



Edinburgh, Lothians and Borders MG CLUB

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June 2023

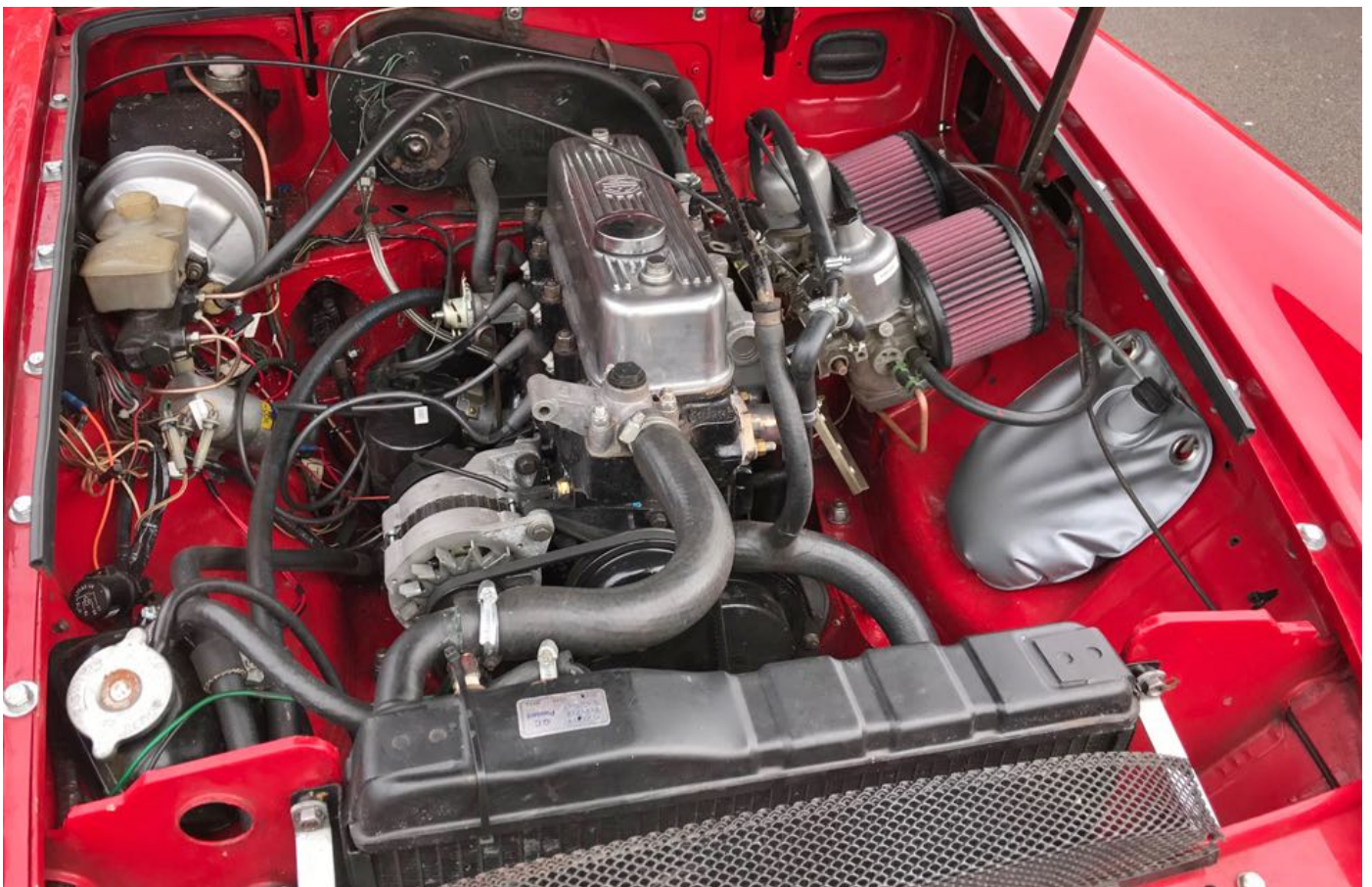


Scenic Run to Traquair Brewing

Credits: Helen, John L, Craig, James B, Joan, Emo, Peter, Bernie of the Bentleys

MEMBERS' CARS

John Lawson's late model MGB - the rustoration he won the Brain Kirkness trophy for. He got a lot of bits from my lock-up - two front wings and the K&Ns being the more expensive items. He also took the "Bag of Nails" engine to exchange for the Peter Burgess one - so he could keep the original. Also included a pic of his engine bay - one of the club's three very smart red roadster ones! **Mrs Grumpy**





Mrs Grumpy's Grumble

I've just realised I didn't actually thank BVAC for letting us join their Drive It Day run. So, belatedly, I'm thanking them for a most enjoyable day - shame about the weather though!

Audi drivers - dontja just luv 'em? Audi is definitely the new BMW!

I was driving home from the Stirling show, in Boris the black 'B, on the by-pass, doing 50 mph in the 50 limit, approaching the slip road from Hermiston Gait - where the outside lane traffic has to move into the inside lane before you have to allow cars from Hermiston Gait to merge onto the by-pass. There are of course loadsa signs telling you

- a) you're in a 50,
- b) you have to move into the inside lane and
- c) allow cars on the on-ramp to merge.

So, a black (Is there any other colour? It always seems to be the black ones) Audi is tanking down the outside lane, well in excess of 50, past all the signs saying move to inside lane. He leaves it until the last possible minute before cutting in sharply, in front of me. I had thought of closing the gap, but decided not to get an Audi sized hole in Boris's offside!

Once in front of me, he was up the exhaust pipe of the car in front (although it was in a line of traffic with nowhere to go) and did he let cars from Hermiston Gait merge? I think you can answer that!

In fact his driving reminded me of a joke that's doing the rounds on FB - a bit crude for a family mag, but funny nonetheless and quite irresistible, given the driving of the Audi!!

I saw a car with a bumper sticker saying: "I am a vet, therefore I can drive like an animal."

Suddenly I realised how many gynaecologists there are on the roads!

Finally, I'm a poet and didn't know it! I had one of those moments when out for lunch with friends. We'd been reminiscing about the good old days on Portobello Beach when you could see a small brown Richard the Third floating past you whilst paddling. The pipes didn't always take the sewage out to sea - if the tide and wind were wrong, then it'd head for the beach.

One friend said that the Dabs (a fish) used to congregate to feed on the sewage and they were nick named S***ey Dabs. To which I replied, dead pan "Well they are bottom feeders" and then realised what I'd said and the whole table dissolved in mirth!!

TRAQUAIR BREWING

Congratulations to Andrew for successfully organising this - a gentle introduction to the delights of event organisation! It was made slightly easier by being able to use the route that Ian Lamont and myself had done for Drive It Day 2015 - it was a good route so there was no point in trying to do a different one. It just needed a go over the route to check that no roads had been closed or some other hazard had appeared in the previous eight years.

We had 11 cars signed up, although one wasn't an MG and Ian & Chris just did the run and didn't do the Brewery Tasting as they'd done it in 2015. I was taking Fraser in the V8 and we were to assemble at Straiton - it took us a while to find everyone but eventually we noticed Craig waving frantically! Then we had the first problem - Richard M's MGB had decided to cut out. The decision was taken that Richard would be Peter's navigator, I'd bring Richard back to Straiton and Peter would take Fraser home - simples!



The weather warmed up and we enjoyed the run down to Traquair, the only problem was the Gynaecologist cyclist (see the joke in Mrs Grumpy's Grump) who refused to pull into any of the passing places when we were on the steep, single track road to Talla Fruid. So it was a long tedious grind up the hill in first gear as eight MGs tried to get past him - all of course having to go closer than the metre and a half required. It is people like him that give cyclists a bad name - everyone is entitled to use the road and you should show consideration to all of them.

Once at Traquair, we could park up in front of the house and were surrounded by actors and luvvies doing rehearsals for Richard the Third (the Shakespeare play rather than any rhyming slang!!) that was being staged in the grounds.



We were met by Jim, who was to conduct our tour, who gave us an informative talk on the history of the brewery, how they produce the beer and then put it into old Oak barrels, how many bottles they produce in a year and the different types of ale they make. Next, it was off to the tasting session, where suitably small samples for tasting were handed to the drivers - I think the navigators got slightly larger amounts! Bottles of beer were purchased - I bought one of the gift packs for the raffle and a Traquair Bannock for myself.



The purchases were loaded into the cars and then it was off to the Tearoom for a lunch - and the food was good. The weather had cleared and it was sunny and warm, so the picnickers had a nice lunch too. Some had paid to go round the house and sadly, we missed Lorraine Noble Thompson who had come via Traquair to meet us - but there was only David T left to say hello.

I made the classic boo-boo of turning the wrong way as we exited Traquair, followed by missing the right turn to Peebles, so we had a wee extra trip back towards the Gordon Arms - we did realise we'd gone wrong when we spotted that abandoned caravan. Never mind, the V8 needed a good run (her first of the season) and I got Richard back to Straiton to see if his car would run or if he had to call out the AA. Caroline was all smiles as their 'B had made it without breaking down and was handling better with its newly fitted front anti-rill bar. **Mrs Grumpy**



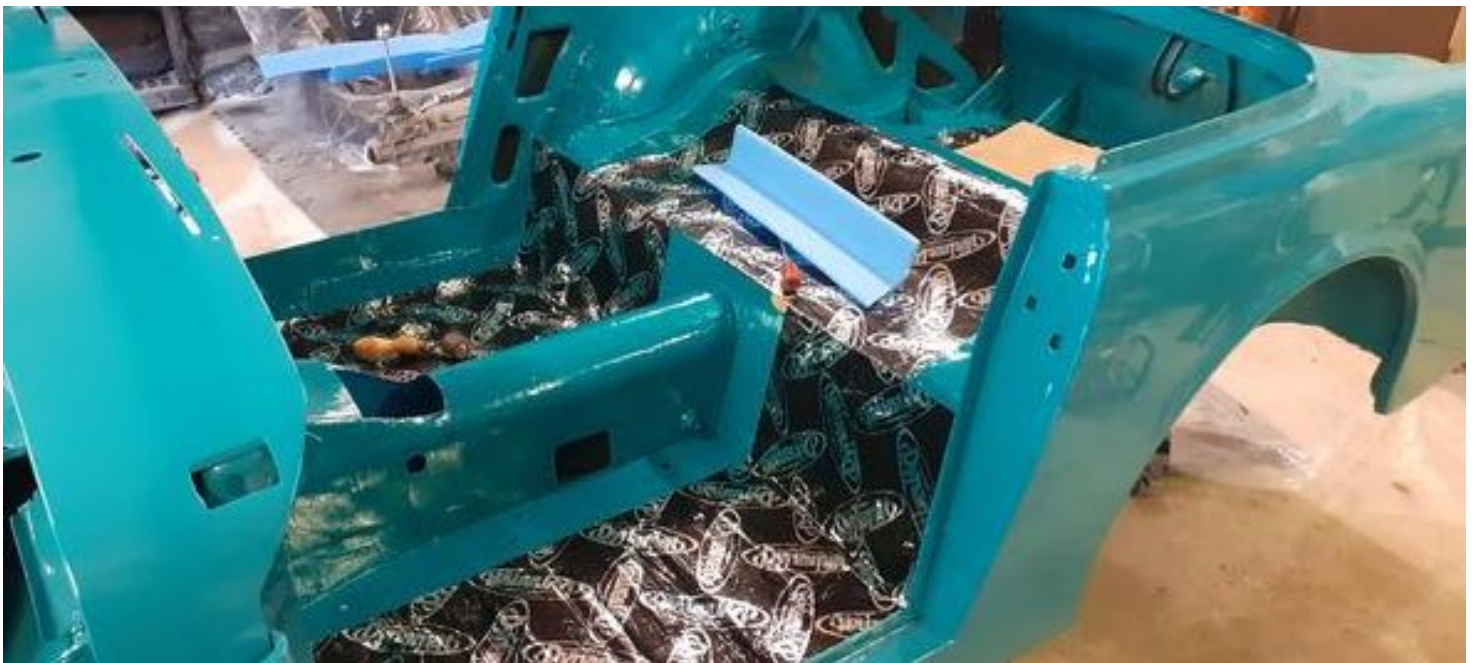
GOOD VIBRATIONS OR THE LACK OF THEM!

Progress on the Midget has been steady over the past weeks. Firstly, I got another call from Chris to say all my panels were now ready. Fortunately, Mrs J needed to go out to a craft shop in Haddington so on the proviso I took her, she could spend as much time in the shop as it took for me to collect some panels from Chris.

Arriving at CBC it was apparent that he was as busy as ever, with his premises filled to overflowing with vehicles needing repaired. I decided to collect the two doors, boot lid and front panel as this was all I could fit in the car and still leave room for Mrs J!

Having collected Mrs J (she didn't buy too much) we got back to the house and carefully stored the panels in the spare room. After all, what are spare rooms for if not to store car parts! The next day saw the panels brought down one by one onto the kitchen table and all the threads tapped out as I had done previously on the shell. In addition, I have added a sheet of Dynamat to each door to reduce vibration and give a more solid sound when the door is closed.

That just left the shell again to be tackled. Next day saw me down in the garage armed with the rest of the Dynamat, a wallpaper roller and sharp cutty item - ready to start the install. Starting at the boot and laying the matting down to cover the large flat areas first, although the spare wheel mount proved a bit tricky - in the end I just cut around it. Then it was onto the large, curved panel behind the seat which was a perfect match for one sheet! Floorpans were next, and one-half sheet covered the floors in the footwell and a further two sheets were used for under the seat area. By this time, I was running out. However, using some judicious cutting I was able to cover the heel boards and use some smaller offcuts elsewhere.



Having done some of the more mundane tasks I decided to treat myself and promptly fitted some shiny bits, the pedal box and passenger side cover plate were first. Reaping the benefit of having previously tapped out the holes, the bolts were a joy to fit. Then the new heater went in - all looking very nice with the black paint contrasting nicely with the Aqua colour.

However, all is not well. As I have changed the heater shelf to accommodate an early heater in order to fit the K-series, the small footwell vents no longer fit into the aperture as the hinge catches on the new metal work. So, I will have to make up a small spacer for them to fit - but that's a problem for future Craig.

By the time you have read this, my second lot of Dynamat should have arrived and been installed.

Craig Fotheringham



INTERESTING CAR



MORE ON FLS 1L

Seeing Ian Havenhand's old MGB in last month's magazine jogged a few childhood memories as FLS was a car I was extremely fond of, and reminded me of some very exciting days out as a kid.

Having occasionally looked up the car on the DVLA website to see if it still exists, I was delighted to see the 'B is still going strong and has been fully rebuilt .

Ian and my Dad (The Doc) co-entered the MGB in sprints for a number of seasons in the 1980s, and I often used to tag along for the day, trying to squeeze myself into the small gap between the roll bar struts for the exciting drive up to Knockhill.

If I recall correctly, the car was entered into the Historic Class, and usually ran against TRs, a Marcos and a factory V8, competing at places as far flung as Ingliston, Knockhill, Kames and Wick. The car was originally painted a very handsome dark green, but between seasons appeared in a spectacularly eye catching "flip flop" pearlescent finish, with sponsorship as per last month's photo.

The car had a few interesting "offs" during its competition career, including a very dramatic slide into the tyres at the Knockhill hairpin and on another occasion spinning into a ditch, resulting in a torrent of water pouring out when my Dad opened the door.

FLS seemed to have 9 lives, being largely unscathed by its weekend exploits and driven home after the events, going back to its usual job of being an everyday car .

If memory serves me well, it may also have once been an extra in a TV program involving a hospital, but I can't offhand remember the name!

The photo is of my Dad at the wheel in 1987 at the Knockhill hairpin. **James Barker**



MY FIRST CAR: Joan's multi-hand Renault Dauphine

My son tells me that I grew up in the 'golden age of motoring' with little traffic and only urban speed restrictions - and I think perhaps he's right! I don't have a photo of my first car.

Aristotle opined that a child's first seven years delivered the (wo)man. My father was a car dealer and strongly influenced me for six years before he was killed in a riding accident. Overnight daddy, the cars, and the horses simply vanished. The remaining school years were travelled on trams, buses, trains and bicycle but I lusted after a red sports car like his.

When I turned seventeen, my mother (who didn't drive) provided driving lessons from the BSM (British School of Motoring) that were going nowhere fast. My very dashing instructor explained that I needed to be able to practise (huh!). That led to another problem - none of my extended family had a driving licence so how could I get on the road without my instructor?

Solution - my best friend was three months older than me and had been driving on someone's farm for a year (her mother had been a wartime motorcycle courier) and immediately passed her test. Jean had been given an elderly, noisy, hand-painted 1938 Morris that I had already secretly driven in straight lines.

So Mum checked the bank account and bought a snazzy little French three-gear, four-door white Renault Dauphine and splurged on bright red Stewart tartan seat covers. The thought of two teenager girl drivers raised a bit of alarm with the insurance man, who handed out a lot of advice about speed and braking.

I do remember that petrol was 4/11d a GALLON. (*Ed: I can remember when a pound's worth filled the Mini*)

Every weekday she drove to me, parked her banger, and we drove discreetly on back streets to school in the Dauphine. My penultimate school summer holidays *were* golden - trips to North Berwick with picnics on the dunes, occasionally braving the North Sea. East Fortune airfield was deserted; wartime tarmac that was ideal for safe speed.

Passing my test first time before my next birthday, I took my mother to revisit Stac Polly on highland unclassified (at that time) roads. That second summer with the Dauphine was also my first taste of driving abroad with another friend with whom I had been sitting to get her through her test. My mother and her family agreed that so long as she passed her test, we could drive to France and camp on the Loire.

Mum was happy that, as the car was French, if it broke down they would have spare parts.

I don't know if she put a jinx on us but, sure enough, the little car stopped on a country road on a Sunday. We were lucky. A French family towed us to their village and left it by a workshop and found us somewhere to sleep.

Having taken too long to decide on speech therapy, I had a gap year working in an Edinburgh bookshop when town parking was still possible. But, when student-hood loomed, my mother decided it was in my best interests sadly to sell the car.

It wasn't a sports car and it wasn't red - that came thirty-odd years later - but having that little car, and memories of my father giving a running commentary on driving courtesy and technique. Strangely I can still hear his voice. The Dauphine set me on course to freedom, for which I'll always be grateful to both my late parents. **Joan Sumner**

FIVE CAR GARAGE GAME

OK so I have done this many times with Craig while in a Pub and normally drinking beer but think this should go in the newsletter. **Emo**

The Dream - My 5 Car Garage would be:

- MG Midget 1500 - I am rebuilding this.
- Land Rover 110 V8 before the face lift! Nothing stops these.
- MG Metro 6R4 - Boyhood dream from rally Class B
- Aston Martin Valhalla - I would just have to have an Aston.
- Ariel Atom - Real head turner going to the shops.

The Reality - So we now have 5 cars at the house and reality looks like this:

- MG Midget 1500- I am rebuilding this.
- Volvo XC60 - Bought to pull the Caravan.
- Fiat 500 - Mrs Wilson's car better not say anything else.
- Ford Fiesta ST Line - Young Matthew's car.
- Vauxhall Corsa - The Driving school car.

However this week it became:

- MG Midget 1500 - I am rebuilding this.
- Volvo XC60 - Brought to pull the Caravan.
- Fiat 500 - Mrs Wilson's car better not say anything else.
- Vauxhall Corsa - The Driving school car.
- Iveco 7.5 Ton Truck - from Matthew's work and stuck due to flat battery..



COFFEE & CLASSICS AT PEEBLES HYDRO

There were only three MGs present - I was in the Min!



INTERESTING CAR

Davrian Mk8

THEY GET EVERYWHERE!

Peter spotted this MGB - in Foz do Douro, Porto



FOR SALE

1980 MGB Roadster Limited Edition:- One of the last manufactured. Now Red, was originally Bronze Metallic. No expense spared on maintenance since purchase by me in 2006. Registered Historic Car May 2021 with BMIHT Certificate. MOT/Tax Free. Total Mileage since manufacture 95,812. Ivor Searle reconditioned engine fitted in 2008 at 80000 miles - only 15,000 miles since. Adapted to unleaded fuel. All bills since 2006 dated and items meticulously recorded. Various classic specialist garages used - Chic Doig/Euan Rutherford. £20000+ spent over the years.

Overdrive/Alloy wheels. Car totally in original spec. except stainless steel exhaust and paint colour. Bodywork and all panels renewed, so rust free. All MOTs/SORNs available. Any inspection of car and detailed documentation is welcome. Paper photographs also available as used for insurance purposes. This is a well running car and in excellent condition.

£12,000 Fixed Price

Contact Guy Booth at 0131 667 2340



FLYING SCOTSMAN RALLY 2023

I was supposed to be going to Gleneagles to see the cars at the finish, but an upset tum put paid to that. However, my friend, Bernie of the Bentleys, got photos of the top three cars.

First - 1939 supercharged MG TA

Second - 1937 Bentley Derby Special

Third - 1933 Fraser Nash TT replica



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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

- | | | | |
|----------------|---|---------------------|--|
| June 7 | <i>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</i> | July 13 | <i>Meeting & Raffle</i> |
| June 8 | <i>Monthly Meeting</i> | July 15 | <i>Dunbar RNLi Day, contact Martin</i> |
| June 18 | <i>Thirlestane Castle entries closed but Steve or Martin may have a spare pass</i> | August 10 | <i>Meeting</i> |
| July 2 | <i>BBQ at Digance Towers Hallhead Road - Contact Allan</i> | August 12 | <i>Run to Falkirk Wheel contact Steve</i> |
| July 9 | <i>Glamis Show, entries closed but Kay Dennis may have a spare pass</i> | August 27 | <i>Carhailes at Newhailes House. Contact Allan</i> |
| | | September 14 | <i>Open meeting</i> |
| | | September 17 | <i>MG 100 at Doune, with Lothian Car Club Hill Climb. Organised parade up the hill, Raffles, Prizes and more!</i> |