

# Club Newsletter

For members of MG Northumbria



**November 2016**

**The cover of this month's newsletter** is another drawing reproduced with the kind permission of Russell Redwood. You can see his work at [rustyred1.deviantart.com](http://rustyred1.deviantart.com).

This month it is the turn of the MGA, a sports car produced by the MG Division of the British Motor Corporation from 1955 to 1962.

The MGA replaced the older T Type cars and represented a complete styling break from the older vehicles. The car was officially launched at the Frankfurt Motor Show in 1955 and a total of 101,081 units were sold through to the end of production in July 1962, the vast majority of which were exported. Only 5869 cars were sold on the home market. This made it the highest export percentage of any British car at the time. It was to be replaced by the MGB

**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
- Northumbrian area history
- Toys & model cars
- Travels in Australia and New Zealand

More about upcoming events can be found on our "events" web page and this month we have our Annual General Meeting

Club nights remain very popular with lots of members. 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, 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,

Autumn means the activity levels are beginning to go down but we still had two runs in October thanks to Bob Heslop & Steve Miller. First was Bob's Absent Friends Run starting at the Ridley Arms and ending at the Simonburn tearooms where we were able to sit outside in the afternoon sunshine. Congratulations to Tony and Rachael, who managed to get more answers to Bob's questions right than any other participants (right).



This was followed two weeks later by Steve's run from Washington Services to Blaydon via High Force and Stanhope, starting in the rain but ending again with a sunny afternoon. I realise the Parkhead Station is miles from anywhere but the Government's anti obesity plans for cutting the size of restaurant dessert portions clearly hasn't reached them. Thanks to both.

Unlike my trip last year to Malta I didn't see a single classic car or vehicle in Lanzarote. Not that that is the sole purpose of my trips but there is a possible weekend break in April to Barcelona to see the start of the Barcelona to Sitges rally for pre-1920 cars. Talking of trips, next month I will be talking to a trip organiser about going to the Isle of Man in the 2<sup>nd</sup> or 3<sup>rd</sup> week of May 2017. If you think you might be interested please let me know.

The committee was also reduced by holidays so it was a quite short meeting. We did discuss the lack of any response to my appeals last month for someone to do a short run on the last Sunday of November and for new faces to join the committee. It's not too late, please get in touch if you want to know more. Hope to see many of you at this month's Annual General Meeting.

Best wishes  
Tim

# N o v e m b e r 2 0 1 6



Sunday	Monday	Tuesday	Wednesday Club night - AGM	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11 NEC Classic Car Show	12
13	14	15	16 Committee	17	18	19
20	21	22	23	24	25	26
Poss Winter Run						
27	28	29	30			



# New Members



Hello, MG Northumbria members. My name is David Todd. I have recently acquired this 1972 Midget in need of TLC. I love a challenge!

This is my first experience in the classic car world. I am recently retired and I look forward to new adventures and to making new friends.

This photo was taken earlier this year at a cheque presentation for St Oswald's Hospice. Several Nexus apprentices helped out at the car show in July as part of their charity support. A contribution from the club given to show our appreciation for their efforts was then donated by Nexus as part of their ongoing support to the organisation. A little reminder of what the car show is all about.



M.G. cars stop off at Alnwick Castle during the 'Three Castles Rally' organised by the M.G. Owners' Club. The other castles included in the rally were Warkworth and Chillingham.

Meanwhile, Les Davison found an old copy of the Alnwick Advertiser from 1990, priced at only 20p! The front page included this picture of MG owners enjoying a day out on their Three Castles Rally. Unfortunately we can't see any of the registration numbers but I wonder if any of the cars are still around? Let me know if you have any information.

The government is seeking your views on an exemption from roadworthiness testing for vehicles older than 40 years and other associated changes. You can find out more and submit your opinions at: -

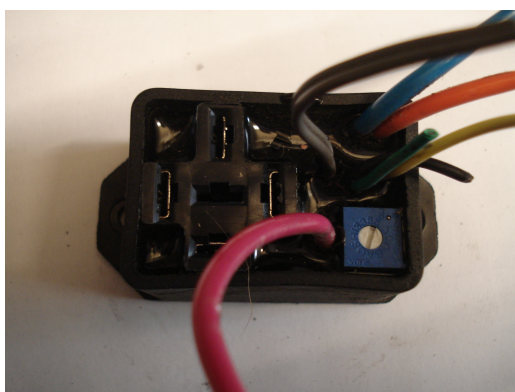
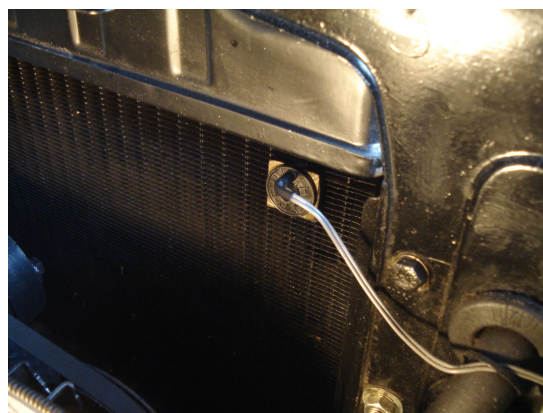
<https://www.gov.uk/government/consultations/roadworthiness-testing-for-vehicles-of-historic-interest>

## Hot But Not Bothered



About three years ago I removed the existing fan from my MGB and fitted an electric fan and a new radiator (Figure 1).

The electric fan kit, which was from a well known manufacturer, included a temperature sensor that attached to the radiator and an electronic control unit with an adjustable potentiometer to set the temperature at which the fan cut in (Figure 2)



There was provision for a manual override switch, which I also fitted (Figure 3).

I fitted the electric fan to reduce the warm up time of the engine and also gain a few extra bhp's and mpg's, since the engine would no longer have to use power to drive the conventional fan. Electric fans are fitted to modern cars for similar reasons, and they very rarely seem to come on. It has proved the same with my 'B', I don't think the new fan has

come on more than a couple of times since I fitted it.

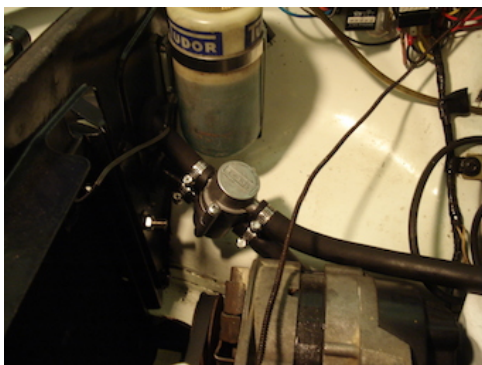
Recently, we spent a weekend in the Lakes and decided to return via Hartside Bank. Before we set off I thought I'd better check that the fan was working, anticipating that it might be needed during the long climb up Hartside. I found that the fan didn't come on when the manual override switch was used, and turning the potentiometer control down when the engine was warm didn't make it come on either! With some trepidation we went up Hartside, but as it happened the temperature gauge didn't move above 'Normal'. This shows that a B has adequate cooling most of the time without a fan, provided everything is in good condition. (I suspect the story might be different with an MGA, which has a lot less space around the engine for air movement, and I believe they can be prone to overheating).

When I got home I checked the fan unit by connecting it up to a 12 volt supply and then checked the in-line fuse and the relay on the electric control unit. All were OK. I then contacted the fan manufacturer who suggested that the problem was most likely caused by a "stray High Tension (H.T.) lead signal causing damage to the P.C.B. (printed circuit board) that has got past the firewall protection on the PC Board". Not a very clever piece of design, especially when failure of the electronic control unit also causes the manual override switch to stop working!

The manufacturer also suggested that these electronic units are not really suitable for classic cars and that I'd be better off with an old fashioned capillary probe and control unit, which they'd like to sell me for £55! When I replied to the effect that they shouldn't sell the electronic units to classic car companies if they weren't suitable for classic cars, and that I could buy a capillary control unit on e Bay for £10 they got very defensive and said my failure was an "isolated" issue!

For the time being I've removed the redundant electronic control unit, rewired the manual switch and I'm going to run with it like that. From past experience the only time I'm ever likely to need to switch the fan on is when I'm stuck in a traffic jam for a long time.

The moral of this story is: if you have an electric fan fitted, especially one with an electronic control unit, check it every now and again to see if it is still working. Also if you've got a manual override switch don't assume it is always going to work if the control unit fails!



While on the subject of cooling, I think that, unless you are using the car for racing, the oil cooler on most MGBs is redundant and only serves to keep the oil cold for longer when running the car from a cold start. Engines last longer if they are running at a constant, reasonably high, temperature. How many modern cars have oil coolers? I think they are sometimes fitted if the car will be used for towing,



but otherwise they are not usually fitted at all. I suspect the oil coolers fitted to MGBs were a bit of a marketing gimmick – “it’s a sports car, so lets give it an oil cooler”. With this in mind I’ve fitted a thermostat in the oil cooler system, Figure 4 above. Now the oil cooler is shut off when the car is warming up and only comes in when the oil is sufficiently warm.

*Thanks to Kevin Prosser for another interesting technical article*

# Xmas Party

Bookings for this years Xmas party at the New Kent Hotel are going well.

The date for the party is 3rd December 2016 and the price is £22.95.

As a thank you the committee decided that this year they could reduce the price for the Corbridge volunteers to £10 per person, which I hope you agree is still a very good offer.

**Places are still available. If you want to book a place, I would be grateful if you would let me have your choice of food (see MGN website for menu) together with a £10 deposit as soon as possible.**

Either bring your menu choice and deposit to the club meeting in November or post to: -

Eileen Dalgarno, Denecroft, Wallridge Drive, Holywell Village, Whitley Bay, NE25 0NN.

Ring me on 0191 237 7146 if you have any questions.

Thank you  
Look forward to seeing you all there  
Eileen

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