



Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



December 2021

Don't ask!



~~MG~~B



Credits: Helen, Tony W, Allan, Steve, John L

MEMBERS' CARS

Tony Woods has treated himself to an MG3



INTERESTING CAR

At the Hampton Court Concours



MRS GRUMPY'S GRUMBLE



Many thanks to Allan, Steve and John L for providing the articles this month and keeping the newsletter alive.

The 2022 MG calendar is now available for £10 - please let me know if you want one and I can get it to you. It has the usual varied selection of club cars, people and scenes - and not all the pics were taken by me!

Now, you know that Audi is the new BMW? Well saw an example that backs that up totally. I was in the Yellow Peril, in the inside lane at a set of traffic lights at Fairmilehead - I was in the inside lane because the first car in the outside lane was indicating to turn right. A black Audi decided he didn't want to wait for the car to turn right and dived into my lane in front of me - give a signal to make it, if not alright, at least a bit better? Don't be silly.

At the next roundabout, there was a long queue in the inside lane - the one for heading Eastbound on the by-pass or going straight onto Biggar. The right hand lane for going Westbound on the by-pass was shorter. Our friend in the Audi dived into the shorter lane - a normal manoeuvre for those going to Biggar and they'll cut into the left lane at the second roundabout. But our numptie in the black Audi? Well he was going Eastbound on the by-pass and swung left onto the slip road from the right hand lane!! Any indication he was going to try such a stupid move? No, of course not.

Another example of utter stupidity. I was going past the Scottish Parliament with the intention of going through the park - no joy, road closed just past the side entrance to the palace and two large Polis guarding the barrier. I pull round to the right to give me room to do a 3 pointer and the dipstick in the following SUV pulls up at right angles to my rear - so no chance of going forwards (kerb) or backwards (SUV numptie). He glowers at me and I suggest by semaphore that he move away from my back end so I can complete a three point turn and get out of there. Eventually he twigs and I manage to turn round and set off back the way I'd come to negotiate the next road closure - at the High street, but fortunately after St Mary's street so I was able head for home. You really don't want to drive in Edinburgh these days and even the buses are having problems.

INTERESTING CAR 1933 Lancia Dilambda 232

INTERESTING SNIPPET 1

Yet another memory from many moons ago - the local Stirling & Wilson garage were offering half price MOTs. This was the late 1980s when MOTs were about £20, but I'd just tarted the V8 up to concours standard and was a bit strapped for cash - so half price was attractive.

I said to Brian that I was going for the cheap MOT and he was reluctant in case they didn't do the MOT properly. Now garages had started to give you a viewing area, so I said to Brian "Well, we'll watch and you can check it's done right."

I booked the V8 in and the chap looked quite cheerful at a 1976 MGB GT V8 being booked in - presumably he was hoping to get some work from the cheap MOTs and a 12 year old MGB sounded promising.

We stood and watched the guy as he put the V8 up on the ramp and looked - his face was a picture. He said "It's immaculate - there's nothing wrong with it!" I smiled sweetly and suggested he check her out anyway - and give him his due, he did MOT her properly.

MY GARAGE

In the July edition Craig made us very envious when he introduced his TRIPLE car garage which, from the photos, looked as though you could have a decent game of 5-a-side football in it. However, his article did strike a note of garage camaraderie when he said that he suffered, like every garagista, from Parkinson's Law, as it relates to garages, in that stuff will expand to fit the space available.

This made me look at my man cave/junk repository and I felt driven to share photos of it. I believe it bears more relation to the space available to most of us, unlike the wide-open spaces Craig possesses.

My garage is part of a 1930s semi and was built to hold cars which are somewhat smaller than currently on the road. When we took possession it was the storage area for all the stuff associated with the re-plumbing and re-wiring going on and as a by-product of same, it had extra power sockets put in and strip lighting fitted. It was big enough for my wife's car, but not for my motor cycle which languished behind the gate to the back door.

Move forward a few years and I now have a car which happily sat in the drive until the arrival of a an MGB. This now took over the garage and being smallish, allowed my bike to come in from the cold. It also allowed more stuff to be stored in the space. And apart from adding an up and over door, that is where the garage is today as can be seen from the photo below.

Judicious storage management has meant that I can get all those items that are necessary for a full life in the garage, my 'B, my bike, my golf clubs and trolley (and Mrs D's same), my wine, my beer and all my other man toys aka power tools!

This shrine to stuff has one significant drawback and that is if I want to work on my little MG, I have to put at least one daily driver (either mine or hers) out in the street, park the bike outside and move the golf clubs into the drive which makes it look like I'm having a garage sale. It also means that I can only work on the car on good weather days which is why I've not done any serious work on the 'B since October 2018.

However, I wouldn't change my garage for the world. It is my Fortress of Solitude, my Bat Cave to which I can retreat when Mrs D thinks I should be doing something useful about the house.

Allan Digance



REPLACING UNIVERSAL JOINTS ON AN MGB PROPSHAFT

Driving out of the garage on a fine summer's day and I hear that dreaded clunk as I feed in the clutch. Is that the differential playing up? As I drive along, each time I engage the clutch, more clunking but with a definite metallic pinging sound. Could be the universal joint needle bearings giving up. Time to investigate.

Jacked up lets take a look at the rear UJ. Checked for slack and nothing obvious, but tell-tale sign of rust showing at the top I fear. Marked up with red paint for re-alignment to keep the balance right hopefully.



Looks like I will need to replace this one at least so off with the propshaft, only eight bolts and it comes off fairly easily at least. Now the fun part, getting those UJ's apart. Tools required: Big hammer, suitable sized socket to be used as a drift, circlip pliers and bench vice.

Step 1: This is the UJ at the gearbox end of the propshaft. Using socket as a drift bash on the circlip just to release it from the groove.

Step 2: Remove circlips at both ends of the UJ , circlip pliers essential as you don't want to break the circlip in situ (that did happen on one of them and it's a pig to remove)

Step 3: Using the socket and hammer drift the UJ out towards the opposite end. It won't pop right out as the knuckle won't allow it. However there should be enough showing through on the opposite side to hold the end cap in the vice and pull the end cap off by jiggling the propshaft. Now drift the UJ back into the knuckle with the end cap protruding and hold it in the vice to remove the end cap, making sure the socket doesn't score the mating surfaces.

Hey presto the knuckle comes off. Now repeat to get the other 2 end caps off and the UJ releases from the propshaft. Repeat for the second UJ at the differential end of the propshaft.

Looking at the old vs new UJ, as you can see some definite wear on one of the crosses, and needle bearings showing to be free of any grease so caught just in time.

As you can see the replacement UJ has a grease nipple so I can keep it greased rather than rely on a sealed unit. The nipple is on the end cap which hopefully means the strength of the joint is not compromised, but time will tell.

Replacement is reversal of the above procedure, but not quite. Rather than drifting into the shaft I preferred to push in with a suitable drift in the vice to ensure the end caps went in nice and straight.



Whilst on the bench I could pump in some grease and everything should be good to go.

On inspection it seemed the joint at the gearbox end was out of phase with the differential end so I had to disconnect the splined end and rotate around 45 degrees to get them back in phase (i.e. both UJs were oriented in the same position at each end of the shaft). Better balance hopefully.



Align the red marks on the differential pinion to keep everything balanced and with new nylon lock nuts on the propshaft bolts and everything goes back together nicely.

Test drive, no pinging or clunking. Result.

Steve Hastwell



JOHN LAWSON'S CANADIAN MGA

I had spotted this MGA for sale in Canada so I decided to buy it and enjoy a bit of the Canadian summer with it.



I borrowed a friend's workshop and checked it out. It was in great shape with lots of new brake and suspension parts.

It has a clutch judder due, I think, to a leaking crankshaft oil seal. I knew about that from the initial road tests and the price was adjusted to compensate.

It ran absolutely beautifully once I'd reduced the idle speed to the correct setting "fixing" the running on issue. Hmmm...

Anyway, after a few joyful weeks the engine gave a polite cough through the carbs and started running on one less cylinder than it should. So, off with its head! And here it is. Turns out the MGA was a bit of a coke head and finally burned a hole in the No. 3 exhaust valve - see next page.



A close up of the damaged part. Believe it or not I'd removed a significant amount of carbon before taking this pic. The current plan is to disassemble the head before taking it for cleaning and crack testing here in Canada, then cramming it into my suitcase and handing it to Peter Burgess so he can work his magic. Well, that's the "current" plan. **John Lawson**



THE CLUB SUBS ARE DUE IN JANUARY AND WILL BE COMING DOWN (FOR THE FIRST TIME EVER) TO £15 DUE TO NOT HAVING THE EXTRA COST OF PRINTING THE NEWSLETTER. PLEASE PAY TONY.



INTERESTING SNIPPET 2

Found this while sorting out files for the new computer



WAPPY XMAS

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

Monthly meetings have resumed at the rugby club, second Thursday 7.30 for 8pm

FORTHCOMING EVENTS

All provisional

<i>December 9</i>	<i>Monthly Meeting</i>	<i>April 15</i>	<i>Meeting, Spares Day</i>
<i>December 10</i>	<i>Christmas Dinner at Mortonhall Golf Club - 7 for 7.30 and please let Tony know if you want to come and give your menu choices to Allan - or no grub!</i>	<i>April 24</i>	<i>Drive It Day Run</i>
		<i>May 12</i>	<i>Open Meeting, Raffle</i>
		<i>May 15</i>	<i>Stirling Classic Car Show</i>
		<i>May tba</i>	<i>Scenic Run, Edinburgh area</i>
<i>January 13</i>	<i>Meeting, Raffle & Quiz</i>	<i>June 9</i>	<i>Meeting/Pub Run</i>
<i>January 23 or 30</i>	<i>Carvery Lunch</i>	<i>June 18/19</i>	<i>Thirlestane Castle</i>
<i>February 10</i>	<i>Meeting & AGM</i>	<i>June tba</i>	<i>Run & Picnic to the 'Wee Railway' at Almondell</i>
<i>March 10</i>	<i>Open Meeting, Raffle</i>		
<i>March tba</i>	<i>Tech Day - visit to car restorer/paintshop</i>		

Events that may be of interest
January 23 MG & Triumph Spares Day at Telford International Centre