



Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



April 2023



Photo
Fraser Watt

Helen does the easy stuff and Craig gets stuck into the hard bits

Credits: Helen, John McI, Craig, Steve, Emo, Donald, Karen, Fraser, Dave Mac

MEMBERS' CARS

A couple of nice pics of new member John McIlhagger's rather tidy MGB aka mURFy



INTERESTING CAR





Mrs Grumpy's Grumble

Many thanks to Craig & Steve for their articles this month.

Numpty drivers again. Why don't people look and think before they park? I'd gone to do a food shop and when I pulled in, the car park was quite busy and I went into a space, but was nearer the white line that I'd like - due to the parking of the cars to my left, who were also a bit too far over. However, the space to my right was next the trolley park and I thought no-one would be stupid enough to go in there as they'd ding their door on the trolley park getting out.

How wrong I was! While loading up the car, an old buffer tried to get into the space between my car and the trolley park - which wasn't easy and he ended up so close to my car it was a challenge to get in. But why? When the two cars on my left had gone and there was a yawning double space to the left of my car! I thought of remonstrating with the old boy, but thought if he had to manoeuvre out of the space, there was a good chance I'd end up with a blue stripe along the Yellow Peril. Far better if I do the manoeuvring!!

Then as I left, had to dodge the dipstick swinging into the No Entry and having made it to the last give way to get out of the car park, I met another example of daft parking. Right at the give way to get out, where a lot of cars come in, someone had parked behind a large panel van. Said van was so long that it stuck into the space behind it and the idiot who parked there had to have his rear end sticking into the road. So he/she just left their car blocking part of the exit. Needless to say, there were oodles of empty spaces.

Which meant I had to go over to the right, which prevented people from entering - fortunately no-one was coming. But I'll ask again - Why? Why don't people think of the problems (some dangerous) they cause by parking badly? From stopping on double yellows, to blocking pavements and driveways, to causing annoyance in supermarket car parks?

INTERESTING CAR

Pre-war chain driven Fraser Nash

REMINDER

This will be the last month you get the newsletter if you don't pay your subs!!

START 'EM YOUNG

Donald's grand-daughter takes a shine to the MGA!

Suitable caption?





100 Ecosse



Dear MG enthusiasts,

We are delighted to inform you about the upcoming event to celebrate 100 years of MG cars. This "once in a lifetime" event will be held on the 17th of September 2023, at the Doune Antiques Centre, Stirlingshire, FK16 6HG, in conjunction with the Lothian Car Club. The MG car clubs; MGOC, MGCC and the MGOCC are working hard to make this day one to remember for you and your families. Some of the activities you can expect to enjoy on the day are listed below. So, mark this special day in your diaries and join in on the fun.

- ⓂⓂ MG main static car display, cars from the early 30's right up to present day
- ⓂⓂ Challenge your driving skills at the Gymkhana event
- ⓂⓂ Parades up "The King of the Hills", run the track at a sedate pace and in convoy
- ⓂⓂ If you have the appropriate competition license and car, join in the MG 100 race
- ⓂⓂ Wire wheel lacing, demonstration on how to wire up a wheel
- ⓂⓂ Fun Judging, see your car go under scrutineering, you could win a prize
- ⓂⓂ Raffle, prizes to be won
- ⓂⓂ Stalls: MGOC – Regalia Dept., MGCC, C. Doig, Scouts, Autoglym? etc
- ⓂⓂ Catering: Incredible Edibles, hot food and refreshments, Pizza Wagon
- ⓂⓂ Arnold Clark – Latest MG models on display
- ⓂⓂ Café Circa – Doune Arts and Antiques centre

This is all about you and your MG cars and celebrating a unique milestone in MG history, let us, together, make this a day to remember!

Entry fee: £10/car, we should be parked up by 10am and aim to finish around 4pm

Supporting local charities:



TECHNICAL DAY

The day started with a phone call from Allan - "Are you going ahead as it's pelting with rain at Hallhead Road?" I replied "Well, it's not raining here and anyway, I've cleared out the double garage so we'll be under cover." In fact it never rained at Roslin, so we could have been outside, but it was a tad warmer in the garage.

Dave Mac & Craig came out at 10am for their bacon butties and then helped move tables and set things up. Keen members started arriving about 10.30 and got a warming cup of coffee before proceedings started. We had ten attendees which was a perfect number - not too much crowding round to see what was going on. Bill & Karen dropped in after their visit to the Bentley showroom and as far as I know, they didn't buy a Bentley!

I'd spent some of my Premium Bond winnings on a tray of wraps from Costco and a packet of Kit-Kats and Borders Biscuits dark chocolate gingers which are absolutely irresistible. Steve also bought a packet of sausage rolls, so there was plenty of grub for those feeling hunger pangs - in fact it all got eaten, which was good as I didn't want to be living off wraps for the next three days! Peter handed in a box of chocs at the end - a bit too late to share, so I might scoff them myself or be a good girl and put them in the raffle!

The first hour was spent with Dave Mac explaining how SU HS4 and HIF4 carburettors worked and the differences between them. He also recommended a carb balancer if you wanted to try to set up your own carbs and explained how to use it. All in all, interesting and informative - so many thanks to Dave. I did take some photos of the SU carbs talk - shown below.





Karen snapped me in full 'teacher mode' and this suspicious looking huddle!!



Part 2: Fitting a new radiator to a late model MGB GT

Boris the black 'B was tending to run hot even when the fan was on and as the radiator was 15 years old, it was probably due a flushing out. However, I had noticed several little pin pricks surrounded by a cloudy blue aura on the top tank, so I decided to replace the radiator and duly picked one up from Chic Doig. Now I'm getting so decrepit, climbing under the old cars, tends to result in a visit or several to the physio - so I volunteered Craig to do the hard graft! Here is the sequence of changing the radiator and thanks to Fraser & Karen for the pics and to Craig for the skilled work.



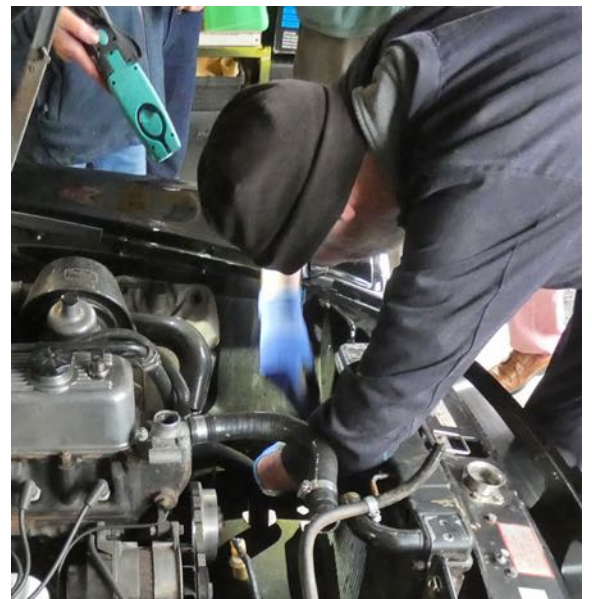
Under instruction, Craig removes the front grille, the fan guard and steady bars - but I forgot about the splash guard.



All extra bits removed for painting.



The skilled man removes the bottom hose and drains the radiator without getting a wet sleeve - something I've never managed to do.



Craig gets the radiator bolts undone. You're supposed to remove the drain plug in the block as well but we skipped that due to its inaccessibility and the fact it never drains anyway!



The man's a star!



Nice new rad.



Wiggle, Shoogle, Thump - to get it in.



Refitting the bolts - including the awkward one I missed out 15 years ago!



Ready to get the new anti-freeze.

A most enjoyable day and I hope members learned something from it - here's a couple of group shots. Many thanks to those who made it happen and took the photos - but especial thanks to Craig for fitting my new radiator - and there's no leaks!! [Mrs Grumpy](#)



GETTING STARTED

Now as most of you will know I have waited on my Midget shell with increasingly bated breath. So, when it finally arrived at chez Craig, you would be forgiven if you thought I would be in the garage the same day. However, due to a combination of events it was the following Monday before I ventured downstairs.

After admiring it for at least 5 mins, I decided I should get started. Given that it took 15 years for the 'B to get back on the road after it was painted, I'm determined to get the Midget completed somewhat sooner - but where to begin? Although it's tempting to start bolting on all manner of refurbished and shiny new bits, I decided to try and take a more methodical approach hoping that it will pay dividends in the long term.

With that thought in mind I decided the first thing to do would be to clear out all the captive nuts with a suitable tap. I figured it would be easier to do this with the shell devoid of panels giving me maximum access and lessening the chance of any damage. I opted to start at the front and work my way backwards tapping out all the holes, e.g. radiator, antiroll bar, before moving onto the next set. As I worked my way through the engine bay it became apparent that although not the most exciting of tasks it did allow me a lovely sense of satisfaction. There is nothing like being able to put a bolt into a captive nut with just your fingers and not resorting to the sockets or spanners.

3 hours later I had the engine bay completed and decided to quit whilst ahead. Now, you can view this two ways - if things are going well you could continue OR if you have accomplished what you set out to do - STOP.

The following day found me tackling the interior - so it was on to the door hinges and hidden nuts in the footwells and behind the dash, as well as the handbrake and seatbelt mounts. Now most of the threads in these shells are UNF, but as I have decided to install a roll bar this was a metric thread. No problem, I have a metric tap and die set as well so crisis averted. Once these were done, I was able to move to the boot area and complete the upper side. Once again things had gone well, and I quit while ahead.

A day or so later it was time to tackle the underside and a change - it was time to break out the dies. This was going to be a little more complicated as the underside and threaded bolts were covered in body colour stone chip. By its very nature this is tough stuff. The approach I took was to start the thread and do a turn to make sure it was clear and then gradually work my way up the bolt retracing the thread as I went to make sure I wasn't risking breaking the bolt. This approach served me well until - yes - the last bolt for mounting the fuel tank - it broke!! Whether it was already weak or what I'll never know. I'll just have to drill a new hole and put a bolt through from the boot floor. It was at this point I stopped.

The next day, after I had slept on it, I decided to see if some white spirit would help soften the paint before running a die up the threads. Being careful I put some on a bit of cloth, applied it to one of the studs and it seemed to help. That decided it and I used the same method for the remaining studs.

Having now cleared out all the threads I'll just have to mask them up whilst I paint on some underseal and spray waxoyl in the cavities - Ho hum a home restorers work is never done!

Back in the garage.

Craig Fotheringham

HEADLIGHT BUZZER

One of the joys of driving a classic car is the lack of modern driving aids such as ABS, Aircon, sat nav, power steering etc. Discuss.

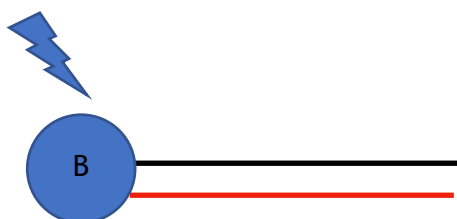
However one of the few aids I do miss on my 1968 MGB Roadster is a headlights on warning buzzer. So many times I have jumped out of the car and realized that I had left the headlights on and really worry that I could come back to a flat battery one day. *(Ed: Have done that with the Min - not fun calling the AA out for a flat battery and getting ribbed as to why the battery ima flat!!)* So time to fit a warning buzzer and with modern technology, a piezoelectric buzzer would seem to offer the perfect solution.

Piezo buzzers are readily available from Radioshack or Amazon

The piezo buzzer works like a diode, only passing current in one direction. They are polarized so you need to connect the positive wire (red) to the battery positive, ie live feed coming into the light switch on the dashboard. No relay is required, and they don't drain the battery.

Then connect the black wire to the ignition switch output. Switch on the side lights with the ignition switch off and it should buzz, if not switch the wires. With the ignition on and the lights on at the same time the buzzer has 12 volts on both sides and will not sound. With the ignition switch on but no lights the buzzer has 12 volts on one side but will not pass current in that direction. With lights on and ignition off the piezo gets power from the lighting circuit and finds ground through the ignition coil and the buzzer sounds. As the current is limited to 10mA it could sound for 6 weeks before it would drain the battery.

With a Velcro fastener I fixed the buzzer under the dashboard close to the light switch and out of sight. Emits sound at around 80 decibels, but if it sounds too loud just wrap some tape around it. **Steve Hastwell**



From ignition switch output 0V
From Lighting switch 12V

MORE PAINT REQUIRED

As previously mentioned, I had to wait a little while to get started on my newly painted shell. A quick mention at this point of our esteemed leader Allan, who thoughtfully wore an Aqua top at the last club meeting as a nod to his appreciation of the colour. Anyway, I digress. Having cleared out all the threads on the captive nuts, progress then stopped.

The reason - because I'm financially savvy (or tight fisted) I had agreed with Chris that he didn't need to paint the cockpit and boot area. This left me with some overspray in these areas. In the interest of trying to make it look better I had procured a tin of ETE 1635 paint from a local body shop. My plan was to brush paint these areas to make it look all one colour. However, Mother Nature sought to intervene, and the temperature plummeted making it too cold to paint.

A few weeks later saw the temperature rise and the decision was taken to paint the inside. With the SEAT moved out and the shell wheeled into the centre. First on the agenda was to vacuum out the inside to get rid of all the dust and debris that had accumulated in the intervening period. I needed to borrow Mrs J's vacuum, so with the understanding that I would clean out all the filters with my small compressor in exchange for its use, I was allowed to take it to the garage.



Once that was done, I could get on with the painting and started in the driver's footwell. I'm not going to give a blow-by-blow account of what I painted and in what order, but by starting in the foot well and working back, I managed to complete one side without any mishap. As it was still slightly chilly, I opted to place a small fan heater on the panel behind the seats to try and blow some warm air into the area to help the drying. This then allowed me to tackle the other side in the same sequence. Once done I then moved the fan heater across to the passenger side whilst tackling the boot area. Finally, that just left the panel behind the seats to paint and the job was completed. I was pleasantly surprised to see I had used just about half a can so this will allow me to hopefully add a second coat, but I'll give it a week to harden fully and I'll tackle this the day after tech day.

Craig Fotheringham



MORE ON THE WEE MADAM

Well, the Wee Besom makes the V8 and her Gremlin seem like a pair of pussy cats! She had resolutely failed to start over the winter (in spite of new points and condenser) and the new starter solenoid needed its button pressed before it would work - requiring two peeps to try to start her! I needed her and the Min out of the double garage for the tech day, so Dave Mac and myself had tried to start her (round one) and failed. I took out her plugs and cleaned them up before Dave came out for round two. Absolutely wouldn't even think of firing, so plugs changed for warmer ones - the GT's as they had the same reach. A few hiccups - which was an improvement. Decided to fit the new coil that I'd got from Chic Doig and it's a screw fit and the coil on her had a push fit with a home made amendment on the HT lead. Dave fitted an old HT lead with the screw fitting and she coughed into life - running a bit rough, but running!

Decided I'd put her in the Roslin lock-up as a drive to Charterhall Grove seemed rather daunting - the Min can go into that lock-up. Tried to reverse her out, but no gears available - the clutch was stuck!! Dave said start her in gear (reverse was the only option) and she did a great leap backwards, but it freed the clutch. Ran her for a few minutes to warm up and then drove her carefully round the corner, being very careful not to stall her, and into the lock-up. Checked everything and found the coil was really rather hot - so we still have a problem. Don't know if this is due to a faulty coil or because it matters whether the car is positive or negative earth - that's beyond my understanding of physics. However I have a replacement push fit coil that can go in instead - but it'll be after the tech day if Dave's up for round three. On a positive note, the problem with the new starter solenoid has resolved itself, by itself!

Mrs Grumpy



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

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

FORTHCOMING EVENTS

All provisional

April 13	Meeting & Spares Evening	June 7	Picnic Run to Japanese Garden, Dollar, 10am start at the old Forth Bridges Hotel car park. £7 to go round the garden. Contact Bill & Karen to book in karen.niven@me.com
April 23	Drive It Day run to Berwick on Tweed with BVAC. 10am at Milestones Garden Centre, Newton St Boswells Contact Helen by April 15 and let her know if you'd like to join the lunch.	June 8	Monthly Meeting
May 11	Open Meeting & Raffle	June 18	Thirlestane Castle Show contact Martin or Steve
May 20	Traquair Brewing, contact Andrew by 28th April and let him know how many per car as it's £9 per person for brewery & tasting, which includes access to grounds. Either bring a picnic (we can use the walled garden) or use the cafe. Start 10am from Sainsbury, Straiton - brewery visit is at 12. Book the printworks directly if you want to go	July 2	BBQ at Digance Towers, Contact Allan
		July 9	Glamis Show, contact Kay ekdennis@btinternet.com
		July 13	Meeting & Raffle
		July 15	Dunbar RNLI Day, contact Martin