



Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



April 2021



Credits: Helen, Mike & Fiona, Lindsay K, David T, Craig, Joan, Lindsay W

MEMBERS' CARS

Mike & Fiona's MGA 1500, aka Blueberry, which is for sale, parked in front of some vintage architecture.



INTERESTING CAR

A new wedding car spotted in Roslin



MRS GRUMPY'S GRUMBLE



To follow on from last month's joy of being locked out of the only Apple device that lets me partake of a Zoom meeting - i.e. Brian's MacBook Pro. This had decided that Brian's password (that I'd been using for weeks) was invalid. Haven't a clue why. Attempts to reset it failed too, so I googled Apple support and clicked on the first one. A chat thing, but all went well until I was asked to pay money before I could speak to a technician.

Oooops - double checked the website and it isn't Apple but justanswer.co - so left without paying. Note to self; it's best to read the website address carefully.

Anyway, logged onto the proper Apple support and got a phone number to call. Fell at the first hurdle as Mrs Computerised Voice wanted the serial number - just go to the Apple icon and into 'about this Mac'. She obviously hadn't grasped that if I was locked out of the b**** thing, then I couldn't access 'about this Mac' could I?!!

Eventually got onto a helpful geek from the subcontinent who managed to allow me to reset the password under my Apple ID. Then when I booted up the MacBook and it asked for a keychain password, the new password was invalid!!! The bloke suggested I use Brian's original password - which worked.

Anyway, for the AGM I got the same problem. My new password was invalid as was Brian's original one. Tried to change it using my Apple ID that I used with the Apple geek - "this cannot be progressed". So tried to change it using Brian's Apple ID - no problemo! It of course asked for the keychain password and I fed in Brian's universal password and got access to the MacBook. It did take a good 10 minutes of swearing at it, so hope this isn't going to happen each time I want to join a Zoom meeting.

This unfathomable logic is why I really don't like IT!!

Then I get sent two password protected documents and can open the .pdf file but not the Word document - which I could open on the iPad but couldn't print it! I suspect the vintage version of Word on the geriatric iMac is the problem. Anyway, chap is going to post me a hard copy to sign - It's Better Manually!!

WANTED WANTED WANTED

MGB Roadster:

CB or RB, under £10K. Contact
Andrew.blake444@btinternet.com

FOR SALE FOR SALE FOR SALE

MG Midget spares: Good 1275 g/box, half shafts, diff, 5 wheels for resto

MG TD spares: 4 speed gearbox. steering wheel & rack for resto, box of assorted bits that might be worth a rummage. Contact Andy Bailey at 0131 440 0799

INTERESTING CAR

A Cadillac - don't ask which one

INTERESTING CAR 2

Apologies for a senior moment

Last month's car was named as a Riley 9hp, when it is in fact a Singer 9hp. It's in the programme as a Singer 9hp, my photo is labelled Singer 9hp but somehow it got translated it to Riley 9hp!!!

INTERESTING SNIPPET

I was reminded of an amusing incident when I was teaching. I used Boris the black 'B for the daily commute and had him insured for work use - i.e. I could transport a pupil and be covered.

One fine day, I was enjoying a coffee during a free period when the Head stuck his head round the door and asked if I would take a wee radge home as he'd been suspended.

Got the toe-rag into Boris and he had a good look round as he'd never been in an MGB GT. He clocks the overdrive switch on the gear knob and asks "What's that for?" I said, absolutely dead pan, that it was for the ejector seat in case he misbehaved.

He looked at the switch, at the glass sunroof and at me (I gave him my most evil smile) and you could see he was thinking "She's taking the Mick" - but he wasn't sure. With another look at the switch and the sunroof, he sat as quiet as a lamb all the way home!!

MORE NON SENSOR

LET ME START THIS ARTICLE IN CAPITALS. I HAD ATTEMPTED TO TAKE PART IN THE CLUB'S ZOOM AGM AND ALTHOUGH I HAD MANGED TO GET THE VIDEO FEED WORKING, THE MIC ON THE PC REFUSED TO FUNCTION NO MATTER HOW I TRIED TO ALTER THE SETTINGS. THIS WAS COMPOUNDED BY THE FACT EVERYONE WAS TELLING ME TO UNMUTE. SO, IN THE BEST INTERESTS OF E-MAIL ETIQUETTE I HOPE YOU CAN ALL HEAR ME NOW!!!!!!

At the end of the last article, I was endeavouring to move a sensor on the inlet manifold, as space under the bonnet was at a premium.

Now I'm quite fortunate to have access to a well-equipped workshop which houses such items as sand blasting cabinet, pillar drills, sanders, lathes etc. So, it wasn't a huge issue for me to find a quiet hour or so after work to start the work involved.

Having got some thin alloy plate, I first started by drilling a hole to accommodate the sensor. This allowed me to then mark two mounting holes. Next was to take a second piece of alloy and temporarily stick it to the back of the first plate. I then drilled through the two mounting holes. Now I had two plates - one with three holes and one with just two. The next step was to file the shape of the sensor body onto the two plates. Why do I need two plates you may wonder? Well, the plate with just the two mounting holes is going to be used to seal off the original mounting. The second plate will be used to determine the new mounting position. I hope that make sense and as pictures speak a thousand words, I have included some, should there be any confusion!!



Having got the plates manufactured the next task was to place the template in the desired position on the manifold and mark through. I had decided in the previous article that the side of the inlet manifold was to be the new location. With the plate in position, I then marked through the holes before centre dabbing. First hole to be drilled was the central one for the sensor. With the manifold held securely, I started off with a 3mm pilot hole before working my way up to a 1/2" drill bit - Phew!! Next were the two mounting holes and these had to be drilled and tapped for a M4 screw. Having got all the holes drilled - a quick trial fit confirmed everything lined up, and I could breathe a sigh of relief and admire my handiwork.

The next step is to send both sections off for vapour blasting, to remove all the grime and crud before safely packaging away, till I need them for the engine rebuild. **Craig Fotheringham**

MORE GT LOCKDOWN JOBS

Having sorted the first round of improvement tasks on my Mark I MGB GT as reported in October's Newsletter, once the temperatures reached a level where it was feasible to work in an unheated garage again I decided to tackle the next set. The first was unexpected: after standing unused for several weeks, the battery proved unequal to the task of starting the engine. It had never really had enough guts anyway, (not helped by the fact that this car is fitted with a dynamo) so I decided that the best solution was just to replace the battery. This simple task, of course, then escalated into an annoying one because the clamping arrangements that I had put in place in September now didn't fit the new battery, and I couldn't find any spare suitable spacers. It was obviously not a difficult problem to solve, but the contortions needed to reach or sit behind the seats over an extended period to gain access are uncomfortable, to say the least!

One small niggle that was detracting from the appearance of the car was the rubber seal around the rear hatch. Although all the rubbers were replaced around 10 years ago, this had cracked at both top corners, and whilst not causing any leak problems just made the car look neglected, so it was off with the tailgate and out with the screwdriver and glue. There are two rubber seals - one that goes all the way round on the inside and a 'half seal' (indicated in the photo) which sandwiches between the door and the car at the top and sides: this was what was replaced, the other still being in perfect condition. *(Ed: I hate to be a harbinger of doom, but I changed that seal in the V8 when she was entering concours - it cracked within five years! Hopefully David has got one made of decent rubber)*



The final job was the most significant, and one I had been putting off ever since acquiring the car 18 months ago: namely the sagging headlining over the driver's seat. The GT is supposed to have a fibreboard headliner over which the material is glued; this can theoretically be wrestled out through the rear hatch once the relevant trim pieces at back and front have been removed, though I had been warned that the main problem is that they usually disintegrate in the process. However, I had also read that some early cars didn't have the board, with the material stuck directly to the roof. So the first investigation was to establish whether the board existed. Some unscientific prodding suggested that it probably didn't, a diagnosis confirmed by removing the rear trim panel (whereupon, inevitably, some of the ancient metal clips snapped and new ones had to be sourced).

My car had had the interior trim replaced when it was restored, so either its original board did disintegrate (and they are one of the few MGB items that are no longer available) or it never had one: I have no means of knowing. The actual headlining material was still in excellent condition so it could be glued back directly to the roof, which was more problematic than gluing to a board, but less difficult than removing said item, had it existed!



The very good reason not to glue it directly to the roof is that when the car stands in the sun, it usually comes unstuck as had clearly happened to mine! But since the car is white, I presume the roof gets nowhere near as hot as a dark colour would, so I hope the use of the correct high temperature adhesive will hold it, at least for a few years! My improvised solution of how to hold it in place while the glue dried consisted of an adjustable pole (intended for paint rollers), a large table mat to push against the lining, and an assortment of differently sized hardback books to control the height and spread the pressure over the supporting seat! It's amazing how much better the car now feels without your head brushing the roof lining. **David Turner**

MANY MOONS AGO

Another from Mike & Fiona's 2002 MG Calendar.

Mechanical Genius: 'I think they're waiting to see if we can put it back together'



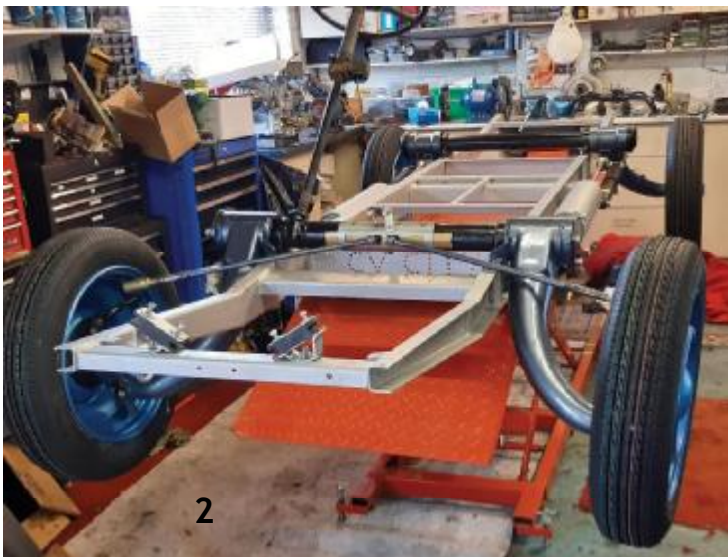
THE FALCON PROJECT

Our story begins in July 2018 at a meeting of Linlithgow Classic Car Club one Saturday morning when Jimmy Welsh, (who many of you will have met as he comes along to all the shows and has a Citroën 2CV) was approached by a chap who started talking about 2CVs. He said he had one for sale if Jimmy was interested. He was asking £500 for it but Jimmy (who did not really want another project) did not want to appear rude so agreed to view it. He and his wife took a trip to the chap's home to have a look at the car. It had not run for 12 years and Jimmy said he didn't want to pay much for it as it was clearly a wreck, but the guy insisted that Jimmy make him an offer. Jimmy thought that if he offered him so little that the chap would say "no that's too little" and he would not need to buy it. Jimmy offered £100 and the guy grabbed his hand and said "deal".

Jimmy and I returned to retrieve the car, which had to be towed to Jimmy's home, which was no mean task.

A Falcon build manual would be handy, and Jimmy had been searching the Internet for months to try and get one.

So, the real story begins. We started to dismantle the car (see pic 1), although it wasn't too difficult due to the corrosion. The sides of the car were not even attached at the sills. Fortunately the chassis was galvanized and very usable as was the engine and running gear. (see pic 2)



Having striped it down to the chassis and running gear, we then removed all the components and thoroughly cleaned, overhauled and painted everything, The engine was stripped down completely, it was cleaned, painted and reassembled. Once fitted, we connected some wiring up and it started first time. That is always a great moment to get the engine running. The running gear, suspension and gearbox all back together including the steering entirely restored and looking new but with hindsight, this turned out to be the easy part.

A kit from a previous Falcon for sale on everyone's favorite auction site was for sale so Jimmy decided to go for it as it consisted of the body framework, wings, bonnet and windscreen, the only issue being it was located in Oxford, however a local haulier was contracted to have it uplifted and delivered to Jimmy's home. The delivery was £330.

On arrival it was discovered that body framework was unusable, the wings and bonnet were salvageable but would need cosmetic work. We now had to design and build the frame for the bodywork. This was built from 25mm box section steel and incorporated a roll-bar, all of which was tack welded by ourselves to form the new frame and then welded together by a friend as none of the two of us are proficient in welding. (see pic 3)

During the Christmas holidays of 2019, Jimmy managed to find a guy in England who emailed a build manual which has been invaluable.

The frame was then fitted to the which formed the finished shape of the vehicle. Also, we had to create a housing to accommodate the dash board that would fit in with the bonnet and windscreen, (not an easy task as it had to be curved and tapered at each end). (see pic 4)..



The plywood now fitted to the frame using stainless steel screws,(see pic 5), we now had to shape, cut and fit 1mm aluminium to the treated plywood to give the finished skin and shape, this was one of many skills we had to learn as we progressed, the aluminium was fitted to the plywood using adhesive and rivets, and a folded seam was created along the bottom of each side to give a neat finish, each corner at the rear had to have a curved aluminium piece shaped and fitted full height to join the side and rear panels.(see pic 6).



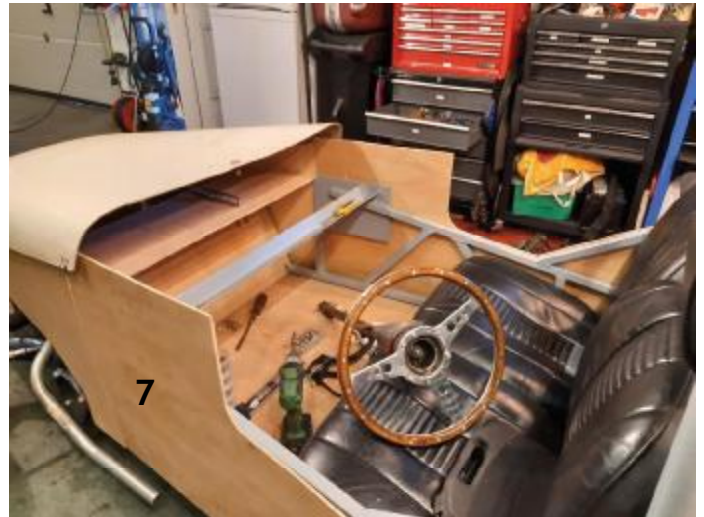
We then had to create a false floor on the rear to accommodate the fuel tank fitting below it, at the same time creating a secure locker behind the rear panel which had the rear lights and spare wheel fitted. Then the interior side panels were created from plywood and finished in vinyl, behind which we installed the wiring for the rear lights and indicators. These panels were fitted to the steel framework using stainless steel machine screws, and the steel framework tapped to accept the screws.

Following on from fitting the interior panels, we had to form and make capping pieces for top edge of the frame and plywood, which was made from facing timber and covered in vinyl then secured from the underside with screws.

We then formed the dashboard fascia from plywood, and finished with vinyl, then cut holes in it for the instruments and switches, this was trial fitted and the existing wiring loom connected up, after a lot of fettling, tracing, rerouting and replacing of wires, bingo everything worked. Also incorporated in the dash board fascia was fittings for the gear-lever and handbrake.

Our attention now turned to fitting carpeting to the cabin and rear, this obviously involved cutting and shaping the carpet along with a layer of insulation, which was all fitted with glue. We then turned our attention to fitting the seats, (which are from an MG midget - see pic 7). These were a tight fit but fitted, (I should mention at this point the metal frame work was designed to allow these MG seats to be fitted inside it).

We now turned to the engine, which, since the initial start was giving us starting problems, so it was decided to fit electronic ignition and do away with the original points & condenser set up, which was a good move and solved the starting problems. We then had to carry out various minor adaptations to the engine, one being to reduce the height of the air intake and filter for the carb to allow the bonnet to close properly, another was to make alterations to the gear linkage, and the handbrake linkage both of which required to be shortened. We also had to create a housing for the battery and fuse box.



The exhaust and silencer (from a Harley Davidson) was then fitted to the near side including stainless steel flexi pipe to route it from the engine compartment.

The next step was to fit new brake pipes to the four wheels, no easy task when the brake pipe goes through the rear axle and exits in the middle. We then moved onto cleaning and preparing the four wings for painting, with some small areas of filling and sanding required, they were all painted and lacquered, (on a warm sunny day in the garden by Jimmy), these were then temporarily fitted to the car, after some tweaking they were then permanently fitted, the front ones requiring cross bracers to support them and a couple of lengths of silver kitchen trim between the wing and the body. The rear ones were fitted and chrome covers placed over the mounting bolts between the wing and the bodywork to finish it off.



The next task was the preparation and painting of the bonnet, which required a fair amount of filling and sanding prior to painting, it was then painted by Jimmy, again in the garden, with two colours, then given a coat of lacquer. The bonnet was then trial fitted and minor adjustments made to the hinges to allow it to open and close.

Installation and fitting of the front indicators and lights was next, all of which are fitted to the bonnet and wings. This completed, our attention turned to the trimming and fitting of a grill to the front aperture on the bonnet. We used the original 2CV grill and then the front number plate fitted to the near side.

At the time of writing this, the following works are still to be completed, fitting of the scuttle, (panel to top of dash fascia), the windscreen and wipers - see pic below. (The wipers motor and wipers from an MG midget).

The completed Falcon will be MOT'd soon and the DVLA will be notified of the alterations. These 2CV Falcon cars are quite rare as there were only about 200 ever created in the 80s and not many survive today. [Lindsay Kyle](#)



MANY MOONS AGO

Where were we?

We were at the Edinburgh Airport Control Tower - the visit kindly organised by Robert Allan. The photo, taken by Lindsay Walls, shows (back row) Allan & Linda Digance, Tony Woods and Lindsay's late wife, Daphne, at the front

MANY MOONS AGO



STRANGE GOINGS-ON AT THE CASTLE

A short story

“People would kill to go to this!”

“They would?”

“Definitely. Seats in the Brigadier General’s box,” the voice at the other end of the line enthused. “Black tie supper at the Castle in the Officers’ Mess, in that lovely little Georgian house just past the Portcullis Gate.”

“Not for me. I’m not that keen on pipe bands.”

“You’re the chair of the biggest branch of the Institute up here and they really want you to attend.”

“Nobody I know would go would rent a dinner jacket to go the Edinburgh Tattoo.”

“You don’t have to have a partner. If it’s the army there’s bound to be oodles of hospitality. It’ll be fine.”

“If I’m on my own, I’ll be driving,” Hannah said.

The other voice became clipped. “Head office say they really want us to be represented. I’ll call you Tuesday to confirm.”

G&T in hand, she slumped on the sofa and worked out an evening outfit suitable to wear with solid shoes to cope with the Castle’s cobbled slopes.

The August evening was warm and dry. Entering the open doorway of the former Governor’s house she was greeted with a beaming smile by a red-coated officer. Passed from soldier to soldier, declining in rank, before her coat was gathered and Hannah was guided into a small, crowded room where drinks were offered. She was surprised to find not dark leather upholstery but furnishings in chintz, rather like an old Laura Ashley catalogue. All that was missing were lace doilies.

Hannah was the only woman not firmly anchored to a man in uniform, dress kilt or dinner jacket. She knew that her invitation was to discuss employment opportunities for ex-soldiers. Most of the male guests seemed to share an army background so she gritted her teeth and reinforced her interested expression with a smile.

A buffet supper was served in a small room with dark sturdy furniture. Hannah mingled dutifully, juggling plate and glass of tonic, until she was seated beside the wives. Her time to be quizzed on training and vacancies had not yet come and she was intrigued to hear of the building’s various functions over the centuries.

It had been the original residence of the Castle’s governor before being turned into a nurses’ billet, and then its current social occupancy as the officers’ mess.

None of the ladies mentioned hauntings.

She was drawn into the business of the evening by the brigadier and other senior officers and duly promised to promote their cause of finding civilian roles for veterans.

Aware that they would be installed forty feet above the esplanade to watch the massed bands, she considered the wisdom of visiting the toilet. She was advised that the ladies’ room was accessed by a narrow corridor leading to the former servant’s quarters. Ladies, it seemed, toileted below stairs.

Leaving the buzz of conversation, Hannah walked out to the open, square, wood-panelled entrance hall. She began to cross gleaming parquet towards the simple, elegant oak staircase that rose to an L-shaped gallery.

Quiet movement caught her attention. Glancing upwards as she continued to cross the hall, Hannah saw a tall, slim, dark haired man wearing a tussore-coloured linen nightshirt and brown leather slippers. Ignoring her, he paced slowly along the longer stretch of the gallery.

Walking above, in the opposite direction, the man's bare legs were visible under the calf-length shirt. Embarrassed, Hannah was stupefied that a soldier dared stroll undressed in a public area when a reception was being held. She ducked her head and continued to the narrow corridor, only sneaking one look over her shoulder as he made his way to the short side of the gallery.

There was no opportunity to ask questions. Nightshirt? Did soldiers wear nightshirts and go to bed at eight o'clock in the evening? Her man dressed naked for bed, at midnight.

The evening continued with precision. The company made it safely up metal stairs to the viewing box, despite some clinging, stiletto moments. International marching bands and dancers backlit by the Castle's silhouette did indeed provide unique entertainment.

"Honestly, it was the weirdest evening," Hannah reported back to headquarters.

"Did you say a ghost?" the voice replied. "If the house was built in 1742, it could have been. Told you it'd be good, Hannah!"

"Got no response to queries in my follow-up call," Hannah quipped. "Anyway, I don't believe in ghosts - not 3D and in colour!"

"Positive about that?"

"Yes, absolutely... well..."

A laugh, and the line went dead. **Joan Sumner**

INTERESTING SNIPPET 2

Lindsay Walls in his M-type in the snow, Park Road, Trinity - in 1960



Area Secretary

Allan Digance
0131 667 8587
allan.digance@blueyonder.co.uk

Membership Secretary

Tony Woods
0131 445 2908
twoods.mg@btinternet.com

Newsletter Editor

Helen Kirkness
0131 440 2462
mrsgrumpy@aol.com

Webmaster

David Turner
0131 441 1468
dm.turner270@gmail.com

Martin Fraser

07774 857058
electrocheck87@compuserve.com

Bill Niven

01577 861211
b.niven@me.com

Jim Tierney

01506 848722
tierneyjn@btinternet.com

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

Monthly meetings still cancelled due to Covid.

FORTHCOMING EVENTS

All provisional

April 25 *Drive It Day Run - will keep you informed via Allan's blog*

May *Gymkhana postponed Run instead?*

June *Run*

July *Dunbar RNLI Day.*

July *Gymkhana hopefully*

Cancellations in May:
Stirling Classic Car Show

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

Cancellations in July:
Royal Deeside Show, Glamis Castle

Cancellations in September:
Bo'ness Revival show is cancelled too, with the hillclimb taking place at Forrestburn with no spectators.

August *Run*

August 14/15 *Weekend away to Northumbeland Classic Show at Corbridge.*

August 22 *FAVVO show at Ladybank*

September *Wheels & Wings Show,*

September 26 *Gathering of the Clans at Doune*

May be of interest and may happen:

August Aberdeen MGOC show at Drum Castle

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