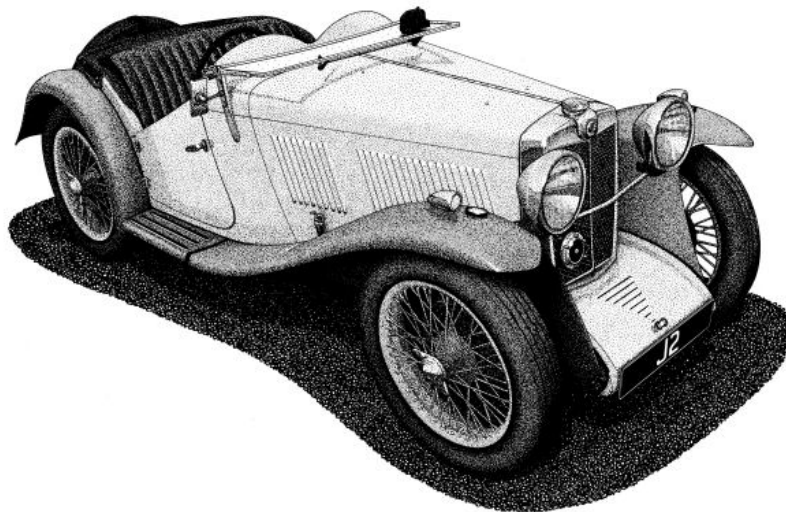





Club Newsletter

For members of MG Northumbria



 MG J2 MIDGET 60TH ANNIVERSARY 1932-1992

September 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.

The MG J Type was a sports car that was produced by MG from 1932 to 1934. This 2-door sports car used an updated version of the overhead camshaft, crossflow engine, used in the 1928 Morris Minor and Wolseley 10 and previously fitted in the MG M-type Midget of 1929 to 1932, driving the rear wheels through a four-speed non-synchromesh gearbox.

The chassis was from the D-Type with suspension by half-elliptic springs and Hartford friction shock absorbers all round with rigid front and rear axles. The car had a wheelbase of 86 inches (2184 mm) and a track of 42 inches (1067 mm). Most cars were open two-seaters, but a closed salonette version of the J1 was also made, and some chassis were supplied to external coachbuilders. The open cars can be distinguished from the M type by having cut-away tops to the doors.

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.

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,

So September's here, that's summer over and now for our autumn runs!

August began with a talk on another of Phil Kirkland's trips, this time the length and breadth of New Zealand. Accompanying his talk were pictures of stunning scenery, empty roads and major engineering challenges as well as an entertaining and informative mix of planes, trains and automobiles. Thanks Phil.

The following weekend saw the club at the Croft Historic Weekend and at the MG Northern National in Pateley Bridge. I attended the latter for the first time and after a windy night indoors I was pleased not to be camping like some others. Neither event had great weather and we packed up soon after 3pm when the rain started. Somehow I ended up with the gazebo cover hanging in my garage to dry.

The next two weekends had club runs from Kevin Prosser and John Pearce. Thanks to both. Kevin's included two eating stops in the south Durham countryside, (my kind of run!!) whilst on John's I had to stop after two courses at The Plough near Stamfordham.



This week we had an evening run from Newbiggin by the Sea to the Anglers Arms at Weldon Bridge organised by Ian McGregor. I left home in sunshine, stood in almost darkness at Newbiggin before putting my sunglasses on during the run. That about sums up our summer I think.



To complete 4 weekends out in a row, I was at Stamfordham Village Fayre for the Bank Holiday. They had asked for a few cars and together with our treasurer and secretary George & Eileen Dalgarno we presented a cheque to the Friends of Stamfordham Play Park who were awarded some of the Corbridge funds.

At the August committee we looked at the feedback we received which varied from "traffic management was worse than last year" to "traffic management was better than last year". Were they at the same show? We also discussed

the reduced support for the Heritage Run. The format has changed this year with having the attraction at the mid point and not the end. Was this a reason or was it the cost, or perhaps the distance? Please let me or another member of the committee know, so that we can consider what we might do next year. When you look back at recent finishes at Matfen Brewery, Woodhorn Museum, Tynemouth & Bamburgh Castles etc we have had a varied mix and while some attractions interested some more than others we have tried.

Next months newsletter will have details about the AGM, so if you want to join the committee or can offer your time in some other way its time to start thinking.

For now best wishes to all.

Tim

New MGN Members

Hi everyone, our car is a MG Magnette ZA, registration number TOD 725.

It was first registered in Devon on the 1st of December 1955. Over the years it has had at least two other registration numbers; now though I think it has its original number as I have some documentation pertaining to this.

The car has had quite a few upgrades over the years witch include an MGB engine, brake servo and a 5 speed Ford gearbox to name but a few.

We only bought the car in June this year and after ironing out quite a few teething problems we hope to be out and about at more meetings shows and runs soon.

George and Pauline Young



Hello. We're Tony and Rachael and we're new members of MG Northumbria, having recently become the proud owners of Mabel, an 03 MG TF 135 in lovely Trophy Blue. We bought her in April this year with 35k on the clock and we are her second owners. Her first owner lived in Scotland so she has a bit of an accent, and she has his initials on her bum! She's our second foray into the world of MG ownership. The first was a ZT we had for a short time but it didn't put us off forever...!



We thoroughly enjoyed our first club run - thank you Mr Webmaster Dave and to Chairman Tim and all the members for making us feel so very welcome, and for arranging for the run to finish a mere five minutes drive from our house!

Tony drives for a living - currently doing grand work for the QE in Gateshead, collecting and delivering pathology samples, sterile supplies and other vital stuff. Rachael is also QE based, working in Microbiology there after 27 years working in Sunderland hospitals. We both work shifts, so if we're not on a run then one of us is probably at work.

Tony lives and breathes cars. He can happily spend hours staring at various wheeled things on eBay, or watching car based to programmes. Rachael is an erstwhile bellringer, although wobbly ears have curtailed that particular hobby. We both enjoy days out when we get a chance. We've also spent a few holidays in Italy, taking various hire cars around Tuscany mostly. Highlights were the Amalfi Coast drive in a little white Smart car, and the Stelvio Pass in a Fiat Panda affectionately named Patsy.



We look forward to taking part in more club events and meeting more lovely MG people to share the joys and headaches with!

If you are a recent new member and I have missed you out, why not send me a few paragraphs and a photo.

S e p t e m b e r 2 0 1 6



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Ian in fancy dress at Pateley Bridge 2015 - photo by John Mitchell					1	2
Heritage Run - The Jacobite Route			Club Night			
4	5	6	7	8	9	10
Belsay Hall NECPWA						
11	12	13	14	15	16	17
CLUB RUN & Whitley Bay Car Show			Committee			
18	19	20	21	22	23	24
Beamish NECPWA						
25	26	27	28	29	30	

Sunday 18th September

Peter Redhead's run is starting at Brockbushes, meeting at 12pm for a 12:30pm start and ending at The Robin Hood after a run of approximately 50 miles.

FOR SALE

Member's son Ian Cansfield is selling the following cars on behalf of his father Derek. If you are interested and want more information about any of the cars, please contact Ian on 0191 2374 124 (mobile) 07960 457 692



MGB GT - Old English White with Autumn Leaf cloth interior. November 1973 Tax Exempt, MOT till April 2017. Good Service History, details of work done by Chic Doig (Edinburgh), well maintained 117,000 miles from new. Working overdrive on 3rd and 4th, chrome bumpers, chrome Rostyle wheels, well shod, and very reliable Derek says, "each person, who has driven this

car has described it as the best MGB they have tried, it is the nicest of the 5 I have owned since the 1970's".

Offers near £4,600

MG MIDGET 1500 - Brooklands Green Beige interior, August 1977 currently Sorned, MOT til July 2017, full service history, 44,000 miles from new, immaculate condition, chrome luggage rack, tonnaux cover, Rostyle wheels, very good tyres, good hood, very reliable.



Offers near £2,600



MGZTT CDI 130 Turbo Diesel (BMW Engine) Estate - silver black half leather interior, February 2003. In excellent condition with 115,000 miles from new. MOT February 2017, good service history, very reliable and economic low cost tax, very good tyres, unmarked alloy wheels. A luggage cover with a dog-

guard is included as well as towing equipment and multi-disc player, all in full working order.

Offers near £1,250

From George Hunter on behalf of Emily Linsdell



MGB Roadster - 1963 in Tartan Red. A pull handle model with a red hood and red leather throughout.

The original (3 bearing) engine with a 4-speed gearbox and overdrive. Original dash and dials with Smiths & Jaeger dials. System modified to take unleaded petrol from the pump.

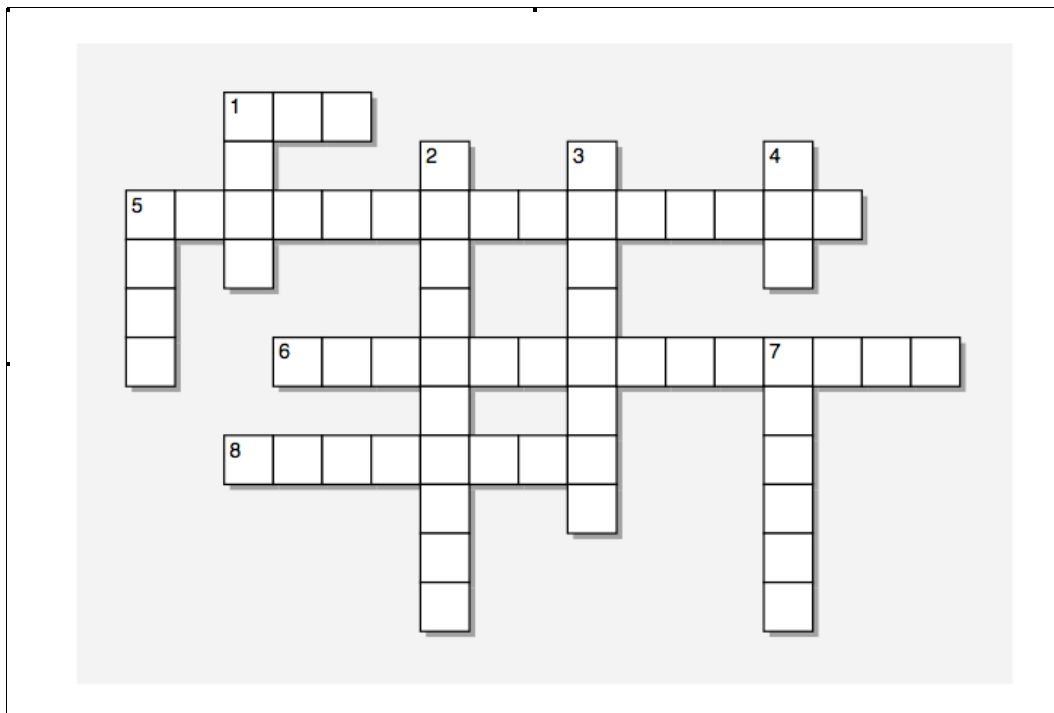
In very good condition with some recent restoration work.

She is currently in Richmond in North Yorkshire but I am due to move her to Riding Mill.

We were hoping for £9,000 for her but open to offers from a good home.

For more information a better photos contact Emily direct
Tel 0191 211 7996
Mobile: 07711 005 848
e-mail emily.linsdell@muckle-llp.com

MGN Puzzle



Clues Across

1. A rather short transparent petroleum derived liquid in America (3)
5. Helps you see through the muck (10, 5)
6. Stare intently at this liquid (11, 3)
8. A transparent petroleum derived liquid in America (8)

Clues Down

1. Cleans your motor (4)
2. Not a gas or solid used to stop (5, 5)
3. A limp pencil? (8)
4. Can you fry chips in this? (3)
5. Helps water displacement for the over 39's (2, 2)
7. Not the slippery musical (6)

Thanks to Bob Heslop for the following article. You will notice that I resisted putting the picture of his nipples on page 3!

The MG Maestro, (not)

I promised Peter another piece for the MG Northumbrian Newsletter. It was to have been on the MG Maestro as I had one from 1988 to 91 as my first company car (see MG Enthusiast Sept 2015 for an article). Unfortunately I still haven't got one on my drive.

So with thanks to Classic Landrover here is an alternative.

Each time you grease your suspension (and I hope you do, the annual service isn't enough to keep our 1950 designed suspensions in good order) think about one Oscar Ulysses Zerk.

Who? I hear you ask. Oscar was born Zerkowitz in Austria, he was an eccentric (aren't we all) engineer and inventor. By 1901 he was living in Bradford and working in the textile trade. He emigrated to Cleveland Ohio in 1913 to make and market his inventions.

By now known as Zerk, Oscar visited his home country in August 1914, not a good time to do so. He was conscripted into the Austro-Hungarian army and served until 1918.

By 1920 he had returned to the USA, to New York City. In the mean time the

war had precipitated a huge increase in mechanised transport and the industry was looking for lubrication systems that were more efficient (and thus cheaper) than the oil drip feeds and manual packing of bearings with grease then used.

The Alemite Manufacturing Corporation had developed systems including the button head system. I remember this system as a slide on system used on machine tools, apparently used on Harley Davidson motorcycles too. The problem was that that the gun had to be square on to the fitting or grease or oil would squirt out.



Zerk's nipple overcame this with its tapered head that allowed the gun to attach and lock on even if the approach was less than square. The pressure of the oil or grease then depressed a spring-loaded ball valve to allow lubrication to take place. Once the gun was removed the valve shut to keep lubricant in and dirt out.

After creating the Allyn-Zerk Company to produce the fittings they began to be used by Ford on its model A car thus assuring their success. The company was acquired by the Bassick Manufacturing Company and then the owners of Alemite. Oscar patented his system but assigned it to Alemite and it became the normal system in most machinery requiring regular lubrication.

By the time of his death in 1968, Zerk was immensely wealthy and enjoyed his fame (a large mansion and a string of wives half his age). It is estimated that some 20 billion of his fittings had been made by then.

The term Zerk has become a common description of a grease nipple in the USA but never caught on over here.

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Wingrove & MG Newcastle

Wingrove Motor Company Celebrates 90 years of business in 2015 first opening the doors in 1925 by Local cattle auctioneer and current director Peter's, Grandfather John Myers Dalkin Snr.

The MG3 starts at £8,399 for a 1.5 petrol engine with 106 PS power, and the range topping 3 Style including a variety of specialist equipment such as DAB Radio, rear parking sensors, Automatic lights and wipers to name but a few, is still available to drive away for under £10,000.

In 2014 MG Newcastle was awarded MG Dealer of the year and in 2015 launched the **New MG6** model, now at the incredible price of £13,995 for a 1.9 turbo diesel with 0% finance applicable on some models.

To arrange a test drive, discuss the cars or and vast amount of personalisation options available contact us on facebook, or call 0191

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