



Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



November 2023

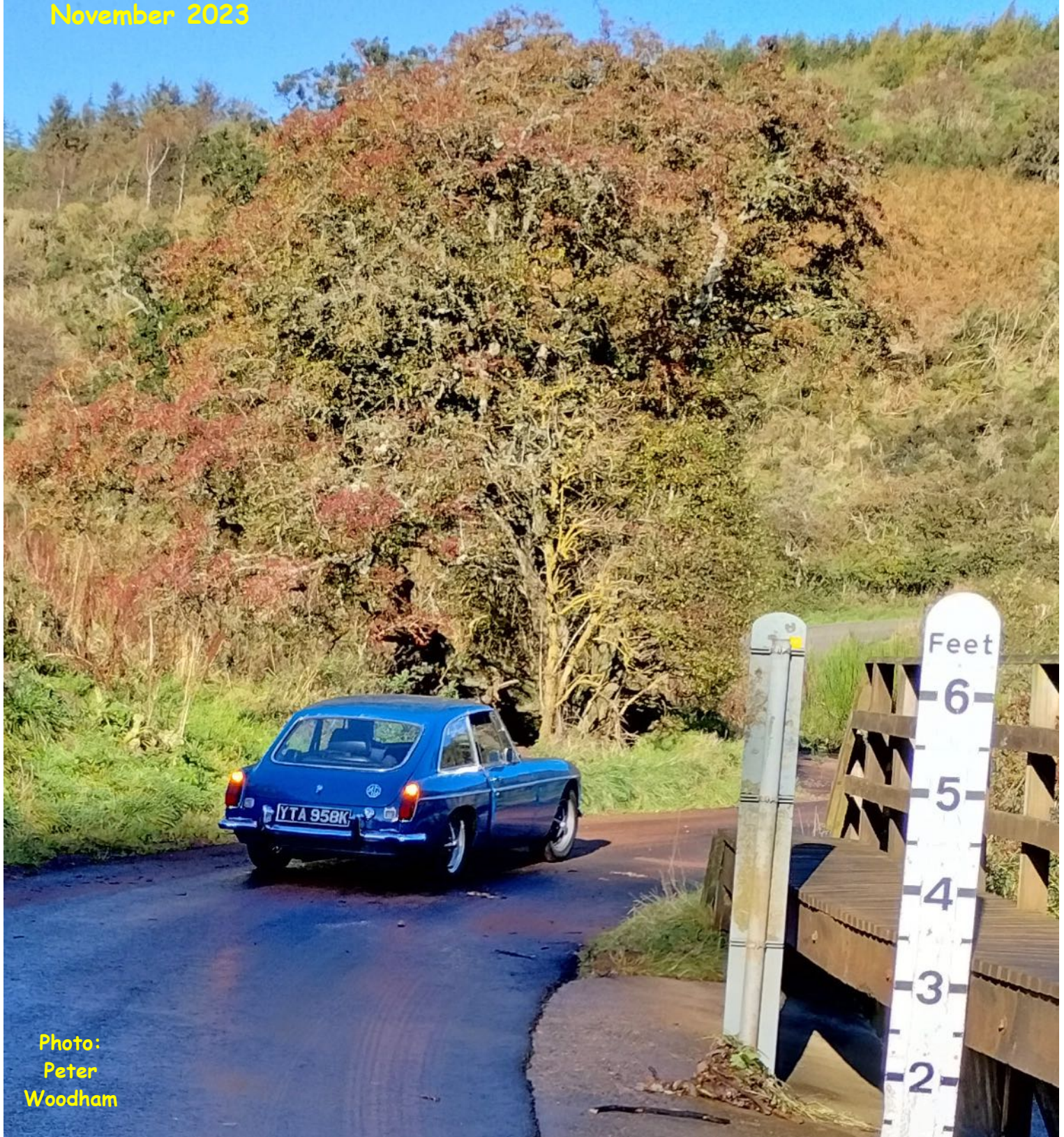


Photo:
Peter
Woodham

Peter checks that the ford was passable on the Coast & Country run

Credits: Helen, Jamie, Andrew, Craig, Fiona, Peter, Fraser, Donald, Karen,

MEMBERS' CARS

New Member Jamie Garden's 75th Anniversary MGF



INTERESTING CAR

Spotted by Fraser





Mrs Grumpy's Grumble

Modern life can be so difficult, but then it all gets sorted - mostly!!

My 8 or 9 year old iPad mini's been having battery problems for a couple of years and now the iPhone is starting to show the same symptoms. So I tried to get an appointment at the Apple shop in Embra for new batteries.

Go on-line, find a link for booking an appointment, click on 'select an area' and I get all the shops in Greater London. Can't see how to change that for Embra, so phone Apple customer services and persuade the computerised voice to put me through to a real person. Get to speak to a helpful girl (in Singapore) who runs diagnostics and says the iPhone battery is OK but the iPad one needs replacing. I point out that the iPhone is behaving exactly as the iPad started doing two years ago, so I'd like to change the batteries in both. She has to make two appointments two hours apart - not that convenient, but Hey, I've got the two appointments.

Next problem is I've to back-up the iPhone, but can't as don't have enough storage on iCloud. But - "You can back up on your new iMac." Then the iPhone does its trick of not speaking to the computer. It's got previous for this as it frequently didn't speak to the old iMac. At the moment though, it has decided it will speak to the old one, so I've downloaded the gazillion photos and deleted them from the iPhone. This has allowed the iPhone to be backed up on iCloud. However, I did start to wonder why, when I've paid 99p a month for 50GB, I didn't have enough storage back up the iPhone.

Fetch up at the Apple shop and get a helpful bloke who tells me the iPhone battery is just OK - they recommend replacing at 80% and it's 81%. So, I booked it in for changing the battery at £54 plus VAT as the iPhone dates from 2016 and doesn't owe me anything. Reported back for the second appointment with another very helpful chap who checked the iPad and it flagged up "red" i.e. "change now." Apparently the battery on any iPad can't be changed, so the deal is you get offered a new equivalent iPad for the price of a replacement battery, which was £107 plus VAT. Really? Well, I'm happy with that as buying a newer model iPad mini will be about £400.

In the process of this, I had to change my Apple ID password FIVE times!! Why?? Then I worked out that I had TWO iCloud accounts - one with the aol email on the iPhone and one with the iCloud email on the iMac and the iPad. Don't ask me how that happened. Anyway, the nice boys at Apple helped me cancel the unwanted account, put the iCloud email on the iPhone, backed up and sync'd everything on the replacement iPad, and allegedly they should all be speaking to each other. However, the iPhone still doesn't speak to the new iMac - well, you can't win 'em all!!

**INTERESTING
CAR**
Renault Avantine

2024 CALENDAR

Available now at the usual £10 for club funds. See Helen. Another good year - only 3 photos by me! If you'd like your car in the calendar, just send me a Hi-Res pic of the car - either something amusing like a breakdown or somewhere scenic.

**MEMBERSHIP SUBS
ARE DUE AT THE
END OF DECEMBER
- PLEASE CONTACT
ANDREW TO PAY
YOUR £15**

COAST & COUNTRY - LAST RUN OF THE SEASON

Sunday October 22nd dawned bright and sunny with hardly a cloud in the sky. What a contrast to the preceding few days when Storm Babet hammered Eastern Scotland.

However as the 17 club members in 12 MGs gathered at Fort Kinnaird, some doubt existed whether our run would be free of flooding. Peter & Fraser therefore dashed ahead to recce a later part of the route. The preceding Thursday, they had found a torrent at the incongruously named 'Dry Burn' at Woodhall Dean (between Spott and Innerwick). Luckily the when they rejoined us at Dunbar Garden Centre they reported the ford was now dry.



From Dunbar we drove south along some narrow backroads, only passing the occasional cyclist & tractor. Before reaching Preston village, where we turned west towards Garvald, we splashed through several submerged road sections. Somewhat ironic as these flooded sections didn't exist during the previous weeks 'dry run' by Peter & Fraser.

The route from Preston crossed the Herring Road, an ancient trade route used by fishwives to carry fish to market in Lauder.



Then after passing through Cranshaws village and past Whiteadder reservoir, the six leading MGs ventured along a tortuous, single track, unclassified road across the wild top of the Lammermuirs. These MGs pulled-in for a short break at the White Castle Iron Age Hill Fort to admire the fantastic views and read about the history of the area from an information board.



I was in a sub-group of four cars that had fallen behind the main MG convoy. As we left Preston we came across 'Road Closed' signs and we stopped for a confab. Dan told us that yesterday the road was blocked, so we decided to divert through Duns, passing the Jim Clark Museum on our way. This route took us high over the heather moors with glorious views of the Lammermuir Hills down to the Whiteadder Reservoir. I was surprised by how many wind farms are visible in all directions; a sign of the times?

Later, when we met with the six car MG peloton they explained that there had been a landslip blocking the road. However, after speaking with locals, they were assured that the council had already cleared the road, although the signs were not removed. That group then bravely continued to follow the Routebook.

Finally, all MGs converged in Gifford where we were welcomed into the Tweeddale Arms Hotel for bar lunches. Just what we needed!

Great to see some new club members on the run.



All in all a challenging, but very enjoyable last run for 2023. **Andrew McGill**

*Ed: A few extra photos.
Thanks to Andrew for
some of the pics in the
article and to him &
Donald for the first
two photos here.*



UP, UP AND AWAY!!

No, not an article about Superman, but anyone who wears their pants outside their trows is either mad or not to be messed with - I'll let you choose.

Now, having not been near the Midget for about a month due to various commitments, I needed some inspiration. With the weather forecasting a bright and sunny weekend, we decided to go to the Bo'ness Hillclimb. This coupled with the fact there would be a separate parking area if you arrived in a classic sealed the deal.

Sunday morning did indeed dawn bright and sunny and with the 'B out of the garage, the roof was duly lowered before setting off. Arriving at Kinneil estate we paid our dues and were directed to the parking area. It was at this point there was some miscommunication as the Scout said turn right and go under the trees and park up by the two red cars. However, having turned right and gone under the trees I found myself on the wrong side of the wall. Thankfully an opening in the wall appeared and with some careful navigation found us in the correct place.

As it is some years since I had been there, I was somewhat surprised to find out that you couldn't get across the track to the grassy area in front of the house to get a view as the cars came round past the cottages. Since it was still early, we met up with Robin and we were able to pick our spot which gave us a great view of the cars emerging either side of the hay bales at various degrees of control. We were also able to see the time clock which gave us an idea of who/what was quickest.

After some time at the top of the course, we made our way down through the trees to the paddock. If you haven't been before I would recommend that you make the effort to go as you can get up close and look in and about the cars. The first thing that caught our eye was funnily enough a Riley 1.5 in a two-tone beige and cream. Nothing remarkable in that you may say, but a closer look on the wing revealed a Saltire with the name 'J. Brown'. Once again, nothing remarkable, but this belongs to one time ELBMGOC member, Jim Brown, who used to run a Black R/B Midget many moons ago. And as if by magic he arrived carrying a cup of coffee. He had recently sold his Hillman Imp and was now running the Riley in Hillclimbs, so it was good to catch up even if he tried gently twisting my arm to get me competing when the Midget is ready!!!



As it was now lunch, we decided to get a bite to eat at the one and only burger van and were able to grab a seat at one of the tables where we had a good old chinwag with another weel kent face - Mike Fisher who we've known for years. We weren't missing out on any motor action as the competitors and marshalls had also stopped for lunch. However we did have the occasional, but never the less pleasant, interruption of the Bo'ness and Kinneil steam train passing by.

Duly fed and watered we then went to have a wander round the paddock. As mentioned previously, you can get right next to the cars and as there were a few Midgets competing, I had a good old nose around just to see what appealed to me. Although they were all running A series engines, it provided me with the inspiration I needed, I particular a nice red RWA belonging to Tom Marr.



I was delighted to find that a Mini Gem had some Ashley wing mirrors and mounts which look rather nice. Just at this point we were joined by Eddie Connerton - not a total surprise as I had texted him the day before and provided, he got his concrete laid he was going to pop along. He was also pleasantly surprised to see a couple of TVRs, but slightly disappointed as there was meant to be a Gilbern competing, but this had FTA'd.

Soon the action was ready to restart, and we opted to view the cars going up the straight before they disappeared into the woods. Although not the most exciting aspect it gave us the chance to see the speed difference between the classes. Not to mention an opportunity for June to practice her panning skills with her camera.

With the penultimate runs over, we made our way back up to the top of the course hoping that as the last runs got under way there may be some last-minute do or die action. Thankfully it was not to be, but we did get to see one of the best times of the day. A single seater managed a 19.57 secs time up the hill. When most times were in the mid-twenties this was a blistering effort - also, they had moved the start forward approx 100 yards so the course was even shorter.



Having seen all, we had to see we made our way back to the car and enjoyed a short but sunny drive home. **Craig Fotheringham**

P.S. Although there may be only a few pics with this article if you look at Bo'ness Sporting Automobile Club FB site that will give you a flavour of what to expect.



P.P.S. The day after found me in the garage painting the front and rear suspension components in readiness for reassembly.

HOW DO THEY KNOW? Part 2

The third temperamental car in this tale concerns my Mazda MX-5 (Colin). I had enjoyed owning him for 7 years but as it had done only 22,222 miles in that time perhaps we should consider replacing it with something "more practical". Owning Colin was a good reason/excuse for having weekends away as the boot could easily accommodate 2 suitcases, shoe bags and a suit bag with our "good clothes". This was luxury in comparison to the MR2 which realistically restricted me to my jewellery box and a change of knickers - enough said. With cities planning on introducing Low Emission Zones, the MX-5 was the only car we could use within those limits without being fined so a car with at least 4 seats was surely the way to go.

But what should the replacement be? Going all electric was out of the question as we live in a first floor flat. We had reservations about buying a second hand hybrid but buying any new vehicle was out of the question even with the part-exchange funding. Should we be considering an automatic, taking account of our ageing joints? At this point I should mention the elephant in the room, namely Colin taking the hump - or should that be trunk? (better not to mix metaphors). I had driven over to Murrayfield on Sunday afternoon to visit a friend and upon arrival I thought I was smelling burning. Not thinking too much about this I returned home an hour later to a very distinct burning smell which was not a neighbour having a BBQ. The front driver's side wheel was very hot to the touch. Here we go again, I thought. Time to call the AA with a gentleman named Mike arriving within 30 minutes. He stripped down the brake to find both calliper guide pins were very tight in the sleeve so these were lubricated and he also cleaned up the calliper piston as it showed slight surface rust. After rebuilding everything I was asked to take a test drive and on return the temperature of both front disks was even. I sign his report and he leaves saying any further problems should be dealt with by a garage. A week later I take the car out and what happens? Yes, disk is overheating - Gggrrrr.

Not wanting to drive it to Perth and possibly cause a major incident on the M90 we managed to book the car in to Western Mazda about 5 miles away on a Friday morning. We arrange to pick the car up on the Saturday morning. The invoice, totalling £201.60, states that they have checked brakes, carried out strip and clean on front and rear brakes and we are advised that replacement pads and discs are required. On returning to Cramond what do I find but the front wheel is hot - Ggrrrr and Ggrrrr again.

Having failed to identify that the calliper has seized there is now no alternative to Mike putting on his overalls and trying to carry out the repair whilst being outside and with minimal tools available (the garage has been sold and most of his tools given to good causes). By tea time he has had enough and brings the offending caliper into the house, gives it a good oiling and leaves overnight in the hope that there will be movement by morning, which thankfully there is. Reassembling is not a straightforward job but perseverance pays off and the wheel is back on. "I hate that car!" he exclaims. I drive the car to Perth and there it will stay until the time comes to part exchange it.



The offending calliper

On my birthday I decide to go up to Struans to see what alternative vehicles they have available and get a trade-in price for the MX-5. I alighted upon a Mazda 3 GT Sport e-Skyactiv G 5 door hatchback, 21 plate with low mileage - didn't realise such a car existed. It is also in Soul Red. I decide this is IT and give them a reservation fee of £100 and arrange to test drive the car the following Wednesday. My only reservation at that point is there is no pull up hand brake! The salesman accompanies Mike and I on the test drive after we have been introduced to the unfamiliar controls. The car drives very well but I am finding the seat uncomfortable while Mike doesn't notice anything untoward. Upon returning to the showroom I turn into the "Princess and the Pea" as I proceed to sit in a range of Mazdas only to find all their seats have been redesigned with 3 sections and my delicate derrier feels the heating element in each of them. The difficult, but sensible, decision is made that I cannot live with a car that I am so uncomfortable sitting in.

We decide to look at Toyotas (now all hybrids so that excludes them) and then Peugeots. I now turn into Goldilocks and sit in a wide range of models until I find one that is just right! This is a 3008 GT Line Premium 1.2 (turbo charged) Pure Tech EAT8 Auto 5 door, reasonable mileage and about to have its first MOT. Yes, you read that correctly it is an automatic with loads of electronic gizmos. Never having driven one, the salesman is asked to take the wheel first to demonstrate how everything operates before Mike and I take turns of putting it through its paces. Upon returning to the Peugeot showroom we find that they are still happy to take the MX-5 (brake problems having already been explained to them) in part exchange and I also take the opportunity to persuade Mike that now is the right time to trade in the even older Mazda 5 Sport which has given us sterling service over the last 10 years. The garage has been cleared (albeit various items are still in crates in the boot) and we do not envisage doing anymore "flitting" for ourselves or members of the family.

So, if things go to plan, I should get the keys of a scarily "modern" car within the next week. On our wish list, but not essential, had been a real spare wheel rather than a tin of squirry foam and also a sun roof as a nod to the old soft tops. Mike and I are happy on both counts. [Fiona Davies](#)

Mike had to break out his MG overalls to fix the MX5



HERE TODAY, SCONE TOMORROW!

With a relatively free weekend, June and I decided to take a trip up to the Scottish Vintage Tractor and Engine (SVTEC) show at Scone Palace. Maybe it was because we are currently giving our neighbours a hand with their small holding (or large garden as he calls it) but thought it might be of interest.

The flyer promised lots of working farm equipment e.g. tractors, threshing equipment as well as some cars, bikes etc. The day, as it has been recently, dawned bright and more importantly dry. Off up the M9 we set and once we had crossed the river Tay, we turned off and made our way through Old Scone to the palace. Having parked up, and paid our entrance fee, we made our way to the show field and right from the start it was apparent this was a large show. I, however, was drawn to the raffle!! (no surprise there). First prize was an International tractor (that was running) and came with a front loader, OR £500 cash. Second Prize was a Lister Stationary engine, OR £100 cash. Third prize was a toy John Deer Tractor and trailer. I didn't want the cash as I thought the tractor or at the very least the Stationary engine would set my triple garage off very nicely - so I bought two tickets.

As this is predominantly a farming show there were lots of Commercials/Steam Vehicles on show, including the library van that features in the film Matilda. We were invited in by the 8-year-old guide to look around and to choose our favourite book. June chose one with cats and I chose one with steam engines. Morris Leslie was there with an impressive array of commercial vehicles as well as their ubiquitous Morris J type van. In addition, we saw a converted bus equipped as a motorhome complete with MK1 Lotus Cortina.



Inevitably we bumped into Andy Baillie who had got there early and had already been all round the autojumble. We didn't really appreciate how many stalls there were, so we had to stop for a mid-morning ice-cream quarter of the way through. Having done some stalls, we changed tac and decided to look at some of the individual entrants, coming across Lindsay Kyles TD (complete with a prize-winning yellow ribbon) in the process. Among the individual entrants was a very nice Humber and caravan combo. It turned out that the hubby had wanted a period caravan to tow, and so his other half had decided it had to be an airstream. They were very kind enough to let us have a look around inside and were surprised at how light and airy it was.

Further on we came across the car club stands including the Scottish Kit Car Club where we had a chat with Robin and Agnes who were there in their NG. I also spied Dave Christison with his yellow TF. We also saw the MK1 Ford Transit Camper that featured in the film - The 100 foot journey, with Helen Mirren, complete with script (including alterations).

At this point we stopped for lunch and a welcome seat under the trees, which provided some shade from the sun. Suitably refreshed, we headed off for the second part - namely the farming side. Although you may think once you've seen one tractor you've seen them all, what made it more interesting was the variety of implements that can be attached to the back. My interest peaked with the potato planter attached to a Little grey Fergie. This had one seat on either side separated by a large box (for the tatties - if in doubt google it) and a bell attached to a guide wheel. So, as it was being pulled, the plough made the furrow and a raised section on the wheel rang the bell so a tattie could be dropped down the chute and into the ground. Of course, the faster the tractor went, the quicker the bell rang and the poor tattie planter had to try and keep up!!!!

Having done the farming side, we made our way round the second half of the autojumble and took in the stationary engines, as I wanted to be prepared should I win second prize in the raffle. There is something quite relaxing/hypnotic about watching these little engines putt-putting away. Although most were on a small plinth, we did see a couple that were mounted on the back of a substantial trailer.

All in all, a great day and a possible new event to attend, despite the fact I didn't win first or second prize at the raffle. **Craig Fotheringham**



PITCHIN' IN

Following our esteemed editor's article about MG100, I thought it was only right to chuck in my tuppence worth.

As was pointed out - Helen had the frame, Steve the cover and me the tent pegs and hammers. Now I had 'inherited' these after the Newhailes show and was unaware of the chaos that lay within this Pandora's box of goodies. Upon opening said box, I was confronted with a mish-mash of mallets and a plethora of tent pegs. All different styles and all varying degrees of straightness.

First off, was to empty the box and get rid of all the dirt and grime that had accumulated over the years. Next, I laid the mallets in the bottom to configure the best layout. This allowed me to then cut a piece of foam to ensure they stayed in place and would not rattle around.

Finally, I tackled the tents pegs systematically dividing them into groups and straightening them as I went. Soon I had approx. 12 types and all were straightened. But how to ensure they all remained separate? Fortunately, I had some zip lock bags that I had accumulated, and these were used to bag the pegs up. Keeping them straight and in the appropriate bag will be another matter and only time will tell. Ed: I must confess to not looking in the box, either before or after, but will do so now

As for MG100, Helen sent me an e mail reminding me to bring the pegs and hopefully the box will remain as tidy as it should be. **Craig Fotheringham**

Ed: Thanks Craig - I must confess to not looking in the box, either before or after, but will do so now and hopefully we'll keep it tidy and organised!

CAPTION COMP?

Pic by Karen and answers, as ever, to Mrs Grrumpy



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

November 9

Meeting & Raffle

February 8 AGM

November

**Film & Curry Night
Postponed**

**February tbc Skittles evening at the
Sheep Heid Inn,
Duddingston. Contact
Martin**

December 14

Open Club Meeting

December 15

**Christmas Dinner at
The Steading, Hillend.
£25 for two courses,
£30 for three courses
Please give your name
to Allan by the end of
November.**

March 8 Meeting & Raffle

**March tbc Technical Day, Contact
Helen**

January 11 Raffle & Quiz

April 11 Meeting

**April 21 Drive It Day Run, Contact
Helen**

**January tbc Carvery Lunch, Contact
Martin**

May 9 Meeting & Raffle