



Northumbrian

January 2015

Happy New Year



Dave Stokoe refuses to look at anything that isn't an MG!

www.mgnorthumbria.org

Chairman's Chat

I've just looked back at January 2014 to see if I could be lazy and re-use it. Would you have noticed? Maybe.

So firstly thank you to Eileen & Joan for organising this year's Christmas meal at the New Kent Hotel. This was a very nice night out with a good meal and plenty of dancing to work off the extra calories.

At the December committee we discussed the results of the survey, a summary will be elsewhere in the newsletter and the full info will be put on the website, so thanks to all who responded and to Peter Hyde for organising it. In putting the 2015 events together we have agreed to make some changes with some new events and spreading the variety of types of run throughout the year.

While we were meeting we were given a few old papers found in the Backworth archives. Some were just asking to change some meeting dates but two were quite significant and add to our known history of the club which has been updated on the website. Visit the website to see the agreement.

In April 1996 Brian Smith, a member of this club, was asked to write to Backworth Welfare where he was also a member to discuss the possibility of us meeting there. He received a positive response from the Welfare Chairman with the suggestion that we provide a car park steward to prevent vandalism. He didn't make clear where the threat came from, golfers, bowlers or villagers!

Following a committee meeting it was agreed to move and the first meeting was held at Backworth on 3/7/96. Social membership was £4 and it was agreed members would park at their own risk.

And finally....

Is there anyone who would be willing to take over the quartermaster role looking after the stores held at Corbridge? If you want to know more please get in touch.

We are also looking for someone to takeover running the Pride of Ownership awards. If you want to know more contact Dave Stokoe.

Best wishes for 2015

Tim Cook

chairman@mgnorthumbria.org

Can you help?

My MGTF135 had had advisories on the front suspension bushes for a couple of years. I think it will need new ones this spring. I thought of polybushes but it has been suggested that even the blue ones might be too harsh.

Has anyone experience of polybushes on a TF road car, please?

Bob Heslop

2015 and other years ending in 5

- 1895 - Lanchester produce the first British car to run on pneumatic tyres - The Autocar launched - 1st indoor motor show in Agricultural Hall, London
- 1905 - 1st General Meeting of the Automobile Assoc - Austin Motor Co registered
- 1915 - 33% import duty applied to cars
- 1925 - Old Number One, possibly the first MG, registered - Ford produce its 250000th vehicle a Model T in Trafford Park
- 1935 - 1st broken white line introduced on A30/A38 in Devon - Belisha Beacon crossings created - Cats eyes registered by Percy Shaw - 30mph limit in built up areas - driving tests begin
- 1945 - SS Cars renamed Jaguar as Sir William Lyons felt the name had a tarnished image
- 1955 - Rootes buys Singer following its £140k loss!!
- 1965 - Rover buys Alvis - 1st Japanese car on sale, a Daihatsu Compagno Berlina - Toyota began imports
- 1975 - British Leyland registered - Wolseley brand ends
- 1985 - MG Metro 6R4 takes part for 1st time in RAC Rally - MG MX-E concept launched at Frankfurt Motor Show - Tyne & Wear MGOc meets at Hadrian Motor Club
- 1995 - millionth Primera leaves Nissan's Washington plant - petrol sold in litres - MGF launched

2005 - Rover closed its Longbridge factory and went into Administration

2015 - MG Northumbria has a great year

Tim Cook

Club Survey

Thanks to everyone who took part in the survey we carried out on club runs. We had a tremendous response from over 60 people in total and a summary of the anonymous results are attached to this month's newsletter (e mailed copies only) and will be posted on the website soon.

The results show that we are doing well with the way the runs are organised at present which is reassuring to know, but they also give us some valuable insight into members' preferences. We will try to build this in to a varied run programme for next year.

There was an encouraging number of responses from people who said they would like to help with organising runs next year but as the answers were anonymous we cannot of course contact them direct. However, if you were one of those people could you please make yourself known to Mike Mitchell, Tim or myself as soon as possible in the new year. Every assistance and support will be given to those who have not organised a run before.

Once again, thanks to all respondents and we look forward to some great runs in 2015.

Peter Hyde and the committee members

Event Diary for January

7th **Clubnight**, Backworth 8.00 pm, featuring a talk by Tony Bracken, the former owner of the Tynemouth toy museum.

Sorry but

Yes, it's that time of year again! The subs for 2015 are now due. These are £8 club plus £10 Backworth membership.

Please see George Dalgarno at clubnight or send your cheque to him at:

Denecroft
Wallridge Drive
Holywell Village
Whitley Bay
NE25 0NN

Les Davison is one of the longest standing members of MG Northumbria and has sent in his recollections of some of the club's earliest days.

I joined the club in 1984 or 85 when Adele McIntyre was running it from an upstairs room in the Gosforth Hotel at the bottom of Salters Road. Shortly after that Chris Wilson took over running the club. He had a 1500 damask red Midget and lived on Newsham Farm Estate, Blyth. Around this time, other members included Eric & Jackie Turtle (MG Midget 1275 TBB940M), Bruce Beatie (MGB GT 1311BB), Clive & Margret Archbold (MG Midget 1275) and Mike & Wendy Bingham (MGB Roadster ARE266D - currently owned by Jim Graham). Wendy later became secretary of the club. Eric, Jackie and Bruce are, of course, still members.

Also prominent early members were Doug & Peggy Brown, who owned a MGB Roadster, MG TD, and an MG YA saloon as well as Bob & Brenda Bunting with a MGB GT. Around this time the club started attending local car shows, the first one I can recall was on the Exhibition Park in Newcastle.

Chris Wilson moved from Blyth to Killingworth, and the club moved to various locations around the town, before moving to Holystone, then to Backworth Hall. It was whilst the club was at Holystone that the club changed its name from Tyne & Wear MGOC, to MG NORTHUMBRIA.

New Members

This month we welcome to MG Northumbria:

Joel Watkins of West Denton, who has a MG ZT.

Visit to North East Restoration Club

Twelve of us met up for the visit to NERC to view their facilities at Washington on 23rd November, and were met by Keith Noble who is honorary President after being Chairman for many years.

He escorted us into the club room and proceeded to tell us about the many years of history that the club has, after he answered some questions that were put forward by our members we were then shown into their workshops.

They have 28 bays in total, 4 short term for minor repairs and 24 long term bays for major work and restorations. These can be hired by any club member when available, at a reasonable rate, and were all full with some interesting projects on the day of the visit.

They also have a hydraulic 4 post ramp, welding bay, shot blast bay, prep and spray booth which is due to be replaced shortly with a newer and better booth which has been donated to them. In addition, they have a new machine shop that is kitted out with lathes, drilling machines, bender, guillotine, fly press, tyre fitting machine and various body panel forming machines.



There is also on site a crew room and kitchen which is currently undergoing a full refurbishment. They also have a field attached which is used for car shows and open days throughout the year.

When we were finished looking around the site we went back to the club room for tea, coffee and biscuits and a chat with more questions and answers. ending a very interesting and informative visit.

Dave Stokoe

THE CAR THAT WANTED TO KISS YOU

The early 1950s in the US saw the major manufactures eyeing foreign sports cars entering their market and something had to be done. Both Ford and General Motors tackled their drawing boards feverishly trying to produce a viable model able to take on MG, Triumph and other continental brands.

Amongst these avid designers was an off-the-wall radical man called Howard 'Dutch' Darrin known for producing cars very different to what the man in the street expected. He was hired by Kaiser Motors to compete in this race to produce a challenger to the nippy little foreign imports and in 1954 the Kaiser Darrin or 'Darrin' as it was known came on the scene to attract the young and adventurous minded male.

It was the first American sports car to be built out of fibreglass and have doors that slid on tracks into the front wheel wells. It was also fitted with a manual gearbox with overdrive to again fall into line with the cheeky little cars from across the Pond.



Though underpowered it performed well with its 90HP engine able to reach 90mph and 0-60 in 15 seconds, which was faster than most MGs of the time. But it failed to measure up to its British and European rivals or compete on the price tag and only 435 were built.

Crumbling corporate finances, loss of facilities and a blinding snowstorm that trapped 50 cars combined to bring production to a halt. The front of the car with its strange grill encouraged comments from a red blooded male fraternity that “this looks like a car that wants to kiss you.”

Ford went on to produce the everlasting Thunderbird and General Motors the very successful Corvette, both highly popular to this day. The few Kaiser Darrins remaining are highly prized and the design just as eye catching. Probably still too left of centre to be accepted other than a very different and attractive sports car of its time.

John Mitchell



Club Runs

Peter Hyde has made reference to the survey on page 5. As can be seen from the results attached with this newsletter, some 46% of those responding to the survey indicated that they would be willing to plan a run themselves.

The committee are keen to have as broad a spread of members sharing the job of planning runs as possible. So we would, of course like to take you up on this so would be grateful if those interested contact Mike Mitchell at clubnight or e mail him at mjsmitchell@btinternet.com

Thank you.



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Wingrove & MG Newcastle

Wingrove motor company are pleased to bring the all new MG to the North East. Wingrove was founded in 1925 by John Myers Dal-kin Snr a local cattle auctioneer. Wingrove pride themselves on being a family owned business, with five generations in the business. Having stood the test of time overcoming issues such as the devastating WW11 and the major changes in the automobile industry, Wingrove's latest venture comes in the form of becoming the sole North East provider of MG.

Unbelievably starting at £8,399, for the entry model. The real value lies in the mid-spec 3Form because it starts at £9,299, with spec including iPod connection, DAB radio, aircon, Bluetooth and steering wheel audio controls. The top-spec 3Style adds parking sensors, cruise control auto wiper/lights and diamond cut alloys.

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