



Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



June 2026



Photo:
Peter Woodham

Our Club Stand at the Stirling Classic

Credits: Helen, Jim T, Steve, Joan, Peter, Graeme, Margaret, Allan, Dave Mac, Fraser

MEMBER SPOTLIGHT

Name: Jim Tierney

Occupation: I am now retired but I was a measurement engineer for an Oil & Gas company for most of my working life, based in Aberdeen.

MGs and current state of repair: Before I start this story I would like just to say that my heart follows all things British Motor Corporation (BMC) and British Leyland. I may follow the MG badge but I have owned most of the models produced between the Sixties and Seventies from BMC and BL and my first car was a 1962 Wolseley 15/60 (reg 777 VSF) and from this point I will take you to my MG history.



My first MG was a round wheel arch Midget bronze Yellow NWG 321M purchased new in 1973 from Thomas Laurie in Falkirk. It was fully equipped with many extras including an anti roll bar, tonneau cover and Ziebarted as well.

I kept this car for the next 3 years and it provided me my daily transport into Edinburgh during that time. It only let me down once and that was outside Gogarburn Hospital one evening. It was the first and only time the carbs were evaporating. This Midget also provided me with probably the most fun I have ever had and performed well at weekends when with my friends we had racing runs from



Dunblane to Killen along loch Tay and back to Crieff via the Sma Glen sometimes in deep snow twice the height of the car at the road edge. As it approached the time for it being moved on I purchased a new hardtop and painted it Bronze Yellow unfortunately necessary because I parked in Edinburgh and it had been broken into via the soft top. Marjorie returned from Wales around this time and was not particularly fond of the yellow Midget so it passed into ownership of a gentleman from Galashiels.

That however was not the end of the tale with the yellow Midget. In 2012 I discovered it was still alive and kicking and the gentleman that now owned it lived in Stirling. He since has had it restored and it is still in Bronze Yellow (on hardtop) so it lives on for another while yet - see photo below.



The next MG was purchased in 2008 and a 1979 model snapdragon yellow 'B roadster. It resided in Kirkcaldy and had the one lady owner since new. It was in a bad state but it came with full documentation and a mice family as well. The floors were soft and castle section badly corroded, however once the floors were replaced it passed its MOT.

The only thing it was it was unreliable and every time we went on a run it broke down - some failures were unbelievable. In 2009 enough was enough and during that winter I fully restored it with the help of a welder friend. I removed the rubber bumpers and replaced every panel with Heritage body parts except the bonnet and boot lid. I then had it painted mineral blue.

The next year I replaced the interior and hence the car that appears at club events is as you see from this restoration. Many other modifications were carried out to lower the suspension front and rear, a new mohair hood and heated seats but the chassis, engine and gearbox etc are the original units. The car covered around 1,000miles last year. And since restoration in 2009 it has covered 18,000 miles.



2009 - MGB stripped



MGB in primer

MGB Final Coat



That then leads up to the next MG which is an addition to the blue 'B. It is a MGZS 120 but a one from 2002. It is a 3-owner car that started its life in Germany (but right-hand drive) and was returned to the UK after 6 months. It was then purchased in 2003 by a MG enthusiast from Whitstable who owned the car to 2017 when I purchased it from him and have used it on club runs and weekends away. The ideal was to save the blue 'B for shows etc but both are used when required. This car had a remanufactured engine fitted by the last owner in 2014. It has been worked on by me to ensure it remains as original as possible, but the ECU has been to Ktrac and modified. The mileage in the last year is around 800 miles on this car and average mileage over the last 9 years is 700 miles but that includes the Covid year which was almost zero.



My next target is to purchase an MGB GT - but preferably not a project car although that is always an option.



What is your normal car? My day cars are a Range Rover EVOQUE P200 SE and a VW Golf. Up until recently it was mainly 2 Jaguar XFs were the daily workhorses but that changed due to the requirement for a car that you can walk into. The two Jaguar XFs were outstanding and really good touring cars which was just what I required with all my family living distances away. The first XF covered 88K over 10 years and the second one 40K over 5 years.

Who are you insured with? The MG cars are insured with Footman James. Originally, I used Towergate, but they withdrew from the classic car business and I find Footman James competitive and I also get a discount through membership of another car club. Thankfully I cannot give any experience information, but they did replace the Windscreen on the ZS retaining all the original fixtures.

Who does your repairs? My repairs are carried out by myself. However latterly any underneath work (unless a service item) I seek help from my friend in Perth. I have tackled the steering rack and have done the clutch on the 'B. The ZS, due to the complexity of the car, I enlisted the help of the Dreadnought Garage and Paul Luti for timing belt change etc. I service the 2 MGs myself.

Favourite run? My favourite run is usually any run that the club does. I think that the effort and work that goes into club runs cannot be highly enough praised.

If I was pushed to give a favourite run then it must be only an area and north of Stirling and across the many hills and lochs that can be covered in a day and then it maybe the Borders towards Northumbria and the East Coast. As you see any run to me is a favourite unless it involves motorways and by-passes.

MEMBERS' CARS

Fraser got a photo of new member George Warnock's very tidy MGB



STIRLING CLASSIC CAR CLUB SHOW

Well, what a fantastic turn out the Stirling show held at Bridge of Allan - 19 cars signed up and 18 made it on the day! We assembled at Stirling Dobbies to collect our passes and Peter & Fraser, Martin & Seamus, Dave Mac and myself (we had all the stand stuff distributed between the four cars) headed off before the main group so we could get the gazebos set up and think about the stand layout.



We had a decent sized stand (with an interesting hardcore bit in the middle) so we thought it best to erect the gazebos to the side on the grassy bit and line up the cars along both grassy sides at a jaunty angle, then give the three Midgets pride of place in the in the centre.



The cars on the day were Donald's MGA, the Midgets of Dennis, Frank and Andrew (Andrew's being a work in progress with a very good home paint job on the bits they'd done), the GTs of Peter, Martin and Graeme, the GT V8s of myself and new member James, the V8 roadster of Jim, a good selection of MGB roadsters belonging to Steve, Jim T, Agnes, Craig, George and Clive, finishing with Ian's ZS180 and my modern MG3 aka Hyacinth Bouquet - which was doing a Sterling job as pack horse, driven by Dave Mac.

Once the hard work was done, we could relax and have a blether, wander round the impressive number of cars in the show and chat to people we knew. With three V8s on the stand (two factory and one conversion) they got a lot of attention and discussion. The MOPs (members of the public) showed an interest in all the cars - Graeme let a group of kids sit in his lovely GT and snapped a great pic of the three of them inspecting his dashboard. Good to encourage the youngsters!



As an aside, I remember going to Hampton Court Concours - upmarket I know, and there were upmarket dealers there too. I watched three teenagers (about 17 years old) climb into a Jaguar and getting well chased for their audacity. Being teenagers, they moved on and climbed into an Aston Martin. This time, the salesman started the engine, let them rev it a bit and had a chat about models and performance. Yes, they were only teenagers, but when they've grown up and made their fortune - which car do you think they're going to buy?

Graeme also got a general shot of the stand - which I'd meant to do, but had a senior moment!



As ever, I'll finish with some photos of members enjoying themselves and many thanks go to Peter for organising it all so well and to Fraser, Graeme, Peter and Dave Mac for their photos.

Mrs Grumpy





CLASSICS IN THE PARK

Sunday May 24th saw the Classics in the Park fundraising event for Kinross rotary/CHAS children's hospices. This was a first-time event at Balado Airfield (former T in the Park site) which is now a working airfield.

It promised to be a great day of activity and fun, all in aid of raising funds for a sensory room for the children of Rachel House - a worthy cause.

The aim was to raise £3,000 on the day and preliminary indications were that this target had been achieved. In addition one of our Classic car enthusiasts had pledged to match the amount raised if the target was met, so there should be a cheque for £6,000 going to CHAS which is a great result. Many thanks to all the ELBMG Club members who attended and helped making this such a successful day.

The event itself had around 60-70 cars on display as this was an invitation only event to limit numbers, given that this is a working airfield and flights were taking off all during the day.

In addition to the classics and supercars there were vintage and modern tractors as well as a digger challenge and the opportunity to take a trip in an aircraft.

Highlights in the car display included pre-war Morris Cowley, Austin Special, MG Q and P types, post-war Triumphs and a striking Aston Martin DB4. In addition there were iconic supercars from Lotus, Alfa Romeo Porsche, Ferrari, Jaguar, McLaren and Lamborghini. People were able to sign up for 15 minute passenger rides in the classic or supercars or even a seat on the tractor run - all for a modest donation. In addition a flight in one of the light aircraft was possible for those so inclined.



ELBMG club were tasked with organising the Carkhana driving skills challenge. The allocated field was large and relatively flat so we were able to set up 5 tests in total:

1. Wheel rotation.
2. Parking close to marker forward and reverse
3. Legally passing a bicycle (1.5m in case you need to ask)
4. Satsuma Slalom and 5. Roundabout challenge

Unfortunately on the day, we only had four people sign up but there was a clear winner with young Liam in a beautiful yellow Lotus Elise who almost made a clear round but dropped points on the bicycle challenge. The prize was a superb Auto Glym cleaning kit with lots of cleaning products and cloths.



Passenger rides in the supercars were particularly popular and I opted for a ride in the Ferrari 355 & Margaret for the McLaren Artura. Both had tremendous acceleration and sounded superb. Still can't beat an MGB in my mind! Margaret was more excited by the tractor ride which she enjoyed, but preferred the McLaren to my MGB.



Overall it was a super day, the weather was kind to us despite a cool breeze. If the event is to be repeated, which seems likely, I think we will look at better promotion of the Carkhana but still was a great day out.

Finally I'd like to take the opportunity to thank all the ELBMG volunteers who helped make this a successful day: Helen, Allan, George, Graeme, Keith, Jim, Paul, Margaret, Andrew, Richard, Donald, Fraser and Dave.

Also thanks to Helen, Graeme, Allan and Margaret for the photos. [Steve Hastwell](#)





INTERESTING SNIPPET

Spotted by Allan at Balado!

Need a toilet? Call us!

SHYTE SHIFTERS
WASTE MANAGEMENT SERVICES

07568562219

The GT and Me in October 2025 Part 2 - Spain & Ireland

The Canfranc valley is a spectacular lower level pass from France to Spain that slowly rises back into the mountains. We had booked an apartment in Canfranc Estación for two nights and a break from driving. The history of the station had intrigued me for years and this part of our travels would be of interest to railway buffs.

After the Great War, in 1920 the Spanish monarchy and republic of France jointly agreed to build a railway connection from Paris/Pau to Madrid to improve trade. Unfortunately, their respective tracks were of different sizes so, meeting in Canfranc, a border station, platforms for both trains with a crossing point, isolation unit, and customs post had to be built to accommodate both nationalities.

The station building was massive at 240m, containing customs offices, an overnight hotel, isolation units, and storage facilities. It became notorious under the European dictatorships of WW2. Franco met Hitler there to agree mutual benefits: selling and transporting Spanish armament minerals to Germany; and Nazi stolen gold and treasures to Madrid bound for South America. In the past decade it has been restored as a 5* hotel with 365 windows and VERY long corridors. There is a twice-daily modern connection with Zaragoza in Spain for the curious, and winter sports enthusiasts. Impossible to snap the whole site unless you are flying!



From there, we headed southeast into Aragon. We were booked into a Spanish parador - state-owned luxury hotels, renovated in historic buildings around the country - perfect for MGs. We returned to our mystery travel and the wide blue wonder and headed into a forest on a steadily deteriorating surface, with a drop on one side, as Doug zigzagged between holes.

We were more than ready for a break that warranted two coffees and pastries (each) by the time we drove into a tiny hamlet with an inn and a grocery van. Two men nodded to us as they sauntered past us from the pub. They stopped at the MG and came back to talk to us. They were Dutchmen, one living and teaching in Spain and the other visiting. The visitor has a TR6 in Holland so I, as a former Triumph enthusiast, had a long chat with him.



They were amazed that we had taken the mountain track and asked where we were going. At that time, we were planning on Teba, on the southern coast. In 1330 James Douglas helped the people beat their enemies by throwing Robert the Bruce's embalmed heart at the Saracens. The town still celebrates a Douglas Day.



The men, obviously *proper* drivers, strongly advised against the round trip because of bad floods in Valencia. Not as bad as the former devastation but putting the MG at risk.

A decision would have to be made so we carried on past fields of sunflowers uphill to the Sos del Rey Católico, one of the most picturesque in the chain of paradors.

The hotel is a renovated, luxurious mansion within a mediaeval, walled hillside village. Wandering around the passages, with other accommodations available, made me think of the Royal

Mile. It is a living, working, traffic free community.

We stopped at the hotel accompanied by a faint but definite spray of steam. This is the only sight of the 'bonnet up' you are likely to get! Water was trickling down the side of the radiator - not the best of news but the first problem encountered. Time for a rest, coffee and contemplation!



We had already been on the road for nearly three weeks and the old bus was doing us proud and looked as though, our mountains achieved, it would keep going with water top-ups. Doug was quietly relieved that we would no longer be visiting Napoleonic battlegrounds! The decision was made to return by the Irish ferry from Bilbao, rather than tack up through France. This also gave us two short days for a passage to Rosslare, Eire.

The Parador was all that I had hoped for, and not too expensive. The restaurant, however, was something else. We turned up in jeans and least-crushed-lived-in T-shirts while the other guests were in jewels and furs for pre-dinner cocktails! Without a blink, we were served a beautiful meal that went on for the whole evening, with wine from Aragon. Hotel is recommended.

Our penultimate night in Spain was in Guernica. I knew little about the Basque town other than Picasso's famous anti-war painting of the town's bombing in 1937. There is an evocative small museum revealing what Franco visited on the Basques during the Spanish civil war. To punish the population's resistance to his authority, he offered the town to Mussolini (and Hitler) as a training ground to the develop Italian pilots in civilian bombardment. There are no ancient buildings here. Only seen in books, I wanted to see the life-size replica of the mural. Nice touch - there is an uphill escalator in the middle of the street to the painting.

The ferry was due to board at 07.00 so we looked for a hotel close to the ferry. Driving through the back streets of Bilbao made me want to come back and visit - busy, but mostly with residents rather than tourists. We made it to the coast and watched runners circling past an extremely smelly industrial site that made us wonder about our hotel. No problems other than the usual - no food.

We spent the afternoon at a beach café watching the crowds, men riding the sand bareback, and simply relaxing. The small bar at the hotel served us some snacks with our drinks.



The evening was enlightened by three young Frenchmen, arriving late, who were having difficulty talking to the owner who was not speaking standard Spanish. My son intervened with "She speaks French, I speak Spanish - we can translate." Finally relieving the frustrations at the bar, they got their rooms, how to unlock the car park and where to eat. And we were given a complimentary glass of wine and promise of early breakfast.

The Brittany ferry was, as ever, immaculately clean and friendly. There was an announcement that anyone with mobility problems should retire to their cabin by 14:00 with rough seas (Bay of Biscay). Cue for me to

Retire with my laptop with Doug bringing sustenance until it got dark. According to an Irish couple it is less choppy doing the crossing in reverse. It was a long crossing and I chose a hotel in Bray that purported to have been Oscar Wilde's house. Comfortable but they charged for parking. We had the ferry from Lorne to Stranraer booked around lunchtime.

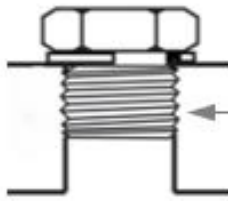
An early start to beat the rush hour in Dublin went awry. We wandered around country roads with considerable traffic before being guided onto a dual carriageway in chaos. There had been an accident ahead and local drivers appeared to be in jousting mood as they dived in and off exits to beat semi-stationary lanes. I rearranged our last ferry before we bypassed Dublin.

The final voyage was short, scruffy and we were very much in getting-home mood. By the time we got to Moffat it was dark and the dipped headlights would not engage so we sneaked behind lorries using massive beams. Doug drove home carefully using the 'flasher' lever so we were not stranded. Next, we realised that overdrive was taking a long time to switch but, as he was not driving fast, fourth would do.

So, ladies and gentlemen, if I were sentimental, I would say that the little car did its best for us after a long, long run that was perfect in spite of all the Satnav threw at it. Oh, but it was fun! **Joan Sumner**

Should threads be wrapped with PTFE Tape ?

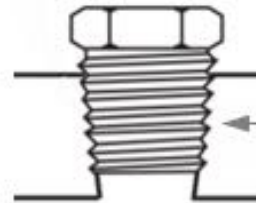
1. Types of Thread



Straight / Parallel Threads

UNF / UNC (USA) Constant Diameter
BSW / BSF (Heritage UK)
ISO Metric (International M Threads)

MG Engine Oil Sump Drain Plug
MG Engine Water Jacket Drain Plug

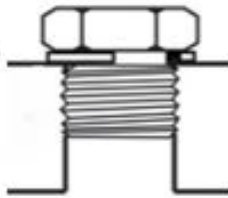


Taper Threads

BSP-T (UK) Taper Exaggerated/
NPT (USA) Gradual Narrowing

MG Differential Oil Drain & Fill Plugs
MG Gearbox Oil Drain Plug

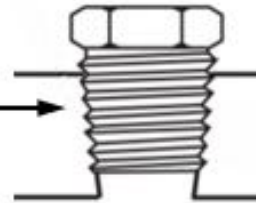
2. How do these Plugs Seal Liquids



Straight / Parallel Threads

Leak seal formed by washer, 'O'-Ring or gasket.
e.g. Oil Sump: Copper Crush Washer,
Engine Water Jacket Drain: Fibre Washer

- 1) Make sure bolt head & tapped hole surfaces are clean and flat.
- 2) Always use new washer, 'O'-Ring, or gasket.



Taper Threads

Leak seal formed by metal-to-metal wedging / interference fit of threads.
Thread deformation occurs to create seal.
May initially seal, but after use thread becomes progressively worn/damaged

- 1) Wrap PTFE tape (3-5x) around thread. PTFE tape fills tiny/minuscule gaps in thread caused by earlier use.
- 2) PTFE tape helps reduce thread galling.

3. Should Threads be wrapped with PTFE Tape to help sealing



Straight / Parallel Threads

PTFE Tape = Never



Taper Threads

PTFE Tape = Always

Both - Not too loose / Not too tight (both will cause leaking)
- Use torque wrench (settings in MG service manuals)

CAPTION COMPETITION

A good 'un from Donald Rosie: "And I'm telling you, red MGs are faster than white ones!"



For Sale: 1978 MG Midget 1500

Owned and regularly used by me for 16 years, it has been garaged, carefully maintained and regularly serviced (extensive records and receipts). It has also undergone much bodywork and paint restoration throughout its life cycle, photos of which are available.

In my ownership, it has had five new (matching) tyres, exhaust, radiator, battery, alternator, clutch, clutch master and slave cylinders, brake parts, electronic ignition, fuel tank and sender and, recently, a new brake master cylinder. Although exempt, it has never failed an MOT test (currently valid to February 2027). Classed as an Historic Vehicle, it is Road Tax exempt and can be used in "LEZ" zones!

The car comes with its folding hood, hood cover, full tonneau cover, sun visors and lots of spares. Included is a detachable hard-top (a rare item to source nowadays) in matching colour and fitted with new windows and seals.

Its original registration number, USJ 11S, is included in the sale price. Agreed Insurance Value is £5500. I will sell for less.

Please contact: Jim Shearer. email: jennifer_shearer@outlook.com



RUN TO BO'NESS CAR MUSEUM WITH GLASGOW AREA JUNE 21st

Meet at Klondyke garden Centre Junction 5 of M9 - ready to depart for 10am

The run is approximately 50 miles over the River Forth, through Fife and back to Bo'ness.

Includes a coffee stop at Powmill Milk Bar and arriving in Bo'ness between 12 and 1pm

Admission to Motor Museum is £10, £8 for concessions. Possible group discount if numbers are big enough.

Lunch at nearby Bo'ness and Kinneil Railway Museum around 2pm

Admission £7, optional train ride £17, again group discounts are available so please confirm with Steve if you want to go so he can confirm numbers to the venue.

Deadline for entries 11th June

CUMBRIA CLASSIC WEEKEND AWAY AUGUST 21st - 23rd

Our weekend away this year will be the Cumbria Classic at Dalemain House near Ullswater. The show is being organised by Wigton Car Club. ELBMG have booked 10 cars for the club stand and so far have 7 cars signed up.

Plan is to travel down on Friday and stay Friday/Saturday locally at either Travelodge at M6/A66 Junction or at Queens Head Inn at Tirrel if you prefer a more rustic experience.

Saturday we will look to organise a short run to a local pub for lunch and the main show day will be Sunday.

Let Steve know if you want to sign up for remaining 3 places or need further details.

ELBMG CLUB CUSTOM SHIRTS

We now have some club branded apparel available for purchase by club members.

Polo Shirt @ £16.50, grey

Dress Shirt @ £20.50, blue, short sleeves

Fleece Jacket @ £20.00, grey

Available in sizes S/M/L/XL/XXL/XXXL

Also available with your name on, please confirm details with Steve if you wish to order

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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

June 11 *Monthly Meeting & Raffle*

June 14 *Tayside Classic Car Show, Errol Airfield. Meet at Kinross Services at 9am*

June 21 *Joint Run with Glasgow MGOC to Bo'nes Car Museum. See details on previous page*

July 9 *Monthly Meeting*

July 11 *Dunbar RNLI. Contact Martin*

July 12 *SVVC Glamis Castle Show with Tayside MGOC*

August 13 *Meeting, BBQ & Raffle*

August 21-23 *Weekend away to Cumbria Classic show at Dalemain House, near Penrith. Details on previous page*

September 10 *Monthly Meeting*

September 13 *Carhailes at Newhailes House*

October 8 *Meeting & Raffle*

October tba *Last run of the season*