



northumbria

September 2013

20th Anniversary Year



Who said John Mitchell was too old for camping?

This was John's MGC plus tent at the Silverstone Classic. Full report from Les Davison inside.

www.mgnorthumbria.org

Chairman's Chat

In last month's newsletter I said we would have a collection in memory of Peter Ebdon at clubnight. I am sorry that I forgot to arrange this. I have, however, written to his widow, Lyn, on behalf of the club and we have sent a donation of £50 to the memorial fund at the Marie Curie Cancer Care hospice in Newcastle where he died.

Another busy month for members with a variety of activities every weekend. The month began with shows at Croft & Pateley Bridge which were enjoyed by those who went, including John Mitchell who won 2nd in class at the Harrogate clubs event.

The first run was Paul Humphries Twisty Roads run with a section so twisty he included it twice. Great fun, and a nice format with a picnic stop at the end. The next event was George & Lorraine Hunters Radcliffe Run with a very interesting route guide telling the history of many sites associated with the Jacobite family. Thanks to all three for their runs.

At the committee meeting we spent most of the meeting discussing the 35 applications for funding from the charity fund of £14,500. Nine have been approved and details of these will appear elsewhere in the newsletter.

There are only two months now before the AGM so if you might be interested in joining the committee please get in touch with me or a committee member. At present we are only looking for a new Secretary.

Tim Cook

Photo Competition

As usual the competition is based on entries taken up to and including the Heritage Run. If you have any pictures you would like included please email them to me **by 10 September**. They don't need to have been taken at a club event but do need to have some connection with your car or the club. A calendar will be produced which could be available at the AGM.

Tim Cook, chairman@mgnorthumbria.org

Car show proceeds allocation (so far):

Northumbria Blood Bikes	£8600
Calvert Trust, NE England	£1000
Hadrian Explorer Scouts	£700
Pricklepad hedgehog hospital, Newcastle	£675
Teardrop, Ashington	£500
Pearey House, N. Tyneside	£490
Monkchester Family Centre, Newcastle	£440
Wallsend Sea Cadets	£490
Seaton Delaval Arts Centre	£260
Cedarwood Trust, North Shields	£150

Classic Car Corrosion Protection -- a paint technologists view.

The most thermodynamically stable state for iron/steel is iron oxide –rust, steel will always tend to seek this form, in which it is found naturally. Steel does not form a passive oxide layer as does aluminium, so once rusting has commenced this will always continue, as can be seen with many cars built before the current era. Iron can be passivated by phosphating but this does require high temperature immersion in phosphoric acid so is beyond the scope of most car repairers. Most ambient phosphate treatments sold for home use are not very effective. For corrosion to occur three elements are required, water, a soluble salt eg sodium chloride and oxygen.

The normal method of corrosion protection of motor vehicles is to apply a barrier to prevent access of the corrosion generating materials to the steel ie a paint film. All paint films are permeable to a greater or lesser extent to both water vapour and oxygen molecules, so obviously best protection is achieved by minimising ingress of these materials as much as possible. This can be done by coating formulation to increase crosslink density and also by achieving further reaction by stoving after application and/or increasing film thickness (offshore platforms may have 2-3 mm ie 2000-3000 microns of paint to give a 25 year life, new motor vehicle coated in ideal conditions have around 0.125 mm 125 micron of paint which as we know gives well in excess of 10 years life.

For the paint film to give good long term corrosion protection it requires good adhesion, excellent long term durability to UV exposure and weathering, together with a stable film ie no leach out of plasticizers or other materials.

Good adhesion is critical to long term corrosion protection and surface preparation is the method achieving this. New cars are currently prepared and painted under ideal controlled conditions, surfaces are cleaned, sometimes passivated, coatings applied by electrodeposition which give good edge coverage and even film thickness distribution, followed by stoving at elevated temperature to maximise film properties. The results achieved are clear compared to cars coated with the processes used 30 years or more ago. However these conditions are not available in many repair shops and certainly not for home application.

Surface cleaning is necessary to remove oily deposits as well as soluble salts the presence of which can cause osmotic blistering in wet conditions. Adhesion can be improved by increasing unit surface area by roughening the steel substrate by abrasion eg shot blasting or carborundum grinding. In controlled low humidity conditions freshly abraded steel will not corrode for many hours but in normal environments around 2 hours should be the maximum time before coating. Many effective primers such as those based on chromate pigments which function by reacting electrochemically with the steel are no longer available for Health and Safety reasons, but the most effective primer to use for car repair/ refurbishment is a zinc rich primer --- defined as having more than 90% by weight zinc dust in the dry film. This primer gives excellent adhesion to steel, and adhesion of subsequent coats and minimises underfilm corrosion from damaged areas of the film.

Finally for the finish coat, 2 pack product such as isocyanate cured polyurethane systems give best long term performance, due to the high molecular weight and stability of the polymers formed. Unfortunately the introduction of water based systems has in some instances decreased performance compared to the earlier solvent based systems. A low temperature bake will also increase long term performance. Application other than by skilled sprayer is unlikely to give a satisfactory appearance.

To summarise the following steps are needed.

Clean surface, abrade surface

Coat quickly -- ideally with zinc rich primer

Colour compatible undercoat

Finish coats as required.

This is the correct way to do things, it requires time, patience, effort and care. In my case I know how to do things correctly but lacking in the above achieve somewhat debatable results

Sent in by Mike Mitchell

Event Diary for September

- 1 Heritage Run. Starting from the Badger, Ponteland 9.30 - 10.00 am. *You need to have already booked onto this run to take part.*
- 4 Clubnight, Backworth 8.00 pm.
- 7 Harbottle Village Show (see page 13)
- 8 NECPWA at Belsay Hall
- 15 Alternative Great North Run. Starting from Brockbushes Farm, Styford roundabout, A69 at 1.30 pm. Ending at Milkhope Centre.
- 15 Selkirk Classic Vehicle Show
- 18 Committee meeting
- 28 (Saturday)Les's Run. This will be starting 1.00 - 1.30 pm from the free car park about half way between Seaton Sluice and Blyth South Beach on the A193.

100

We are proud to announce that we currently have 100 members!

The 100th member is Ian Gibbs.

Richard Wilson, Mel Edgar, Carl Irwin and Ian McKinnell and Yvonne McAllister are also new members. A big welcome to you all.

Athol Slinger is on the lookout for the manual for a rubber bumper Midget . If you have one available please let him know.

Caravan for sale

Bailey Burgundy Series 7 2010 excellent condition hardly used. Motor mover, Alko traction control.

Many extras including new awning and all weather cover.
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Please contact **George Hunter** if you are interested.

Gwh.quanturveyor@btinternet.com

Harrogate 2013

A good time was had by all that attended, 10 cars turned up, some travelling down on Friday some Saturday and some Sunday, the sun shone most of Sunday with only a few drops of rain, John and Marion Mitchell were awarded 2nd prize in the condition class with his MGC, which pleased John immensely, and he was smiling although a little embarrassed the rest of the afternoon,

Dave Stokoe



John Mitchell receiving the prize for second place.

Silverstone Classic

Yet another successful MG Northumbria outing; Les & Pam Davison, "Capt" John Mitchell, (yes he does camp, pictures of his car and tent on the Woodlands Campsite, Silverstone prove it) Alan Hutchinson, working hard in the pits as a pit lane marshall, and Ian & Joan Clubbs, (staying off site in a local Hotel).

We set off Thursday morning and set up camp Thursday afternoon on the 25th July. Our friends from our Le Mans trips, Keith & Zena, arrived later on, Thursday evening, Later on we had a few beers in the on site pub, the Petrol Head, which would be our base for the weekend. After a good nights kip, we woke up to a beautiful sunny Friday morning, with an early morning Hot Air Balloon Flyout before breakfast. Then it was all day qualifying for all of the various classes racing over the weekend (15 different classes of racing cars, ranging from Historic Formula Juniors through to FIA Masters Historic Formula One, Various Saloon cars, touring cars, and Sports cars, then for us the main event class, Group C Endurance cars (Le Mans cars from 1983 to 1991).

Friday Evening, time to get ready for the Rocking part of the weekend, and head across to the concert Area, orange zone 20. First off "Boot-Leg- Zeppelin" who were quite good especially when they played "Stairway To Heaven" and "Kashmir".

Continued overleaf

They were followed by the band that did the music for the film "The Commitments" so lots of 70's & 80's soul music there. The night was rounded off by "Floyd Reloaded", a German Pink Floyd Tribute band, and they were absolutely BRILLIANT, even playing tracks from "Dark Side of the Moon" as the moon was rising behind the stage, incredible!!! for me one of the highlights of the weekend. This was followed by a free bus ride back to the camp-site.

Saturday morning started hot and sunny again, so breakfast was enjoyed with the site of many Hot Air Balloons flying over our tents. This was followed by a walk around the trade stands in "The Village" credit cards kept under lock and key, you could easily spend a fortune here then to track side to watch many of today's races, then at lunch break a pair of Spitfires, doing an aerial display. After our visit to the Battle of Britain Memorial Flight, at RAF Coningsby, yet another unforgettable highlight of this weekend. More racing continued throughout the afternoon, but we returned to the campsite early to get ready for this evenings "entertainment" The Group C race was scheduled to start at 1900hrs and run into the darkness, at the same time, the evening concerts were due to run, starting with the "Ultimate Eagles" followed by the "Guns N' Roses Experience" and finishing off with "the Hollies" Unfortunately the weather had other ideas, and at 1800hrs the heavens opened, and we had torrential rain for several hours which put a stop to the evenings racing and open air concerts. So we drowned our sorrows with an evening of Wine, Beer, and Cheese, and concentrated on keeping dry.

Sunday dawned, cloudy, windy but DRY, so after breakfast, across to the track to watch a day of racing, the highlight now being this afternoons Group C race, now extended, after last nights cancellation and yet another weekend highlight, Nicolas Minassian in the "Silk Cut Jaguar XJR14" lap the whole field except the 2nd placed car, the Mercedes C11 of Gareth Evans Racing finished at 1800hrs, so back to campsite, for a Bar B Que and to chill out with a few beers. What a fabulous weekend!!! Up early Monday, breakfast then pack up the tent for the long drive home.

Les Davison



The famous Silk Cut Le Mans Jaguar

We now have a forum function on our website, please use the information below to sign up and use, if any further information is required please contact Dave Stokoe at webmaster@mgnorthumbria.org

These log in options include Facebook, Twitter, Google and nine other systems, visitors can use any of the options to log in, if you are not already registered to any of these systems there is an option to sign up.

You can start a topic for any sub-forum by clicking the Start a Topic button on the main page or within any of the individual sub-forums.



Classic Coachcraft—announcement

Dave Bush has decided to retire and sends this message:

“Many thanks to customers and friends for their support over the years. To those who were not, you will never know what you missed”.

A message from Mike Arnott

Harbottle Village Show

I wonder if any of your members would be interested in supporting the show. It is on Saturday 7th September.

It is a traditional village show and have asked if we could put a few classic cars on the field. Its a case of turn up and leave when you like, no time table at all. We normally get there for around 11 to 11.30.

Mike Arnott



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