



Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



August 2023



Hector enjoys Dunbar Lifeboat Day

Credits: Helen, Domenic, Craig, Donald, Fraser, Emo, Karen

MEMBERS' CARS

Domenic Risi's MG TF



INTERESTING CAR





Mrs Grumpy's Grumble

INTERESTING CAR
Renault Fregate

Again, many thanks to Craig for his articles.

Modern life - why is ordering paint so d***** difficult? Our summerhouse, which I bought in 2012, was painted Moss on the outside and Honey on the inside - basically a sludgy green and a nice cream. When the outside got a bit faded, I ordered a litre of Teknos Moss and gave it a freshen up (just the bits that show since I'm lazy) and it matched perfectly.

Now the summerhouse is really needing a bit of TLC as the paint was splitting on the sunny sides and on the sides that hadn't been done before. On-line to Teknos website - no Moss green to be found. Find a shade card and get told that I shouldn't believe what I see on the computer and to obtain a proper paper colour chart.

Eventually find a supplier of Teknos paint in Embra (Russell Paints in Warrender Park Road) and get the 11 bus from Tony's and come back clutching the shade card. Decide that Owen's Hike on the colour chart is the nearest to the sludge green and drive in (bad me) to obtain a litre of Owen's Hike. Which turns out to be nowhere near either the colour card or what's on the summerhouse - see pic.



I decided I preferred the Pistachio colour of Owen's Hike to the sludgy Moss and trekked into Russell Paints to order more as I'll have to give the whole summerhouse two coats. The guy who mixed the paints was a tad worried when I showed him the photo as he said 'it's a completely different colour!' Couldn't have put it better myself. He mixed up my extra paint, looked at it and the shade card and opined 'I was expecting it to be darker.' Yup, so was I. 'That shade card is S****!' He then apologised for being crude, but I said 'Reasonable assessment.' So that's the reason I now have a Pistachio coloured summerhouse - not a colour I'd have chosen, but I like it when it's on and also the fact it brightens up the wee summerhouse!

And buying Hickson Decor microporous for the windows? The colour's called Baltic and I've been buying it every 5 years or so since the '90s. Now, there's no Baltic - a whole raft of colours, but which was the correct one? Ordered a colour card, it didn't arrive. Trawled through as many suppliers of Hickson Decor as I could and found one that had Pitch Pine (Baltic) on their colour chart. So, that's what I've ordered - hope it matches!!! It does match reasonably well, but they've got a "new formula" - a horrid gloss rather than the lovely satin finish of before. Such is modern life (and not just IT) - change something that is good and works well to something that isn't and doesn't!!

WITH TEAM DENNIS AT GLAMIS CASTLE

Mike & Kay Dennis did their usual wonderful stand (94 cars I believe) at the SVVC Glamis show. Present were Tayside, Kingdom, Octagon, Scotland's Rover/MG and of course ELBMG. We had Lindsay K (TD) and Andy (Magnetite) with the Octagons, Dennis (Midget), Agnes (MGB), Peter (GT), Bill & Karen (MGB), Craig & June (MGB), Dave Mac (Yellow Peril MG3) and myself (V8). Robin & Agnes had an eventful trip up as their MGB blew a heater hose - however a friend stopped and did a neat blocking off of the heater hoses with a couple of spark plugs. The moral seems to be carry a spare set of spark plugs - or some of that Kraken tape.

The day started dreich (don't know why I bothered to wash both the MG3 and the V8!) but Bill had the answer - he brought his own water supply so he could clean up his MGB!! The sun came out by 10am and it was warm and sunny for the whole day. A huge show with a full entry field of individual & club entries, lots of food and drink stalls and plenty autojumble stands - nice to have some auto and not just jumble!



There was wide range of cars on the Tayside MGOC stand - mostly MGs including Mike's collection of Zeds, with Brian's old ZR. Jim the good mechanic was telling me how he'd been telling his son that Brian had a ZR just like that one - much hilarity when I said that one was in fact Brian's old ZR. He commented how much better it looked now that Mike has given it a bit of TLC.

Everyone was friendly and good fun and some people had travelled up from Englandshire for the weekend. It was good to catch up with friends and family - my brother-in-law who's doing up Brian's Spitfire was looking for relevant bits, Nick & Patsy from Aviemore were searching for Healey parts - Nick was delighted to bag a hubcap for £2 rather than £50 for a new one. Emo, Mhairi and Matthew came to say hello as did Eddie Connerton.

Everyone received the usual rosette from Team Dennis (the bacon butties when we arrived were delicious too) plus a photo of their car that Kay printed up and it was just a lovely day - and well worth the drive. I've added a couple of photos of members enjoying themselves! **Mrs Grumpy**



COFFEE & CLASSICS AT ARCHERFIELD

Myself, Peter, Craig & June, Dave Mac, Andy (in MGs) attended along with Bill & Karen in the Pocket Rocket.



DUNBAR RNLI

We had ten cars on the day - seven open tops for the Gala Queen and her attendants, (Neil D in his TF, Robin, Steve, Craig & Tony H in their MGBs, Andy in Brian W's Midget and Donald in his MGA) plus Martin in his GT (who ended up leading the parade as an organiser had to get to the harbour first!), Jim & Marjory in their MGB as reserve (good to see them both after their house move) and me as MG photographer in the wet weather car (Boris the black 'B as he isn't scary in the rain and has a roof, heater and wipers that work - unlike the Wee Madam!)



The forecast was for thundery showers, but it was dry when we turned up early to book our place - possession being nine tenths of the law. In fact, the usual pizza vans etc were conspicuous by their absence, so we bleathered until it was time to head up to the medical centre. The parade was accomplished in the dry, but it did start to rain heavily at 3 pm - so it was hoods up and most of us beat a hasty retreat, to be met with glorious sunshine when we got to the A1!



However, a couple wee showers did require the use of some wet weather gear and Robin suffered a puncture, quickly sorted with Steve helping.



Finally, I've added photos of the parade (most from Fraser) and a couple of general shots - Fraser's pic of Donald and his MGA show that the sun did shine! The Gala Queen picked the most modern MG this year. It is a good day out, well worth supporting the RNLI and thanks go to Martin for his tireless organisation of this event. **Mrs Grumpy**





INTERESTING SNIPPET

A new member sent in some memories of Dunbar

My grandmother lived in Dunbar, as did her sister. My great-auntie had been a schoolmistress, and was a redoubtable force. When a one way system was placed at the end of the High Street in the late '60's or early '70s she insisted on driving around it the way she always had (the wrong way) and ticked off the local Bobby when this was pointed out.

On Sunday evenings she took us out for runs in her car, always stopping at the Harbour, usually pointing things out along the way as she zoomed up to the very brink. We were all convinced that she wouldn't stop, and mightily relieved when we could get out of the car before it got any closer!

NO KIND OF FUEL AM I, ONCE MORE

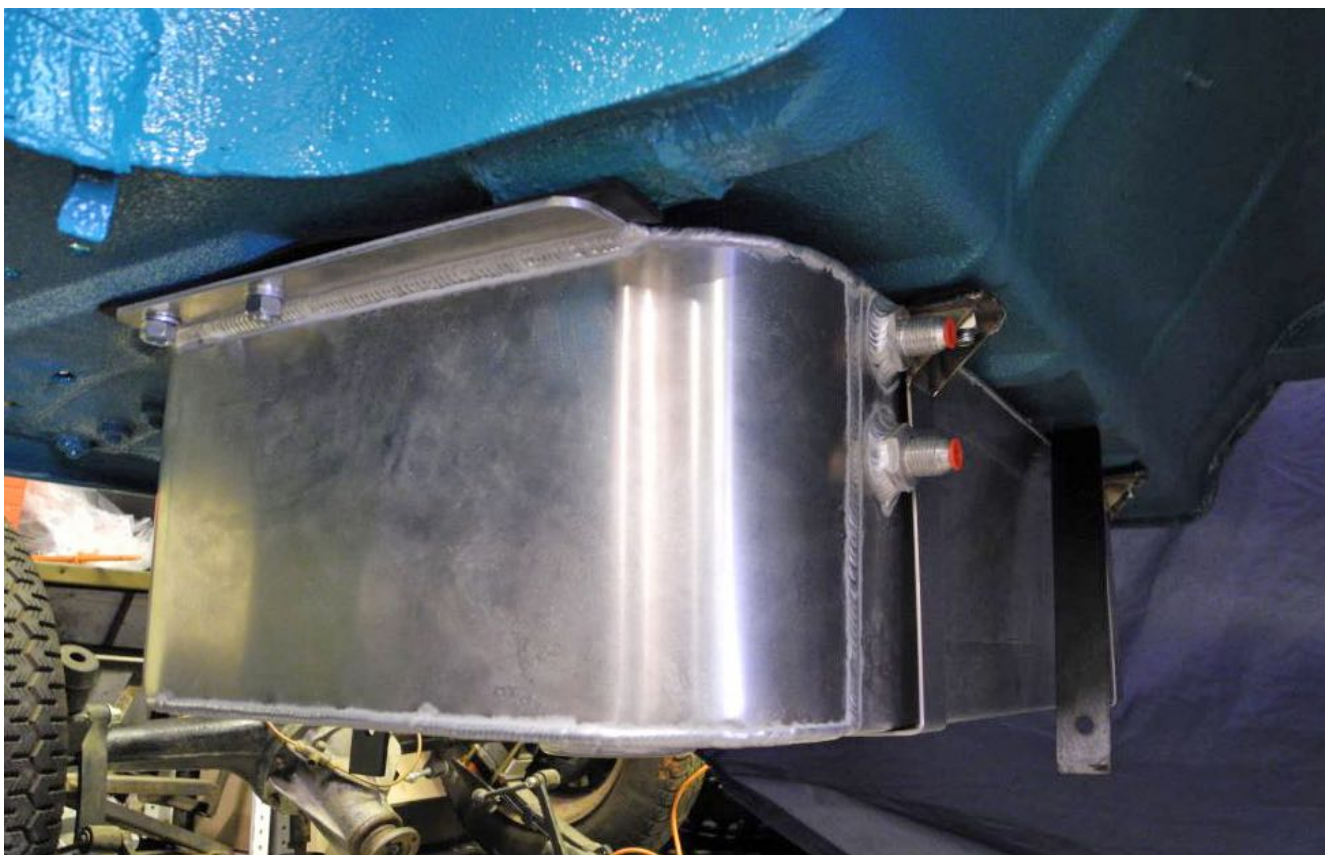
This may be a familiar title as I used it in a previous article in October 2020. However, it seems appropriate as the subject of that was the purchase of an alloy fuel tank with built-in swirl pot. Therefore, it seems only right to use it again for the installation of said tank.

This new tank utilizes some of the existing mounting studs but requires some holes to be drilled in the flanges to do this. The first thing was to copy and measure the holes from the original tank. These measures were then transferred onto the new tank and the drilling commenced. Gradually working my way up through the sizes, I soon had three mounting holes drilled and was able to trial fit the tank for the first time. Some adjustment was required. It was a matter of trial and error, not only to get all the studs through the holes but also to centre the fuel filler hole in the boot. However, after a couple of goes the tank was temporarily bolted into place.

Now the observers may have noticed that I had only drilled three mounting holes. The reason, you may remember, was that when cleaning the studs out after I got the shell back, I inadvertently snapped one of the mounting studs on the boot floor. At the time I didn't think too much about this as I thought I could just drill through from above and replace it with a bolt. Unfortunately, I discovered a slight flaw - the stud is under a reinforcing channel in the boot, so it is not possible to drill through. Cue plan 'B' - I would drill through as near to the channel as I could and that would give me two fixings rather than rely on the one. With that done I could then move onto the next step. The tank is supplied with two additional straps that fasten across the width to provide additional support and these require to be drilled and mounted.

Using the old cross diagonals to find the centre of the square plate at either end of the strap, the four mounting holes were once again drilled to take the bolt. The straps were then offered up to the tank making sure they were equidistant, and the holes marked for drilling in the boot floor.

Finally, after all that measuring, marking and drilling, the tank was finally bolted into position. It will have to come back out to have the sender unit installed but a successful day in the garage saw one more item ticked off the list. [Craig Fotheringham](#)



WIPER OUT OR WIPER IN

It's been a bit quiet in the garage of late, mainly because during the glorious spell of weather, rather than progressing with the Midget (inside), Mrs. J and I have been sanding and painting the Summerhouse (outside). A task that is not unfamiliar to other club members (Ed). Also, this was a project that suffered from the inevitable mission creep - another thing in common with the Midget progression.

Back to the task at hand, having completed the brake lines, I turned my attention to the wipers. I had previously got the gear tubes blasted and painted them a lovely shade of Halfords silver. I then invested in some new wiper wheel-boxes with chrome finishers - all looking very smart. With all these new parts the wiper motor was starting to look a bit shabby so yep, you've guessed it - that was next on the list for a bit of tarting up.

I had previously separated the body from the motor housing to paint it a lovely gloss black, along with the mounting plate. That still left the housing with the gear wheel etc. inside to deal with. First off, was to reduce it to its components parts which was accomplished with no drama. Now if you've ever had the pleasure of looking inside one of these, you'll know it is generally quite greasy and mine was no exception. The outside wasn't much better, being covered in dirt. So, I needed a degreaser. A quick look on the interweb threw up Halfords own make that ticked all the boxes.

The next day found me in Halfords and along with a couple of spray cans of degreaser, a further can of Halfords silver was also purchased. Back in the garage - all the relevant parts were given a good blast of degreaser and left to soak in sealed plastic bags for 5-10 mins. They were then taken out and using an OLD toothbrush (I cannot stress this enough!!!) were cleaned before being rinsed off with water. Some stubborn stains required a second application, but overall Halfords degreaser did what it said on the tin and soon all the parts were ready for painting.

Once dry they were masked off before being given a couple of coats of primer. This was allowed to dry fully overnight, and then the silver was applied.

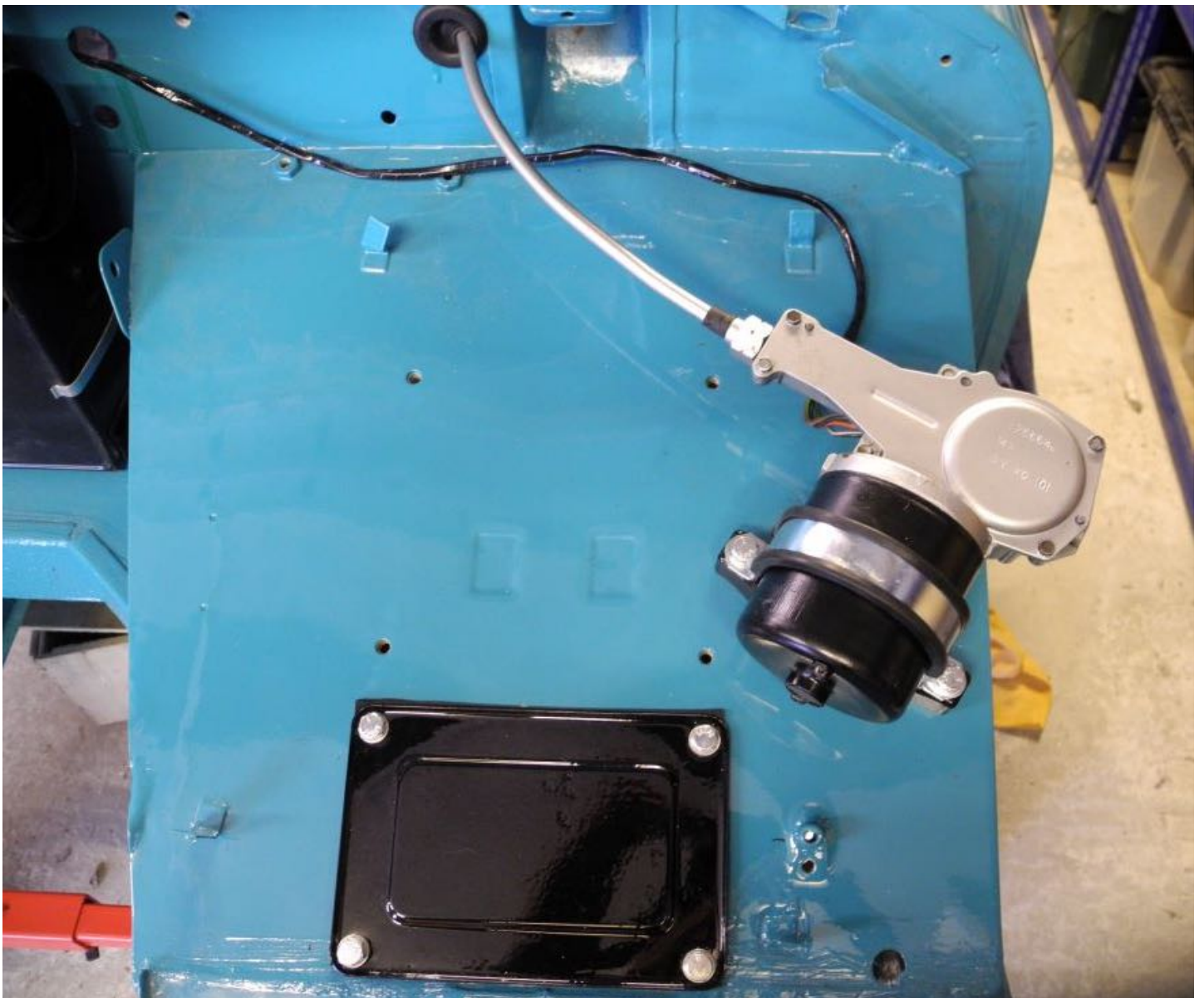
All that remained was to reassemble (the reverse to removal, as all good Haynes manuals tell us) the wiper motor before attempting to install it in the car.

The first problem I encountered was which way round the wheel boxes went as they could either face the driver or the firewall. Once again, a quick look on the interweb provided the answer - they face the firewall. Next, I had to try and put the sealing washer over the toothed wheel before putting on the chrome finisher and nut to secure them in place. First one went on and the nut was duly fastened, the second one proved more problematic as the washer just would not sit flat on the panel. It just seemed too small, so some judicious stretching of said washer ensued before it broke!!!! Cue back upstairs to order some new washers.



A few days later saw me back in the garage ready to tackle the wipers. First on the agenda was to mount the wheel boxes and, armed with new washers and the benefit of experience, this was accomplished with little drama. The tubes that help guide the toothed drive were next and some fine adjustment was required to get them lining up and sitting nicely within the wheel boxes. Next it was time to connect the toothed drive to the wiper motor and feed it through the tubes. The first part went OK, however as much as I tried the drive would only go so far. Further inspection revealed a tiny kink in the end of one of the tubes, so it was back out and with the use of various screwdrivers, punches etc. I finally managed to get the drive all the way through the tubes to the end. However, this had taken me most of the evening and I decided that discretion was the better part of valour and decided to test the operation later.

The next evening, I had a spare hour so (as well as getting the car ready for Glamis) I decided to see how I had fared with the wipers. I removed the cover from the wiper motor and the connection for the cam. This allowed me to get a screwdriver into the hole at the end on the worm drive and push/pull it back and forward. To say the operation was less than smooth would be an understatement but it did confirm my suspicions that I might need to invest in some new tubing to see if that will help. [Craig Fotheringham](#)



SCOTTISH MGA DAY RUN

I did the Scottish MGA Day Run, organised by Paul Dean from the Caledonian Centre. I was curious as to what MGAs were in Scotland, so when I arrived at the meeting point I was very surprised to see four red roadsters + mine. Six cars in total, unfortunately there was a few who had to cancel

It was a great route over the Campsie Fells on to the Duke's Pass then up to the lunch stop at Lochearnhead. On to Comrie, down through Braco and the finish at Blair Drummond Smiddy - ninety nine miles in total.

A lot of the route was single track roads full of hills and sharp bends, a right work out for the non power steering MGA. The weather was kind to us - only got rained on twice! **Donald Rosie**

Ed: Good to hear that Donald has taken over from Mike, Fiona and Blueberry who were keen supporters of this run.



MANY MOONS AGO

Skittles 2014





FOR SALE

MGTF LE500. 1 year's MOT, 40k miles. Some paint issues that are reflected in the price of £5500. The car's location is Cupar KY15. Please contact Craig & Heather Hunter - craig_hunter42@hotmail.com



Area Secretary

Allan Digance
0131 667 8587
allan.digance@blueyonder.co.uk

Membership Secretary

Andrew McGill
0131 445 2025
andrewmcgill@blueyonder.co.uk

Newsletter Editor

Helen Kirkness
0131 440 2462
mrsgrumpy@aol.com

Webmaster

David Turner
0131 441 1468
dm.turner270@gmail.com

Martin Fraser

07774 857058
martinfraser51@icloud.com

Steve Hastwell

07770 161675
steve.hastwell@blueyonder.co.uk

Fraser Watt

07980 614940
frasergbwatt@gmail.com

Peter Woodham

prwoodham@gmail.com

Tony Woods

0131 445 2908
twoods.mg@btinternet.com

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

August 6 *Rescheduled BBQ, 2pm at 30 Hallhead Road. Contact Allan*

August 10 *Meeting*

August 12 *Run to Falkirk Wheel. 10am at Costa Coffee, Hermiston Gait Retail Park. contact Steve*

August 27 *Carhailes at Newhailes House. Contact Allan*

September 14 *Open meeting & Raffle*

September 17 *MG 100 at Doune, with Lothian Car Club Hill Climb. Organised parade up the hill, Gymkhana, Raffles, Prizes and more!*

October 12 *Meeting*

October 22 *Last run of the season. contact Peter*

November 9 *Meeting & Raffle*

November tbc *Film & Curry Night*

December 14 *Open Club Meeting*

December 15 *Christmas Dinner at The Steading, Hillend. £25 for two courses, £30 for three courses Contact Allan*