



Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



March 2021



Photo:
Fraser Watt

Credits: Helen, Emo, Allan, Jim S, Craig, Jim T, Mike & Fiona, Ernie & Elizabeth

MEMBERS' CARS

Emo's Midget makes progress -
Note the carbon fibre dash



INTERESTING CAR



MRS GRUMPY'S GRUMBLE



Covid restrictions. You know how you're supposed to go round the supermarket on your own? Why then do you see couples going round when there seems to be no reason for there to be two? With one exception! I noticed a couple and the bloke was all over the shop like a wandering puppy - he all but came up to you and wagged his tail. I was about to give said wifie a comment about there being two of you and one of you is a liability - then thought, 'Hmmm. Does the guy have Dementia/Alzheimer's and the poor woman has to take him with her 'coz she can't leave him at home?' So I shut my mouth!

Now, you know you're not supposed to leave your council area? Yet the Scottish Gov. has sent letters to those aged 70-79 telling them to go to the Edinburgh International Conference Centre for their Covid vaccination!!! An MG friend in East Linton has to go through 3 council areas, a journey of 25 miles - and the appointment is 8.30 am!!!! Why can't they be done in their medical centre, the same as the over 80s? And they wonder why some people ignore their lock-down rules.

B***** IT!! I've been joining a weekly Zoom meeting using Brian's MacBook Pro as both the iPhone and iPad tell me 'Safari can't open this page as the link is invalid' and my old iMac doesn't have sound. Brian had the same password for everything, the one I've been using for the past three weeks. This morning the laptop tells me the password is invalid. Restart the laptop, still invalid. Try to reset it using both Brian's and my Apple ID - 'cannot progress this'. So, am locked out of Brian's laptop for no reason that I can think of.

Will go for a coffee and then try to get hold of a geek at Apple to sort things out - maybe he can tell me why a Zoom meeting is so fraught on all my Apple devices.

MAYBE OF INTEREST

Another date for the MG & Triumph Spares Day
at Telford International Centre.

It is now Sunday August 22nd 2021, 9am - 4.30pm

Ed: Perhaps!

INTERESTING CAR Riley 9hp

INTERESTING SNIPPET 1

Ernie sent in this poem from the TC Motoring Guild, written by Rick M of the Rocky Mountain MG T-Register.

To all the T-drivers kept in by the snow
And lockdowns around us, and nowhere to go
With our cars safely resting in garages tight
We now settle down on this holiday night

Perhaps Kringle has a good thing in his sleigh
For your TD or TC or even your A
To brighten your spirits for fun times ahead
And dream of those days as you get into bed

So I wish all of you some holiday cheer
And look forward to a much better year
Though twenty-twenty has lessened our fun
Let's hope for a sunnier year twenty-one
Rick M

INTERESTING SNIPPET 2

Now, have you noticed how people can't drive in the snow? I spent twenty minutes watching a small hatchback trying to turn around using our driveway. He had the wheels at full lock and was spinning them - did he think he'd get through all the snow and hit tarmac? It's not rocket science, keep the wheels straight and be ever so gentle on the throttle.

Andy spotted a white van man struggling to get up the hill at his house. The guy was organised and got out a spade and carefully cleared the snow from the van's rear wheels. The snag being, according to Andy, was that it was a front wheel drive van!

Tony saw the best though. A large BMW took two hours to get out of his car park!!

AGM REPORT

This year's AGM was quite unusual in that it was done via Zoom - a first for the club. We had a very good turnout with around eighteen people being involved.

I had asked everyone to raise their hands if they wanted to speak, just like being back at school, but I found out from Gerry Mulligan that the protocol was for everyone to go mute and then un-mute when you wished to contribute. Craig Fotheringham took this to heart and went mute for the whole session. It turned out it wasn't because he adhered to the protocol but because his IT guru (June) couldn't figure out how to un-mute him. He has said he'll be more talkative on our next Zoom chat.

It was a short AGM simply because there wasn't a lot to talk about given the impact of the pandemic on our activities, so most of my waffle was cut short and I just chatted about the finances and the carry forward of subs from last year to this.

We decided that we would not award any of the trophies this year but I did mention Helen in dispatches for her hard work in keeping the newsletter going as it has become the glue which keeps us together. She was given a round of applause by the members.

Ed: I'd like to say I couldn't have done it without the contributions from the members - please keep up the good work!

One thing that came out of the post meeting chat was that there was a general agreement that we should try a Zoom monthly meeting and so I will be sending out an invitation in the second week in March to attend a Zoom meeting on 11 March at 7pm. I hope you can make it.

Allan Digance

MANY MOONS AGO

Spotted in Mike & Fiona's
2002 MG Calendar.

More Gadgets: Tony says
'You can never have too
many spot lamps!'



MECCANO MEMORIES

In common with many, struggling to find ways to keep occupied during the pandemic, I have been trying to find interesting things to do. I've tidied my garage (twice) and have attended to the routine needs of the Midget, which have not been demanding, as it has been running extremely well throughout the long months of Covid. This fits in nicely with my "if it ain't broke, don't fix it" maintenance policy!

Searching for further ways to stay sane, I have just completed a Meccano model of a "super car". I was given the kit as a present at Christmas, and I can really recommend Meccano as an absorbing lockdown project. I haven't made anything out of Meccano for about 65 years, but the knack came back, and I've enjoyed the (roughly) eight hours it has taken to reach completion. A sticker on the box says that it is suitable for age 10+, and I have to admit that, once or twice during construction, I could have done with that 10 year old whizz kid's help!

I was, though, slightly disappointed to read on the box that this once famous British icon is now made in China. (*Ed: Isn't everything, including MGs?*) I still have the little spanner for tightening the nuts from my 1950s childhood set. The tool provided with the new set is adequate, but I have convinced myself that the original spanner, retained for so many years (easy to find in my tidied garage!) and proudly stamped "Made in England", tightens the nuts with much more authority.

The car has an electric motor, which propels it at what must be a scale speed of about 500 miles an hour, and goes just as fast in reverse as it does forwards scary! There's no way of stopping it until it hits something! It has LED lights too certainly not an available option in my boyhood days.

If this retro trend in hobbies continues, I shall be painting by numbers next! [Jim Shearer](#)



SENSORS AND SENSIBILITY

Instead of the trouble with old cars, cos we're all very familiar with them. I'm scribing this for all those who are having or about to have trouble with new cars. See, the main issue is that old cars were quite basic and as life passes us by (all too quickly), apparently progress occurs. Now my Midget is a 1973 model and approx. 30 years later, instead of leaving well alone, MG thought it would be a great idea to follow the masses and add sensors for everything when they made my 2003 ex MG TF.

For those of you who have been following progress of my K series transplant, via the Face tube page, you will have seen that I ran into a bit of an issue with some lack of under bonnet room. Namely that the T map sensor on the top on the inlet manifold was tight against the bonnet of the midget. Now, room is at a premium under there, as even the cam cover only has approx. 10mm clearance, so a solution had to be found. My first thought was to change it for the plastic type that has the sensor in a different place - this will form plan B. Mainly, due to the fact that they don't tend to seal as well against the head and secondly, I really like the look of the alloy manifold. Score 1 for Alloy!!!



Normally in this situation the first thought is a well-known search engine but this was going to be of no use, so I consulted the knowledge and wisdom that is the K/Z series F/B. One of the first thoughts was to lower the engine, but I was already using the Frontline engine mounts and didn't fancy having to try and get some new ones fabricated and anyway the sump is already quite low. Next up was the option to 'adapt' the bonnet with some solutions just being a simple hole and others adding a 'bubble' to provide adequate clearance. I was quite keen to keep the original lines so as not to give too much away about what was lurking underneath the bonnet. So now we were starting to get into more drastic solutions with people suggesting the two faces of the manifold and runner could be machined by a couple of millimetres each, to try and give more room. Even more involved, was cutting both ends off the inlet and swapping them - this had the added advantage of moving the air intake on the throttle body to the front as well, but this was well beyond what I wanted to do.

Finally, a possible option was suggested of moving the sensor to another location - it just needs to be mounted on a flat surface. Now this warranted more investigation. The sensor has "a long pokey bit with a seal on it" and two mounting holes. (Google for a picture). So, all I needed to do was find a flat surface on the manifold to mount it. The most obvious place was the top but as I was already struggling for room this was a no go. I didn't want to change any wiring so that limited me to either side and for ease of access I have opted for the side away from the engine and in front of the inlets - see pic on next page.



First thing to do was to check I could remove the sensor, normally I'm used to UNF nuts and bolts, but this being a modern car you would expect metric nuts but no - they are now using torx heads. This coupled with steel screws into an alloy manifold did not bode well. However, after a liberal dose of WD40, they came undone and revealed a "a long pokey bit with a seal on it" of approx. 25mm.

The plan now is to make two thin alloy (not plastic!!!) plates - one to blank off the original holes and one to act as a template to allow me to drill and tap new holes for the new mounting. If all goes well, the next installment should see this sorted so watch this increased space!!!!

P.S. Remember plan B for the plastic manifold - if the drilling and tapping doesn't work out, I have one sitting in the garage to fit. [Craig Fotheringham](#)

INTERESTING SNIPPET

From a few years ago. Hope Hermand's have got good insurance, considering the value of this load!

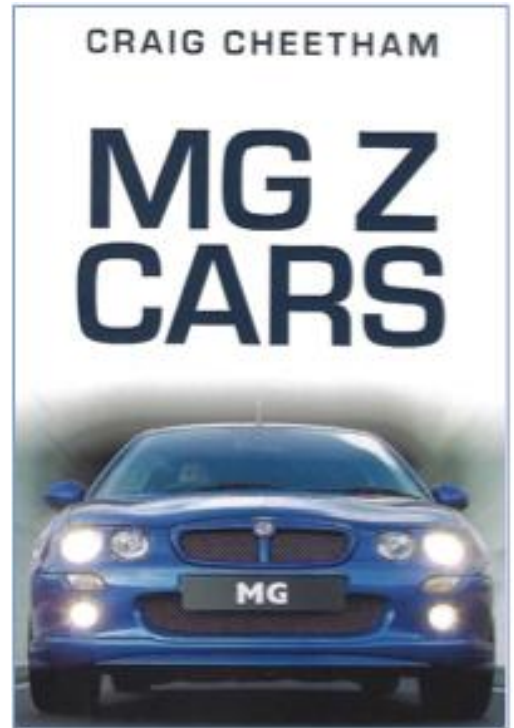


BOOK REVIEW

Just to make sure that you all are up to date with the Zed cars I found another book that is available. I promise you all this is the last book in the coverage that I have given the Z range of cars unless I find another book! It is 96 pages in length and was only published late 2020. Perhaps the authors lockdown work!

This book is a bit different and is not really technical but a historical record of the ZED cars from concept in 2001 to the demise in 2005. It is interesting just to read how much in trouble the British motor manufacturers were in pre 2000 and how they basically they were stitched up by the companies that sought to help them but in fact contributed to destroying British designed cars. It does provide very good tips for prospective purchasers of a Zed Car. I also think that this book confirms that the cars attract younger drivers.

The author of this book Craig Cheetham was a motoring journalist with Auto Express and is re-known as an expert on Austin Rover. He also was an avid supporter of Zed cars and does credits them with some of the reason the MG range, (also Rover) survived 5 Years.



The book initially explains the divorce between BMW and Rover and the history that went before with British Aerospace who sold the Rover Group after a rescue package. It details the events from the BMW asset strip. He credits John Hemming as the hero that formed Phoenix with the partners that he brought together. Does mention that John Hemming had thought on reflection that was a mistake! This section is really interesting if you wish to know the detail of exactly what happened with BMW. If you can read the book you can make your own mind up of BMW and in my mind, they were not the saviours.

The book then uncovers the story of how the MG cars were born from the Rover cars and code named X10, X20 and X30. The surprise here is that the X10 is the ZT, the X20 the ZS and the X30 the ZR. He details the release of those cars in January 2001 and also that the BMW Mini was also released (funnily enough) at Detroit the same time.

The production cars were released in March 2001 and the book then details each model including pros and Cons. The ZR was created from a posh supermini and then became a cult car with the young set (I leave the readers to imagine the age of the young set!!). The ZS was already a 10-year-old design and based on the Rover 400 but handled better than many other cars and was the best of the range especially the 180. The ZT was from the 75 design and was new concept and the best (when Jekyll and met Hyde). The designer of those cars was a gentleman called Peter Steven still involved in car design today and also created with many fine designs with McLaren F1 and the Lotus Esprit and Elan M100. The book details much of the work he carried out. The models and changes are clearly detailed. For your interest the models that were named 'atomic' was adopted from the girl group Atomic Kitten! used as PR for the motor shows. Happy Days!

The next section covers the types of paint that was available and the most striking was the Monogram range. Over the life of the cars the colours available were what you would expect a car given the MG name to have. If you would like to see the Monogram selection go the Glamis Show and you will see some of the 28 variations.

Some of the available colours in Monogram

Monogram Chromescent

Glacier – practically a pearlescent white with silver facets.

Mirage – pearlescent silver with gold layers and a cool pale blue aspect.

Gulf Stream – Magic Green, that flips from pearlescent olive to grey-blue.

Monogram Super Metallics

Celestial – a bright light blue.

Chatsworth – an elegant antique bronzo-green.

Lagoon – a bold turquoise.

Nocturne – a greyed off mid/dark blue.

Sunspot – a warm pearlescent yellow with deep ochre and light citrus effects.

Monogram Mficiallics

Jubilee – a bronze gold.

Orange Grove – an intense orange.

Saffron – a shimmering coppery-gold.

Bacchus – a rich iridescent wine red.



The book details the later phase of the models and the chapter is titled ‘A different type of Asset Stripping’. This money saving project commenced in 2003 and the sole purpose was to reduce the cost of producing those cars.

Unfortunately, this is not a good story and many of the good design and interiors including rust proofing were changed to enable cost cuts in production. The face lift models followed this and by 2005 and the end of the British built MG car and that was that. The same group designed the change from the MGF to the MGTF and created the SV. The author also covers this, and the details involved.

The last section is the end story and the situation with those cars at present. Unfortunately, unless they are cherished (and a few are), the demise is gaining pace, and more are being scrapped. This situation usually occurs when repairs exceed the worth of the car. They are however increasing in value but this increase at a very slow incline. Groups formed to help preserve them such as “Save our ZEDS“ are ineffective mainly due to firstly the situation with body spares and the reduction of technical support with corrosion repairs. Fortunately, the expertise with the engines etc is generally well available in parts and experience at the moment.

If you have one of those cars the situation is “Love it, or List it” in my case Marjorie loves it!

I recommend that if you are interested in ZED cars this book is worth the reading. [Jim Tierney](#).

LOCKDOWN 2 JIGSAW

This one is called Janice Daughters’ motoring memorabilia.

A strange title but completed by myself and Marjorie in an undisclosed time! I think this was one of the most difficult jigsaw we have done. [Jm Tierney](#)

Ed: Have to say I’ve just done the same one and was toiling to find an MG!



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Please feel free to contact the committee if you have any queries.

Monthly meetings still cancelled due to Covid.

FORTHCOMING EVENTS

All provisional

<i>April 25</i>	<i>Drive It Day Run</i>	<i>August</i>	<i>Run</i>
<i>May 16</i>	<i>Stirling Classic Car Show</i>	<i>August 14/15</i>	<i>Weekend away to Northumberland Classic Show at Corbridge.</i>
<i>May</i>	<i>Gymkhana at Vintage Bus Museum</i>	<i>August 22</i>	<i>FAVVO show at Ladybank</i>
<i>June 6</i>	<i>BVAC Show, Thirlestane Cancelled</i>	<i>September</i>	<i>Wheels & Wings Show,</i>
<i>June</i>	<i>Run</i>	<i>September 26</i>	<i>Gathering of the Clans at Doune</i>
<i>July</i>	<i>Dunbar RNLI Day.</i>		
<i>July 11</i>	<i>SVVC Show, Glamis Castle</i>		
<i>July</i>	<i>Run</i>		

Cancellations in June:
Thirlestane Castle, MG Live and Moffat Shows

Cancellations in July: Royal Deeside Show

May be of interest and may happen:

June 13	Tayside Classic, Errol
August 8	A reduced Harrogate MG show
August 15	Conifox Classic Car Show
August 22	Cumbria Classic at Dalemain House and MG & Triumph Spares Day at Telford Centre