



# Edinburgh, Lothians and Borders MG CLUB

[www.MG-Edinburgh.co.uk](http://www.MG-Edinburgh.co.uk)



July 2021



Photo: Karen Niven

*Cars and Coffee at Greenside Garden Centre, Newhouse*

Credits: Helen, Sandy, Craig, Jim S, Martin, Lindsay W

## **MEMBERS' CARS**

Sandy Lamb's "Midge"



## **INTERESTING CAR**

Spotted outside Tony W's



# MRS GRUMPY'S GRUMBLE



Well, I now know why fly tipping is on the increase. Pre Covid, you simply piled your car with your rubbish, drove to the dump and disposed of it in the relevant skip. If you had to hire a van because of copious amounts of rubbish to be disposed of, then you phoned the council to book it in so's you didn't have to pay as a business.

Then between lock-downs, you could still turn up but might have to queue for 20-40 minutes to get to the skips. Some people have queued for over an hour!

I'm determined to clear out the lock-up so Tony W can overwinter his TF in it. With that in mind, I sorted out boxes of yad to go to the dump, decided to hire a van, arranged that my gardener chappie would do the heavy lifting and tried to phone the council to book a slot. After 20 minutes of being told I was number 2 in the queue, I went on-line to book. Met a Catch-22 situation as you've to enter the registration number of your van in order to book your slot - tricky when it's a hire van.

Decided to book the van anyway and then see about booking the slot at the dump. Hired a small van as a) cheaper, b) easier to manoeuvre and c) thinking I could do two or three trips after sorting out the yad into landfill, metals, electricals etc. Van chappie suggested I enter the van hire name in the registration number bit.

Got home and thought that I'd try phoning one more time - amazingly, got onto a real person immediately - to be told you are only allowed one visit per day. That'll mean hiring a Trannie van, filling it with all the junk and getting Dave Mac to drive it - but so be it.

It took the council chappie ages to book my slot on their system - I'd have been swearing at it in no time! And for future reference, you enter your postcode in the registration number bit. So, I have a van and a slot at the dump and hopefully the Trannie will take all the rubbish from the lock-up in the one trip.

One advantage is you can utilise your once a day slot anytime between 9.30 and 3 - but the faffing and the restrictions were a pain and I can see why some anti-social types just don't bother and drive to an isolated lay-by or farmer's gateway.

## INTERESTING CAR

An Alvis - don't ask which one!

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### FOR SALE *FOR SALE* FOR SALE

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Stainless Steel boot rack for MGB - used but mint condition. £50.

K&N filters plus backing plate for MGB, boxed. £50

Contact [MrsGrrumpy@aol.com](mailto:MrsGrrumpy@aol.com).

**For donation to club funds:** Assorted MGB bits - boot lids, bonnets, rb MGB GT NSF wing, Mk 1 MGB roadster NSF wing, pair of door skins, NSF chrome quarter-light, brushed steel GT front quarter-lights, early dashboard, MGB exhaust manifolds - cast & tubular, headlights and fittings, over-riders, early O/D gearbox with dipstick, gearbox cross-members and many other useful bits. I'll be at lock-up 105C Charterhall Grove, Edinburgh on Saturday 10th and Sunday 11th July from 1-3pm if you want to come and have a rummage. What's left will be going to Chic Doig.

There's also hard top for an MG TF - black, scruffy and a bit moth eaten. Free.

Contact [MrsGrrumpy@aol.com](mailto:MrsGrrumpy@aol.com).

## MORE ARTICLES NEEDED!

August's issue is totally bare of articles at the moment, so if you have done anything interesting with your MG, please send in a few words and any pictures you have.

Before July 20th please. Mrs Grumpy

## MY GARAGE

At March's Zoom meeting a couple of tech savvy members had managed to get their cars in the background and this prompted the thought, that instead of members' cars, maybe we could have a page dedicated to members' garages. We are familiar with what cars people have and the various technical articles that tend to come from caring for them, but where does all this take place. What delights lurk behind those garage doors?

Now these Fortresses of Solitude, because I'm hesitant to use the phrase 'man cave' (for I'm nothing if not PC!!!) come in various forms. Some are just a car port at the side of the house, some are timber, more luxurious versions come in brick or stone. Size often varies - from a single occupancy to small mansions. Facilities within are often varied, generally lighting/power and water are acceptable basics, the more fortunate will have insulation, heating, painted or tiled floors.

Why am I doing this? Well I volunteered the suggestion and so thought I should cast the first stone as it were.

When Mrs J and I bought our current abode, the garage was underneath the house with a single door. In the schedule it was described as a double garage. However, at the viewing the keys were unavailable and I couldn't get into look. Undeterred we went through with the purchase and hoped for the best. When we finally got the keys we opened the door and found that it wasn't a double garage but a triple. I'll pause here while you catch your breath, pick yourself up off the floor etc. It had a rough stone floor with no power, no light and just an internal water tap.



Over the various years I managed to make it a bit more comfortable to work in with insulation and plaster board on the ceiling. Next came some power, followed by some strip lights along with a work bench. Additional plugs were added and a concrete floor was laid. Last, but my no means least. an up and over garage door finished the space off.

Over the years it has been home to few classics including a TVR, XJS, a couple of MG BGTs. More recently as well as my own MGB, and a MGTF (now gone to the scrapyard in the sky) it has become home to June's motor bike and my most recent project - a K series Midget.

So, although some may be envious this garage has its downside - namely the more space you have the more junk you tend to store as can be evidenced by the additional 9 shelving units, small trailer and 2 bikes!!!! [Craig Fotheringham](#)



## MORE MAKESHIFT REPAIRS

Reading the “Interesting Snippets” about makeshift repairs of old, reminded me of one that worked for me, long, long ago! It’s hard to believe, but it’s 55 years ago since I, and three friends, took a summer holiday drive from Glasgow to Athens (and back...just!)

My dad must have loved me very much, or else he hoped he’d never see me (or his car) again, when he lent me his 1964 Morris 1100 to make the three-week, 6,000 mile, journey through Europe. We had many adventures along the way, each one another story but, in the realms of makeshift repairs, one incident scores highly.

We were on the return leg, driving across mainland Greece, having visited Thessalonica, Athens and Corinth, when “disaster” struck. In the Sixties, virtually no internal roadways in Greece were surfaced. Over subsequent decades, and paid for by EU funding, Greece now has an enviable highway infrastructure, but we were way too early to benefit from that.

We had recently filled up with petrol and were making steady progress, picking our way along a rock-strewn “highway” when the heavily laden 1100 failed to clear a particularly jagged lump of stone. A look in the rear view mirror revealed a steady stream of our precious petrol trailing behind us. The rock had punctured a sizeable hole in our tank.

Salvaging what petrol we could, we rigged up a makeshift feed to the carburettor, by-passing the tank and fuel pump. One of us, in the front passenger seat, held high a fuel funnel connected to a rubber tube, which we fed through the radio speaker grille on the dashboard top. We punched a hole in the bulkhead and connected the tube directly to the carb. Another passenger sat on the back seat, leaning over to the fuel funnel, keeping it topped up with petrol. We drove for 60 miles this way.

The smell of petrol fumes in the baking midday sun was overpowering, but we made it to a small village garage, where a “mechanic” removed the tank and, without any safety qualms, welded it! We retreated well away to a nearby taverna, and waited for the bang! The repair worked, and we were soon back on track for home.

Despite all our hassles on that trip, and there were many, we were none the worse, indeed, probably a lot better, for it. The same couldn’t be said for the car though! It did soldier on for a couple more years after being handed back to my dad, but I don’t think that BMC’s build-quality at that time was quite ready for that sort of journey! **Jim Shearer.**

## BORIS THROWS A MINOR WOBBLY

I was coming back from Kinross, on the by-pass during that hot spell in June, when I got caught up in slow moving traffic - at the usual place, where the Hermiston Gait traffic joins the by-pass. So, the temperature gauge crept up and the fan didn’t come on. Now Boris takes a while to get hot and bothered but he got there and I had to stop, put the hazards on, open the bonnet and wiggle the wires to the fan sender - and the fan came on full tilt! OK, so it’s a bad connection. Thanked the guy who asked if I needed help, climbed in and was let into the traffic queue. Five minutes later, fan goes off and temperature heads to the red again. Stop, hazards on, bonnet open, wiggle wires and assure the lady who asked, that I didn’t need help. Five minutes later a repeat performance and another offer of help. The fan was staying on a bit longer each time and I managed to clear the merging junction without having to stop (thankfully as I’d have been holding up traffic and in a dangerous position) and then the traffic cleared and temperature got back to normal. Took it apart and the connector was very corroded, so cleaned it up as best I could. Of course the connector is part of the wiring loom, so I searched among the various wiring looms that Brian had saved - but Boris’s old loom wasn’t one of them. Asked Chic Doig if he had one but no. He suggested calling Autosparks as they make the looms, but they said that connector was obsolete - but if that’s so, how do they make wiring looms for the later MGBs?? Just asking!

**Mrs Exceedingly Grumpy**

## CARS & COFFEE at GREENSIDE GARDEN CENTRE, NEWHOUSE

Myself, Bill & Karen went to this (it's on the last Sunday of the month) and was well worth a visit. The lovely weather helped, along with a huge and varied turnout of cars. We met Lindsay K in his lovely TD and the TC from Lauder that was on our Thirlestane stand. Thanks to Karen for the pics. **Mrs Grumpy**



## MORE ON THE WEE MADAM

We seem to be on the up with the Wee Madam. Finally, after restrictions were eased, it was time to replace her brake pipes and brake fluid and see to the steady bar bushes. Unruffled Jim removed the steady bar (not easy) and found that one of the cup washers was knackered and the steady bar was bent. Decided to buy a replacement as not that expensive.

He then proceeded to the brake pipes and noticed the brake master was very wet (I had spotted a puddle in front of the drip tray) and when he checked the reservoir it was nearly empty. Now, he'd topped it up when he serviced the car last spring. I had only driven the car round the block and hadn't taken it farther until I was happy with the brakes - awfully glad I did!

Found an OE master cylinder and decided to buy it - the brakes are c\*\*\* enough without worrying about using one we'd resealed!. In fact, the brakes were so awful I was seriously considering the disc conversion - no servo, so it'll need a heavy foot but surely has to be better than what I've got.

Basically, the pedal was rock solid - a light pressure produced no braking whatsoever and firmer pressure produced a squealing lock-up and the car did stop - but not nice. Had to take her to Willie Ramsay's for the full length tonneau to be fitted and realised on the way that after the new master cylinder had been fitted, the brakes were now quite tolerable - gradual movement of the pedal and fairly convincing stopping!!

**Mrs Grumpy**



## MORE ON PETE THELANDER'S TF

I'd sent Pete Thelander a copy of June's newsletter as the front cover photo was taken from the passenger seat of his TC on the way to the GoF at Squaw Valley. He replied with a photo of his TF - he has been using the pandemic and lockdown to progress its restoration. I have to say, it is looking rather good!.

**Mrs Grumpy**





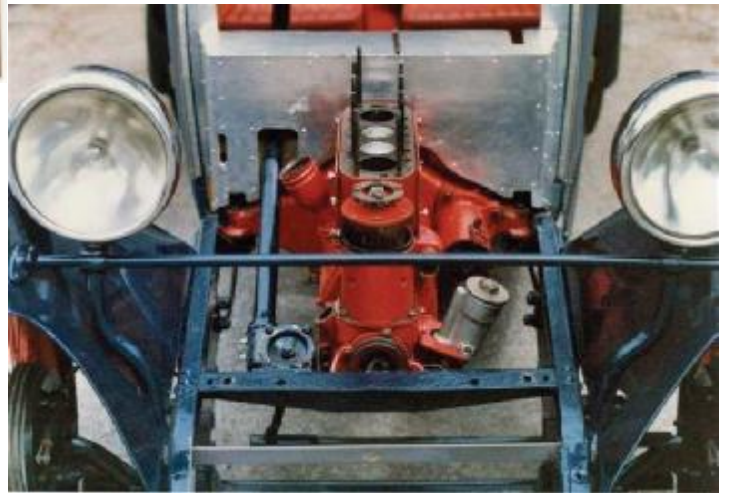
## MARTIN'S GARDEN aka COVID-19 ESCAPE

Late February 2021 - snow stopped play!



Early May 2021 - back on course and teeing off on the first!





## M-TYPE RESTO

Following on the pic of Lindsay W in his M-Type many moons ago, here is the same car several years later - after its restoration by Jock McKinnon. It's had a change of registration number.



# EDINBURGH MG CLUB

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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

**July tba** *Run to Speckled Hen Coffee Shop at Tealing - depending on Covid levels. If you let Allan know, we can make sure the numbers stay at the 12 allowed. We'll repeat it on another day if we get more than 6 cars.*

**August 15** *Northumberland Classic at Corbridge. We've 12 passes, contact Allan or Helen if you want to go. You can do the show in a day, or stay over, but we're not doing it as a weekend away this year.*

Cancellations in July:  
SVVC show at Glamis Castle

**September 4** *BVAC run from Thirlestane Castle*

Cancellations in August:  
Aberdeen Show at Drum Castle  
FAVVO show at Ladybank

**September 26** *Gathering of the Clans at Doune*

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

**October** *Last Run of the season*

May be of interest and may happen:  
August 8 A reduced Harrogate MG show

**August 1** *BBQ at Alan's house - depending on Covid levels*

August 15 Conifox Classic Car Show

**August** *Gymkhana hopefully*

August 22 Cumbria Classic at Dalemain House and MG & Triumph