

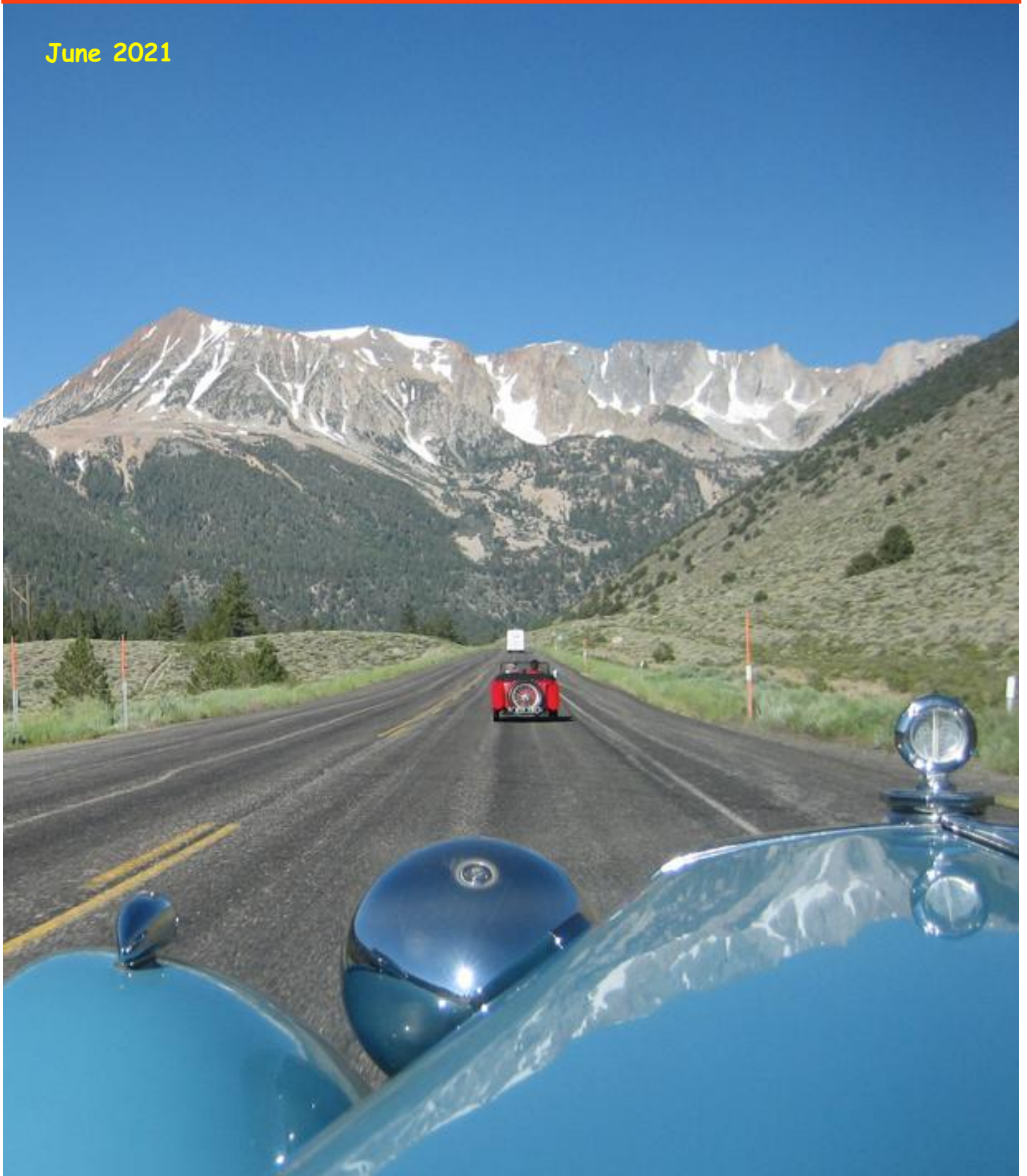


Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



June 2021



Helen, Stewart, Fiona, Craig, Allan, Hamish, Bill & Karen, Tony H, Lindsay K, Malcolm, Andrew

MEMBERS' CARS

New member Stewart Macartney's MGB GT



INTERESTING CAR



MRS GRUMPY'S GRUMBLE



Apparently it is seriously uncool to use the wrong emojis. It is considered old (over 40) to use the thumbs up, clapping hands, heart, pile of poo and many more - this according to a survey of 19-24 year olds. I would expect the younger generation to develop their own preferred emojis - but why do they think that anyone over 40 would be worried about being uncool? Surely the nice thing about being over 40 is that you don't have to be cool or care too much about what others think? You just do what suits you and let others do their thing.

Edinburgh Clowncil continue making a mess of the roads in Edinburgh with their farcical spaces for people schemes. As far as I can make out, in my personal experience, from cyclist friends and by speaking to Edinburgh residents, it appears they have made the roads unsafe for pedestrians, cyclists, car drivers, buses, disabled people, taxis and local businesses trying to unload goods. Plus increasing congestion and pollution - nice one Clowncil. Congestion charge here we come.

Well, I won't be going into Edinburgh unless it's to the garage in Balcarres Street (in a car natch) or the hairdresser and dentist (which'll be by bus once the pandemic is over). I feel sorry for the businesses trying to recover from Covid as I suspect a lot of people will now give Edinburgh a body swerve. I also feel for those who live or work there, having to deal with this idiocy every day. The idea of cycleways is a good one, but the execution is incompetent, dangerous and alienating local people.

Back to the Humax digibox - I was getting sound but no picture - again. Did the scroll through to the TV and back to HDMI 2 - no joy. However, I could see a tiny cube of picture top left - so assumed the Sony TV had had a wee REG (Random Electronic Glitch) to itself. Went through all the picture/full size/zoom menus, but no good. TV was rubbish so thought I'd watch recorded programmes on the old digibox and see what happened. Got a full screen picture no problem! Aha, so the fault isn't the telly but the new digibox. Now the trick with Humax digiboxes is pull the plug if they get their knickers in a twist - did that, plugged it in again, switched it on and get a full screen picture. Perhaps I'm getting good at dealing with difficult digital appliances - but still hate them!!!!

FOR SALE FOR SALE FOR SALE

For Donation to club funds: SS boot rack, good condition. Also assorted MGB bits - boot lid, bonnet, GT fr. wing, door skins, dashboard, exhaust manifolds - cast & tubular, headlights and fittings and much more. Contact MrsGrrumpy@aol.com.

INTERESTING SNIPPET

Another memory from many years ago - just after I bought the V8 and had her at a show, bonnet shut, in a row and facing out - so no clues that she wasn't just a GT. A guy came up and started slagging off MGBs - they couldn't pull the skin off a rice pudding, the handling was gubbed with the rubber bumpers etc. He started quoting figures to back up his argument. I retained my cool and said "This one's quite fast - in a straight line at least."

Him: What did I call fast?

Me: : 0-60 in 8.5 seconds, top speed 125mph

Him: How I had modified the car?

Me: It's as it left the factory

Him: There's no way a standard MGB could do that

Me: Maybe it's to do with the 16 valves

Him: There wasn't multi-valve technology when MGBs were designed

Me: I didn't say anything about multi-valve technology, just that it had 16 valves

Him: How?

Me: Work it out

Him: You can't have 8 cylinders in there?

So, I open the bonnet and his eyes pop out of his head. Then he laughs, looks sheepish and says he's made a right pratt of himself hasn't he? So he was forgiven!

But really, why slag off someone's car, even if you don't like it or the model? I wouldn't go up to a daft laddie who has pimped his Corsa to within an inch of its life and say "Corsas are naff enough without doing that to them." I'd find something good about it and compliment the lad - for his respray, the mega sound system, whatever. He'd probably not be that bothered at the opinion of an old biddy like me, but it gives him a chance to talk about his pride and joy - which is what it's all about.

INTERESTING CAR
1936 Jaguar SS100

BYE BYE BLUEBERRY, BYE BYE!

When I first acquired Blueberry in the summer of 1997 I said I would be happy to keep her for 20 years then sell her and buy champagne with the proceeds. Once that had been consumed I would happily call it a day.... Well, 20 years came and went and I started making noises about selling her but Mike was reluctant (obviously she had been behaving herself at that point!) By the following year I had made the decision the time had definitely come to pass her on. We had moved home in 2014 and Blueberry was still in the garage but now 5 miles away and she was being used less and less. An advertisement was placed in Safety Fast and a card displayed in the windscreen when we were at shows. Some interest was expressed but for one reason or another she remained in the garage. Whilst en route to the show at East Fortune she started to "sound rough" and we managed to limp home afterwards and a cylinder head gasket was identified as the culprit. Was this Blueberry's way of saying "I don't want to go!?" By the time Mike had replaced it he too was coming round to the notion that perhaps he didn't want to continue trying to work on her in the confines of a lockup with restricted access etc.

The decision was made that we would want Blueberry to be presented for sale in the state that we would want an MGA to be in were we to be buying her, so she was sent off to Chic Doig for a rather expensive body job. Early in 2020 I placed another ad in Safety Fast which included the phrase "when restrictions allow, make a trip to Edinburgh and you won't be disappointed". A phone call was quickly received from a dealer from southern England who intimated he would come up. "Thank you, but not now with the current restrictions in place" was my response. I had my reservations about passing her on to a dealer so wasn't encouraging him. In the autumn I put an advert online and all went quiet again until February 2021 when I was contacted by another gentleman, this time from Cambridgeshire. I hadn't realised that the ad was still posted. I quickly ascertained that he was interested in a private sale and that he was happy to wait until Covid restrictions permitted travelling. This gave us the opportunity to get to know some things about each other and I was pleased to hear that he had previously owned an MGB and had recently sold a Jag (so he had the cash!). Over the course of many emails we found out that we had a number of things in common - we both had family connections with Blairgowrie, had both worked as students (but not at the same time) at the Angus Hotel there and when I mentioned I had passed my driving test in Boston, Lincolnshire he told me that was where his wife came from and they were married there! Small world, or what? I regularly sent him photos of our MGA adventures covering the best of times and the worst of times.

With all parties having had their first Covid jag and restrictions being eased he announced that he would be coming up to visit his very elderly Mother in Blairgowrie at the weekend and might he please come and meet Blueberry, who by then had captured his heart and he was in a state of great excitement to meet her. She was polished to perfection and the sun shone so the hood was down and she was looking her best. Mike took Duncan out for a long test drive and she behaved impeccably. Then Duncan took to the driving seat and enjoyed himself enormously. I had encouraged him to look at other MGAs so he knew what driving one felt like. He had, a few days earlier, seen one which had been much "upgraded" with a 5 speed gear box, replacement engine and wide shiny wheels. He neither liked the look of it nor the feel when driving it. He promptly asked if he might buy Blueberry - no haggling. I happily accepted his offer as I felt he would be a most suitable custodian who would look after her. During our correspondence he had been keen to understand all things mechanical about MGAs and when he left Edinburgh he took with him several books on the model as well as all of Mike's technical manuals.

Duncan was obviously keen to have Blueberry in his garage as soon as possible and had arranged for her to be transported down to Cambridge in 6 days time. This turned out to be a most stressful 6 days as we wanted to have her thoroughly serviced, including engine and gear box oil changes, as well as MOT'd. Originally we arranged to take her up to Chic Doig's on the Tuesday but Mike was anxious in case she needed a part which wasn't available and this could mean missing the deadline. Arrangements were made to take her up on Monday so we went to the garage at 9 am and - surprise, surprise - she wouldn't start.... Was this her way of saying "I don't want to go!?"

We return to Avenel to pick up the battery pack and she starts when hooked up. It was then a case of driving up to Bankfoot without stopping. The overhead gantry says there is a breakdown on the A9 north of Inveralmond Roundabout, so we take the back roads for the last 5 miles. I was never so glad to get out of the car as I had been feeling most unwell for much of the journey. We are driven into Perth by Chic's wife and we stay in my flat there overnight. A phone call on Tuesday afternoon confirms a fault in the battery charging circuit has been identified and sorted, that she has passed the MOT but has still to be serviced. Mike drives me back to Edinburgh in the ancient Polo on Tuesday evening for an appointment on Wednesday and returns to Perth early on Thursday morning when Blueberry is delivered - but Mike has to take Chic's wife back to Bankfoot before returning to Edinburgh.

Thursday afternoon is spent with me washing and polishing Blueberry in the limited amount of shade available whilst Mike identifies as many spares as can be fitted into the boot and footwell. Although I hadn't driven for several weeks I decide to reverse her back into the garage (which I manage at the first attempt) one last time. We return home to get a phone call from the transporter to say he will be late in arriving tomorrow. This necessitates an appointment change for me but is manageable and we both sink into a relaxing bath with a sigh of relief.

Friday dawns, sunny and dry. I only have a 10 second wobble when they decide to drive her on to the truck - less likely to damage the skirt. This is only the 2nd time in nearly 24 years that she has been on a truck. (*Ed: One of those times made it into the 2013 Club calendar!*) During those years we have covered 60,691 miles in her, most of which had been done in the first 18 years of having her. I am very content that the time was right to say Bye Bye, Blueberry Bye Bye and although it took some time she now has a most appropriate new custodian. Mike and I will continue to be members of the Edinburgh MG Club as we have made a number of great friendships over the years and that will continue irrespective of the cars we chose to drive. Keep those wheels turning.... talking of wheels there is a spare set in the garage waiting to be cleaned up and offered for sale! [Fiona Davies](#)



AND THE LITTLE ONE SAID - ROLL OVER, ROLL OVER

After my last technical article about moving the sensor from the alloy manifold to the bonnet, I was hoping to send the car off for paint. However, as is sometimes the case, things don't always go according to plan.

First up was the opportunity to have a 'considered purchase' of a ported and polished K series head completed with Piper cams, throttle bodies and Piper cross Air filter. This rendered my previous adjustment null and void!!! As we say its not about making mistakes, but to be viewed as a learning experience.



Secondly, I had previously bought Safety Devices Roll cage and discovered that it just didn't bolt in and some 'fine adjustment' would be required. In addition, I had to call Chris at CBC Autobody to cancel the date for body and paint whilst the roll bar was installed.

A quick search of the internet brought up Raceworx in West Lothian, and after a quick visit we agreed I would get the car to them at the end of April. Transport was arranged and a few weeks later the car departed on the back of a low loader, and I was left with a very empty garage. So, I took the opportunity to give it a tidy and a sweep out and write something for the mag for Helen - see 'My Garage' article next month.

Imagine my surprise, when I got a call the following Tuesday to say the car was ready. Why so quick was the question. It turned out that generally they are waiting on parts but as the Roll bar had been supplied along with fixings etc the guys just decided to get on with it. This caused me a bit of a dilemma as I thought I may have to try and take a day off to get the car back. However as the bank holiday Monday was coming up, Raceworx were quite happy to keep the car for a few days till I could arrange the transport back.



Having now got the car back I now just need to arrange a date for body and paint again and once more I'll have a Midget sized space in the garage.

Craig Fotheringham



DRIVE IT DAY 1

Helen and Andy - 'We did a loop down to Innerleithen for an ice-cream, then back over The Granites for a picnic. Lovely run and good weather. Andy's TD turned a few heads on the way - but we only saw three other cars that could have been on a Drive It Day outing.'



DRIVE IT DAY 2

Bill and Karen - 'We went to Callander via Dollar, Bridge of Allan and Doune. We parked up (with difficulty) and went for a couple of hours scramble on Callendar Crag, then had an encounter on our return to the car park with an impatient motorist coveting our parking space, only to find that MGs are much smaller than modern cars and he "Didnae Fit!" Return leg was via Lochearn, St. Fillans, Crieff, Glen Devon and Crook of Devon. A grand day out.'



DRIVE IT DAY 3

Tony H and Caroline - 'We parked up in a quiet field between Gladhouse and Temple as Gladhouse reservoir was packed, so we moved on!'



DRIVE IT DAY 4

Lindsay K, Jimmy (with the Falcon) and Dennis on their Drive It Day run - 'We gave the Falcon its first decent run.'



DRIVE IT DAY 5

Malcolm had both his MG chariots out for a Drive It Day run.



DRIVE IT DAY 6

Andrew sent a photo of his Drive It Day outing.

MORE LOCK-DOWN ACTIVITIES

Hi, my name's Allan and I'm a scale modeler (with apologies to AA)

Jim Shearer's article about his rediscovery of Meccano struck a chord. My re-acquaintance with my old hobby of scale model making started slightly before lockdown but the fallout from the initial encounter has kept me entertained this past year and continues to have me hooked.

Initially, it all started as a homage to my father, who served on a fleet escort aircraft carrier, HMS Vengeance, after I found his ship's pennant when we were clearing out my late mother's house. Vengeance was a Colossus class flat-top and was part of the British Pacific Fleet (BPF). I found that a firm called Heller made a model of HMS Colossus (Vengeance's sister ship) and so I thought I could build that as Vengeance. Like Jim, it had been a while since I'd built anything but it couldn't be that difficult thought I. In my mind kits were things in plastic bags by Airfix costing 1/6d (seven and a half pence) which you slapped together with some glue on and then hung them by thread from the ceiling as part of your own warbird squadron.

Like Jim, I found things had changed a bit. The kit was in a box 3ft by 18 inches and consisted of hundreds of tiny pieces. Perhaps a step too far? To cut a long process short, I built it and along the journey of discovery that was the build, I found out many things. Among them, the fact that small pieces and sausage fingers are not a marriage made in heaven; that said, small pieces slipping out of the tweezers travel at the speed of light and have all the directional stability of a free radical. That you develop a close affinity with the carpet endlessly searching for the aforementioned "free radicals" (not always with success). But best of all you discover the Aladdin's Cave that is Wonderland Models in Lothian Road where every need of the modeler is satisfied and all you need is a credit card!

HMS Vengeance

By the time lockdown came along it proved a real bonus as it gave me something to do when stuck indoors and, as I got better at it, it was quite relaxing. To date I have built examples of every Fleet Air Arm plane in the BPF, three motorcycles, a BOAC Mosquito which flew out of Leuchars during WW2 on the Stockholm run and a SAS Jeep and I'm running out of space to keep them.



SAS Jeep

It's great fun though and does give me something to do and it keeps me out of Linda's hair. The downside is that I think I've funded Wonderland Models by myself but with no holidays I might as well help the economy in some small way.

One thing has changed from the heady days of my youth; instead of just putting the kit together any old how, I now spend hours putting the kit together, searching YouTube for "How To" videos and adding aftermarket parts and special decals to make the build just a little bit different. I think I might need therapy! **Allan Digance**

DIFFERENT MECCANO MEMORIES

Reading Jim Shearer's article in the newsletter on "MECCANO MEMORIES" brought some memories back to me! It took me back to almost 40 years ago when I was working out in one of what is now referred to as one of the planet's less privileged countries.

I was in Bangladesh working for an Italian company building a gas pipeline. It started in the gas fields up in the hills behind Comilla and ran to the port city of Chittagong. We were a team of specialists made up of predominantly UK supervision with a few Thai welders, plant operators and some mechanics - and obviously hundreds of local lads as labourers.

I can still hear the transport manager with his broad Lancashire accent shouting at his team of around 100 Bengali men in his workshops - Jack had spent a lifetime working all over India and the Far East. His "Boys" his men, they all used to love him, they adored him and I think that secretly the feeling was probably mutual. Looking back now it was so funny, he had what looked like utter chaos all around him until he started shouting and as if by magic every one of them found something to do to keep Jack happy. He had the fleet of about 40 old Toyota pick ups, a handful of Hillman Minx estate cars and a couple of dozen trucks all made up of various makes of flatbeds and tippers - mainly British made - all under his wing and he had to do his best to keep everything running.

I especially remember one of his local foremen, a tall lad called Sayeed who used to shake his head from side to side when he spoke. He used to say things to him them like "Sayeed that truck needs a service now ok. Have it ready for tomorrow! Don't change the oils! Don't change the filters and don't look at the brakes, do not put any fluid in them and make sure you don't put any grease into any of the nipples! Poor old Sayeed used to look at Jack as if he had been out in the sun for too long and say "Mr Jack of course we will do exactly as you say."

Honestly it worked perfectly - his foreman Sayeed used to say to his lads "Mr Jack thinks we are stupid, he tells us not to do this and not to do that! We are not silly - make sure the oils are changed and double check everything."

Reverse psychology at its best. He used to say to the lorry drivers in the morning "Don't fill up with diesel Allah will do it for you. Or Buddha filled them up for us last night!" That sort of thing! But they always checked.

The old Bedford trucks carrying the pipes from the docks to site used to be all loaded up the night before and none could leave until he had checked them over in the morning He used to tell them the night before not to secure the loads and not to chain them down - every morning they would all be perfectly secured and ready for the road.

He used to say that if you told them what to do they wouldn't be so thorough. It did seem a bit unorthodox right enough, but it seemed to work. His trucks seldom broke down and he managed somehow, with the few precious resources he had, to keep the show on the road. More importantly they all seemed to get to the right locations as well.

That brings me to the MECCANO bit of my story. That was the problem he had when he tried to train the local lads. He used to say "the poor boys never had a Meccano set when they were small and growing up." Most of them hadn't a clue which way to turn a nut which way was clockwise or anti clockwise was completely alien to most of them. But Jack used to persevere and somehow things got done. *(Ed: I remember doing a suspended timetable course on car mechanics for the pupils- the lads who had helped their Dads knew about righty tighty, but the others hadn't a Scooby!)*

I bet that most of us club members reading this didn't learn anywhere else either - Meccano trained! The youngsters of today will be OK though - they are iPad and iPhone trained.

Hamish Trotter

EDINBURGH MG CLUB

www.mg-edinburgh.co.uk

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

June Individual Run

July Individual Run

July/Aug BBQ hopefully

Cancellations in June:
Thirlestane Castle, Tayside Classic show at Errol, MG Live and Moffat Shows

Cancellations in July:
SVVC show at Glamis Castle

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

August Gymkhana hopefully

August 15 Northumberland Classic Show at Corbridge.

*August 22 FAVVO show at Ladybank
CANCELLED*

September Wheels & Wings Show,

September 26 Gathering of the Clans at Doune

October Last Run of the season

May be of interest and may happen:

August 1 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