



northumbria

June 2013

20th Anniversary Year



Anchors aweigh!

We're off to Holland.

www.mgnorthumbria.org

Chairman's Chat

Since writing my last piece we had a good turnout on the Durham MG Bobby Shaftoe Run, it seems a long time ago now. We started this months club events with Ian & Pauline McGregors evening run at the Dyke Neuk which was followed with a well attended meal. Bede's World event followed on 12th and saw our members join with Durham MG. The morning was great but once the rain started there were more of us than visitors. Thanks for all involved in these events.

The last few months have been quite busy with planning for the Dutch Trip, finding places of interest, planning routes and keeping everyone up to date. Its been quite an experience and at times one I might not have wanted to repeat. But overall I've learnt a lot and enjoyed it. Yes, if there is a next time I would do things differently but for a first time I think it went pretty well and we all had a good time. Personally I actually enjoyed the driving more than I expected. Thanks to all who came to Holland and sorry for those others who had expressed an interest but couldnt make it, maybe next time.

Tim Cook

Website Access

Some members have reported trouble with not seeing the new website. This is easily fixed by clicking refresh which will replace the website temporary files your compter holds.

Club Photo

We would like to update our club photo at the June club night, weather permitting. Please bring your club car by 7.45 and you will be directed to the archery field. If the weather is bad we will try again in July.

Holland Report

In the following report no names have been changed to protect the innocent!! It should also be read in the Big Brother style. So here goes....

Day 1 in MG Holland, Thursday. Sunny

Some of us were already travelling less than 100%. My passenger seatbelt mounting gave way to rust the night before and I was later to find out I had no horn. Jim Isbister had wiper, indicator and electric ignition issues. I say Jim, as Colleen was not aware of these until after we arrived in Holland. After boarding we went out on deck and attached our banner for the farewell ground crew to see before taking over a section of the bar and going to eat. As the night got darker the sea got a little rougher. My cabin was far too hot even with the aircon on.

Day 2, Friday – grey morning, rain in pm

We had agreed to regroup after leaving the ship but managed to lose two cars. The rest of us followed the Tulip Route, as called by Holland Tourism, but the only tulips were in the roadside stalls. We reached the Louwman Museum in Den Haag and met up again. It is an amazing collection of some very valuable models in an interesting setting. I had my first indulgence of Appeltaart & slagroom, (whipped cream in Dutch). As I have never driven abroad before I didn't want to lead and navigate at the same time. When the group got split up we would pull over and wait. However I went through a traffic light planning to do that but found I was on a motorway so had to keep going but soon found I was enjoying it and even started overtaking!! Nearer Amersfoort I passed a stricken Jim & Colleen with fuel pipe problems with Mike in attendance. It was then I found out I had no horn. We eventually all met up for our meal only to find John Mitchell had a battery connection problem, but with help from the waiter, also called Mitch, got directions to the local Kwik Fit. There was no duck on the menu despite one flying into Steve & Pat's Sprite, but fortunately it didn't leave much of a mark.

Day 3, Saturday – dry

Following from the above events we were wondering who was going to be next with problems. John went off to Kwik Fit who sent him to a nearby spares dealer who sorted his problem. Jim's car was surrounded by tool boxes and manuals getting his car fixed. The first group set off for a scenic route to Kampen and then to Zwolle. I managed to take a wrong turn on this leg and ended up on the motorway, we stopped for fuel and I reset my trip which then stopped working, but we got there in the end, just a bit later than expected. We met up with Les & Pam in a spanish tapas bar and I had Appeltaart & slagroom, again. We met up with the others and agreed to take the quick route to the Airborne Museum so we could spend more time there, well worth it. On the return to the hotel Colin & Ros got lost and were misdirected to the wrong hotel. After an early meal we were joined by Vivian & Alex from MG Car Club Holland and had a great night sharing car and club stories.

Day 4, Sunday – sunshine but cold later

Yesterday the weather forecast said Sunday was going to be 21-22deg so we decided to go to Kindedijk today. After a dash down the motorway we drove along a very nice twisty road along the top of the bank of the Lek. A very busy river with large barges as well as leisure craft and a few little ferries. After a stop in Nieuwpoort for coffee and yes appeltaart and slagroom, such a nice word, we drove on to the visitor centre and made contact with the others. Some walked, some cycled and some took the boat. It is a massive UNESCO heritage site with 19 windmills and other attractions. Steve & Pat left early to spend some time in the Healey Museum near Utrecht, some left to have a look round Amersfoort and others stayed longer and went back to the hotel. Amersfoort Jazz Festival was on and after our meal some went to enjoy the evening there. Today's minor issues, Steve's brake light and Ian Clubbs drove on the wrong side, briefly. In an effort to get the pictures from last night I rang Ian Macneish's room, there was no answer which was fortunate as it wasn't his room.

Day 5, Monday – back to cold, grey and raining

After checking out this mornings run was along the edge of the Markermeer. However due to the weather the views were a bit limited. After turning off the motorway I turned right and found the road arrows pointing towards me, oops. We then met two men in hi-vis at a barrier who told us our route was blocked at a bridge, so we had to turn back and join the road further on. While stopped for a photo break the second group caught up and had driven right through. Very odd. All the group drove round two ducks except Steve who stopped, flashed his lights and blasted them with his air horns. Revenge for Friday? We then carried on to the Checkpoint Charlie restaurant on the Markerwaarddijk, the dijk bank that splits the Marker an IJssel Meers, where for a change I had pancakes instead of Appeltaart but I did convert Jim to the cinnamon loaded treat. The cold was keeping the midges quiet but walls and windows were covered with the massive insects. We then left for Zaans Schans, a heritage site, a bit like a film set but full of interesting buildings, displays and windmills before setting off for IJmuiden and the ferry home. The hotel had given John some trousers left behind. They turned out to belong to Ian Macneish but he didnt recognise them as they didnt have an MG logo on them. Later when we had gathered in the bar I was surprised with a thank you speech from Mike and the presentation of gift of modern leather clogs and a T-shirt. Thank you all.

Day 6, Tuesday – back home

The night crossing was a bit choppy but didnt stop me having a large buffet breakfast. Confusion over CET, ferry time and UK time meant Mike didnt join me and Ian Macneish but we all gathered as the weather cleared for our return into the Tyne and returned to our cars, farewells and trips home.

See you next year, maybe?

Tim

Event Diary for June

2 Afternoon Run. *See page 9 for details.*

5 Clubnight, Backworth 8.00 pm.

8 - 9 Corbridge Steam Fair

16 Club Run to Raby Show (incorporating Pride of Ownership). Entrants should contact Ken Wood for travel details.

15/16 *MG Live.* Silverstone.

16 NECPWA at Beamish.

15/16 Great North Fly. Eshott.

29 Bridges, Towers and Castles Run. *See page 9 for details*

If you have any photos to send in for the website and/or the photo competition can you please e mail them to both Tim Cook and Dave Stokoe.



Motoring anniversaries are upon us thick and fast. It just shows that British industry was very busy 40, 50 and 60 years ago. 70 years ago however it was on a war footing.

The Battle of the Atlantic, the longest battle in WWII, began on 3rd September 1939. Only hours after the declaration of war the British liner Athenia was torpedoed off Malin Head, she had left port before the declaration and was not part of a convoy.

The last British merchant ship to be sunk was the Avondale Park on 7th May 1945, the day the Germans surrendered.

In the mean time over 2000 ships, their ships' companies and a huge quantity of cargo was lost to the oceans' deep.

May 1943 is generally accepted as the time when the "tide turned" for the allies when the technological advantage passed to the allies.

The Battle's anniversary was commemorated in 1993 and 2003 in Liverpool and this year's events will be in London on 8-13 May, Derry-Londonderry 10-12 May and Liverpool 24-27 May.

Churchill is famously quoted as saying that the only thing that worried him was "the U-boat menace".

(With thanks to an article in "Flagship" magazine by Richard Woodman)

Bob Heslop

Pride of Ownership

We held the first round of the PoO at Ian McGregor's Night run Starting at the Deyk Neuk on Wednesday 8th May, the current leaders in the two categories are:-

Peter Redhead MGB Roadster, Les Davison MGTF

The next round will be held on June 16th Raby castle run,

Bede's World best in show

The trophy for best in show was awarded to David Profit of MG Durham who's MG Midget was picked by staff at Bede's World.

MGOC 40th Birthday Party 13th-14th July

MGOC would like to know how many cars will be attending this event from our club. This is because we will be allocated our own area where we can all park together, bring tables and banners and display club info. Could people please let me know if they are planning on going so that I can pass exact numbers on to them. Either email me secretary@mgnorthumbria.org, ring/txt me: 07807641393 or let me know on club night.

We will still need to complete a ticket booking form (you do this individually), which should be available in April's Enjoying MG and is on their website now - go to '40th Anniversary' section.

The MG Owners' Club are also asking for volunteers to help on the day (marshalling, fund raising etc) so if anyone is interested please let me know.

Katrina

Where does it start?

Afternoon Run 2nd June (organised by David Renwick) - starting at 10.30 am

At Chollerford roundabout take 2nd exit on B6320 for Wark, Bellingham and Kielder ,after 3 miles green Tea-room sign on left then sign for Simonburn also on left. Ends at The Boatside Inn which serves meals until 7.45 on Sundays.

David's no. is 07751147454. Ann's no. at Tearooms is 01434681321

Bridges, Towers and Castles Run 29th June (organised by Lynn and Colin Barker)

Will start at the **Alnwick Gardens**, in the car park by the TreeHouse, they are going to block off an area for us to park, free of charge!! People can have a snack in the tearoom if they want or even visit the Garden if they want to make a day of it.

The run is 60/70 miles, so if we leave at 14.00 we should arrive at the destination at 16.30/17.00. It's a country pub. It would be helpful if you could tell Colin if you will want a meal, just to give the pub some idea of numbers etc. as they would be opening up early for us. Please e mail Colin at cnhbarker@yahoo.com

Brits dominate Poppy Historic Rally.

The Classic Rally Association received nearly 70 entries for the third running of the Poppy Regularity Rally, based in the Belgian town of Ypres. Once again the event was a round of the FIA Trophy for Historic Regularity Rallies and crews had been attracted from 10 different countries, including two crews from Japan and Branko Brkovich from Canada. The Japanese crews – Team Samurai were from the University of Tokyo and are in Europe to visit various manufacturing facilities and compete in three different events – one in Spain, the Poppy Rally and finally the San Remo Rally in Italy.

Over half the entrants were from the UK but there were also a good number of crews from Belgium and the Netherlands.

The event primarily takes place on the public road with short sections of closed roads and private circuits used for special tests.

As you can see from the following results four BMC products made the top ten, with MGB and mini taking first in class and a straight 1,2,3 overall.

	Crew	Car	O/A Posn
Eddy D'Hoe	Bjorn van Overschelde	MGB GT	1
Peter Horsburgh	Anthony Preston	Morris Mini Cooper S	2
John Bateson	Iain Tullie	MGB	3
Jan Ebus	Jan Berkhof	Porsche 356SC	4
Dermot Carnegie	Paul Bosdet	Ford Escort RS2000	5
Roy Perkins	Ali Procter	Porsche 911	6
Peter Naaktgeboren	Bart den Hartog	Ford Escort RS1600	7
Matt Warren	Guy Woodcock	Ford Escort	8
Filip Deplancke	Jens Vanoverschelde	MGB	9
Howard Warren	Cath Woodman	Porsche 911	10

Brussel Sprout

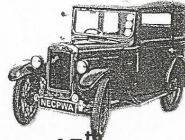


Holland trip photos. Please see the club website for many more.



NECPWA

Vintage Motoring Club



Coach trip to the NEC Classic Car Show 15th to 17th November 2013

Coach to leave Newcastle at Lunch time on the Friday to travel down to Edgbaston to the Hotel where we are booked for two nights' bed, breakfast & evening meal.

On the Saturday morning we will leave the Hotel after breakfast at 9.30am & make are way to the NEC for the Classic Car Show. We will as last time stay there till it closes 7.00pm and then make are way back to the Hotel for the evening meal.

On the Sunday we will depart the Hotel after breakfast 9.30am and travel to the Coventry Transport Museum and will stay there till 2.30pm (those that would like too, can go shopping instead)

We should arrive back into Newcastle in the early evening. We will as normal pick up & drop off on the way.

The cost to include entrance into the Classic Car show will be

Those sharing a twin room £179.00 per person

Single room £214.00 (A Deposit of £100.00 payable by August 21st please)

For more detail please contact:

John Bilton (0191 2534954)

327 Broadway, Cullercoats, Tyne & Wear, NE30 3LQ

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