



Edinburgh, Lothians and Borders MG CLUB

www.MG-Edinburgh.co.uk



August 2026

Photo:
Steve
Hastwell

Loss of Power at Dunbar RNLI Gala

Credits: Helen, Jim F, Steve, Martin, Fraser

MEMBER SPOTLIGHT

Name: James (Jim) Fowlie

Occupation: Semi Retired Industrial Engineer
(Specialising in Machine Reliability)

Everyday driver: A Lexus UX

MG: 1969 MGB with a Rover 3.5 V8 and MGC running gear. Current state of repair: in good running order, it needs a tuneup and a respray.

Miles in last year: Last year I covered 463 miles in my MG.

Insurance: with Lancaster Insurance

Who does your repairs: Myself in the main (managed to cover all maintenance and additions myself - so far)

Favourite Run: I have had many enjoyable runs mostly on the west coast of Scotland and around the Highlands, one of the best would be a trip to Applecross, driving over the Drovers Road.

My Motoring history: Started at the age of ten when I got hold of a clapped-out Minivan, which I rebuilt with the help of my Dad. I grew up on a small farm in Aberdeenshire, with a large, very well-equipped workshop - where I spent many happy (and not so happy hours) repairing, rebuilding, modifying cars, bikes, lorries, tractors, and lots of other machines.

I owned three Minis which I ran around the farm, but my first car road going car was a Triumph Dolomite. I bought it cheap, as it had been seriously rear ended - I had to undertake a significant level of repair to get it back on the road,. My respray was not great and only kept it for 6 months before I upgraded to a Capri which I think was not too bad for a 17-year-old. I undertook many improvements over the 5 years I owned the Capri; I fitted a set of Woolf-race alloys (with 195 tyres - wide for the time), CiBi Spotlights, front airdam spoiler and for a brief time it has a full leopard print interior! I engineered many features in to the car such as an electric aerial, electric windows, 120W amplifier and 4way speaker setup with an 8-channel graphic equaliser, A Sharp Stereo with auto-reverse cassette a CB radio (picked up on a trip to the USA) The engine was tuned with twin carbs, a racing cam and bored out engine. To handle the increase in power, I fitted disks all round and racing suspension. I continually tinkered and added what I thought were improvements. When I moved to Edinburgh in 1981, I could not get insurance due to the level of modifications on the car & traded the Capri in for a 2-year-old Talbot Horizon - one of the worst decisions in my car ownership history. It was awful to drive on long journeys and broke down more times than I care to remember, most journeys back to Aberdeen usually ended with the Bonnet up by the roadside, I had to carry a comprehensive toolbox and hydraulic jack with many replacement parts.

I have owned, and driven many cars, though I very much prefer rear-wheel drive. I have a liking for the German and Japanese cars as I have found them better engineered, easier to maintain and good to drive.

The best car I have driven on the track is a McLaren P150. It is a phenomenal beast - better than a TVR, Austin Martin Vantage, Audi RS8, even the Lamborghini - in which the pedals are far too close together for comfort or safety.

I have a liking for convertibles, and at 50 "in a midlife crisis moment" purchased a MGF (in mint green) from eBay (50k miles no MOT nor service history). This was one of my better purchases. I ran the car for 5 years and covered over 3k in trips around Scotland - it never let me down - and only had to replace the water pump (after it became extremely noisy), and the soft-top (due to wear and tear) - The MG successfully and safely got me through many weekend camping trips - a great little car to drive.



I sadly sold my MGF for a hardtop convertible - a 2.0l MX5 which I also had for 5 years, then a Mercedes AMG, both great cars, but neither had the character, nor driving pleasure of the MG.



In April 2023, I went for my current MGB roadster. It is a red 1969 with a Rover V8 engine. The last owner re-shelled the MGB in the early '90s, then converted to the Rover 3.5 V8 with MGC propshaft and differential. It has only covered 24k miles since the engine went through a full strip-down and rebuild. When I acquired the MGB it was in great shape, other than having been garaged for a few years, so needed a little recommissioning. When I test drove the car It had less than a ¼ tank and the first time I filled the car with fuel, I was faced with a horrendous smell of petrol - so ended up having to replace the fuel tank. An easy enough job, other than the fuel tank I purchased had a metric thread on the fuel line. The tank I took out had an imperial thread! I had to machine a metric to imperial adaptor as I could not find such a part in the aftermarket. To make my MGB life easier and safer I have fitted remote central locking, immobiliser, fire extinguisher along with battery kill switches. Once, whilst out on a run, I stopped for a break and I left the cooling fans switched on & ran the battery flat! The breakdown service said recovery would take three hours. I managed to bump start the MGB, a bit risky at my age but it worked. I have now added a second battery in the opposite well with a power switch over and ran charging cables to a socket on the tow bar so I can trickle charge both batteries when the MG is not in use. I have had a few electrical Gremlins, and still working on making this weak point more reliable.



Nice new petrol tank - no leaks!



I've added a photo library of the previous owner's full restoration.



DUNBAR RNLI FETE

The Dunbar community turned out in force on Saturday 11th July to raise funds for the RNLI Lifeboat stationed at Dunbar. ELBMG Club are proud to participate and provide the cars for the traditional parade featuring the lifeboat crew and mascot, Dunbar Legion Pipe Band and the Lifeboat Queen and her attendants.

Martin and Seamus arrived early on the day to mark out the area down by the harbour. This year there were some stalls set up in the area but there was sufficient room to line up all of the cars along the harbour. There was a total of 9 cars on the day with Ian & Chris ZS180, Ron MGB, John MGA, Donald MGA, George MGB, John H MGB, Tony & Caroline MGB, Martin's GT and my MGB.



There was some initial drama as Tony's Roadster's electrics decided to completely die before he had chance to park up. After pushing the car into place Seamus got to work on diagnosing the issue which turned out to be a highly corroded battery terminal. Seamus up the terminal with emery paper and Coca Cola (Coke is quite acidic so ideal for cleaning metal) it was all systems go. Most likely the battery cables will need to be checked out for corrosion. Major congratulations to Seamus for a great effort and a huge stroke of luck that the car at least made it to Dunbar before giving up the ghost. I will be checking out the state of my battery terminals for sure and get the petroleum jelly out.



After several days of cracking sunshine unfortunately Saturday began with the East Coast haar which was unrelenting and really didn't lift all day. At some points you could hardly see across to the other side of the harbour. Fortunately it didn't actually turn to rain so no umbrellas were needed for the parade. Even though it was rather cold it didn't spoil the day.

Around 12.30 the open-top cars headed off in convoy up to the hotel to collect the Lifeboat Queen and her entourage. By chance it turned out that all the cars this year were varying shades of red which drew some interesting comments 'Did they only make these in red then?'

As there was no colour choice it was down to the Lifeboat Queen to choose her favourite red car and she selected Donald's MGA which duly headed the procession behind the pipe band. The flower girls, and accompanying adults selected from the remaining cars and followed behind as the procession made its way through the High Street back down to the harbour. In addition to the MGs there was the lifeboat crew and mascot, a fire engine, the usual pipe band, the Sea Cadets, a contingent of Harley Davidsons and a swarm of scooters following on behind.



The High Street was thronged with people waving and taking photos and the cars were clearly very much appreciated. We did see a roving TV camera which apparently was a Channel 4 film crew filming a documentary about Dunbar RNLI so maybe something to look out for later in the year.

On arrival at the harbour the Lifeboat Queen and her escorts were met by photographers and the club cars returned to the parking area by the harbour wall. By now the crowds had swelled and many people were passing by the area where the cars were parked as they visited the nearby coffee van and stalls. This year there was a lot of interest in the cars from the public and lots of questions and photos being taken.

The weather warmed up slightly in the afternoon and around 4pm we had a steward guide the cars through the crowd and headed off home.

A great day out for all and big thanks to Martin for organising and to Fraser for some of the photos. **Steve Hastwell**



SVVC GLAMIS CASTLE SHOW



Mike & Kay Dennis wove their usual magic and put on a superb stand again. There was the full range of MGs - including Mike's collection of Zeds, several Rovers and some other interesting cars. It was the usual friendly stand with several clubs participating. We had the 'auld yins' of the Octagon club, the Midget & Sprite club, MGBs etc from other MGOC areas and a wheen of TFs and some 'Fs.



We had to be on site by 08:45 so it was a crack of Sparrow F*** start! Mike & Kay had arranged the cars in groups - Midgets, TFs, MGB/C/V8, the Octagon 'auld yins', Rovers, Zeds and it was good to see several of the newer models too.

The ELBMG club members were myself in Boris (which spoiled Mike's layout - I'd been put next to a smart MGC as I was supposed to be in the V8!) Dennis and Andrew with their Midgets (it was good to see the lovely finished Midget that Lindsay & Jimmy Jambo have spent 4 years rebuilding), Craig & June (MGB), Jim F (MGB V8 conversion), Robin (NG) and Agnes (MGB), Ron & Caroline (MGF160 Trophy) and Bill & Karen with their immaculate P-Type.

The day started cold and grey, but warmed up after lunch and there was a lot to get round - I didn't get round it all, preferring to have an afternoon snooze and many thanks to those who resisted the temptation to take a photo!

A lovely day catching up with MG friends and thanks to Mike & Kay for organising it all. As ever, I'll add some photos of members enjoying themselves. **Mrs Grumpy**



SEAFIELD GALA

This is one of best small town galas I've had the pleasure of attending. All the town gets together to make a great day, including the flower girls - with my granddaughter! I took my Landrover with Seamus in my MGB GT and led by Donald in his beautiful MGA.

The weather held (just) and we all dropped off our guests successfully. The organisers texted me their appreciation for our time and effort and I'll be considering joining them next year.

Martin Fraser



COFFEE & CLASSICS at ARCHERFIELD

A gloriously sunny and warm day saw several ELBMG club members enjoy the Coffee & Classics at Archerfield. A huge turnout of a wide variety of cars and it was good to meet Andy out and about and to see Tim's Morgan - plus chat to members of BVAC and the Caledonian Centre.



CARHAILES at NEWHAILES HOUSE

September 13th

We're again going to CarHailes at Newhailes House - a lovely, friendly, local car show.
Please let Allan or Steve know if you fancy joining us.



MANY MOONS AGO

Gymkhana Fun 2022



CALENDAR PHOTOS

Please send any nice/humorous/incriminating photos of your car to
Helen at mrsgrumpy@icloud.com. They must be landscape and over 3.5 MB

FOR SALE

Four alloy wheels (off a TR6) with 195 65 15 tyres, all with good tread. 2 Uniroyal & 2 Pirelli, with spacers and wheel nuts. The wheel stud centres are 4.5 inches. Plus a steering wheel, 13 inch diameter, centre hub included, looks new. £425 ono. Contact Ian at 07735 609672.



EDINBURGH MG CLUB

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

FORTHCOMING EVENTS

All provisional

August 12 Coffee & Classics, Crieff Hydro

August 13 BBQ & Raffle - steak burger, pork & apple sausage, coleslaw, potato salad, corn on the cob.

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

September 9 Coffee & Classics, Melville Castle

September 10 Monthly Meeting

September 13 Carhailes

September tba Mystery Run

October 8 Meeting & Raffle

October 14 Coffee & Classics tba

October 18 Last run of the season Perthshire.

November 11 Coffee & Classics, Mortonhall

November 12 Film & Curry Night

December 10 Monthly Meeting

December tba Xmas Dinner & Raffle

**RAFFLE PRIZES ALWAYS NEEDED -
PLEASE GIVE ANYTHING SUITABLE TO MARTIN**