



Edinburgh, Lothians and Borders MG CLUB



July 2023

Scenic run to the Japanese Garden at Cowden



Credits: Helen, Robert A, Steve & Margaret, Craig, Fraser, Ian L, Karen

MEMBERS' CARS

Robert Allan's Midget 1500



INTERESTING CAR

Spotted by Fraser





Mrs Grumpy's Grumble

A bumper issue this month - mostly due to Craig!

Why doesn't the UK's first breakdown service think about how easy it is for the elderly to access their service? At Loanhead Gala, the Morris Minor that Andy had brought, died and wouldn't start. He tried to call the AA but fell at the first hurdle - he had to press button 1 but couldn't call up the keypad on his new-to-him phone. He then asked if I would phone as a) I had a newer phone and b) I was more IT literate.

Of course, says I blithely. I get his AA card, phone the breakdown number, get through quickly (pressing number 1 about four times), said I was phoning on behalf of Andy, yes he was in a safe position and got asked for the postcode, of which I haven't a clue - then get told I'd be sent a text so they could pinpoint my location, all I had to do was click on the link.

"There's a problem" and I've to "phone this number." Duly do so, am put on hold for over 5 minutes We are very busy Your call is important to us etc. Eventually get through to a real person and I have to say she was good and patient. I had trouble hearing her (tannoy systems, bands playing, people & kids shouting) and she told me to go into Settings and Privacy - "but my location services are on"! Yes, but I had to go into Location Services, scroll down to Safari Websites and give permission for my location to be shared! Who knew? Well you do now.

She said they were busy and the AA van wouldn't get there until 4pm, which was fine as we couldn't leave until 5pm anyway. I get a phone call at 3pm from the AA chap to say he's on his way and I pass the phone to Andy so he could give directions & symptoms.

The young chap wasn't particularly clued up on points, condensers, rotor arms etc but a retired mechanic that Andy knew stepped up and between them, they got to Moggie going after 2 hours! The young AA chap was cheerful and said he'd learned a lot, so hopefully he can start an old banger next time he meets one!!

The real people were good and helpful - but the hoop jumping to get through was a nightmare. Just how do these people expect oldies to get to use their service? Well, they don't, they just give up - like the hard of hearing 85 year old in Penicuik who was trying to change his own flat tyre, until I phoned the AA for him. Again got a lovely and efficient girl - once I'd got through the initial accessing nightmare!

**INTERESTING
CAR**
Lancia Integrale

FOR SALE

MGB interior car cover - was £140, will accept £40. Contact George Burgess at 07807 234883



SCENIC RUN TO THE JAPANESE GARDEN

Well, what a beautiful place - especially with all the Azaleas were out. However, getting to the start was a bit challenging! I couldn't remember exactly how to get to the Forth Bridges car park, but reckoned if I got to the big roundabout before the Queensferry Crossing, I'd remember how to find the Shell garage. While on the by-pass, I spotted Joan and decided to follow her. She stopped at Barnton saying she couldn't read her instructions and drive, so I said Tony could read them and she could follow me. The instructions were taking us a counter-intuitive way - but correct as that's the way the Sat Nag took us, once we'd got worried and switched it on. The major error was putting in Inchcolm Terrace (the address given for the car park) because the Sat Nag took us to Inchcolm Terrace of the narrow-streeted and full-of-dead-ends housing scheme!!

We asked a helpful builder chap and he told us to go back to Tesco and look for the Shell garage - which we eventually managed to do and met up with the others. Much hilarity and Mickey taking as Neil & Maggie had had the same Sat Nag "error" and had spoken to the same helpful chappie.



Bill & Karen handed out route books and collected the money for the garden tour - we had 16 peeps doing the tour, with 6 MGs in attendance, a Lexus (David T's MGC alternator is rather unwell) and the two MX5s of Mike & Fiona and Ian & Karen.

After a quick look at the route book, double checking on the phone, allocating who should allow a singleton to follow, we were off. Joan was following us and when I noticed she'd dropped out of sight, I stopped to wait for her - whereupon Neil & Maggie said she and Peter & Fraser had turned left and Bill & Karen had gone back to round them up. Successfully, as we all made it to the Japanese Garden!

Tony kept me on my toes as we went past the Ineos Complex (totally foreign territory)

he repeated the instruction that we had just negotiated! We did stop just to check we'd taken the right route. He more than made up for this when we were going home as "Here We Go" refused to tell us "Where To Go" - have I mentioned how much I hate IT?? Fortunately Tony knew where we were and did a far better job than the Sat Nag in getting us to junction 4 on the M90!



We arrived at the Garden in time for a comfort break and a coffee before we got the conducted tour from Andrew, a volunteer at the Garden, who was interesting and informative. He explained a bit of the history and how Ella Christie had travelled the world and asked a female designer, Taki Handa, to lay out the Garden in 1908 - the only one she did outside Japan. I won't repeat the talk - you'll have to go yourself, but be sure to book on-line as it is becoming very popular.

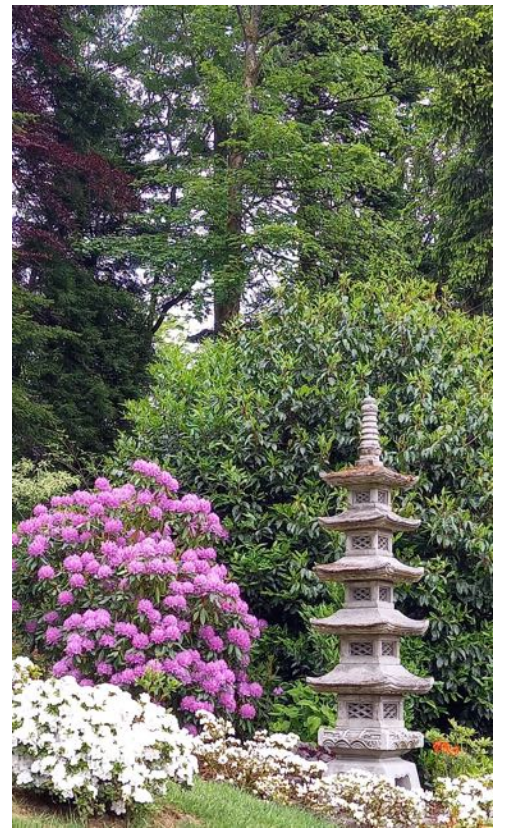
The Garden was vandalised in the 1960s, with wooden structures being burnt and the antique Japanese stone lanterns broken and thrown in the lake. The garden has been restored and was opened to the public in 2017 and it is well worth visit, being both beautiful, peaceful and not overcrowded. Two of our team decided not to do the tour due to troublesome hips, so they sat in the Tearoom and had an extended lunch.



After the conducted tour, we adjourned to the Tearoom for a snack lunch - very tasty, quickly served and the girls coped cheerfully with the fact that Peter had said we were table 15 (you had to name a table or the girls couldn't enter food in the computer - IT strikes again) There was a table 15 outside, but it was already occupied so we told the girls that we were, in fact, table 20 not 15 - so the computer helpfully changed all table 15 food to table 20 - including the order from the innocents already at table 15!!!!

Some went round the garden on their own (the sun was coming out by this time) and some just blethered for a while before heading for home. Many thanks to Bill & Karen for organising it (and herding the cats) so well. I've added a page of photos (some from Fraser) to give you an idea of the place - it's well worth a visit. **Mrs Grumpy**





BVAC THIRLESTANE CASTLE SHOW

Set up for the 2023 Thirlestane BVAC Classic show began on Saturday 18th with myself and Martin driving down to the showground in Martin's Land Rover with the flags, gazebo, bunting etc. to survey and mark out our pitch ahead of arriving on the Sunday.

The actual shape of the pitch was nothing like that indicated in the site diagram provided by BVAC, but they did say that the drawing was not to scale. However, it was a good size plot, albeit with a significant slope at one end. We decided the far corner would be best for the gazebos as it was fairly flat and we should create 2 site entrances to ensure a nice flow in and out of the site for the public. Bunting was run around the perimeter to mark out the site, and the MG flags and ELB MG Club banner erected before leaving for home. Big thanks to Martin for his help on this.

Sunday morning I arrived at 8am with Margaret to erect the first gazebo as Martin was showing his car up at the castle for the MG Centenary display. Fortunately Andrew arrived shortly afterwards and his assistance was greatly appreciated by Margaret and myself. The second gazebo was due to come down later with Dave Mac in Helen's MG3. Shortly afterwards others started arriving, including the contingent that Helen had collected from the Stair Arms, and the second gazebo was duly erected in record time - thanks to all involved. By now Martin had parked his car up at the castle and was free to assist with the parking arrangements. There was a little bit of shunting required but once again Martin did a fantastic job of positioning the cars in the desired formation.



We had 19 cars on site as four had been promoted to the top table in front of the castle for the BVAC MG Centenary display, namely Martin's MGB GT, Andy's ZB Magnette, David T's MGC and Ian & Chris's ZS180. As it turned out we were able to meet up with these members in the parade ground for the Centenary display, but more on that later. This created a little extra space on the stand and we were able to make a centre-piece of old and new with Tony & Jill's 1948 MG TC alongside Helen's 2019 MG3, a good juxta-positioning appropriate for the MG centenary year we thought.

Once all set up we finalised the rota for members to be available to talk to the public with 45 minute slots in pairs. All worked out well and we seemed to have quite a high number of visitors asking questions and taking pictures all day. Over the course of the day we signed up 3 new members and one re-join which was a great result. We welcome back Graeme Easton with his MGF and new members Tony & Jill Gorzkowski with their 1948 TC, Neil & Nicky Stevens with their 1972 MGB roadster and David Sanderson with his 1968 AH Sprite.

As the weather was nice and hot with a cooling breeze, the gazebos were very welcome and used for shade and snacks - and special thanks to Fraser for providing some lovely donuts which were well received. The showground was huge as usual and plenty of interesting vehicles to see as well as trade stands and auto jumble. Fortunately, I managed to keep my hands in my pockets on this occasion.

As a bit of light entertainment we had the 'People's Choice' awards with various categories voted for by the members themselves. The intention was for members to vote for the car that they thought was a worthy winner in each category. Of course you shouldn't vote for your own car!!

Prizes (certificate and polishing cloths) were awarded in the following categories:

- Best Overall Tony Gorzkowski 1948 MG TC
- Best Paint Job.....Craig Fotheringham, 1972 MGB Roadster
- Best Wheels and Tyres..... Helen Kirkness, 1976 MGB GT V8
- Car I'd like to take home..... Donald Rosie, 1959 MGA
- Cleanest Engine Bay..... Steve Hastwell, 1968 MGB Roadster
- Nicest Interior John McIlhagger, 1969 MGB Roadster

Congratulations to all the winners, and thanks for all who voted. *Ed: Many thanks to members who voted for my new V8 wheels - it was worth getting on my knees and dressing the tyres!! I also don't know why John Mcl was so surprised at winning the nicest interior - it was a good early example.*

Around 2.30 in the afternoon Martin received a call from the organisers for us to send some cars up to the parade ring as part of the MG Centenary celebration to join some of the cars coming down from the display up at the castle. The time indicated for arrival at the ring was 3.30, however at the last minute this was hastily brought forward and we had to get the cars up there ASAP. Fortunately we had the following drivers available, including myself in my MGB, Donald (MGA), Tony G (TC) John Mcl, John Q, Ron and Keith (MGB Roadsters). We made it up to the parade ring in time to lead out the display of MGs into the ring, followed by the participants from the castle, including our own four members as mentioned before - photos below and thanks to Ian Lamont for sending a pic of his ZS180 as Helen's was duff. In total around 20 MGs in the display and we had a good few laps of the ring making a fantastic display of cars across the various decades, with plenty of people attending and the opportunity to introduce our cars during a live interview with the BVAC presenters.

A great way to get involved in the MG centenary year.





Ed: I gather from participants that while it was an honour to be chosen for the MG100 timeline in front of the castle, the drawback was the cars were covered in a thick red dust (inside and out) from the red gravel on the castle forecourt.

We returned the cars back to the stand, and sadly too soon it seemed it was time to pack up and all hands pitched in to dismantle everything. Unfortunately most of the gear had to be packed into Helen's MG3 as we no longer had the Land Rover on site. However a few bits and pieces were distributed around and soon everything was packed away. Thanks again to everyone for their help.

The leaving queues were not too bad so most people got away sharp around 4.30pm. Margaret and I stayed on for a coffee before hitting the road, as did Neil Macaulay and Maggie. Unfortunately Neil had been experiencing some problems with his Roadster's starter motor and it failed to start. We tried the usual big hammer trick but no joy this time, so it was a recovery job. However, I heard that they were able to get a tow start from one of the trucks on site and made it home around 8pm.

Overall a wonderful show and I hope all enjoyed the day as much as Margaret and I did.

A final thank you to everyone for pitching in, much appreciated. **Steve Hastwell**

Ed: I'd also like to thank John Q for ferrying some of the stand stuff back to my house as the Yellow Peril was filled to overflowing!

Ed: I've added some general photos (from myself, Fraser and Margaret) of members enjoying themselves and the excellent stand.







LOST AND FOUND

When the latest edition of 'Enjoying MG' dropped through the letter box it was quite uneventful. I generally have a skim over all the articles, then select the ones that will be of most interest. In June's edition this was the MG Midgette that had a rover V8 plonked in the engine bay. Maybe it's because I'm putting a K in the Midget, but I find myself increasingly liking these resto-mods.

As always, the Regional Round up is a good read just to find out what everyone else has been up to, followed by the classifieds just to see if there are any bargains to be had - sadly no. However, the purpose of this article now focuses on the section 'Lost and Found'. This is where people can post registrations of MGs either they or a relative have owned to see if it is still on the go. My attention was drawn to one such request which read.

MGB ROADSTER - MYH 579L. Harvest Gold. Any information would be appreciated.

I have omitted the contact details for obvious reasons. With a NZ e-mail address this seemed a bit strange. However, not long after I bought the car, I had sent off to the DVLA for a list of previous owners and indeed one of the names was a possible match to the request.

A quick e-mail was sent off saying I had seen the request and may be able to help and lo and behold a reply was received, along with a couple of pics. Looking at them, a roll bar had been added along with two mirrors on the wings and on each of the quarter lights. In addition, a couple of spot lamps were bolted to the front bumper and the obligatory aerial mounted on the front wing. Unfortunately, there were no other details sent so I was unsure where and when the pictures were taken.

The request came from the car's first owner, who had the car whilst in London and had purchased it from Kettering Motor Dealers and he was able to provide the following additional information.

"Great to hear that "Klammer" is still going. The car got the name from when we were with it in Innsbruck in 1976 and Franz Klammer won the Downhill (harvest) gold medal! I had the car from around 1975 up to 1981 when I left UK. During that time the car took us to Venice, Yugoslavia and the Nord Kapp, (Google it), complete with camping gear - it's amazing what you can cram into the roadster. It also did a few seasons of sprints and hill climbs, it had stiffened suspension, a gas-flowed head, and all the necessary safety mods."

So now I have a car with proven motorsport history which as we all know will increase its value significantly!!!! **Craig Fotheringham**



COFFEE & CLASSICS at GLENCORSE HOUSE

Fantastic weather and an amazing turn out of cars from an Arrol-Johnston to the latest huge Ferrari and everything in between, with a good few from ELBMG club - although not all in an MG! And even more amazing was that the Wee Madam actually made it to an event AND got us home!! Thanks to Dave Mac for getting her going and to Karen for the pic of me and the Wee Red Diva. **Mrs Grumpy**



IN AND OUT

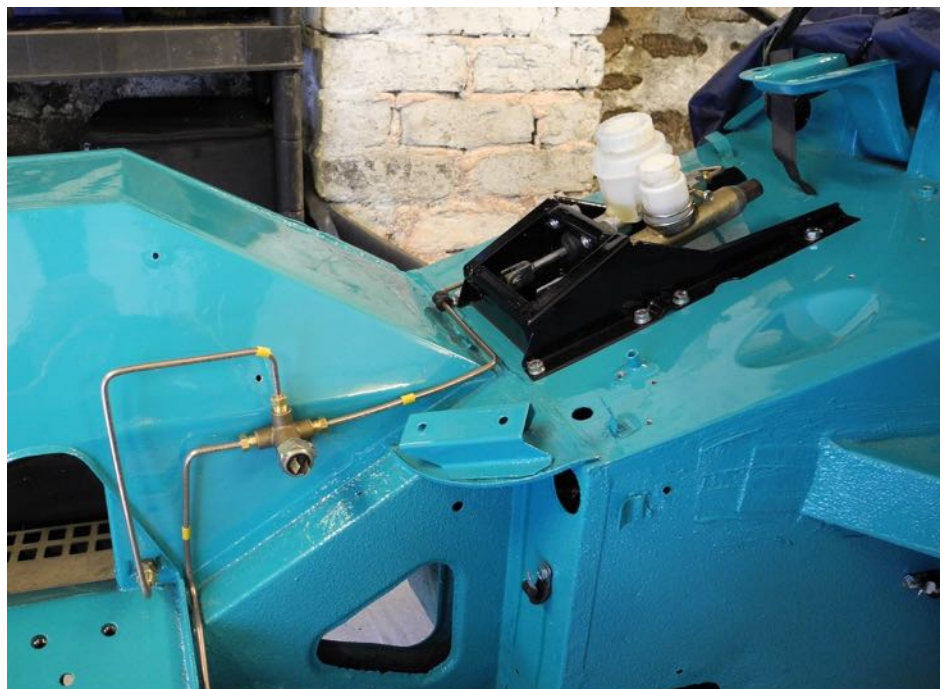
Having installed the Dynamat and put a couple of shiny bits I moved onto the next bit of the rebuild. Now if the guide is to be believed this is electrics and hydraulics. I decided to tackle the hydraulics, as I had previously purchased a new brake pipe kit for Automec. Also, electrics aren't my strong point so that was going to be a problem for future Craig.

Having previously installed the pedal box, I was somewhat dismayed to discover that I would have to take it back out to install the brake and clutch pedal - Doh! Taking care not to damage the fresh paint work, I soon had it on the work bench. Some slight clearance issues reared their head, as the pedals had been powder coated and required some minor sanding to allow them both to sit/move freely on the pivot pin. Having the pedals installed, I put it back on the car, again taking care not to damage the fresh paint work. With that step completed I then moved onto the brake and clutch cylinder. The brake cylinder went in no bother though access is restricted to tighten up the two mounting bolts. Next was the clutch cylinder but no matter how I tried it would not fit through the mounting hole. Once again, the powder coating needed sanding and so once again the pedal box had to come out - taking care not to damage the fresh paint work.

Having removed the pedal box yet again, I eventually managed to get the clutch cylinder to fit but only by removing the rubber seal to get the body to fit through and then refitting it once mounted. With the pedal and master cylinders all mounted -it was getting a bit cumbersome, but nevertheless I got it all remounted- taking care not to damage the fresh paint work. Together with all this I could then attach the pushrods to the pedal with the clevis pins and finally tick the job off. But no, you may have guessed the holes for the clevis pins were too small - once again as a result of the powder coating. For the third time the pedal box came out - taking care not to damage the fresh paint work.

With the holes eased out (I checked the clevis pins in both before I put it back!!) I could then finally put the pedal box back in complete and connect it all up.

A few days later saw me back in the garage ready to start the hydraulics. I have always been slightly envious of those who can bend and shape these to run in lovely parallel lines and curves that contour the bodywork of a car. To say I was apprehensive was a sight understatement. However, nothing ventured -nothing gained, and I started with the 4-way union on the O/S inner wing. With this mounted, I could move onto the first pipe - the one from the M/Cylinder to this union. I thought the best way would be to start from the union and work back as I could lose any excess up at the pedal box and it would be partially hidden under the inner wing. **Craig Fotheringham**



CLUTCH ADJUSTMENT ON THE MIDGET

Thought I would share a little adaptation that I have had to do in my quest to drop a K series into the Midget.

There are two options for operating the clutch - cable and hydraulic. The cable option utilizes the original clutch fork along with a ford transit clutch cable and custom bracket. However, the cable requires to be routed smoothly. Problems can arise where it enters the pedal box and unless the alignment is perfectly straight, the cable may chafe or buckle leading to a less than smooth action.

The second option to use hydraulics, and as you would assume, this is more complicated as it requires the use of a concentric clutch and additional pipe work. In addition, spacers may need to be added within the bellhousing to prevent an overthrow of the clutch plate.

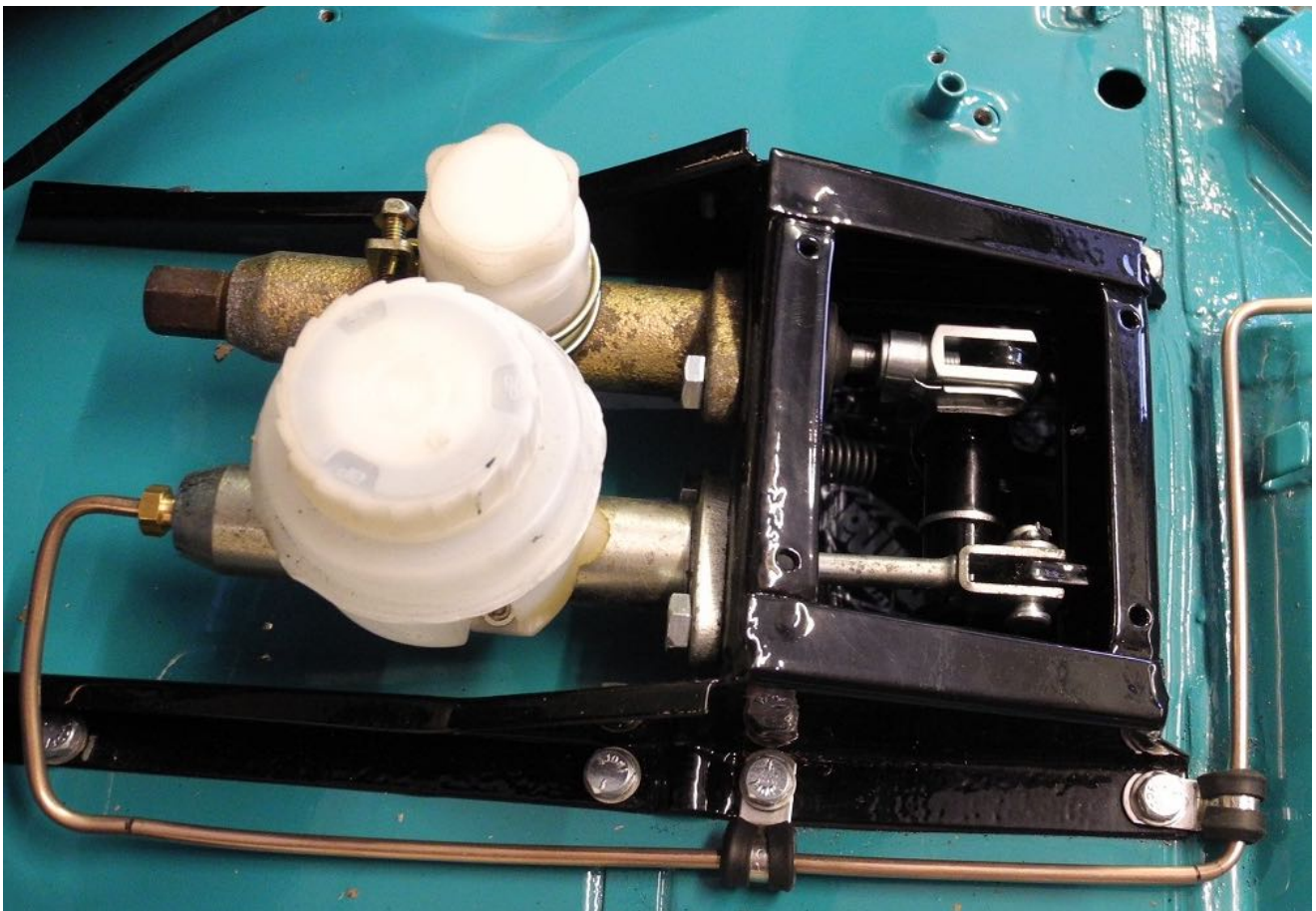
One of the ways to try and reduce risk of overthrow is to adjust the amount of movement at the pedal and I shall attempt to describe the process.

First thing to do is order a 5/16" master clevis pin. (I got mine from Car Builder Solutions). This will replace the fork at the end of the pushrod on the clutch master cylinder. It also has the benefit of a quick release mechanism to enable the clevis pin to be removed. No more fighting with uncooperative split pins for me! In addition, it has a threaded insert to allow the adjustment - this will become clearer. Next take a deep breath and cut off the fork at the end of the pushrod, careful to leave as much pushrod as possible. With the appropriate tap put a new thread down the length of the push rod, I found this easier to do with the pushrod removed from the master cylinder.

With that done you can now thread the master clevis pin onto the pushrod and hey presto you now have an adjustable clutch pedal. Hopefully this will eliminate the need for spacers within the bellhousing.

Once done re-fit your master cylinder ensuring the powder coating has not interfered with the fit!!!!

Craig Fotheringham



BROKEN BRAKES

Thought I'd put some fingers to keyboard to update you all on a couple of little maintenance issues I've had to do on the 'B.

Having got the car back following some paint work, I was keen to keep it looking as good as possible (don't we all). One of the issues I needed to look at is where the hood/tonneau hooks in at the B pillar. Although the body shop has added a small bit of clear protective tape to try and reduce the risk of scratching, I thought a belts and braces approach would help. To that end I have now added a small piece of black heat shrink over the small rectangular hooks on both the hood and tonneau making sure it extends slightly beyond the end. This makes the fit slightly snugger, but hopefully will protect the paintwork.

Another issue came to light or not as it seemed, as Dave Mac was kind enough to point out my lack of brake lights on the way down to Traquair. So, we tested them when we parked up and they were only coming on when the brake pedal was fully depressed. Once back at Chez Craig, I attached a jump wire across the terminals on the brake switch and hey presto - nothing, nil, nyada. It seems the switch is now faulty. Looking on the interweb it seems this is a common issue with the influx of cheap pattern parts being the main culprit. There is an alternative and that is to fit a Harley Davidson brake switch, (part no 72023-51E). A quick call secured the one they had in stock, and I would pick this up the following day.

Having collected the switch, the next step was to fit it. Rather than drain the brake fluid out I elected to swap it without having to bleed the brakes and followed the following procedure.

I put some cellophane across the top of the clutch cylinder under the cap.

With everything prepared and to hand, I used grips to hold the four-way union whilst undoing the switch.

Then it was out with the old switch and quickly in with the new. Remembering to remove the cellophane afterwards.

All that remained to do was to check the operation and we still don't have any lights!!! Checked with both the jump wire and original wiring but nae joy. A quick look in the fuse box revealed the culprit - a blown fuse. Connected the jump wire across the terminals and this time success we have lights. You could argue I should have checked this first but hey ho you live and learn.

P.S. Another alternative is to fit a VW one and use a thread adaptor from Car Builder Solutions. Works perfectly well if you can't get hold of a Harley one - but remember to check the fuse first!!

Craig Fotheringham



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



FOR SALE

1980 MGB Roadster:
Genuine 43,000 miles and has been maintained regardless of cost. Several upgrades including suspension, alloy wheels and Stainless steel exhaust. Recently fitted with electronic ignition. £8,000. Bill McFarlane at wmcfarlane@hotmail.com



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

FORTHCOMING EVENTS

All provisional

- | | | | |
|------------------|--|---------------------|---|
| July 2 | BBQ 2pm at Digance Towers 30 Hallhead Road. Please bring what you want cooked, any alcohol you want to drink and any spare chairs. Soft drinks & rolls will be provided | September 14 | Open meeting & Raffle |
| July 9 | Glamis Show - please be on site by 8:45 am | September 17 | MG 100 at Doune, with Lothian Car Club Hill Climb. Organised parade up the hill, Raffles, Prizes and more! |
| July 13 | Meeting & Raffle | October 12 | Meeting |
| July 15 | Dunbar RNLi Day, please be at Dunbar Harbour by 12:00 | October 22 | Last run of the season. contact Peter |
| August 10 | Meeting | November 9 | Meeting & Raffle |
| August 12 | Run to Falkirk Wheel contact Steve | November tbc | Film & Curry Night |
| August 27 | Carhailes at Newhailes House. Contact Allan | December 14 | Open Club Meeting |
| | | December tbc | Christmas Dinner |