



Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



October 2026



Photo:
Emma Burnett

One Happy Bunny at Carhailes!

Credits: Helen, Martin, Graeme, Peter, Tony H,

MEMBER SPOTLIGHT

Name: Martin Fraser

Occupation: Retired electrician

MG and current state of repair: 1975 MGB GT, originally Citron now metallic black - currently on the road.



What is your normal car? 1991 ex-army Land Rover 110

How many miles did you do in your MG in the last year? 2,000 miles

Who are you insured with? Peter James Insurance

Who does your repairs? Andrew Doney at Edinburgh Sports Cars, Dalkeith

What is your favourite run? My favourite event - Dunbar RNLI Gala Day procession.



CARHAILES

Well, what a most enjoyable Carhailes - and I'm not just saying that because the V8 picked up the best 1970s car award! It was, as usual, a lovely, friendly, family orientated show with a good cafe, nice toilets and plenty for the kids to do - from Dodgems for the wee yins (Martin's Gorilla escaped for a shot) to a pump track set up in front of the house for the older children. There weren't so many cars this year as the house area was taken up by the children cycling - but judging by the queues, it was a good decision by the organisers.



We had a couple of drop outs due to health reasons, but on the day we had 11 cars - Allan (MGB), Peter (GT), myself and Fraser (V8), Andrew McG (Midget), Donald (MGA), Andrew and Simon (Midget 1500), Ron (MGB), Jim (V8) Ian & Chris (ZS180), Graeme (GT) and Martin (LR)

Once we arrived (nice & early as per instructions from the organisers) we set about putting up the gazebo and flags - so it was all hands on deck to set up a nice stand.



Other clubs were the Jaguar Club, BVAC, Edinburgh Lothians Mini Club and the Sporting bears - plus individual entries like Mike in his MGB and Tony, Caroline & Hector in their Standard.



We all had a wander round, tried the Tombola - Chris won a can of Tennants that she passed to me as I'd won nought in my own right! You could have a delicious baked spud or burger from the Cafe or enjoy your own picnic in the gazebo. There was much banter, hilarity and good humour and it was a good fun day - so full marks to NTS for organising it and to Allan for herding the ELBMG club cats - sorry cars!

The show was busy with families and children and many of the kids loved sitting in Ron's MGB and Martin's Landie - some were a bit wary of the Gorilla! They were all very well behaved and asked first - it's always good to encourage the younger generation!

So, a great day out and as usual, I've added some photos of members enjoying themselves and many thanks to Graeme and Peter for some of the photos. [Mrs Grumpy](#)





MYSTERY RUN

An excellent debut by Keith into arranging a run and a Mystery Run no less - it certainly kept me guessing! We met up at a chilly but sunny Tesco at Colinton Mains and in order of appearance - Tony, Caroline & Hector (MGB), Myself & Neil Mac (V8), Chris (V8), Keith (MGB), Ian & Chris (ZS180), Raymond (NG), Joan (GT), Peter & Fraser (GT), David (TF) and we met up with George (MGB) at Carnwath as he'd had a flat tyre.



Myself with Neil as navigator were sent off first, with Chris and Joan following as they had no navigator. We had a lovely drive down the Lang Whang, picking up George at Carnwath, before going through Biggar and Broughton to Dawyck Botanic Gardens for our coffee stop. I think some went a more mysterious route, but we all ended up at where we were supposed to be! We had a reserved table and bacon butties and huge scones were consumed.



Feeling suitably refreshed, we set off on part 2 of the run past Traquair and onto the Moor Road past Heriot and onto the A7 - this was a mystery as I knew we were aiming for the Barony Castle in Eddleston! I've not done this road going North so was amazed at the view when you got to the top and see the whole of the Lothians and Fife spread out before you. We then headed past Gladhouse and came out on the Peebles road just before Eddleston.

Peter & Fraser had gone the direct route so were at the Barony Castle well before us and Ian & Chris weren't lunching so they had headed home. The rest of us parked up in front of the Barony Castle and headed in for a delicious lunch.



After lunch we headed for home and David took Neil as that saved me a trip along the bypass and back - not advisable on a Saturday in a V8. Again I finish with a couple of extra photos and many thanks to Keith for organising such an enjoyable run and to Neil for his faultless navigating. **Mrs Grumpy**



FROM THE ARCHIVES - 1987

The Joys of Owning a Classic Car or Why you should NEVER fit a cheap clutch to your MGB

Being the proud possessor of two MGBs (a standard GT & a V8) and having had the misfortune of replacing the clutch on both of them within a year of purchase (it's NOT my driving!!) I thought I'd pass open my experiences to encourage all you prospective DIY mechanics.

The easy one - Boris the black GT. I am fortunate that my pet mechanic Derek will let me participate in any major work, providing I pay him the going rate and keep my mouth shut - I usually only manage the former! However, the arrangement works quite satisfactorily - Derek does the difficult bits and I do the fiddly bits, Derek gets the blame if anything goes wrong and I get to learn a lot. Enough to do it myself the next time.

So, to change the clutch in 1984, Derek and I removed the engine but left the gearbox behind - which caused some fiddling to get the engine and gearbox together. The good news was the whole clutch change had taken 6 hours - which I thought was quite respectable given that one of us was a novice. The bad news was I had the choice of 3rd & 4th gear. Derek fixed this in a Heath-Robinson-but-it-works-way by extending the push rod and this allowed the clutch to disengage properly restoring the full range of gears. I wasn't altogether happy about this but it was easier than taking the engine out again so I went with it - and all was well for 18,000 miles.

The rest of the bad news was I had made the mistake of buying a clutch assembly from Brakeways (a Quinton Hazell I think) because it was considerably cheaper than a Unipart one and I was strapped for cash at the time. However, the friction plate was so thin it was rejected and a Unipart one sourced and the carbon release bearing was no better than the old one that had done 42,000 miles. So, the only bit we used was the clutch cover and that was our big mistake.....

As I said, all was well for 18,000 miles and then I had a few sticky moments on the by-pass. I'm in the habit of compensating for lack of power in Boris by winding him up in third, engaging overdrive and then going into fourth overdrive - it saves being too embarrassed by passing Fiestas! I did this while bowling past an HGV with a Sierra up my exhaust pipe - only to find that once out of third overdrive, no other gear was available. Quite tricky, given the tolerance, patience and advanced driving techniques of the average Sierra driver! This happened another couple of times and pumping the clutch seemed to help - so the hydraulics were blamed.

At the time, I was sweating blood on the V8 to get her up to Concours standard and she was in a thousand million bits all over my sitting room floor. So I asked Derek to sort out the hydraulics - which he did and all was fine for 3 days. Then the clutch threw a real wobbly - at the Fairmilehead roundabout, in the rush hour of course. The long queue was just starting to move when the clutch pedal went solid - I could only get it half way to the floor and then it jammed, preventing selection of any gear. I turned off engine, put the GT into second gear, stood on the clutch pedal (just in case) and started the car. This let Boris start with a bit of a 'kangaroo', run forward without stalling and then I drove him home in third after doing a clutch-less second to third.

This solid pedal syndrome was completely random and the clutch was fine in between. A week of commuting with this was a bit hard on the nerves, so I decided the engine would have to come out to see what was wrong. This was two weeks before Doune National Show and the V8 nowhere near finished, so you can imagine what sort of fettle I was in. Nothing like being the proud owner of two MGBs and neither of them working!

A friend (bless him) lent me his Metro so I had transport and I asked Derek to come out and help me. Derek insisted I leave the gearbox behind and I wasn't going to argue. However, I did have some doubts about getting the engine & gearbox together - remembering how difficult it was before with the GT - and with the V8 too, even with her gearbox out.

So, here's the diary of an evening (or several) DIY clutch change on an unco-operative black 'B.

Sunday: Strip everything off prior to engine removal. Oh, so much room after the V8! Lose battle with a recalcitrant engine mounting bolt.

Monday: Derek wrestles with aforementioned engine mounting and engine removed. Clutch found to be in several somewhat mangled bits - the part on the cover that the carbon bearing presses onto had sheared off and was flapping around on the shaft. If it went down straight, clutch worked - but if it went a bit squint, it jammed and you got the solid pedal syndrome. Consequently, the finger bits on the cover were distinctly chewed up. A genuine Borg & Beck clutch now fitted but the engine & gearbox didn't feel like joining up.

Tuesday: Derek and a long-suffering friend try to persuade the engine & gearbox to mate together - unsuccessfully. Derek's clutch alignment tool now comes under scrutiny and found to be bent. Derek tries to line it up by eye and seems to do a good job - but engine & gearbox think differently.

Wednesday: Borrow fine file from from Technical department and file down the damaged splines on the new Borg & Beck friction plate. Borrow clutch alignment tool from another garage - the same one that didn't work on the V8. Long-suffering friend also borrows a clutch alignment tool from another long-suffering friend.

Thursday: My borrowed clutch tool wouldn't fit the GT's slightly mis-shapen spigot bush and long-suffering friend's borrowed tool was also slightly bent. Quick amalgamation of the two tools, clutch lined up and engine & gearbox together in 30 seconds!

Friday: engine reassembled but won't start. Found out the carb vent hoses had got blocked by crud and once they were cleaned out, old Boris started first go. AND the clutch worked!

So, that's what happens when you fit cheap parts to your MGB. OK, I saved £25 on the cheapo clutch but had to fork out £20 for Derek to sort the hydraulics, £45 for a Borg & Beck clutch and another £30 for Derek's help, feed both Derek & long-suffering friend after their work and before they helped with the GT - plus the hassle of taking the engine out of Boris a week after I got the V8 engine back in. Popping engines in and out of MGBs is not an easy leisure activity after a hard day at the chalk face - even with the help of long suffering friends!! **Mrs Grumpy**



MEMBERS' CARS

Allan's 'SPUD' is all serviced and polished ready for Carhailes

MEMBERS' AWARDS 2026

The Committee are asking members to nominate who they think should get the following awards - hand in your nominations to a Committee member by the end of November. Previous winners do not qualify if they've won in the last 5 years.

1. BEST HOME RESTORATION

Previous winners are: 2018 Keith Denholm
 2022 Craig Fotheringham
 2023 James (Emo) Wilson

2. PISTON BROKE - awarded for the most mechanical misfortune in a year or longest recovery time or most spectacular breakdown.

Previous recipients: 2023 Jim Tierney
 2024 James (Emo) Wilson
 2025 Chris Wheal

3. HARVEY COOKE MEMORIAL CUP - awarded to someone who has done a lot for the club.

Previous winners: 2023 David Turner
 2024 Dave McAnena
 2025 Martin Fraser

RAFFLE REQUEST

Raffle prizes are always needed - please pass on any wine, chocs, unwanted gifts or car stuff that would be suitable for the raffle. Pass onto Martin or bring into the meeting.

HYDROGAS KIT

Ronnie Kerr has bought a Hydrogas Kit and has re-filled the system on his MGF Trophy. If anyone needs help refilling their units, he's happy for you to contact him at ronaldkerr57@aol.com



INTERESTING CAR

Spotted by Tony H
at Coffee & Classics

LAST (CHANCE) RUN OF THE SEASON

The Club's Last Run of the Season will be on Sunday 18 October. It's probably the last opportunity to give your MG a good blast before bedding it down for the winter.

We start at Craigies Farm (South Queensferry), passing over the Queensferry Crossing before an 85 mile back-roads drive through Fife & Perthshire.

The route includes a half-way coffee stop and ends in Perth for an (optional) end of run bar lunch. Lunch is in Scotland's oldest Hotel, active since 1699. After lunch you can go to see 'The Stone of Scone' and associated 5-minute AV presentation, exhibited in Perth Museum nearby. Full run details will be e-mailed in advance.

This is your last chance in 2026 to put your MG's pedal to the metal; sign-up for the run by either contacting me by phone, e-mail or text; or see Helen at the next Thursday evening meeting. Contact details are on the Newsletter back page. **Peter Woodham**

EDINBURGH MG CLUB

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Monthly meetings at the rugby club, second Thursday of the month, 7.30 for 8pm

FORTHCOMING EVENTS

All provisional

October 8

Meeting & Raffle

October 14

**Coffee & Classics
Biggar Golf Club**

October 18

**Last (Chance) Run of the
season. See previous page**

November 11

**Coffee & Classics,
Mortonhall**

November 12

**Film & Curry night. Starts at
7pm to give you time to eat
your curry and watch the
film! £10 a head.**

December 4

**Christmas Dinner at
Bruntsfield Hotel**

December 10

Monthly Meeting

January 14

Monthly Meeting

January 31

**Carvery Lunch at
Lauriston Farm, 12pm**

February 11

Meeting & AGM

Interesting Car
A Pembleton Grasshopper,
registered about 2000(!)
and based on a 2CV.