

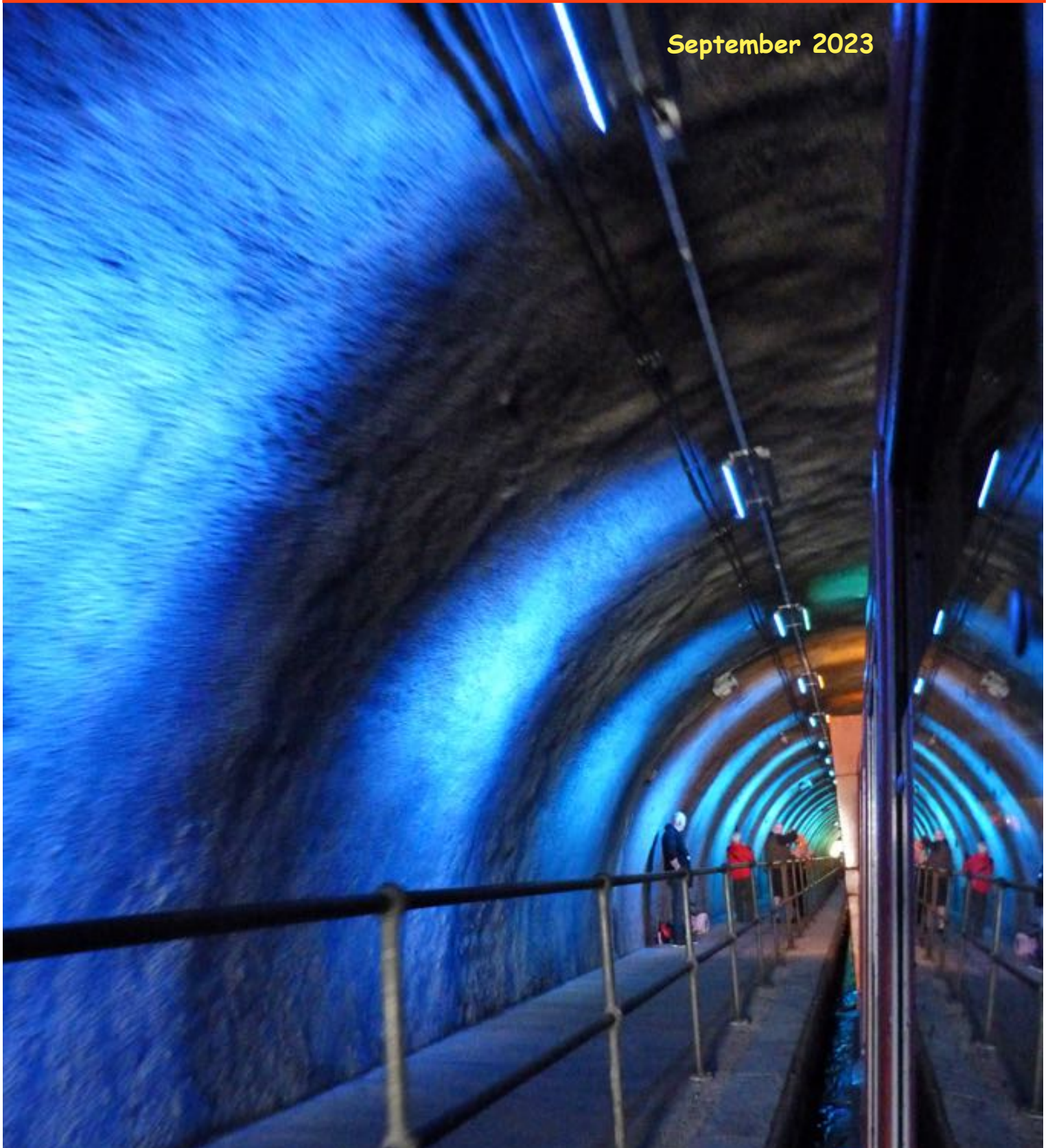


# Edinburgh, Lothians and Borders MG CLUB

[www.MG-Edinburgh.co.uk](http://www.MG-Edinburgh.co.uk)



September 2023



Roughcastle Tunnel on the Falkirk Wheel Trip

Credits: Helen, Richard M, Steve, Joan, Tony H, Craig, David T, Maggie, Fraser

## MEMBERS' CARS

Richard M having fun at the gymkhana in his tidy MGB



## INTERESTING CAR





## Mrs Grumpy's Grumble

Again, many thanks to those who contributed articles and to Joan for her amusing slant on Carhailes.

More selfish, thoughtless, inconsiderate and downright stupid driving. Heading home past Pentland Plants, there was a solid queue of traffic coming towards me, going into Embra - in fact it was just about tailed back to the Bilston roundabout. I clocked an ambulance coming towards us with blues and twos going, so I pulled into the left and stopped - as did several cars behind me. This left enough room for the ambulance to pass the solid queue heading to Embra as the road was wide enough to have a turn right lane into the new housing scheme at Pentland Plants.

The ambulance proceeded quickly until it had to stop because numpty number 1, in a white SUV, plonked himself in the right turn lane. He couldn't turn right because of the long queue with numpty number 2 blocking his turn and in turn, numpty 1 was blocking the ambulance - until there was a great deal of shuffling of cars which created a gap wide enough to let the ambulance through. Why didn't numpty 1 in the white SUV just pull in with the rest of the traffic, let the ambulance through and then move into the right turn lane? Just asking.

Of course had numpty 2 in the queue not blocked the entrance to the scheme, then the numpty 1 could have turned right straight away and not blocked the ambulance. Really, the lack of foresight, observation, consideration for any other road user is getting to scary levels!

IT again - is it just me? In January I had to change my Apple ID password - can't remember why. I did what it said with respect to number/type of letters/characters and it hadn't been used elsewhere. I received notification that my password had been changed. In May tried to get on iCloud to access Hamish's article and neither the new or the old password would work. Recently I tried again - same result, so I asked to change the password again. Again told it had been updated and again I couldn't access iCloud.

Not giving up, I discovered I could access iCloud on the iMac using the iMac's password, on the iPad I simply used the fingerprint system and on the iPhone it just required the 4 digit pass code. So, why have I had to change my Apple ID password THREE times - none of which worked?? I'm obviously missing something here, but being a daft auld biddy, I haven't a clue what that might be!!

## INTERESTING CAR

Chevron B8 race car

### FOR SALE

A vinyl hood and frame for '60s roadster in good condition, also a brand new, still boxed seat foam set. A tonneau cover/hood cover also, good condition. Sensible offers invited. Contact Tom Archibald 07847485503

**Midget bits:** A bonnet, boot lid, two doors (one good), chrome bumpers (need work) plus other assorted bits. Offers when seen. Contact Brian Wagstaff at [brianww65@aol.com](mailto:brianww65@aol.com) or 0131 663 3645

### CALENDAR 2024

Three more photos are required for the calendar. Please email me a Hi-Res (2.5MB plus) version of any photos you think might be suitable - MGs in pretty places, group shots, humorous pics. Not had anything from the usual suspects (Craig & June, Neil D) so please have a look - and that means the rest of you as well!! By the beginning of October would be good.

## THE RESCHEDULED BBQ

We were lucky with the weather for BBQ part deux - it stayed dry until 4pm and we even got some sunshine! Numbers were a bit down as it clashed with the Aberdeen MGOC show and a few other events.

Nevertheless it was a most enjoyable afternoon with the burgers, sausages & kebabs expertly cooked by George. Allan & Linda had provided chairs, soft drinks, salads and a cheesecake. Martin had brought his usual lovely salad and we had a Costco carrot cake and of course the rolls. People had brought extra burgers, Fraser shared out his delicious chicken kebabs and there was also a selection of Mr Kipling cakes - so there was no shortage of food!





And a final pic to show that the sun really did shine! Many thanks go to Allan & Linda for hosting, to George for cooking and to everyone else for good company. **Mrs Grumpy**

## **MANY MOONS AGO**

Tech Day 2016



## RUN TO THE FALKIRK WHEEL



Meeting up at Hermiston Gait retail park at 10 am, with heavy clouds and light rain were 6 cars in total: Tony Holmes MGB roadster, Helen MGB GT, David Turner MG TF, myself in MGB roadster, Donald Rosie MG HS (MGA not considered leak proof) and Neil Macauley in his Merc as the 'B is still out of action. Unfortunately due to work commitments, Daniel Waite couldn't make it, it was the Glorious 12<sup>th</sup> after all. Passengers/navigators were Caroline, Maggie and Fraser, making a total of nine people in all.



Time for a Costa Coffee, bacon rolls/croissants before heading off around 10.30 - Donald and Fraser took the lead and headed off in search of the A9 and all the sights of West Lothian and Falkirkshire.



The route took us through Dechmont, past Beecraigs Country Park, past the Korean War Memorial. (even though Donald and Fraser didn't seem to see it!) Onwards to Torphichen, Westfield, Avonbridge, the Black Loch near Limeriggs, Slamannan and finally up to Falkirk.

Amazingly all arrived at the Wheel at around the same time despite a few excursions. Everyone enjoyed the drive despite the showery weather, and a few new roads and places were discovered.

We were booked on the 13.10 boat to go up in the Wheel so we had time to collect the tickets and for a spot of lunch in the cafe before queuing up outside for the boat along with about 70 other tourists. Unfortunately at this point the heavens opened and David's umbrella was usefully employed. *Ed: The rest of us had left our brollies in the car!*

The Wheel took us up 27metres (65 feet) from the level of the Forth and Clyde canal to the Union canal linking Linlithgow and Edinburgh to Glasgow and Grangemouth. Originally there were 12 traditional locks (like the photo right) to be navigated which took several hours, and is now a 15 minute lift, with the capacity to take two boats at a time - see photo below.



Each gondola contains 250 tons of water/boat (as per Archimedes principle) and is perfectly balanced so only requires the power equivalent to 8 electric kettles to lift the gondola up to that height, quite amazing really and is the only example of this type of boat lift in the world.

The skipper/tour guide had some interesting tales from the Roman occupation and the Antonine Wall, the commissioning of the wheel in 2002 by Queen Elizabeth 2<sup>nd</sup>, as well as some humorous tales.

On exiting the gondola the boat passed through the Roughcastle tunnel and then turned round to head back, but all too soon we were back at the café dodging another shower. Time for another coffee together before heading our separate ways back home.

A thoroughly enjoyable day was had by all. **Steve Hastwell**

And finally, some pictures of people enjoying the day - including a couple of Seagull Trust barges doing a cruise. Many thanks to Maggie and Fraser for some of the photos in this article and of course, to Steve for organising it so well. **Mrs Grumpy**





# CARHAILES

We had 11 cars signed up for Carhailes - this is quite a busy weekend with Linlithgow and Ladybank shows on as well. Unfortunately Steve couldn't get his MGB out from behind a skip that shouldn't have been there and Brian W had family visiting, so we were a couple down. However, it was an enjoyable day (in between the showers) with the usual camaraderie.



We met up at a chilly Fort Kinnaird at an ungodly hour of the morning, with Tony H and Hector squeaking in just before leaving time. Once at Newhailes House, we were in the same spot as last year and yet again, I ended up under the Lime tree. I had hoped that this late in the season, Boris wouldn't be covered in sticky spots - but no such luck! And before you ask, I wasn't in the Wee Madam due to the forecast light rain for most of the day - which actually translated into heavy showers, with sunnyish periods in between.



It was good to see SPUD had made it - he seems to be even more shy than the Wee Red Diva! But George's battery charger did the trick.

Once at our allocated space there was the usual shuffling of cars and too many cooks, including marshals, giving conflicting instructions!! But, we did get the cars in a display that allowed the very large Japanese Car Club next door to expand. Steve rallied the troops and got the gazebo up - very glad we were to have it as some of the showers were definitely heavy.



A wee aside was the sound man putting up not one but two loudspeakers behind our display - with another one behind our gazebo in the Mini area. We were not happy about this, but the Gods intervened! There was a long blast of very loud feedback, so we pulled the plug on our two speakers and the Mini guys were about to do the same with theirs, when the noise was shut off and the music started. However, the sound chappy hadn't realised that our two speakers were not connected, so we only had the Mini one to contend with - which was good, but at times too loud for talking.



The show was busy - both with car displays and a good turnout of Joe Public. There were some extremely nice cars on show - plus some more unusual modes of transport!

BVAC had their usual huge display in front of the house and behind the house, there were the Clan stunt cycling team and The Imps with their motorbike display - including really quite tiny riders, although the photo shows the teenagers doing their thing at quite a rate.

There were plenty of food outlets - the cafe, a burger/hot dog stand, a pizza van plus ice cream. However, given the popularity of the show, the queues were serious - especially for the very decent loos!

We all had a wander around, talked to people we knew on other stands and just had a nice day out.





Hector thoroughly enjoyed his day, meeting new friends - including Neil Mac & Maggie's black Lab Bramble. Hector did manage to release his lead from the post and headed off to wrap it round the nearest pair of legs - fortunately Tony H managed to intervene in time!

We did our self-judged awards - with the proviso that if you'd won at Thirlestane, then you couldn't win again in the same category. The results were as follows - Andy's Magnette best car on the stand, Peter won best paint job (all that polishing paid off!), Martin netted the best wheels, Joan's GT was the car most wanted to take home and Allan's SPUD collected the best engine bay. The less charitable remarked it was the only engine bay on show, but I have to say it was also a clean and tidy

Stage 2 engine and deserved its prize - if it's not used, it doesn't get dirty and I speak from experience with the Wee Besom! Finally Donald's MGA was awarded Best Interior and it had a very young admirer.



We did spend some time huddled under the gazebo due to the heavy showers - we reckoned it was Craig and Peter drying off their cars that triggered the rain!! In spite of the weather it was a good day - busy, friendly, with interesting cars and the cycling and biking displays - plus you could go round the house.

Many thanks to all who made it such a good day. **Mrs Grumpy.**



## CARHAILES 2

The car people would most like to take home



From a depressingly early and drizzly start from Fort Kinnaird, we set off crisply to the Newhailes' event, near Musselburgh.

There were the usual shenanigans of placing the MGs *just so* on our stand for pride of place at the beginning of the show area, closely followed by Jaguars et al. My main concern was my driver's door being far enough away from black Boris so that I could get out with a little grace.

The weather was temperamental from the outset so the gazebo was erected by the usual seamless team of those who knew how. A table appeared, surrounded by a circle of picnic chairs.

Overwhelming noise boomed from a sound system set up behind us just before the white van man absconded. Somehow, magically, the plugs became detached from the two large speakers and we were able to hear ourselves talk.

Those of us who had missed breakfast were heading the queue as the café opened and, because I'd inadvertently chosen 'eating in', ended up sitting on still-damp benches, chatting. And that was the tone of the day when there was the occasional downpour and we couldn't leave until after 4pm.

Martin's big box of edible treats were a great draw to the table as people came and went. Conversations ranged from septic tanks, motorbike memories old and current, yogurt and sex (no, I mean gender!), uses for surplus dried egg (and other post-war edibles), tripe, MG journeys, runs and shows, and Napoleon's favourite general.

Our circular chat reminded me of 'Sur le Pont d'Avignon' as the chairs move inwards when the rain dripped off our shelter and eased out again as the clouds cleared and people re-emerged. Particularly as there were regular rushes to cover Craig's hoodless car, followed by his entertaining wipe downs when the rain stopped. (camera, puhlease!)

All in all, it was a great day out thanks to Steve's organising and everyone staying cheerful. Fraser and I even managed to fit in some nostalgic exercise by taking a dog for a walk. (woof to a very waggy Hector)

Finally, I was delighted with my wee award. Fraser and I were discussing bathroom conversions as the gift was dropped on my lap so I assumed it was shower wash. I have since been advised not to use it on my skin!

Thirty-three years of MG togetherness, and the engine twice round the clock, means I'm still taking her home. **Joan Sumner**

# GLENISLA CAR SHOW

On Sunday 6th August I visited the Glenisla Car Show at the invitation of the Standard Owners Club chairman. Of course my Standard isn't working so I took the MGB.

The show is held in the Middle of Nowhere, a field next to the village hall at Kirkton of Glenisla. The hall is opened to allow use of facilities, seating and sale of food for the hall funds.

The organisation is very informal; no registration, no entry fee, no time when you must come or go. Just turn up; a formula much appreciated by the 250+ vehicles that did. As a result, unlike most shows, there were no traffic jams getting in or out.

Most of the cars were familiar models from the 1960s -1990s; nothing too exotic although there were a couple of nice bullnose Morrisies and a pre-war Austin 7. Some army vehicles and tractors and a bunch of Land Rovers also turned up. MGFun was present with a herd of TFs.



The show is financed purely from the raffle takings, and you get a free hamburger!

Lovely countryside, and well worth a visit next year. **Tony Holmes**





↑  
A Royale Sabre  
(Sierra running gear)

Barlow Special, single seater (2CV  
running gear, registration painted  
over the oil cooler!  
Not on the DVLA website??!)  
→



## WIPERS FINALLY IN!

After my last attempt at putting the wipers in the Midget, I was forced to order some new tubing for the worm drive. Looking on-line this comes in three parts, so when it arrived, I was expecting the same. However, all they sent was one long piece with the connection to the wiper motor on one end. This means you must cut it to length to suit.

This was to be an advantage. I left the original small section at the drivers side, as there was no binding. The middle section I cut to make a straight run between the two wheel boxes and clamped it in place. Once again, I tried the worm drive, and no binding was found. That left the section from the wiper motor to the first wheel box. Carefully measuring the original I cut the new tube to length giving me 10mm extra. Using the original as a copy, I shaped the tubing making sure not to have any kinks. Once roughly shaped I fed it through the bulkhead before connecting it to the wiper motor. More shaping ensued and the same process followed till I finally had it meeting up with the wheel box. Once again, the worm drive was tried and success - a smooth operation of the wiper mechanism.

All that remained to do was to remove the tubing, before priming and painting. Once this was done it was refitted and another job ticked off the list.

Craig Fotheringham

# MGC ALTERNATOR REPLACEMENT

“It’ll be easy” they said, “a straightforward swap”. Call me cynical, but I said it wouldn’t be. Something would go wrong, such as that a new one wouldn’t fit. Well, guess who was right.....

I’d suspected there was an alternator problem for a while. Nothing specific, but I’d noticed that the battery voltage reading was a bit higher than I’d expect when tested with the engine not running. Eventually I got round to testing the alternator output, and discovered a rather alarming reading of over 18 volts, which was certainly way too high and doubtless cooking all the electrics including the batteries (I have twin 12 volt ones in parallel.)

The first problem was that the original specification alternator is no longer available. However, an upgraded, supposedly similar one was, in theory, so I set about trying to get one, finding that even these were in rather short supply. However, I did find one from a supplier I’d used before and, as previously from this source, it was delivered from Germany, despite the supplier having a UK address. This caused a slight delay, as the alternator apparently missed its intended flight, but fortunately made the next one!

As predicted, it didn’t fit! And the pulley was the wrong size. However, with a bit of head scratching and creative modification over a couple of days, the physical aspects got sorted satisfactorily. But at this point I realised that there was a significant difference from the old alternator, in that the connections were completely different, and not just in terms of the actual plugs.

I had always thought that you either had a dynamo with a separate voltage regulator (as on the Mk1 MGB GT I had) or an alternator with the electronics built in (as on later MGBs). However, a bit of research revealed that 1968 MGBs, along with all MGCs, actually had an alternator with a separate voltage regulator. Who knew that? I certainly didn’t.

So the problem was that the new, upgraded version had the regulator built in, as on later models, but this obviously was no longer compatible with the wiring of the car. This time, quite a lot of internet research was required, and the usual forums proved totally useless. (The MGC forum is nowhere near as good as those for ‘Bs, incidentally, doubtless because fewer people own them, but they also don’t seem to be on forums very much!) But having worked out that the MGC was electrically the same as a 1968 MGB, I eventually found exactly what I needed on the absolutely excellent website run by Paul Hunt, which is seemingly encyclopaedic, and had detailed instructions on how to do the rewiring to bypass the original voltage regulator. Paul includes detailed testing methods as you progress through the job to ensure you haven’t made any potentially catastrophic blunders, and this proceeded according to plan except for discovering I have a previously unknown slight voltage drain, the source of which is still a total mystery to me. Good thing I always turn off the power with an isolator switch when the car isn’t in use!

I’ve had added benefits from this swap which now produces the correct charging voltage. The indicators flash evenly (they never did before) and the retrofit electric power steering now works perfectly, whereas it was previously somewhat erratic. These were problems I had not ascribed to high voltage! [David Turner](#)

PS You’ve possibly worked out by now that it might have been the regulator that was the original problem rather than the alternator. Although replacements for the former are theoretically available, I was far from convinced as to the origin and potential reliability of these, as the ‘usual’ suppliers don’t stock them.



The offending voltage regulator

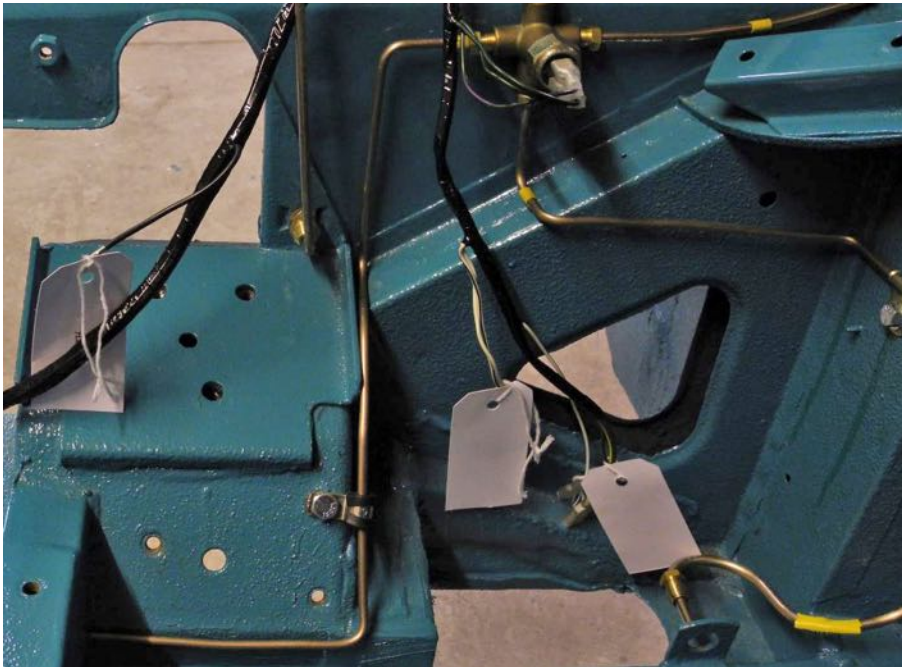
## PIPE DREAMS

As you may recall I have just recently installed the brake lines in the Midget and if truth be told I was never happy with the route that ran from the 4-way junction on the OSF inner wing to the flexible pipe on the NSF inner wing.

Coupled this with the fact that the Clutch pipe that is supplied - it seems suppliers make these 'just' long enough and woe betide you if you get the route incorrect or a bend in the wrong place. Now I know you should just use the originals as patterns or consult other owners but there is nothing to say that the route/position of these cannot be improved.

So, I made the decision to have both the brake and clutch pipe remade (by Automec) with some increase in length. This has now allowed me to run the brake pipe as I would have liked. Namely down from the 4-way junction to the rear of both the shock absorber and engine mount. It then comes forward along the chassis rail before being clipped in underneath the steering rack mount. It then follows the same path on the passenger side before joining up with the flexible pipe.

This now frees up the original engine mounts either for an improved mounting bracket, or I may add a structural brace (like Ford ones) across the mounting points.



The clutch pipe was similarly treated, and this allowed me to reroute the pipe to the bracket on the chassis rails and out of harm's way.

Having done this, if I was to ever attempt a full set brake lines again, I would invest in a brake pipe flaring tool and some copper nickel and make my own.

**Craig Fotheringham**





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

## FORTHCOMING EVENTS

All provisional

**September 14**    **Open meeting & Raffle**

**September 17**    **MG 100 at Doune, with Lothian Car Club Hill Climb. Please be at Doune by 9am, show opens at 10am and we stay until 4.30pm**

**October 12**    **Meeting**

**October 22**    **Last run of the season. Start 10am at Fort Kinnaird. 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**