



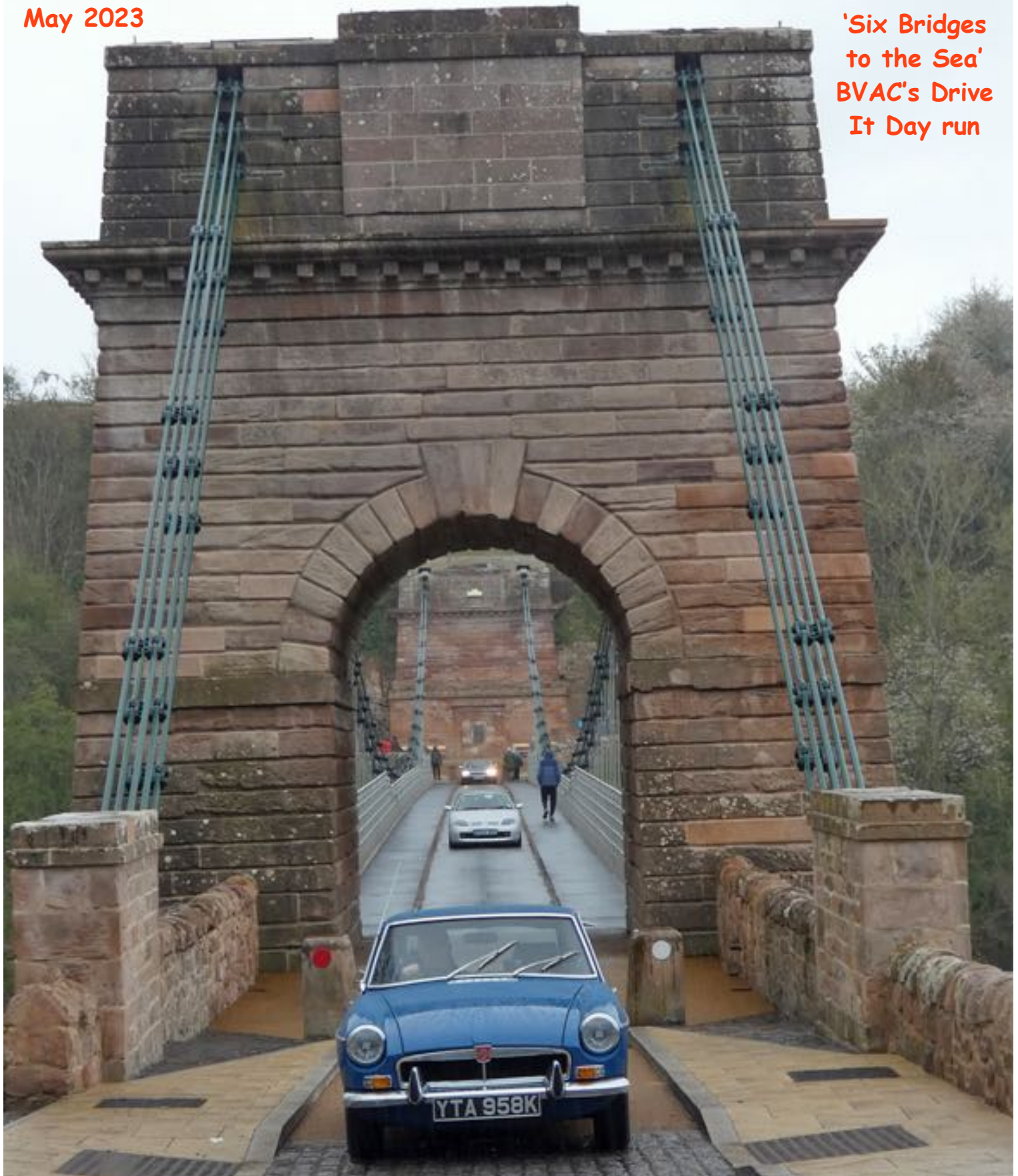
Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



May 2023

'Six Bridges
to the Sea'
BVAC's Drive
It Day run



Credits: Helen, Kevin, Steve, Hamish, Blair Wyllie, Craig, Karen, J&J Shearer

MEMBERS' CARS

New member Kevin Liddle's smart MGB



INTERESTING CAR





Mrs Grumpy's Grumble

Many thanks to Steve for his LED article and to Hamish for the story of his first car - definitely a pre-nanny-state tale!! It's a bit of a hard act to follow, but would any of you like to regale us with epic sagas of your first car? Tony Holmes and Jim Tierney have been brave enough, so what's stopping the rest of you?? BTW, can be first MG or first car.

Brown trouser moment when taking David T up to Chic Doig's to collect his MGC. I'd decided to give Boris the black 'B a run to test his new radiator and we were on the M8, pulling away from Hermiston Gait roundabout. There is a long slip road here that is the 'dodge the roundabout' route from the Calder junction.

I must have been doing about 50 mph, with several cars in front of me in the inside lane and a stream of cars in the outside lane. Quick check in my NS door mirror revealed a black Merc tanking down the slip road - he passed me like I was standing still and hammered right to the end of the slip road (to pass the three cars in front of me) before cutting out into the inside lane - just as a hatchback in the outside lane decided to move into the inside lane. Severe intake of breath from David T and myself and I had started to brake Boris with the intention of avoiding getting entangled in an imminent crash. How the Merc and the hatchback missed each other I don't know, but they did. I'm presuming they both had a brown trouser moment too!

Reason number 534 to hate IT. You will read Hamish's excellent article on his first car later on in this august periodical - but getting it onto the pages of your favourite newsletter was extremely challenging. In fact it only happened because if there's one thing I hate more than IT, it's failing to get round its infuriating, illogical foibles!

Hamish had emailed me a link to his iCloud account, where the article was being stored, him having written it a while ago. I was reading his email on the iPad, click on the link (no password required please note), open the article and decide it's a good 'un. Rather than faff around on the iPad (either copying & pasting or emailing it myself) I decided to open the article on the new iMac - a big mistake.

Opened his email, clicked on the link - you need your Apple ID password. Typed the new one in (twice) - Nope, not recognised. Type the old one in - still Nope. Get into iCloud using the jbkhome email and Brian's Apple ID - Yeehah! Euphoria short lived though as I get told I don't have permission to open this file. OK, back to the iPad - get into iCloud without a password, but unlike this morning, this afternoon I don't have permission to open the file.

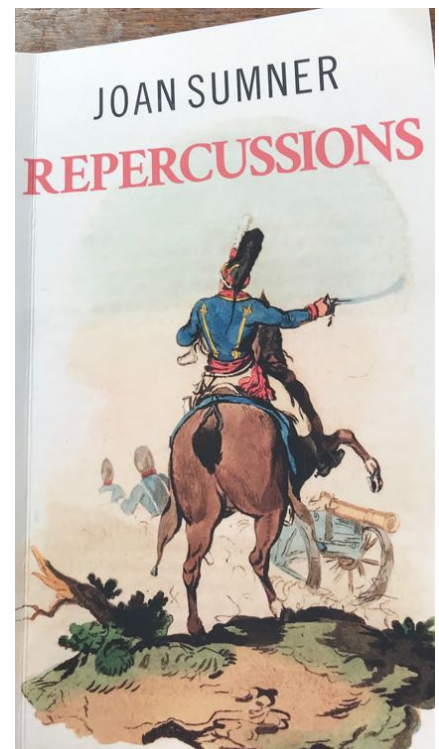
The air was getting rather blue by this time, but I don't give up easily. Opened Hamish's email on the iPhone, pressed on link, get into iCloud (no password required), opened the file (with no gruff about not having permission to open file) and managed to email the article to myself!!!! I have only one question - Whyeeee???

INTERESTING CAR
Singer 1.5 litre Le Mans
spotted in Moffat

INTERESTING SNIPPET

ELBMG cub member, Joan Sumner, has had her book published and it's a good read.

I enjoyed it anyway!
Available from Amazon.



'SIX BRIDGES TO THE SEA' - BVAC'S DRIVE IT DAY RUN

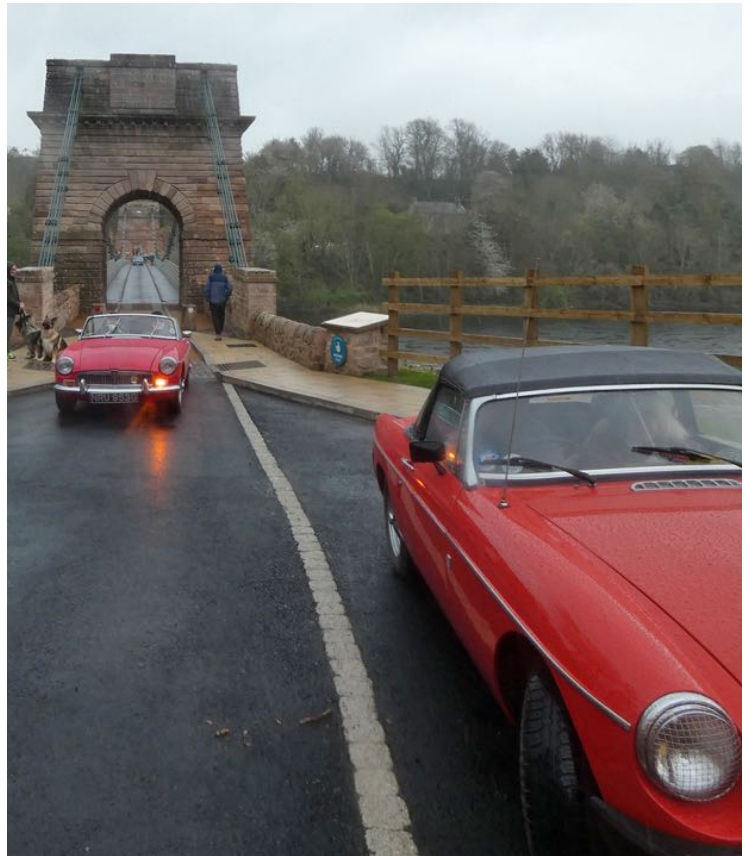
The weather started sunny but we were in the Yellow Peril as Tony's hip was giving him gyp - and very glad I was to be in the modern as the rain came on rather heavily after the 4th bridge. Your intrepid reporter got quite wet taking the photos at the newly re-opened Union Chain Bridge!

We had 8 cars signed up but one had to call off and I must apologise to those who weren't signed up for the official lunch, but were hoping to get a meal at the finish cafe - I'd been told you could get food, but not that it wouldn't hot food. We had a chat and coffee and bacon butties at Milestones Garden Centre before the 'off' - all photos taken inside were terrible so aren't being printed! There was a good turn out from BVAC and some lovely cars braving the soon to be dire weather - I was impressed that the two T-types made it through the rain, hopefully without their occupants getting too wet.



The weather was so good that hoods were taken down, but the rain started soon after we left and got heavier as we progressed through a lovely, scenic drive - or it would have been if you could see through the rain!! The six bridges over a 45 mile route were - Mertoun, Kelso, Coldstream, Ladykirk & Norham, Union Chain and and Berwick. We crossed the border several times as well. The photo on the next page of Joan's car finally getting onto the Union Chain Bridge (after dodging an eedjit in an SUV) shows just how wet it was. Tony & Caroline's pic doesn't look too bad - but I edited out the large raindrops on the camera lens! The last pic shows Steve's LED indicators are very much brighter than the standard bulbs - Steve explains how to fit LEDs in the next article.





A quick trip through a wet Berwick-upon-Tweed and we were at our finish cafe - the Pot A Doodle Do at Scremerston, who had a decent sized gazebo for the 40 members who had signed up in time to get the lunch. I'd suggested to those who hadn't made the lunch booking to either bring a picnic (the beach is close by - but wouldn't have been nice for a picnic, given the weather) or they could eat at the cafe restaurant. However, the cafe wasn't doing hot food as the kitchen was fully occupied getting 40 lunches delivered. They coped admirably, were very well organised and the food was good. I just hope the coffee & scones in the restaurant were equally good!

I'll finish with some photos of the lunch - George was there, but in his Volvo as he's sold his MGB. And a final pic to remind us of the sunshine and a rather nice BVAC T-type. [Mrs Grumpy](#)



LED BULB UPGRADE FOR A 1968 MGB

Those of you who were on the last run of the season last October may recall that we had an excellent run through the Carron Valley over to Bridge of Allan via Callendar. On the day the weather was a rather dull with some slight drizzle. As we parked up in Callender, Peter Woodham, who had been following me, mentioned that my rear lights and indicators were somewhat dull. Clearly this could have been a potentially dangerous situation if the weather had been really bad. In addition the indicators were not flashing too well at low revs.

This got me thinking that an LED bulb conversion would be a good idea to bring the car up to modern lighting standards. This may be a controversial area but as I like to drive the car as much as I can any safety improvements would seem to me to be a sensible option. Having researched the legalities and various options available I opted for the MGB Chrome Bumper LED Bulb Upgrade kit, which is CE marked and ROHS approved from classiccarleds.co.uk. I left out the headlight bulbs from this kit and ordered the headlight LED kit from the MGOc as this was deemed MOT compliant.

There were a number of things to consider before moving forward with fitting the LED bulbs.

Firstly the LED indicator bulbs will not work with the standard flasher unit, but as mine was most likely faulty in any case I needed to order a new LED compatible flasher unit. The other consideration is the colour of the various bulbs. The white bulbs are available in cool white (blue) or warm white. I opted for warm white as being more in keeping with a classic car. The tail/stop lamps are actually red in colour and indicator lamps can be purchased in amber or red (for US market) so good to keep this in mind.

To complete the whole picture I decided to upgrade the instrument panel lights to LED as the visibility at night on the tachometer and speedometer dials was pretty poor. In addition while I was going to be upgrading the flasher unit I opted to add a hazard flasher unit and switch. So all in all quite a lot to do but what better excuse to spend some time in the garage over the winter months when it is for safety reasons, no problem!



Replacing the indicator/stop/tail side light bulbs was straight forward and no major issues.

Fitting the instrument (tacho/speedo/temp gauge/fuel gauge) light bulbs were fiddly and I had to bypass the panel light dimmer switch (rheostat) as it is not possible to dim these LED bulbs, but who actually dims the panel lights when they are so dim in the first place?

The results were amazing, such a difference compared to standard set up.

I decided to hold off on the headlight bulb conversion for the moment as I wanted to check the alignment of the dip bulbs so will come back to this as a later project perhaps.



Rear indicator/stop/tail LED bulbs fitted. A bit brighter than standard, but fitting the lens unit calms it down.



Tail light is red even before lens cover fitted. Showing some burnishing on the reflector, but bright enough I think.



Front indicator and side lights fitted.

Turning left is no problem!

Steve Hastwell



MY FIRST CAR

Sitting with a bunch of my school pals on the wall surrounding the village green one day at the end of the "tattie week holidays" in October or November of 1966, an older lad called Chippy pulled up with his black Morris 8 and announced he was buying an ex GPO Morris 1000 Van the next week. "Any of you lads want to buy this one?" None of us were old enough to drive, never mind having a driving licence. "How much?" asked his little brother. "A fiver and it's yours" said Chippy. To this day I don't know where the voice came from, but I shouted "I'll give you £4 for it"

We agreed on the following Saturday morning that the car was mine for £4 10/- (3 days tattie howkin' money) and Chippy duly parked her up on the old disused railway line - at the old station along the end of the Wester Row on the outskirts of Greenlaw. The railway closed in 1963 and British Rail had lifted the tracks soon after. The area was still used by a couple of coal merchants and as a bit of a builder's yard, but most of it was just shingle and old ash from the steam trains.

After scrounging a couple of petrol cans we bought two of gallons of 4 star (at I think it was 5/6d a gallon) from the local Regent garage. Not to mention a fair amount of questions from the old garage owner as to what us laddies wanted so much petrol for. The old Morris was started and after plucking up courage amazingly myself and a couple of pals learned how to stall her, move her and stall her again. Oh and how to get an awfie smell out of what we found out later was called the clutch. We even progressed to managing to get some Kangaroo petrol into her for a while. Then after about half an hour of this stop/start malarkey, I think she'd had enough and stalled one time too often or one too many and the battery hadn't enough oomph left to start her. Come on lads - out and push her.

That needless to say was another failure, as I hadn't a clue what gear to be in or how to catch it on the clutch. One of the lads found a starting handle under the back seat and this was tried and eventually it worked - the car started, but Wullie on the handle didn't know back then to pull the handle back! There the Morris was with the engine running fine and a starting handle sticking out of the middle of the front bumper spinning for all it was worth and Wullie running like hell for cover behind the coal pile. I hadn't the sense to switch the ignition off and luckily the handle must have slipped free of the gunge holding it in the front pulley. I think after that fright, we decided that we'd had enough excitement for one day, so she was locked up and left for the night.

Sunday afternoon, the three of us were back along to the station for another attempt at driving or something. I can remember it like yesterday - would she start? We tried everything we could. The starting handle was turned and better turned, but she wasn't having it. So we took the battery off and I carried it home. My mum had a battery powered lawn mower so I was in luck as she had a charger for it in our garage. Battery was left on charge overnight and all the following day. So that after school it surely would be fully charged up. Again the three of us headed back along to the station carrying the battery and soon had it fitted to the car. Success! She started, and in the three of us school pals piled. Then after a couple of laps round the old sidings and the coal piles, we decided to see how far along the railway we could get.

So with Wullie in the passenger seat and the other lad sitting on the open sliding sun roof with his legs dangling down between us, we set off. Up through the gears without too much of a problem - I was getting the hang of this driving. With my confidence growing in leaps and bounds all the time, I was up into top gear and probably about as fast as the car could go - 35 mph or so. It felt like we were doing a tremendous speed and almost about to take off! To say we were all excited would be a huge understatement. Heading west right into the setting sun along the raised railway embankment things were going too well, when suddenly in dropped Dryden on top of us shouting "It's a hole a hole!" It was starting to get dark and we hadn't seen it with the low sun in our eyes. I stood on the brake pedal and shoved as hard as I could.

I think these huge American coal trains can stop quicker than an old rod linkage braked Morris 8, but she did stop - when she hit the wall on the other side of the dismantled cattle access bridge. We were the luckiest lads that evening, we all survived without any serious injuries - just some bruises and a huge dent in my pride.

The farmer appeared, straight faced and sounding annoyed to put it mildly. Ranting on about how was he going to get his cows through for milking and we could easily have been killed. However after giving us a good telling off, he got his tractor and pulled the car out of the cattle access and left her at the side of the track. If I mind right it was the following Sunday morning when I managed to get enough pals gathered up to push the car from the farm down to the main road, the A697, and then for about a mile into Greenlaw and back along to the station.

Luckily for us the police didn't appear. What they would have made of it I don't know. No insurance. None of us old enough to to drive and no tax on the car. But we got away with it. The things we did then and surprisingly managed to survive without real repercussions still amazes me.

The poor now rather sad looking Morris 8, registration HLO 182, was beyond repair. Along with the bashed in front, the engine had broken off its mountings and the fan had gone through the radiator - unfortunately she ended up in the local scrapyard.

That's the story of my first car. I found out years later that the farmer had had a hard time keeping a straight face - he thought it was hilarious. He had told the story many times over the years at various farming and rugby dinners.

The telling off I got from my mother was out of this world, it seemed to go on for hours. I think my dad, who was a motor sport enthusiast, and who never missed a Charterhall Motor Race meeting was wee bit impressed though. He did tell me off - not for buying the car but for being stupid enough to not see the hole and crash.

Some first car! Wish I had it now in the condition it was prior to the accident. **Hamish Trotter**



THEN AND NOW

We'd received an email way back in 2014 from Blair Wyllie, asking if we had any history on his MGB - FLS 1L. Auld Yins amongst us will remember that it was Ian Havenhand's car that he used to race/rally - sponsored by Lochinvar Windows. Have added a pic taken in 1989 at a weekend away in Dundee - although I think that's Len Wadge in the photo. Blair has sent in some photos of FLS after its resto and it does look lovely. I notice he's had the same idea as Craig vis a vis the dashboard and it looks good. [Mrs Grumpy](#)



ELBMGOC IOMFOM BOB TOUR 2024

A rather protracted title for which hopefully will be an ongoing series of articles. Although it will not be regular monthly instalments, it will occasionally make an appearance in between updates on my K series project.

As with previous articles this one started with a plan. Well not so much a plan more of an idea, well let's say more of a subliminal message that was posted on Facetube.

Now most of these planned events I skip over, but the catalyst was the information that Eddie has acquired a new classic mid 60s 2+2, that along with the imminent completion of Emo's Midget suggested one thing - ROAD TRIP!!

The first thing to do was to see if Eddie and Emo (and their other halves) were interested, and so by the power of modern technology (i.e. I sent a text message) all the details were relayed to them. Eddie was the first to respond with 'Count me in'. Emo waited till the Club meeting before asking what was involved and having furnished him with more details, he agreed to discuss it with Mrs. W. A day or two later came the reply - 'Yes' as well. Excellent, what could go wrong?

Well, it turns out I hadn't counted on Eddies' partner Jude and Mrs. W not being that keen, which is understandable, but it still gave us 4 intrepid travellers.

Having now decided that we were going, the next step was to book. I am a big fan that if a company (Scenic Car Tours - SCT) is offering to sort travel/accommodation and activities, you should go with them. Sure, you might save a few pounds booking independently, but I like to pay the monies and know everything will be sorted. Or at least if not, then it's someone else's problem.

Booking on the website proved easy enough and although there was a slight glitch on the payment page, a quick call to SCT confirmed the booking and deposit had been received. That just left Eddie and Emo to sort themselves out. With a single supplement adding considerably to the cost it made sense for them both to share a room.

Now we are all booked for next year I should let you know where we're going -

THE ISLE OF MAN FESTIVAL OF MOTORING - BEST OF BRITISH!

Craig Fotheringham

FUN DAY AT FORRESTBURN

Sarah Shephard from the Monklands Sporting Car Club is planning a Fun Day, to be held in conjunction with the MSCC Track Day on Sunday 4th of June at Forrestburn. She is inviting local car clubs to come along.

As part of the day (free to come and enjoy) there will be a show and shine display (£10 per car) in the paddock and passenger laps on the Hillclimb track for a donation.

All proceeds will go to Alzheimers Scotland.

If this is something that might interest you, please contact Sarah at Sarah@sarahshephard.com

START 'EM YOUNG

Some captions sent in:

“Grandad was right - cars nowadays just get bigger and bigger. My last pedal car was much easier to park!” **Jim Shearer**
(Ed: My favourite!)

“I’ve signed up for junior driving lessons. It is a crash course!” **Jennifer Shearer**

“Va, Va, Voom!” **Anon**



BORIS FINISHED

The Black 'B all painted and assembled after the tech day - and he had a run up to Chic Doig's without any leaks or getting hot & bothered.

IT MADE ME LAUGH

Karen spotted the ladies and gents toilet signs In a Classic Car Museum in North Cyprus. I'll give you a clue from Craig - the Gents are always on the left as the ladies are always right! Although there is another way of telling - nudge, nudge, wink, wink!



50% TO CLUB FUNDS 50% TO UKRAINE

ITEMS OFF 1975 MGB ROADSTER

NEIL MACAULAY 07761 288498

INTERESTED? "MAKE ME AN OFFER"

6 Rostyle wheels + 2 tyres £60?
4 good, 2 not so good



Full length exhaust inc
SS silencer. Used but good £20?

Standard Propshaft 77cm £4?

Useable hood, worn but OK £10?



4 standard hubs all good £8?
Stainless nuts

Original steering wheel £2?



2 sets of snow chains £4?

2 standard headlamps £6?

Fly-off handbrake set £6?

Original rocker cover £1?

Original distributor £1?

1 bootlid support £1?



Metex full dust cover £30?
(Never opened)

Draper 12V inspection lamp £1?



"In-line" Autolock + keys £4?
(Suit Midget)

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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

- | | | | |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| May 11 | Open Meeting & Raffle | July 9 | Glamis Show. Entries due by May 20th - contact Kay at ekdennis@btinternet.com |
| May 20 | Trip to Traquair Brewing
10 am, Sainsbury, Straiton
Please let Andrew know by May 4th. £9 per head. | July 13 | Meeting & Raffle |
| 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 | July 15 | Dunbar RNLI Day, contact Martin |
| June 8 | Monthly Meeting | August 10 | Meeting |
| June 18 | Thirlestane Castle Show contact Steve or Martin to see if there's a spare pass. | August 12 | Run to Falkirk Wheel contact Steve |
| July 2 | BBQ at Digance Towers Hallhead Road - Contact Allan | August 27 | Carhailes at Newhailes House. Contact Allan |
| | | September 14 | Open meeting |
| | | September 17 | MG 100 Ecosse at Doune, with Lothian Car Club Hill Climb. Parade up the hill, Raffles, Prizes and more! |