

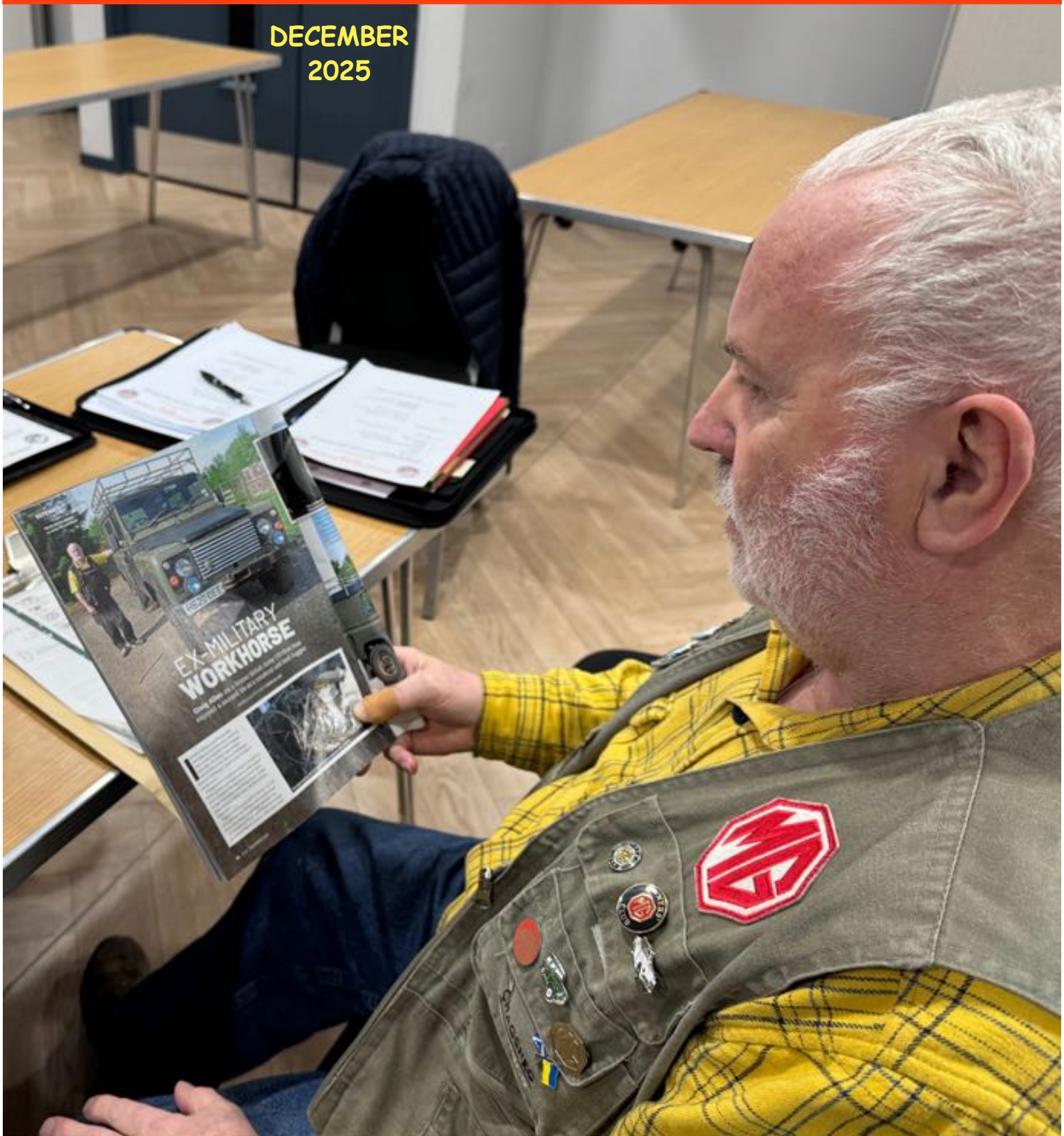


Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



DECEMBER
2025



Martin gets his Landie in Classic Land Rover Magazine

Credits: Helen, Joan, Jennifer

MEMBER SPOTLIGHT

Name: Joan Sumner MBA FCIPD - sports car enthusiast. Passed my driving test in 1992, celebrated with a camping trip to the Loire with a schoolfriend. And I was hooked!

MG and Me on Top of the World: Col de Tourmalet 2025 (altitude 2,115m)



Occupations: Student. France. Worked in BBC, London. Family. Former CAB manager. House remover, many times, across UK. Now retired Human Resources professional and consultant.

I've done a lot of interesting volunteering work and I am constantly learning. As a historical novelist and artist, I'm still a very lucky person!

MG and current state of repair: TLX 27M 1974 MGB GT, in Tartan Red.

I bought this brilliant car in 1990 and it was my only car for many years, doing long cross-country commutes to work from Fife to Dundee and Perth in all conditions. We did regular trips abroad. It got a new Heritage shell (with Chic Doig, then in Kirkcaldy) when holes appeared in the driver's footwell. The dog and I had visiting rights by train! It has been really reliable since gaining its own garage, down here, in 2009.



The MG was my ticket to delivering some 'How to Drive Abroad' sessions, with a police driver who did the practical stuff in Knockhill's MG saloons, with the backing of The Sunday Post.

As most of you know, my little red MG has always been a workhorse, not just a thing of beauty! It's amazing how much you can get into a GT, but you'll never see our bonnet up in a show.

The original engine has been round the clock twice - last time, 9000 miles ago. Most of my drives at home and abroad are solo. The car has always been regularly serviced and MOT'd, but not by me.

It underwent a thorough check and some repairs preparing for this year's MG road trip to Spain, co-driving with my son, Doug.

We're home again after some strenuous drives in the French Alps, and doing the Pyrenees 'Circle of Death.' The little car was much admired and behaved impeccably in all we threw at it. It's due into the workshop for a replacement radiator and, possibly new windscreen (lots of gravel thrown up by blasted tractors and SUVs).

What is your normal car? GT6s, pre-divorce. My first (diesel) Corsa, a companion to the MG, was bought because my consultancy business frequently required reliable connection with flights! Its biggest trip was to Istanbul, through Bulgaria and Serbia. I was insulted, on behalf of my plucky little car, when a dealer offered me a £60 exchange. Sound but shabby, I gave it to a friend's learner driver grandson.

Replaced by a 2016 Blue Vauxhall Corsa VXR Turbo. It's been abroad (solo) several times, too.

How many miles did you do in your MG over the last 12 months? Just over 3,000.

Who are you insured with? Lancaster - tried for joint insurance but other insurers wouldn't consider the classic.

Who does your repairs? Al's Autos, Poltonhall Industrial Estate, Midlothian.

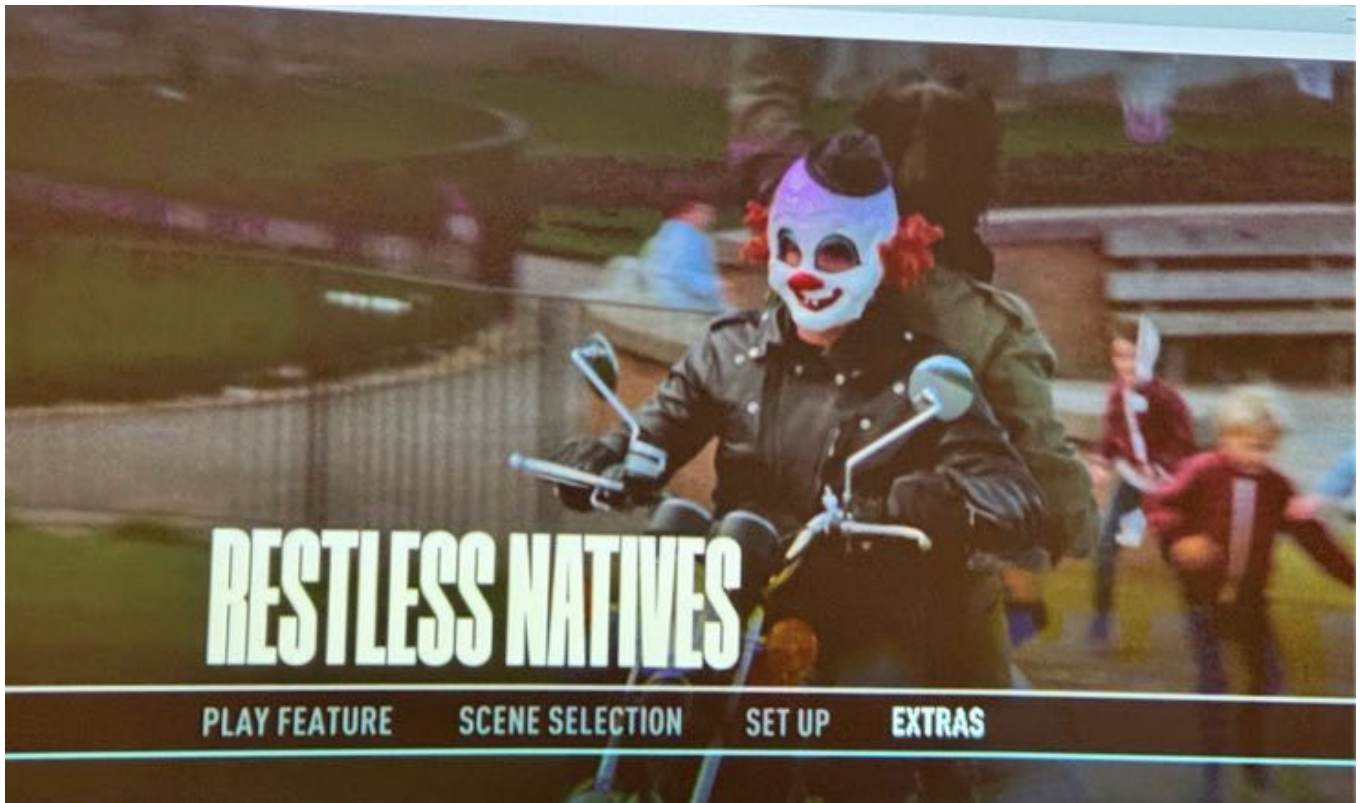
Favourite run? Cross-country, through the Borders, to Dumfries.

INTERESTING CAR

One your editor remembers from her youth!



FILM & CURRY NIGHT



In spite of the horrendous rain and quite a bit of flooding, 23 brave members turned out for the Film & Curry Evening. A few had forgotten it was starting at 7pm and so missed the start of a very funny and not very PC film! I'm showing my age by saying I saw it when it first came out in 1985 and thought it was a good bit of fun, with the feel good factor. That still applied - with the added bonus of spotting the places in Edinburgh, noting that you could drive along Princes Street and admiring the cars of that generation.

After the film, it was a dive for the excellent curries supplied by MacKenzie catering. Chicken Bhuna, a vegetarian option, rice, poppadoms and naan flatbread - with plenty for seconds.





A most enjoyable evening and many thanks to Peter for the technical know-how to set it up with the improved sound system.

Mrs Grumpy



MANY MOONS AGO

Dunbar RNLI Day 2019



PUTTING AI TO THE TEST

Just for fun, I thought I would slip into “teacher-mode” again, and give AI a test. I decided to ask it just one question: “Should I buy an MG Midget?”

AI asked me to allow it three seconds to “think”, and then it came up with its answer, and this is it:

- Engine type: the later 1500cc engine can be more prone to problems like bottom-end failure (me - sounds painful!).
- Regular oil changes, checking the cooling system, and proper upkeep are crucial for longevity.
- The 1275cc engine is prone to head gasket failure.
- Structural rust is a major concern and is expensive to fix.
- A car with a well-documented maintenance history will be a safer bet.
- Simple mechanicals are easy to fix.
- Spare parts are widely available and inexpensive.
- Midgets perform better when driven regularly.
- To extend its life, upgrade components.
- MG clubs can provide a wealth of knowledge, shared experiences and a strong network for technical assistance and sourcing parts.
- The Midget is best suited for recreational use on B-roads and sunny days. It should not be bought as a dependable daily driver.

I have to say that I was most impressed with AI’s response and I would probably give it an A Grade. You may not agree though!

Jennifer Shearer. (Below: Jim Shearer’s 1978 MG Midget 1500)



A RATHER NICE MGC ENGINE BAY AND WHICH WOULD BE HARDER TO TAKE OUT - 'C or V8?

David Turner has had his MGC engine & gearbox rebuilt at Murray Scott Nelson down in Scarborough. The car sounds absolutely lovely (according to me) and drives like a dream (according to David) - but in the way of all Big Bangers (V8 or MGC) there is some minor Gremlin activity! He's had a couple of teething problems - one on the way home after collecting his calendar from me. He limped home from Roslin on three cylinders, investigated and found a fault with the fuel hose to the front carb. He sorted it - but dontja just luv 'em!

My V8's going to Keiran next week (Jim the nice mechanic's knees aren't up to it) to get the EZ power steering and her original gearbox (that's been properly rebuilt) fitted. So plenty of scope for Gremlin intervention. Jim thought the noise at idle was layshaft, Keiran thinks it's the clutch. It's academic, since you've to take the engine out to change the clutch you might as well get rid of the dodgy gearbox when you're there. And of course, no-one in their right mind would re-fit an old clutch into a V8 - so it was going to be changed anyway. However, it will be interesting to see what the problem was - possibly both as it did occasionally jump out of reverse as well as make funny noises on the over-run.

Now, to answer the "Which is harder to take out?" - I think the MGC would win hands down as it is so heavy and so long and actually has less room than the V8, largely due to torsion bar suspension mountings occupying what space there is between the engine and inner wing!

I have taken the V8 engine out four times since 1985 when I bought her, but was too old and decrepit to fit the allegedly rebuilt gearbox in 2017 - Jim did that. And I have helped Brian take the engine out of his V8 roadster at least twice. Yes, it is tight and fiddly, but you actually have more room between the engine and inner wing, plus the engine is so much lighter than the 'C - even lighter than the 'B. So all you need, once everything's been removed or undone, is one person on the hoist and one guiding the engine/box as it comes out. Not a piece of cake, but not too hard - apart from the gearbox mountings, hate them!!

Anyway, here's a pic of David's minted MGC and my V8 (thanks Fraser) - which do *you* think will be harder to take out? [Mrs Grumpy](#)



COFFEE & CLASSICS AT MORTONHALL

A chilly but dry and occasionally sunny last Coffee & Classics. The usual huge range of interesting cars and a good few ELBMG club members - have snapped them. BTW, the white TD is a new acquisition by the Ramsays - the Loanhead Coachtrimmers.



MEMBERSHIP SUBS ARE DUE - PLEASE CONTACT ANDREW

It is £15 per household including children up to 18. You can pay by cash, cheque or preferably by bank transfer. This is due by the end of February.

The club details are: Edinburgh MG Club, 80-22-60, 14185469.



Area Secretary

Steve Hastwell
07770 161675
steve.hastwell@blueyonder.co.uk

Membership Secretary

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

Treasurer

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

Newsletter Editor

Helen Kirkness
0131 440 2462
mrsgrumpy@icloud.com

Webmaster

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

Martin Fraser

07774 857058
martinfraser51@icloud.com

Peter Woodham

prwoodham@gmail.com

Fraser Watt

07980 614940
frasergbwatt@gmail.com

Please feel free to contact the committee if you have any queries.

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

FORTHCOMING EVENTS

All provisional

December 5

Christmas Dinner & Raffle at the Hunters Tryst. £23.99 for 3 courses, 6.30 for 7pm

December 11

Monthly Meeting and Slide Show

January 8

Meeting & Quiz Night

January 18

Carvery Lunch at Laureston Castle Carvery. 12 noon. Please let Martin know if you'd like to come

February 12

Meeting & AGM

April 9 Monthly Meeting

April 26 Drive It Day

May 14 Monthly Meeting

May 16 Fisherrow Harbour Day

May 24 Classics in the Park

July 9 Monthly Meeting

July 11 Dunbar RNLI

July 12 Glamis Castle Show with Team MG Dennis - please let Kay know if you'd like to join them and which days you'll attend. It's £8 entry fee. Please email your name, email and car details (make, model year, reg number and colour to TeamMGDennis@outlook.com before December 20th