



Club Newsletter

For members of MG Northumbria



August 2016

The cover of this month's newsletter is a photo sent in by member, Dave Dodds taken on a run some years ago. Must have been quite a long run I think but where was it?

Answer later in the newsletter

MG Northumbria club meetings are held on the first Wednesday of each month.

Most months we have a presentation, often car related but not always. In the past for example we have had talks and demonstrations covering such varied topics as: -

- Car tyre advice
- Leather seat maintenance and renovation
- Northumbrian area history
- Toys & model cars

This month on 3rd August we have slides and a talk by Phil Kirkland about a recent trip to New Zealand.

More about upcoming events can be found on our "events" web page.

Why not come along, meet other like-minded members and have a chat and/or a drink, ask others about problems you may be experiencing with your car, find out about club runs, shows or other events etc.

If you've not been before, why not give it a try. (NB If you want to attend regularly you would need to become a social member of the club but it only costs £10 for a whole year).



CHAIRMAN'S CHAT

Hello again,

I'm writing this on 25/7 just over 3 weeks after our Corbridge show but already it seems a long time ago. Of course I want to thank everyone involved in the show, the team working for the previous six months as well as those who helped on the weekend itself. After the Police visit last year we had to do some things differently, some worked some didn't, but we will review it along with the feedback we have received from exhibitors and visitors. The funds have now been allocated and details will appear elsewhere.

Apologies for the "technical problems" that prevented us having a film show at last month's meeting. The projector and laptop disappeared only to be found in the kitchen without the laptop. We discussed this at the July committee and Peter Hyde is researching options.



John Mitchell, Les Davison & myself were at the NE1 show in Newcastle and despite a small shower had a good day. As last year, engines roared at 4pm and everyone drove off. On 10th we enjoyed the Webmasters run from Milkhope to Wardley, enjoying on the way the sun clad purple heather around

Blanchland. A social night saw 12 members at St Marys Inn at Stannington, having a meal and a drink in the old admin block of the hospital. One more run takes place on 31st by Mike Mitchell heading north. A bit late for this edition but perhaps some photos next month. Thanks to all those involved.



At the show Jim Richardson of Clic Time Holdings offered us some MG watches, part of an unsold order after their licensing agreement with MG Rover ended. Once we have them we will look to sell or auction them to add some more to the charity fund. Many thanks to Nicky Bennett who bid £30 for the "mystery" shirt.

If you get Enjoying MG you might have wondered why we had an advert for Classics in Corbridge in the July edition. This was an error by MGOC and it should have been an advert for the Heritage Run - dont forget to enter, details should be elsewhere.

Have a good August

Tim

Charities

Now that all the bills and income has nearly been finalised it looks as if we will have about £12,700 to distribute, including a small balance unallocated from last year. The problem the Committee had was that if we gave everyone what they had asked for we would have needed £24,354. Some applications are asking for a single item and some give us a shopping list, so we started by deciding we wouldn't give anything to two applications as they got funds last year, we then gave funds to those who had asked for one item and then distributed the rest so everybody got something, most got 25-30% of their total.

As Statexcolourprint didn't charge for the programmes we gave £600 on their behalf to **Tiny Lives**, similarly we gave £100 to the **Willowburn Trust** on behalf of Eldiss who loaned the truck for the stage. In recognition of the work done by the Nexus apprentices we have given £250 to **St Oswalds Hospice**, the Nexus charity of the year. We have also given £1,000 to the flood appeal of Tynedale RFC.

Other charities benefiting are – **Better Days**, brush cutter and charger for gardening project – **Northumberland Theatre Co**, signer for a production – **Ncle Soc for Blind People**, braille machine – **Twisting Ducks Theatre Co**, padded dance mat – **Riding Mill Village Trust**, community centre refurbishment – **Hospitality & Hope**, CCTV equipment for soup kitchen & foodbank – **Silverline Memories**, portable defibrillator – **Useful Vision**, hire of Calvert Trust for activity day – **Chilli Studios**, production costs of newsletter – **Friends of Stamfordham Play Park**, toddler play equipment – **Equal Arts**, 3 activity sessions – **Groundwork**, 5 kindles for trainees – **Daft as a Brush**, 3 pull up advertising banners – **Search**, summer trip for old people – **Streetwise**, pop up tent for outdoor activities – **MS Benmar House**, art club supplies – **Origin Sports**, fitness equipment .



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Chairmans car at	Marshall Meadows	by Jonathan Bayliss	Club Night with Phil Kirkland			Croft & Pateley Bridge weekend
	1	2	3	4	5	6
7	8	9	10	11	12	13
Club run			Committee Night			
14	15	16	17	18	19	20
Club run			Evening run			
21	22	23	24	25	26	27
28	29	30	31			

14th August Sunday run

For Kevin Prosser's run on 14th August meet at Durham Services (A1 Junction 61) at 10.00am for 10.30am start. Lunch stop at Eggleston Hall tea rooms (or bring picnic), finish at Brambles tea room Shincliffe garden centre. Approx 65 miles.

21st August Sunday run

John Pearce's run starts at 11am at The Plough, Stamfordham Road, Eachwick, Newcastle upon Tyne NE18 0BG. It's a round trip of approx 50 miles, finishing back at The Plough with lunch available for those who wish.

24th August Evening run

"Sea the hills"

The Wednesday evening run on 24th August starts from Church Point,

Newbiggin Maritime Centre, Newbiggin, leaving the car park at 6.30pm. For those with sat nav NE64 6DB. The run ends at the Anglers Arms, Weldon Bridge. We have the upstairs room booked for us and if you want a meal you can go on their web site where you will find a menu for a quick peek before you go. If you need more info call Ian McGregor on 0191 2534363.

Heritage Run

Sunday 4th September 2016, 10.30am start.

Come and join us on the MG Northumbria annual Heritage Run on Sunday 4th September 2016. This year's run follows the Northumbrian Jacobite's Trail and starts from the Little Chef Restaurant at Seaton Burn, A1/A19 junction, Travelodge hotel immediately adjacent, travelling through 40 miles or so of beautiful Northumbrian countryside to the lunch stop at Dilston Castle and Chapel.

The castle has just reopened after being closed for several years. Guided tours and free coffee and biscuits included. From the castle a further 45 miles of beautiful scenery, further Jacobite memorials and stopping at the beautiful White Monk Tea Room for the presentation of the prizes.

Tea/Coffee and a scone is also included. Cost £25.00 per car

If you want to take part it is important that you register soon by sending your payment and application form which you can get from the club website to Peter Hyde, 3 Ridgeway, Holywell, NE25 0PH

Entry form

Name: Address:

Post code:

Home phone no: Mobile phone no: Email address:

Car make & model:

Reg no:

Car club name (if any):

Please return this form with the above information, together with a cheque for £25 payable to MG Northumbria, by 13th August 2016 to

For more information please email heritagerun@gmail.com, phone 0191 2376378 or 07816 975321.

DON'T LOSE YOUR INHIBITIONS

Since I bought my MGB three years ago the overdrive has only worked in 4th gear (it should work in 3rd and 4th gears).

Recently, when I switched on the overdrive in 4th gear it started to pulse in and out, with the engine revs rising and falling accordingly. I then switched it off in case it was doing any damage. When I next tried switching the overdrive on it didn't work at all at first. Then by pulling the gear lever over to the right when in 4th gear the overdrive would engage and stay on. However, it was a bit tedious driving with one hand on the gear lever all the time!

I came to the conclusion the cause of the problem was the dreaded inhibitor switch on top of the gearbox (see Fig 1).

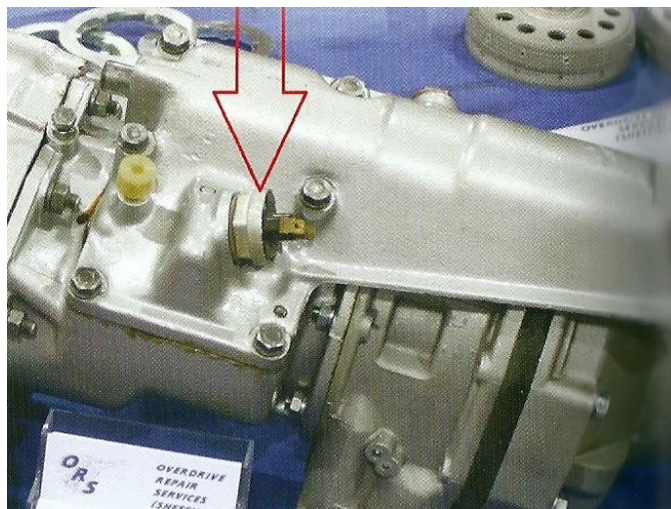


Fig 1. General view of gearbox showing overdrive inhibitor switch (arrowed).

The inhibitor switch is there to make sure the overdrive can only be engaged in 3rd and 4th gears. If overdrive is engaged in reverse gear evidently all sorts of nasty things happen to the mechanism! Also 1st and 2nd gears have too high a torque for the overdrive unit. The inhibitor switch is activated by a pad, which is pressed up against the switch by the 3rd and 4th gear selector mechanisms. The switch is only activated, and therefore overdrive will only operate, in 3rd and 4th gears.

The position of the inhibitor switch in relation to the contact pad inside the gearbox is controlled by some fibre washers placed between the switch and the gearbox casing. As wear takes place, the number of washers has to be reduced to move the switch closer to the pad.

The inhibitor switch is notoriously difficult to reach from under the car and accessing it involves removing the gearbox support member and lowering the

end of the gearbox as far as possible in order to reach up between the side of the gearbox and the transmission tunnel to remove the switch.

I wondered why MG hadn't put in an access hole on the side of the transmission tunnel to make the job easier. Searching the Internet I found an article on how to cut an access hole in the side of the tunnel to get at the switch and decided to try this method.

Having first pushed the passenger seat as far back as possible I peeled back the carpet and the heat and sound insulation from the transmission tunnel. I measured, and re-measured, to decide the location of the access hole and drilled a 3mm hole in the centre of where I thought the switch location was. I put a bit of flex through the hole to dangle down inside the tunnel. From underneath the car I could see the flex was in roughly the right position next to the switch. I then cut out a 20mm square in the tunnel at this position with a cutting disc in a Dremel (a saw blade would be too long and could damage the switch). This was to allow me to shine a torch into the tunnel to check the final position of the access hole and adjust it if necessary. Then I used the Dremel to cut out the final oval access hole about 65mm x 55mm (Figs 2, 3 – note to self, hole could be a bit neater!).

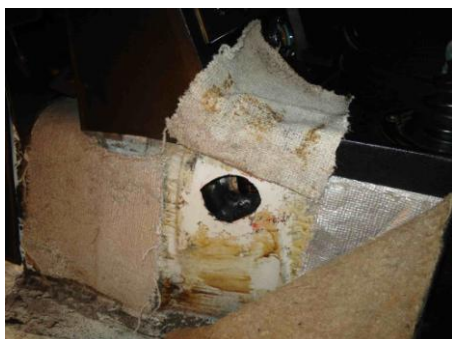


Fig 2.



Fig 3.

Fortunately, the hole I cut was in the correct position. If anybody is contemplating doing this in future the centre of the hole needs to be on the passenger side of the transmission tunnel as high up as possible, and about 165mm forward of the gear lever.

I removed the two wires from the spade terminals on the switch with needle nose pliers. The next problem was finding a spanner to remove the switch itself. The switch has a hexagon nut that is about 30mm across the flats. This nut is sandwiched between the gearbox casing and a larger diameter part of the switch (see Fig 3), so it requires a big spanner with thin jaws, which is not a combination I had! Fortunately, I found I could grip the switch with a pair of plumbers' adjustable water pump pliers, the angled head on the pliers being also useful for access. Being careful not to damage the switch, I found I could move it a little at a time before the pliers fouled on the edge of the access hole and they had to be re-positioned. It was slow work but eventually I was able to remove the switch.

My switch had two fibre washers fitted, one of which I now removed (see Fig 4). I then cleaned up the switch and the contacts, checked it was working, and re-installed it. Before attaching a cover over the access hole, I checked the inhibitor switch was now doing its job by attaching a 12v bulb into the electrical circuit of the overdrive wiring. I then switched on the ignition and the dashboard overdrive switch and put the gearbox into 3rd then 4th gear. Success, the bulb lit up both times! I then checked 1st, 2nd and reverse and, as expected, the bulb didn't light, showing that the switch was 'inhibiting' the overdrive in these gears.



Fig 4. Overdrive inhibitor switch showing one fibre washer removed.

I fixed a cover plate over the access hole, sealing it with underseal, and attaching it with self-tapping screws, Fig 5. If I need to access the switch in the future it should only take about half an hour to remove it.



Fig 5. Cover plate fitted.

A final thought. Why didn't MG put the main overdrive switch on the steering column? The two usual locations for the MGB overdrive switch are on the dashboard, or, on later models, on top of the gear lever. Both these locations mean you have to take one hand off the steering wheel to operate the overdrive. Years ago I had a Standard Vanguard with overdrive and its switch was on the steering column opposite the indicator stalk. Overdrive could be flicked in and out without taking a hand off the wheel, which was useful when driving along a fast twisty road that required frequent changes. I think some American spec MGBs had such a column overdrive switch, and also some TRs, so maybe one of these switches could be retrofitted. Alternatively, what about a foot mounted switch like the early headlamp dipswitches – do I feel my next project coming along?

Kevin Prosser
July 2016

MGN Puzzle

MGN Puzzle is on holiday this month but will be back next month. Answers to last months history quiz are as follows: -

- 1 When was the bridge at Corbridge first built? **1235**
- 2 What did the Romans call Corbridge? **Corstopitum**
- 3 What was the population of Corbridge in the 2011 census? **4191**
- 4 When was the railway line in Corbridge opened? **1838**
- 5 When was the Parish Church of St Andrew Consecrated? **676**
- 5 How many miles is it approximately from Corbridge to Hexham? **4**
- 7 What year was Corbridge burned down? **105**
- 8 At which Roman junction does Corbridge lie? **Dere St and Stanegate**
- 9 Which famous football manager was born in Corbridge? **Steve Bruce**
- 10 Which fortified vicarage is situated in Corbridge? **The Vicars Pele**

Of course, Dave Dodds' run mentioned earlier in this edition was in New South Wales, Australia where I believe he used to live. And just to prove it: -



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