



# Edinburgh, Lothians and Borders MG CLUB

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



May 2026



Photo:  
David Turner

**Hector raring to go on the Drive It Day Run**

Credits: Helen, Donald, Steve, Joan, David, John, Fraser,

## MEMBER SPOTLIGHT Name: Donald Rosie

**Occupation;** Retired. I did 37 years as a telecoms engineer, major systems and stand-by power. Was made redundant and started new career as a chauffeur. They gave me a 3 Litre Merc and a 5.8 Litre Lexus to play with.

**MGs and current state of repair;** My first MG was in 1970, a frog eye sprite followed by an Austin Healey Sprite, great fun to drive, several Spitfires (the pic is mid 1970s) and followed by red MGB roadster and a black MGB GT.



I always had motorbikes, mostly Harleys - then when children arrived, sensible family cars like Land Rovers. I eventually went back to MG and now for the last 5 years, a red 1959 MGA with 5 speed box and 1800 engine. Thanks to Fraser for the photo.

**Normal Car;** My "Normal Car" is a MG HS Trophy automatic, petrol. This is my second MG HS, nice car to drive, good on motorways and you can fit a motorbike basket case in the rear.

**How many miles in MGA last year:** I did 2000 + miles mostly club runs and a tour round Scotland. Last year we were lucky with the weather only put the hood up a couple of times.



**Who are you insured with?** The MGA and my bikes are insured with Adrian Flux .

**Who does your repairs;** I do all my own repairs and have done so since my first motorbike.

**Favourite runs;** My favourite run was route 66, done it twice - both east to west and west to east.

The North Coast 500 - done it multiple times.

The A835 road, Inverness to Ullapool - a fantastic, fast, twisty road and great in car and on motorbike.

The A897 Melvick to Helmsdale, 70+ miles, single track and stunning scenery.

Island hopping, Barra to the Butt of Lewis, just breathtaking!

## DRIVE IT DAY

It was a most enjoyable day, even though I say it myself! I'd done a scenic route from the Mining Museum to the coffee stop at Whitmuir Farm Shop at Lamancha - but when I rechecked it the week before, one bit was so potholed, I decided to avoid it and do a shorter route. This then got me worried that we'd be too early at the Horseshoe Inn, but on the day, the timing was pretty good!



I'd asked at the 'Drivers' Briefing' (David got a nice shot got me in Teacher Mode!) for people to take their time at the coffee stop and sent everyone off at two minute intervals so they wouldn't bunch up and hopefully arrive at Whitmuir in dribs and drabs, so giving the coffee shop time to deal with everyone. However, they were a member of staff short and the MGs all arrived in a group - so were quite a while at Whitmuir, but the scones were worth the wait and it helped with the timing!



The weather had started grey with a smattering of rain but brightened up, so it was 'taps off' for everyone - although covers and brollies were utilised at Whitmuir 'Just In Case'.



The first run took in lovely views of the Firth of Forth and went past Crichton and Borthwick Castles. Which was very pretty, but there were lots and lots of horses and riders on the narrow road - just like the sign said! I was navigating in David's well sorted MGC as I'd managed to tweak my arm and then crick my neck, so trying out the V8's new power steering wasn't an option.

David was sensible and stopped the 'C to let the (rather large in some cases) horses go past in their own time. However, one somewhat frisky beast wasn't happy with the MGC's engine rumble - but fortunately its rider got it past without it landing on either David's or Peter's immaculate bonnets!

The second run was a scenic route past Stobo Castle and Dawyck Botanic Garden, before going over the hills to Eddleston. David & myself and Peter & Fraser were Tail End Charlies, so having left last we were surprised to arrive at the Horseshoe Inn and see only two MGs in the car park - Chris & Manasi's V8 and Steve's MGB!



Now, the route book said to take the second turning to Eddleston via Meldons at the large white house with the cannon in its garden. A fairly clear instruction to my way of thinking - but if one person misses the first turning and thinks the second is the first and goes looking for the second - you get my drift and I won't mention sheep!! Anyway, the mistake was realised and a good number of MGs had to turn round, which must have been fun. But no harm done and they all arrived at the Horseshoe Inn about 5 minutes after us.

The Horseshoe Inn had done us proud - we had 'the snug' a semi private area and we all got toileted, drinks bought, seated and settled and then they started serving the food. We'd had to pre-order and I'd given them a list of names and choices, so the staff came out calling "Breaded Haddock for Joan" and so on. It did get a bit interesting because there were two Rons, but everyone got their order and it all looked good and plentiful - certainly my Sunday Roast was lovely. The owner even took photos of the cars to put on the Inn's website - might be worth a look sometime.

They couldn't take individual payments so I paid for everyone and to the cheeky individual who said "Thanks, Helen" - remember I know where you live!! Everybody had helped out by buying their own drinks so it was easy to work out who was due what.

I'll finish with some photos of members enjoying themselves and a Caption Comp. Also thanks go to David and John for some of the photos, **Mrs Grumpy**





## CAPTION COMPETITION

Answers as ever to [mrsgrumpy@icloud.com](mailto:mrsgrumpy@icloud.com)



## PRACTICAL CLASSICS SHOW at the NEC

This year I managed to hijack Craig, Emo and Eddies's annual pilgrimage to the Classic Restoration Show held at the NEC on 20<sup>th</sup>- 22<sup>nd</sup> March. This was planned as a day return with flights from Edinburgh with EasyJet at a reasonable price if you book early. This meant an early start to catch the 06.45 flight with return planned for 17.55 giving us pretty much a full day available at the show.

As regular travellers to this event, the guys were very relaxed about the whole journey down and remained on the plane until the last of the passengers had disembarked - then we wandered off to catch the train which was a short ride to the NEC. There was plenty of time for coffee as the show didn't open until 10am. Again we avoided any queues and strolled in once the crowds had cleared.



As regular visitors the guys had a well worked plan of going round the perimeter then criss-crossing the aisles to ensure that we would manage to see all the exhibits. This show is smaller than the Classic Car Show held in November but still covers 3 halls.

The huge variety of cars on display was most impressive and there really was something for everyone. Some of the highlights for me were the beautiful 1932 Austin 6 and of course the Oselli stand with some impressive Oselli tuned engines just lying around. Craig had a seat in a 750 Club race car which seemed to fit him really well. We also were fascinated by the Citroen DS demo where the air suspension system was used to simply jack up the car to enable a wheel change without the use of a jack! Most impressive. My favourite car of the show was a Mercedes which was immaculate. Craig had a chat with Richard at the MASC stand where he is building a Midget based Jaguar D-type look- a-like which looks really nice.



Half of hall two was taken up with the Classic Auction, but as entry was £10.00 for two we decided to skip this and just had a look over the fence. There were a few MG TD/TF's going for auction at what seem liked reasonable estimates. The auto jumble was pretty huge, and while we were unable to take anything on the flight back, Emo had a chat with the guys who could help with engine rebuild on his 1500 Midget engine and Craig spoke with an auto electrical supplier to solve an issue with his wiring on his rebuild. A new crimping tool required it seems.

Having seen all the stands and exhibits we made our way back to the airport for a quick drink before boarding the flight back home. A slight panic as I have lost my boarding pass, but the EasyJet App came in useful to save the situation. In summary a most relaxed show you can do easily in a day and so much to see. Something I would highly recommend if you want to make a day of it. [Steve Hastwell](#)



## The GT and Me in October 2025 - European Swan Song Continued

We continued west (including a lot more north) as we circled the gigantic circumference of Montpellier and its associated small towns and villages. Our aim was towards Carcassonne at the foot of the high mountain range. It involved some very rustic tracks between fields interlinking hamlets where women were gossiping while children and pets played, and some donkeys in small paddocks. It was a Sunday so there were many large, solid groups of cycling clubs controlling the back roads, out on their weekly *randonnée*, just like an MG club outing.

It took a lot of wandering around to find our Ibis Budget - in an industrial estate at Castelnaudry. To put this in a scenic context, there was none. It seemed a strangely unattractive placement for the accompanying high-end Ibis Style Hotel, situated in a tiny shopping complex a few yards away. But the Budget concierge advised that we could eat at the Style. For a price!

Equally inexplicable to the location, other than being close to a motorway exit, the restaurant was called the Twickenham Pub. This was our third meal that did not involve driving. There was a hotel shop off the restaurant that featured rugby shirts but, more importantly, they had Cassoulet, a south-western French regional speciality. When my children were young, my version of remembered student suppers, was translated to a cheap-and-filling meal - lots of Heinz beans, onions, garlic, link sausages and chopped bacon in tomatoes. In the Twickenham very meaty version, the similarities were few; apart from the white beans and the quantity provided. I enjoyed it all. Our wine enlightened its path and a pretty dessert finished off nicely. There were a number of well-bred (and behaved) dogs under tables. Each was automatically provided with a small bowl of water by staff - nice touch.

From Castelnaudry we meandered by lumpy, cultivated hillocks watching two levels of fair-weather clouds to Montauriel. Then a long winding descent completed by a curvaceous ascent, owned by some intrepid pheasants, onto a slightly patchy road surface between hillside orchards with nets strung above the trees. The rather empty landscape led to Molandier. Mazères has ferocious speed bumps so, in a bit of a huff, we drove on to Pamiers, looking unsuccessfully for a stop and a snack. More huffing, we only managed to buy croissants. Luckily, we struck gold in Calzan.

At last, we could see the dark grey-blue, layered, silhouette of the Pyrénées in the distance. This was the widest, straightest stretch of tarmac we had experienced in many days. We skirted Foix and, passed through a series of attractive villages: Rieux-de-Pelleport where the imaginative gardening fashion was vertically-striped hedges of varying plants, and then Loubens.

At La Bastide de Serieu, we came across the tiniest pavement café on our trip. Just outside the medieval village, the young owner's venue was set out boutique-style onto a raised platform into the road with bright red tableware.

Our lunch was light and tasteful and the MG attracted local curiosity. There are many 'Bastides' in this part of France. They were the twelfth century version of our new towns, but fortified. Essentially, walled for protection against marauders (think east coast Scots barbarians!), built in a grid of straight streets around a central square.



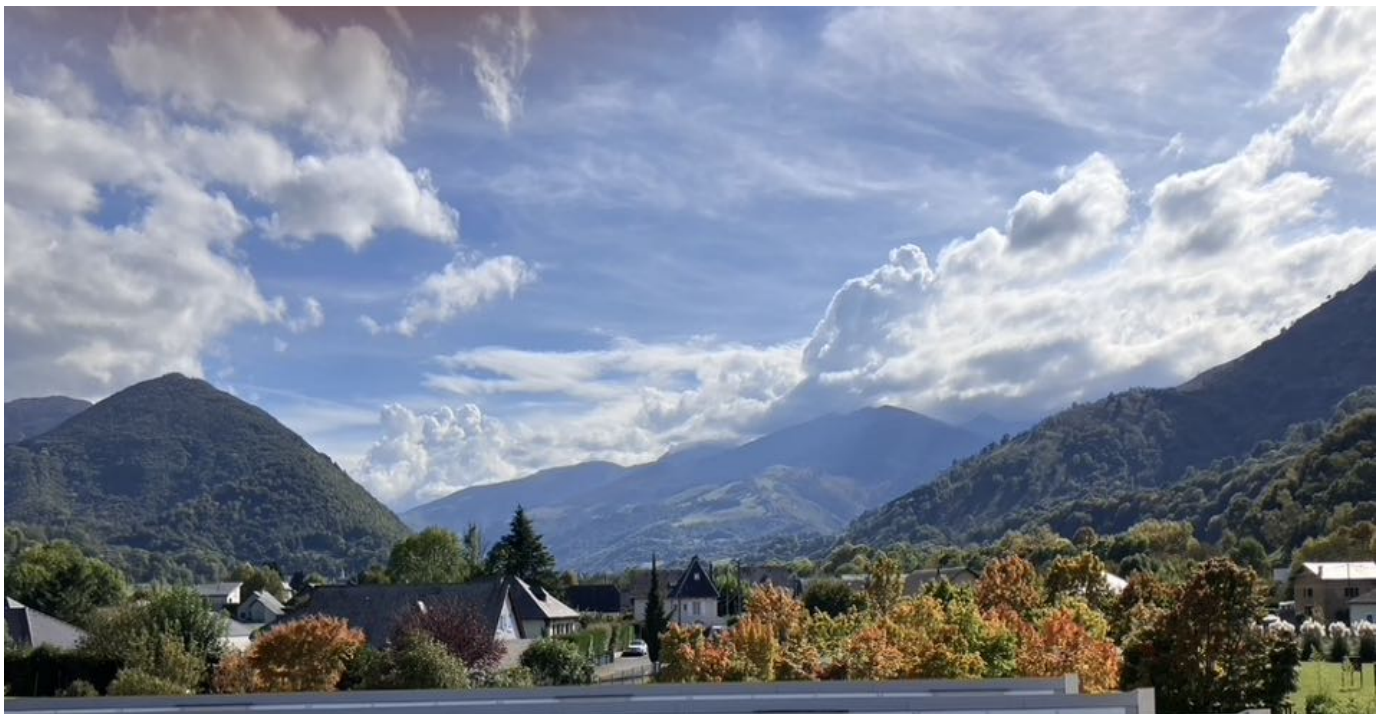
Then it was downhill onto the tourist 'Route des Pyrénées' running along the foot of the Massif de l'Arize. It introduced us gradually to the 200 mile mountainous barrier between France and Spain from the Mediterranean to the Atlantic. Tale-ridden country of brigands, smugglers, armies of Hannibal to Bonaparte, spies, hardy shepherds, political and religious refugees: all using treacherous paths through stretches of the tall mountains over the centuries.

We passed a large circus, possibly on the move to winter quarters; the statue of a wooden horse carved on its hind legs; and a lot of fallow grass with brown cattle; but not a lot of car traffic. The distinctive tower of an ancient monastery in Rimont can be seen from the main road.

Later we drove around St Lizier, known for its UNESCO heritage centre and artistic antiquities. But, in our rush to the Cols beyond, in our LEZ mode all we saw of the town was a motor mile of car showrooms, including MG, before we drove on to Caumont. Entering the village at our usual modest pace, the satnav beeped unexpectedly, and illegally in France, but the police on the roundabout ahead ignored us.

We stopped in a village close to Bagnères-de-Bigorre, within touching distance of our last hotel in France. As a change from coffee, I ordered a thirst-quenching *citron pressé*. The drink is twice the price of coffee but comes with sugar and extra water. Just the thing to enable you to sit as long as you wish watching the world go by.

I had a lovely picture of the eastern Pyrénées from my bedroom window. We drove into Bagnères-de-Bigorre for dinner and found the lively little spa town was buzzing the cafés selling only drinks. Wandering around its ancient centre, we stopped at one with the intriguing sign "€10 min. Carte Bancaire en Panne!" - an expression I have only used or seen to mean 'broken down' of a car.



The server explained about lack of menus; that because the townspeople dined out on Sundays, they ate at home on Monday evenings. When asked where we could get food, he suggested a sandwich bar that might be open on the main square. We had warm falafels and coffee, and nothing could have tasted better on a cool evening.

I am emphasising elevations in feet, out of respect for my plucky little 'B: Ben Nevis is 4000' high. The height of the paved passes, below looming peaks: Tourmalet sits at 7,000'; Aubisque is 5,600' The little momento card shows the passes we would take to get into Spain. It is illustrated as straight lines but depending where you start, of course, not all are connected. And it was not only up and down, but round and round.



These climbs have been taken by cyclists in nearly every Tour de France since 1910. They call these stages The Circle of Death. Doug did a lot of cycling in the in the Spanish Pyrenees when he was working in Barcelona.

We turned left out of the Pyr Carré Hotel, stopped to fill the tank, and drove past Campan and turned west into the Vallee de Gripp that leads, by sharp twists and turns through the mountains, up to the Col du Tourmalet.

We did our Cols remarkably quickly. Was not that far from the main road to Le Tourmalet. Went up with headlights, K fan, and heater blazing to keep safe and cool to its Chez Octave. The restaurant was closed. It is named in honour of Octave Lapize, who was the first cyclist in the 1910 Tour de France (with a two-gear bike) to cross the Tourmalet. Unfortunately, for us, it was closed but there was time for photos. One is of me, feeling literally on top of the world, but gingerly peering over the edge - no barrier!



This the stupendous view straight down that I saw from the top of Col du Tourmalet ...



We passed several cyclists toiling towards us, showing tremendous fitness and determination. A few hikers, too. Some bikers but not many cars - we found them all parked miles farther on at the Aubisque Restaurant-Café! Doug jumped out quickly to secure a table and, I must admit, I followed slowly. The road was in good repair but it needed full concentration. It was downhill following signs to Luz, and driving by a gorge cut by the River Gave, when the new seatbelts were reassuring. There were a few miles to Argeles-Gazost and on to the lower twisty passage to Col du Soulor, swiftly followed by the high climb to Col de l'Aubisque. We relaxed in bright sunshine and crisp clear air, eating our excellent big baguettes from the café - there were also tables on the roof. Trays of meals and wine were being ferried upstairs. There were numerous foundations being laid to develop the site or the carpark.

Doug's stage began and, to my shame, he realised that I had left the headlights switched on. Luckily our break had been short so no battery drainage. His drive was to prove much more challenging as we were back in balcony road conditions. Eventually we descended by hairpin bend, short tunnels, gorges and wonderful views to Beost at the foot of l'Aubisque and café. Out we got - we should have known by the large empty car park that we were being unduly optimistic! Doug cut left into another narrow approach towards the rather lower Col de Marie Blanche.



There we met this very bored horse refusing to move from its reverie in the centre of the road. Horses rarely kick out with front feet but they can turn quickly and apply the rear legs. His herd were scattered, quietly grazing on the small unfenced grass. We had grown used to seeing cows with bells in fields but these loose belled horses were a new feature. We waited for a few minutes, the engine running, then Doug gently drove round him with two wheels on the track. King of the road, the only part moving was one ear acknowledging the MG.



Once past the wide, ambling picnic of ponies and some cows, the single-track lane led through trees to a narrow valley where sheep were in charge of the territory leisurely climbing to the Col and down the other side towards a T-junction at Escol.

The village was the end of our Pyrénéen adventure, so we had coffee and cake and turned our thoughts to Spain and joined the main road through the Vallée de Canfranc.

Final part - Spain and Ireland next month. **Joan Sumner**



## DUNBAR RNLI DAY - July 11th

We'll be doing our usual stint of providing the open top cars for the Gala Queen and her entourage. A good day out with plenty to do and see. Let Martin know if you fancy going.



## FOR SALE

1961 MGA Mark I Coupe 1600cc. Owned by MGOC member for 10 years and ready for enjoyment by others. Well maintained and current MOT until 26th May 2026 although none required due to age. Tax Exempt. Current mileage circa 59,200. Car located in Edinburgh. Further details from Tim on 07721 756029 or [primetj@gmail.com](mailto:primetj@gmail.com) Looking for £13,000.



## FOR SALE

MGB MiniLite style wheels. Set of 5 - two are 7 inch width and three are 6.5 inch width. All 15 inch. All with tyres with up to 6mm tread depth. Contact Robin at 07964 478081.



## TAYSIDE CLASSIC CAR SHOW - JUNE 14th

Our next ELBMG Club stand will be at the Tayside Classic Car Club Show held at Errol Airfield (FK2 7TB) on Sunday 14th June. You are invited to join the club stand.

Usually, our June show would be BVAC Thirlestane Castle show, but as it's been postponed to 2027, we're going to the Tayside Classic Car Show. This is the 19th year this show has taken place. Although the club hasn't previously attended, reports from individuals say it is a well organised, friendly event with plenty of space for Classic Cars - there will be over 600 cars, raising money for local charities.

Entertainment will be provided by a Pipe Band, Dog Agility Team and Dancers - there is also a Sunday Market if retail therapy is your thing.

There is no cost to ELBMG club members as the £5 entry fee will be paid by the club. If you would like to attend please tell Peter or another committee member (contact details on next page) by **Thursday May 14th** - giving the following details of your car:



Your name (Forename & Surname)

Contact e-mail & mobile number

Car Marque & Model

Year of Registration

Registration Number



Hopefully we can have as good a turn out as Stirling Show on May 10th - we meet up at Stirling Debbie's at 08:30 to collect your passes before leaving for the showground at 08:45.

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

Start at Klondike Garden Centre (J5 of M9) for a scenic run over Kincardine Bridge and through Fife before reaching Bo'ness car museum which has a mix of cars and film memorabilia. Followed by lunch at the neighbouring Bo'ness & Kinneil railway with its heritage steam & diesel trains for you to have a run on if you wish.



## 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

**May 10** *Stirling Classic Car Show*  
*Meet up at Stirling Dobbies to*  
*leave at 8.45 for the show. We*  
*have to stay until 4pm*

**May 14** *Monthly Meeting*

**May 16** *Fisherrow Harbour Day*  
**CANCELLED!**

**May 24** *Classics in the Park - see Steve*

**June 11** *Monthly Meeting*

**June 14** *Tayside Classic Car Show, Errol*  
*Airfield. See previous page &*  
*Peter*

**June 21** *Joint Run to Bo'ness Car*  
*Museum with Glasgow MGOC -*  
*see previous page Steve*

**July 9** *Monthly Meeting*

**July 11** *Dunbar RNLI. See Martin*

**July 12** *SVVC Glamis Castle Show with*  
*Tayside MGOC*

**August 13** *Monthly Meeting & BBQ*

**August 21-23** *Weekend away to Cumbria*  
*Classic show at Dalemmain*  
*House, near Penrith*

**September 10** *Monthly Meeting*

**September 13** *Carhailes at Newhailes*  
*House*