

I set off across to Pitlochry over open moorland roads to join the A9 and head up to Dalwhinnie where I turned west heading for Spean Bridge, passing alongside Loch Laggan with glimpses through the trees to Ardverikie House on



the far shore, where they filmed Monarch of the Glen. At Spean Bridge I turned south to Fort William with a detour iPassing through Fort William I continued towards North Ballachulish, turning off just before the bridge to skirt around Loch Leven for lunch at Kinlochleven at the head of the loch then onward to Glen Coe and more great roads and spectacular scenery.

Passing through Clen Coe and over Rannoch Moor I took a detour through Glen Orchy to visit a smokery at Inverawe before returning via Tyndrum, Crianlarich, Killin, along the northern side of Loch Tay, to Aberfeldy, Dunkeld and back to Blairgowrie after a most enjoyable drive through magnificent scenery on largely traffic free roads.

Wednesday dawned sunny with blue skies so I headed off to revisit more “Great Wee Roads” as Iain Banks calls them in his fine book *Raw Spirit*. I followed B roads over towards Crief then north up through Sma’ Glen to Amulree, turning left onto the wonderful road through Glen Quaich. Twelve miles of single-track road up and over open moorland with steep hills, hairpin bends and superb views to Loch Tay and the mountains beyond, traversed without meeting a single other car until I dropped down into Kenmore at the eastern end of Loch Tay



Only a short excursion today as I needed to return to Perth to collect one of my cousins from the station for a lunchtime rendezvous at Dunkeld at pub on the banks of the Tay.

Thursday had promised sunshine but I awoke to thick fog. Hoping that the forecast would be correct, I set off into the murk heading north towards Glenshee. After some miles of driving enveloped by the fog it suddenly lifted for my ascent to the ski centre at the top of Gleann Beag, at 2180ft (665m) the highest road in the UK,

Sadly as I crested the summit and started my descent I dropped back into the fog until I reached Braemar by which time the sun had started to burn it off. Thereafter the day got ever brighter until I was driving in brilliant sunshine under cloudless blue skies



My plan to take the roller-coaster road from Corgarff to Tomintoul was thwarted by a road closure for bridge repairs necessitating a lengthy diversion however on the plus side this introduced me to more great roads and, alerted by people with binoculars trained on the sky overhead, the sight of a golden eagle high above me on the road through Glen Rinnes

Seeking somewhere nice for lunch I passed through Speybridge and stopped at a promising looking pub at Nethy Bridge, seemingly the sole motorist in a garden full of cyclists. After a very good lunch I continued my journey on quiet B roads joining the A9 at Ruthven Barracks for a few miles until I could turn off in Glen Garry onto a tiny unclassified road via Trinafour to Tummel Bridge, a route that I hadn't travelled for many years but knew to be another Great Wee Road.



Friday, my final day for excursions, could only be described as dreich nevertheless, hood down and hoping for an improvement, I set off for Arbroath to collect some smokies, excellent and almost impossible to find at home. Arbroath has an attractive harbour with smokeries scattered around in the surrounding lanes, several of which I've been to on previous visits. The weather improved as the day wore on, the drizzle stopped and the murkiness cleared although the skies remained grey and having picked up



smokies to take back home. I paused to look at the dredging of the harbour then continued on to explore some of the many little former fishing villages scattered along the east coast before turning inland on a meandering route back to Blairgowrie. I had worked out my trip back south to include a favourite road from Edinburgh to Moffat, a glorious route through the Tweed Valley with open sweeping bends and little traffic. I'd intended to take this route on the way back after the NG Scottish tour in 2019 but been thwarted by road closure due to resurfacing so was dismayed to find my route barred in exactly the same place this year, closed due to a cycling event! Cursing my luck I continued on the lengthy diversion, not a bad road in itself but nowhere near a compensation. I noticed a motorbike holding station behind me, overtaking when I did, slowing through the villages as I did and giving it full beans when I did. Only after twenty odd miles did he roar past with a thumbs up and a wave. After a short detour to refuel at Moffat I joined the M74 and onward to the M6 heading for my mid-journey stop at the British Commercial Vehicle Museum at Leyland in Lancashire (not Lanarkshire as JW had it when compiling the 40 museums list!). The museum has a great collection charting the history of the British Commercial Vehicle manufacturing industry, from the pre-mechanical age, to steam, internal combustion and looking ahead to the electric or hybrid future. Enthusiastic and knowledgeable volunteers are ready to point out interesting features and historical details of vehicles on display I can recommend a visit either as a destination in itself or to break a journey.



I can recommend a visit either as a destination in itself or to break a journey.

After an enjoyable visit, and a bite to eat at their excellent café, I re-joined the M6 and continued my journey via M42, M40 and M25 arriving home just before 7pm having covered 500 odd miles in the day and 2000+ for the whole trip, including my visit to Stoneleigh en-route. A thoroughly enjoyable 10 days of trouble free open motoring in my NG.

Charlie Killick

*Been anywhere or done anything 'newsy' in your NG ??  
Or have an entertaining Story to Tell ??  
Please send a few words and pictures for ChangiNGear*

***Contributions for the next issue by 1st April to  
ngoceditor@gmail.com  
Thank You***

## **My first NG – John Hoyle**

Back in the mid-eighties my friend Mick Clarke, who I used to navigate for on various rally's, was building a GT40 replica which I took great interest in, so much so that he introduced me to the Stoneleigh kit Car show. He dragged me around for a whole day at the end of which he insisted I made a decision there and then as to which kit I wanted to build, needless to say, I did not have the faintest idea. In the eighties the kit car industry was at its peak and there were many halls heaving with manufacturers promoting their wares, most of which didn't look good and certainly were not that well engineered. I spent several months evaluating what I really wanted to do and finally decided that a traditional style roadster was my preference. The choice was from 4-5 manufacturers at the time, popular names such as Marlin, JBA, Merlin, and NG; I very quickly narrowed the choice down to the NG, based on looks, engineering, quality of kit, and the fact that one donor vehicle, which was a sports car, provided 90% of the essential parts. A visit to Nick Green's facility to examine the demo cars and kits, followed by a run in his TF enabled me to make the final decision to build a 4 cylinder TF. Like many before, and after, my eyes were originally focused on a TC V8, but common sense ruled. I purchased a chassis and body kit from Nick plus the GRP headlight bowls, everything else I either sourced independently or made myself, the build is another story. It took 18 months of evenings and weekends, thinking and planning I did on my drives to and from work, an hour each way from Epsom to Ashford (in Kent). The spin off from that enabled me to stop thinking about work. I had a fairly stressful job as engineering manager of a large cosmetics and toiletries manufacturing operation. I think nowadays it's called getting your "work/life balance" sorted. So, NG TF - UWO 901H was born, originally a very rusty 1970 MGB GT sourced in Wales provided the essential donor parts. Thankfully there was no SVA/IVA around in those days as my car had many little sticky out bits..!! Many happy hours and miles were spent over the next few years driving my TF.

The saying goes, that I enjoyed it so much that in 1993 I bought the company and UWO became my first demonstrator. When SVA came along my first NG had to go to make way for a new compliant model, a sad day, not knowing if I would see it again. However, some 20 years later Bob Morrison called and said he thought my old TF had turned up in Germany, and it's owner had just joined the club. I immediately made contact with Hubert Regensheit, who lives in Uberlingen on Lake Constance. He was so enthusiastic about the car that I sent him various info that I still had, and we both agreed that we should get together sometime when making one of our regular visits to family in Stuttgart. That happened last November, Barbara and I were very warmly greeted by Hubert and his family and friends at a beautiful hotel on the shores of Lake Constance where we were treated to lunch. The weather was rather damp and cold, so there was no TF sitting outside, but Hubert invited us back to his house and opened up his garage, sitting inside was UWO, having just met a new friend I was now re-acquainted with an old one, a very emotional moment..!! A quick look over reminded me of the pleasure I had had building her, she was then fired up and I was privileged to drive her along the shores of Lake Constance and through Uberlingen – an amazing experience, it felt so good. Whilst there Hubert insisted that I signed the car, and for this purpose he had bought a special paint pen, so I just had to do it. **That was a very special day.** I asked Hubert if he would like to pen a few words for ChanginGear, very soon after I received this email:

Dear NGer. A warm hello from the deep south of Germany. On 1.11.2021 Barbara and John were our guests. John wanted to visit us in 2020, but Corona didn't allow it. It was a great pleasure for me how John was happy to see his first NG again. Although it was fresh, we 2 drove a lap of honour through Überlingen. On this occasion, John asked me to write a few lines. Anke and I are in our mid-fifties, married since 1987 and have 2 children. Daniel and Sonia. Sonia lives in Switzerland and Daniel still lives with us. Alexander, the neighbor's son and a true friend, is a master locksmith as well as a mechanic, as one could not wish for better. Alexander and his father are also classic car enthusiasts with a Rolls Royce 20/25 Salon, an Opel P 4, 2 Mercedes Benz ponton and numerous vintage motorcycles. You see, we have a classic car nest. It started with Anke and me with a VW Beetle 1302 LS Cabrio Automatic, which unfortunately was destroyed by a restorer after a year of joyful driving. In 2009 we bought a Mini Cooper 1.3 SPI (DTM racing exhaust, open air filter and lowered in Racing Green). In 2015, he left us in the eternal Cooper hunting grounds that could no longer be repaired. By chance I discovered the NG/TF on the Internet at "Classic Mile Memmingen" for 12,000 €. It had H-approval, which has not been available since 2012 with new registration for this vehicle in Germany. What luck. Only with time did I realize which pearl we had bought. In the "Classic Car Year Book 1997" by John Stanley, our TF with 8 pages is described in great detail as "Coming of Age" "Seeking reassurance in the Kit Market". The area around Lake Constance is perfect for the NG. We go to Switzerland, Austria or even France day trips to visit wineries, farm shops, restaurants. The selection with us is huge, and the tours are very picturesque. If any of you are taking it to our area, you are cordially invited to visit us ([www.gassenpfleger.de](http://www.gassenpfleger.de)) Finally, we wish you all from the bottom of our hearts a contemplative Advent season, a Merry Christmas, a lot of health and a lot of anticipation for the next NG season. Anke, Sonia, Daniel und Hubert

We don't normally know what happens to our labours of love once they are sold, but we hope they are looked after and enjoyed. This is a story with a very happy ending that should see UWO out on the road for many more years — just carry on enjoying and having fun



## For sale



**I am reluctantly selling my NG TC.** I am open to sensible (realistic) offers. It has a 3.9 V8 with electronic ignition and high output coil. Electric fuel pump. Independent suspension all round with Sierra cosworth LSD.

Replacement rebuilt gearbox 2 years ago.

Has proved to be very reliable for the 6 years I have owned it and is driven regularly.

I recently had a new set of Toyo Proxies fitted to the refurbished Image wheels.

A heavy duty battery has been fitted into the engine bay.

Bodywork/paint is in reasonable condition but usual stone chips from being used.

A lot of build history comes with the car. Tax and MOT exempt but happy to mot it prior to purchase if required.

Please contact Andie on 07816 974928. The car is located in Redruth Cornwall.

# WANTED

**NG-TA Wanted:**

Wanted an abandoned Nick Green MGB based NG TA. I have recently bought an abandoned TA with lots of bits missing and it seems logical to find another similar car to help replace the missing parts and provide future spare parts. Anything considered but it must be a Nick Green car and not one of the later re-badged models. Price negotiable according to condition and pedigree.

**Alan 01733 576 554 or 07932 655  
345 [alan.myland@btinternet.com](mailto:alan.myland@btinternet.com)**

**Wanted an abandoned or no longer loved Marina based Pastiche NG TC.** Condition is relatively unimportant as I like restoring things and plan to do a full restoration. Engine and gearbox condition also unimportant as I have a low mileage MGB engine/gearbox assembly waiting in the wings. The only important thing is that it must be correctly registered in the V5C as a NG. Price negotiable depending on condition. Please contact Trevor Browning on 01733 577 921

**Looking for a NG....any model.....but needs to be correctly registered and MG based, will consider most things.....Looking for a project for my son and I.... Many Thanks Dave** [parlettd@yahoo.co.uk](mailto:parlettd@yahoo.co.uk)

## Club Products & Regalia



The following are the current lines :

<b>Sweatshirt L, XL</b> (temporarily No Stock)	
<b>Polo Shirt S, M, L, XL</b>	<b>£12.00</b>
<b>T-Shirts M, L, XL</b>	<b>£9.00</b>
<b>Baseball Cap (Navy, Grey)</b>	<b>£9.00</b>
<b>Beanie (navy)</b>	<b>£8</b>
<b>NG Car Badges (unpainted)</b> (temporarily No Stock)	<b>£20.00</b>
<b>Brollies (last few)</b>	<b>£22.00</b> (only at The Rally)
<b>Fleeces S, M,L, XL</b> Logos are in contrasting Silver or Black	

**All items are now postage free**

*all available from Mark Staley*

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

Tel: 01332 601654 or 07711 124153 Email: [staley.mark@virginmedia.com](mailto:staley.mark@virginmedia.com)

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

