



BVAC News

April 2021

Editor's Notes

Lockdown is still with us, but at least some easing of the rules in prospect. From April 2nd, the 'stay at home' advice becomes 'stay local' which seems to mean staying within your local authority area. For those of you lucky enough to live in the Borders, that's quite a wide area to go for a scenic drive in your classic, even if there's not much chance of socialising when you get to your destination. April 26th seems to be the next key date, when travel is due to be opened up throughout mainland Scotland, while May 17th is when 'small scale events' are likely to be allowed. Perhaps that's the point at which some meaningful club activity can start again? Members south of the border of course have their own set of rules, and I haven't seen any indication of when cross-border leisure travel can resume.



So, for yet another month some interesting reading is all we can offer – and this month a very strange thing happened. For the first time in the 50-odd editions of BVAC News that I've edited, I actually have a surplus of articles. I'm not complaining and don't let me put you off if you've got something to say as I'm sure the situation won't continue. Rather than have something that reads like 'War and Peace', I've decided to hold over items from Helen Kirkness and Gordon Downie to next month. I hope they won't mind. Just to whet your appetites, they cover the trials of bringing an imported MG up to scratch and a 'wry look' at what's wrong with modern cars.

This month we feature Iain Davidson's story of owning the same MG TA for more than half a century, the second part of David Tait's detailed research into E10 petrol and a response from Will Grime to Mike Webber's piece last month on electric cars.

I should also let you know that work is now underway to revamp the club's website. While our present one looks good and is only about three years old, it has proved difficult to maintain and extend. The new one will feature a members' area where we can exchange information – no need to wait for the monthly news if you want advice or have something to sell – regalia sales, booking for events (both Thirlestane and members-only events), collecting fees and selling tickets for public entrance to the show. It will also be easier to keep up to date and add more content and function in future. Watch out for a launch this summer.

MG Restoration by Iain Davidson

- The MG BWS 549 was built on 9th May 1938. Described as a late TA.
- Chassis number 2413, making it the 2162nd car out of 3003.
- Chassis numbers started at 251, which was the company telephone number.
- First registered in Edinburgh in May 1938.
- MG introduced the TA in 1936 and it continued until 1939, Priced at £222



I bought my MG TA on the 15th October 1967, 53 years ago, at the cost of £55 - the best £55 I've ever spent! Having first restored it between 1976 and 1982, a second refurbishment, started during the first lockdown, is almost complete. I have enjoyed the time trying to keep it running.

MGs had been brought to my attention by an ex RAF engineer who was also an instructor in my Air Training Corps squadron. He showed me a range of pictures of two-seater sports cars taken at various RAF bases throughout the country.

Sometime later, after seeing an advert in the Inverness Courier for a 1938 MG which was for sale and within my budget, I thought there was a chance it might look like the cars I had been shown. I called to see the car the moment I finished work and it was exactly like the models I had seen.

Following a short test drive, as a passenger, I bought it. I had limited knowledge of cars but knew it was customary to "look over" a car before you buy. If I had, I might have noticed that the tyres were rather unusual, that the front side lights were held in place by the wiring and that the engine had no air filter and made a noise caused by the tappets (I found out later). I may have had second thoughts and not bought the car.

The next day I picked up my first car after arranging 3rd party insurance costing £15. The 15 mile journey home to Nairn proved a challenge. The steering wheel had about a quarter turn of free play and one of the side lights would spin round on the wiring and then rotate in the opposite direction to unwind.

The Exchange & Mart was an excellent source of car parts and I bought, on exchange, a reconditioned steering column and box for a TA but when it arrived, the steering wheel would not fit. I phoned the supplier and he explained I had sent him a TC steering column and box. He had been expecting a call from me regarding the steering wheel as he had a suitable second hand wheel ready for me. This has gone on to last fifty three years! (I only fitted a new replacement steering wheel this year).

At this point I should have been concerned, but as a nineteen year old I was not perturbed about the car being a combination of TA and TC. I was completely in the dark about the various models made by MG. It turned out that the car had a TC engine and gearbox which had been fitted a few months before I bought it. I was advised much later that the TC engine and gearbox was a much better and stronger combination and not to fit a TA engine and gearbox.

A friend with a garage five miles out of Nairn agreed to take a look at the car and he ordered four new tyres for me. On the way home I ran out of petrol for the first time. The first person to stop to offer assistance was a police officer. He pointed out that the front tyres were for an agricultural vehicle (a tractor) and it was illegal to exceed 15 mph on these; the rear tyres had no tread and the orange colour was the canvas showing through! He stated that being at a standstill was a definite advantage. He gave me a push back into a layby and told me to keep the car off the road until the new tyres arrived and then gave me a lift to the nearest garage for a gallon of 2 star. Running out of petrol became common practice as the car has no fuel gauge, just a dipstick, and being a poorly paid surveyor in my first job after leaving school, petrol was hard to come by.

While off the road I began to try and make a few improvements. The wiring to the front lights was wound around the near side radiator stay, the offside stay was missing. I pulled the wire out and fed it through the box section of the chassis and rewired the lights and tried to stop the spinning side light.

When the new tyres arrived I was mobile with improved steering and lights that now faced forward so I could drive to work. At weekends it was off to the hills, either climbing, walking or skiing, with occasional trips to Edinburgh or Ardrossan.

As a Quantity Surveyor with a building company, when I bought the car, it was fortunate that the company had a large workshop and several mechanics. The car proved interesting to the guys in the workshop and they took an active part in making it more usable and in trying to teach me some basic skills as a mechanic.

Within a short time the cylinder head was off and I was shown how to grind the valves in. Shortly after, the body work was given a rub down and a coat of red paint. The apprentice mechanic appeared with a pair of Lucas 1142 side lights , new old stock, which he had been offered in a local garage for a couple of pounds. I still have them on the car and although they are not the correct lights for the car, they do face in the correct direction.

In the winter, at weekends I had started to teach skiing and met a group of PE students on their ski course. I had always wanted to teach PE and they persuaded me to make the decision to apply for a PE course before I got too old. I made several enquiries and was invited to attend an interview in North Wales on July 1st 1969, the same day as Prince Charles was invested as Prince of Wales. This would be the longest and most memorable journey I had made in the car. On my return journey I also planned to visit the Open Golf Championships at Lytham St. Anne's. The interview proved successful and I was provided with overnight accommodation. The next morning the car would not start and I had no idea what the problem was. It was a minor problem according to the AA man who had the engine running without any problem, but I had reservations now and decided to start my return journey and head for home. The car ran perfectly and I drove as far as Stirling virtually non-stop. On my way through Stirling I was very close to going through a red light outside a very popular pub.

As I came skidding to a halt the crowd from the pub gave me a raucous reception I could have done without. It was certainly time to pull over and take a break.

Having been accepted on the course it was to be three hard years for the MG. By the end of the third year I was employing “binder twine” to act as starter and choke cables and the red paint was starting to go missing in places, especially from the rear wings. I often got into a bit of trouble, arriving back at the campus at night after the main gates were locked. However, the MG could get through the pedestrian gate with an inch to spare. Unfortunately, the Principal found out and had firm words with me. A concrete post was later sunk in the centre of the pedestrian gate. The car had held together, more or less, but it was time to spend a bit of time and money and plan ahead to start a restoration one day in the future.

My girlfriend, at the time, suggested storing the car in the garden shed at my parent’s home in Nairn. I extended the shed by about four feet, took out the engine and gearbox on the street and got the car over the garden wall using the sectional shed as a ramp and with help from friends from the pub.

While the car was in hibernation I received a couple of offers for it in the region of £1000. I considered them very briefly.

I entered the world of teaching in Liverpool as a PE teacher and met a fellow member of staff who turned out to be a serial restorer of cars. With his advice, support and insistence I decided to bring the car down to Liverpool. It took six days to take it apart completely and the same number of years to get it back on the road. To celebrate the first stage of getting the car back to a bare chassis, I bought a pair of die pressed number plates costing £1.84.



The major parts had to be transported to Liverpool. The chassis, after straightening, travelled south on the roof rack of a Triumph Herald and the larger items such as engine and gearbox, wings, front and back axles, bulkhead, radiator and chrome surround and bonnet were taken south in a couple of runs using a small trailer. Smaller items were boxed up and space was found in the boot or on the back seat.

Now living on the outskirts of Liverpool, I decided that I needed to build a garage to house all the above parts and eventually the car, when it was complete. This involved learning how to lay bricks! However, it turned out that most components found a space in the school motor vehicle maintenance workshop.

With the majority of components in Liverpool, either in the School Workshop or in my recently built garage, I was making progress. My friend supplied me with a list of companies that dealt with MGs and looking through it I found the closest was Naylor Brothers, Shipley, a short drive across the Pennines. What a fine place this was to visit; examples of cars in immaculately restored and an owner and manager who could not be more helpful. Phil Richmond, the manager, explained the cost of a complete rebuild. In 1976 – approximately £20,000. I wanted to attempt the task myself and I was unable to afford the cost of a Naylor Brothers restoration. Phil assured me that I could rely on their help throughout the rebuild and in the end I bought most of the parts required from them. On one visit, I was in a mini bus as I had a group of boys with me canoeing in the area. I used the opportunity to call into Naylor Brothers and collect several parts required for the car. Phil saw the boys in the bus and invited them in for a look around and pointed out that I was carrying out the same process with my own car as the work being undertaken at Naylor Brothers. The pupils were sceptical that I would be able to rebuild a car.

A major problem was unearthed when I removed the trunnion boot, the rubber-covering at the end of the rear spring, where the spring passes through the extended chassis tube. The bushes had long gone and a substantial section of the chassis had been worn away by the top of the spring rubbing against the chassis. A very basic repair had been attempted by a previous owner. A length of mild steel had been crudely welded to the outer top edge of the chassis tube. I breathed a sigh of relief when I realized that the springs hadn't broken free and come through the rear wings, possibly causing a total write-off of the car and possibly me. Nowadays repair sections are available, but forty years ago it was just a matter of giving an accurate drawing to a rugby- playing friend who had an engineering company. The company apprentice was given the task, as a training exercise, of making a pair of repair sections. I was discouraged from paying for the work. Total outlay two pints of beer. All I had to do was cut off a piece of the rear chassis tube and attach the repair section which was designed to slide into the chassis and be fixed in place by welding.

The engine had been sitting in the garden shed for about four years so it was off with the head and sump, and out with the crankshaft for regrinding, and new big end bearings. The cam followers were a strange shape so I sent them away for restoration. I got great satisfaction from getting the engine back together and, to compound the satisfaction, the engine fired first time. The gearbox appeared acceptable, but had a tendency to jump out of third on the odd occasion but it was reasonably quiet so it was left for another day.

With the engine and gearbox in place, it was time to start making the wooden frame/body tub. I had kept a couple of the better looking bits of wood from the original body but they were described by Phil at Naylor Brothers as resembling bits of orange boxes from the 50's. He dropped them in a bin. He showed me the correct piece of wood to be used and the difference was dramatic. Phil suggested I buy one side and copy it for the other side. I subsequently bought a large piece of well seasoned ash from a timber yard in Liverpool, balanced it on the handlebars and saddle of my bike and pushed it home. The next day the frame of the bike broke!

The bulkhead wood frame had not been subjected to the same wear and tear as the rest of the body, so I was able to reattach it to the chassis without replacing wood or rubber. Recently I realized that this had been a mistake. Today the eighty year old rubber between the bulkhead and the body now resembles Ryvita in both appearance and flexibility. Part of my recent lockdown project involved parting the bulkhead from the body, removing the crisp rubber and replacing it.



The making of the ash frame was a long and satisfying task. I found working with ash made it possible to achieve very accurate joints; when all the parts were complete the joints were all a tight push fit. It meant it was possible to check the body tub before glue or screws were used.

Skinning the ash frame was one of the next disciplines to try and get to grips with. On a visit to Naylor Brothers I was

given a lesson in how to attach a sheet of aluminium to the ash frame to make a door. It took some time to make the reverse Z section and then fix it to the outer edge of the door. Introducing the eighteen gauge aluminium (cut to shape with a ½ inch excess) to bend over the Z shape - fixing it on the ash frame was challenging and time consuming. To explain this fully would take a separate article!

The front and rear wings were repaired and then taken to a shot blaster who also primed them. I took the opportunity to practice spray painting on the underside of the wings. I had bought a spray gun and electric compressor but the finish was the texture of orange peel so spraying was another process I would need to work on. I plugged my spray gun into a compressor in the workshop, the plastic bottle swelled slightly but if I mixed the paint five parts thinners to one part paint the finished surface was good. This meant I put about twelve coats of paint on the body tub (on top of an etching coat).

The parts requiring chrome plating were prepared. When I first bought the car, the wheel spinners looked as though they had been knocked off with the back of an axe so required hours of repair. The windscreen frame had started to come apart several years earlier so I had put a couple of little brackets on the outer bottom corners to hold it together. The holes had to be filled with silver solder before chroming and one



headlight had a split, so again it was silver soldered. All chrome work was carried out by a local firm and at the time looked fine. However, only the chromed brass has stood up to the test of time. The steel wheel spinners have long since lost the chrome finish and have been replaced.

When the car was finished I used it daily. It was surprising how often someone asked, "Is that a kit car?"



Lockdown gave the opportunity to begin a second refurbishment. Time to get the gearbox restored. The steering also required attention. The column was parting from the steering box and inside the ball race was damaged and had to be reground to house a set of new bearings. The front wings painted and had eighty years of scratches removed from

the windscreen. It also struck me that I had the incorrect front springs fitted for the past fifty odd years. I had recently bought and fitted a new set of front springs, the company were kind enough to offer to swap the used springs for a more suitable pair.

All I need is a gallon of fresh petrol, a sunny day and a friendly BVAC meeting to attend.

- Rebuilding a car in Liverpool was made much easier by the number of trades in the area connected to industry, the motor trade and shipping.
- I did try to get to grips with most of the tasks involved but had to opt out of the restoration of the wheels, the upholstery of the seats and the aluminium welding of the bell housing.
- After teaching an adult canoe group, I had an interesting chat with a paint technologist who kindly supplied me with several litres of grey undercoat paint designed for the Menai Bridge.
- A former pupil who worked at Lucas' would spend time rummaging in the old stock crates and always came up with useful items such as: Map-light £3.08, Dip-switch and horn push £4.73, Wiper motor £17.28. At today's prices this lot would have cost at least £400!
- Another former pupil's father owned Newton Motors, ordered and supplied the big end bearings and a headset as well as grinding the crankshaft.
- Without the help, guidance and welding skills of my friend and serial restorer of cars and buses, John Wilkinson, the restoration could have gone on much longer.
- I would also like to acknowledge the advice and assistance from the late Phil Richmond the general manager at Naylor Brothers and Alastair Naylor.

Electric Cars – An Alternative View by Will Grime



Very interesting article by Mike Webber on electric vehicles in the latest BVAC Newsletter. Why do people assume EVs are a good thing?

The fundamental idea is that they're environmentally friendly, but at present they're not. Mike makes some of the downsides clear in his excellent piece, but overlooks the basic fact that despite hosts of good

intentions by the electricity companies, the great majority of electricity is still generated by burning fossil fuels, topped up by nuclear fission. True figures are hard to find, but the most optimistic suggests that around 36% of electricity can be generated by renewables. The real figure is probably more like 25%. It's improving every year, but the rate of improvement is slowing, largely due to the fact that not every day is bright, long or windy... Electricity is still a dirty fuel. Emissions remain: they simply occur at the power station instead of under your bonnet.

The second problem is that EVs are heavy. Batteries weigh a lot. That makes them highly inefficient as a means of transport. Batteries are great if you leave them in your basement, but lugging them round with you uses a lot of fuel.

So, your electric car will save some fossil fuel every year, but that saving is relatively small and is offset by the inefficiency of carting batteries around. Add to that the environmental risks and costs of rare earth elements and heavy metals used in EV manufacture, and the idea that an EV has some sort of environmental advantage becomes very dubious.

And why would anyone want to convert a classic car to electrical power? Your old car has a massive environmental advantage: it exists. To junk its engine is to seriously undermine its environmental credentials, in that the environmental cost of manufacturing and commissioning a new electrical system will far outweigh any saving in fossil fuel use. The best environmental approach is use what we've got, keeping it well-maintained, operating as smoothly and efficiently as possible: NOT firing up the blast furnace and casting new iron and steel and aluminium and copper motors, never mind the hideous chemical and environmental consequences of making a relatively short-lived battery.

Furthermore, for many of us the engine is a fundamental part of our car - perhaps the most important feature of it. My classic cars are not some sort of hipster style accessory: they're individual pieces of work, answers to the design issues of their time, variously practical artefacts, emotional icons, works of art. And they have many advantages over a modern vehicle: not only are they small and light, but they're often fuel efficient, and best of all reliable. My classics can be fixed at the roadside, and rarely fail. The computer can't say no

if there isn't a computer there in the first place. There are seriously far better ways of wasting your money than in destroying the character and integrity of a classic car.

There is a place for the electric car. The small runabout, parked in its own dedicated carport with solar panels and a windmill on the roof, never linked to the mains - an entirely autonomous electrical machine - would be a wonderful thing, provided it could be made cheap enough to acquire, but until it does choosing an EV needs clear, careful cogitation. Right now the issues involved in the manufacture of batteries alone are enough to stop me even vaguely considering it.

E10 Petrol (Part 2) by David Tait

There is however another problem with the fuel handlers, refiners and distributors as this Ethanol mixture creates a breeding ground for microbes. The fuel handlers use a biocide to keep the problems in check.

Most of us will put our vintage and classic cars into storage for the winter. Petrol nowadays will degrade over a period of time, as some of you may have experienced when your lawnmower will not start in the Spring. The reports I have had from some fuel suppliers say 4-6 weeks and some say 6 months before degrading sets in - very confusing. A good tip for storing cars is to fill the petrol tank full to



the brim to eliminate as much air in the tank, then use cling film on the filler cap to seal the air vent for the winter but remember to remove this when going on your next drive. I am informed that the degradation of E5 fuel in this situation will not be as severe as E10 but only time will tell.

Can I just comment that earlier injection systems such as EFi engines or Lucas hot wire did not have a closed loop control and no Lambda sensor except for a few later cars, so they can't automatically adapt to the different fuel effects. Carburettor engines are in the position where they have a fixed fuel mixture control and this is where the change to E10 will have the biggest and immediate effect, and they will also be affected by the variable content of E10 fuel.

Ethanol affects the engine running in two ways. Firstly, it introduces extra oxygen to the fuel that weakens the mixture and E10 adds about another 3-4% more, secondly Ethanol has about a third less energy as it is a lighter weighted fuel than petrol. Therefore, with the fuel being 10% of Ethanol this means the mixture will be a lot weaker and a noticeable difference in performance, therefore the mixture will have to be altered to a richer mixture giving less

MPG which could be anything from 6-10% drop. Some reports disagree with the low performance and say the higher Ethanol at 10% improves acceleration due to a higher octane level, but they would agree that fuel consumption increase with a drop of 10% in MPG. The other very important negative to Ethanol is also said to change the nature of contaminants that find their way into the oil and therefore shortens the service life, but as you all know our vintage and classic cars will have their oil changed annually so mileage and degrading the oil will not be a big issue. Interestingly all early MGB's had standard rich and weak needle settings so the original thought would be to use a rich needle which may solve the problem, but looking at the needle profiles there is not much difference between the weak (5) needle and the rich (6) needle. As these needles cover the normal driving on unleaded petrol anyway, this means the MGB's will probably not work with E10 Petrol only on E5 Super Unleaded.

I run our cars at home on all branded diesel and petrol, for my MGF, I use super unleaded Shell V Power and Esso Supreme Super unleaded. The Discovery and BMW X1 X Drive, Shell B7, Esso Supreme B7, or BP Energy B7 Diesel. We don't use Supermarket petrol or diesel as we had a bad experience many years ago with waxed up fuel filters.

****If anyone in the future accidentally fills up their Diesel car with E10 petrol the damage to the engine and injector pump are a lot worse than before with unleaded E5 Petrol.!**

In countries when travelling abroad offering E10 or B7 fuel check before that your car is compatible to use these fuels especially the Petrol engines and also check the octane level especially abroad. I see reported Octane levels on some E5 Petrol and Diesel E5 at that time have had some varying from 91.6 to 94.8 Octane results from the trading standards, they say its within the tolerance, so there you go!

I have made a list up of cars that will be COMPATIBLE and some are NOT with E10 PETROL for the use in THE FOLLOWING SHORT LIST OF PETROL CARS.

The list of car manufacturers is extensive, too many to list but the main ones are older cars which I will list a few such as BMW all models ok, but check the manual for octane rating, All Bentley's after 2003, All Mini's all after 2000, Rolls Royce all cleared after 2003, Mercedes-Benz all, except models C200 2002-2005 and also Mercs not equipped with three-way catalysts these cars are mainly over 25 years old, Alfa Romeo all cars cleared from Jan 2011, Fiat all cars after 2000, Lancia all models except Lancia Lybra and Lancia Thesis Turbo 20v, Ford all models from 1992, except Mondeo 1.8SCI 2003 to 2007, Jaguar E10 all clear for models starting from 1992, Landrover clear from 1996, Honda E10 clear for all with electronic fuel injection, Hyundai all can use E10, Peugeot, Citroen & DS all after Jan 2000,

Opel/Vauxhall all engines except excluding 2.2 litre direct injection Vectra, Signum, Zafira, Renault a long list, some are some are not (Jan 1997) and also Jan 2000 to Dec 2002 not compatible with E10. Toyota all clear from Jan 1998 except all Avensis 2.0 litre 2000-2008 and 2.4 from June 2003 to Oct 2008, VW Group all compatible with exception 1.4 TSI, 1.6FSI, 2.0FSI, Volvo all cars compatible since from 1976 with the exception of S/V 40 with engine type 1.8 GDi Nissan all cars compatible, Mazda all cars compatible from 2002, Mitsubishi all cars compatible from 2007, Subaru all clear from Jan 1991, Suzuki all petrol models but older cars to check the owners manual as they were made in different parts of the world.

You will note that most of all the manufacturers from Japan had their engines compatible with E10 many years ago.

So it looks very much like the situation that all our vintage and classic cars would be better sticking to the SUPER UNLEADED BRANDED PETROL to be safer, when E10 petrol becomes available at the Pumps about June 2021. I have looked at petrol enhance additions such as Redex or STP to name a couple, some car manufacturers don't recommend them especially on the modern car as it can affect the cat converter, DPF in diesel cars and also confuse the ECU unit programme. I have used Redex in the past with a full 500ml added to the tank before filling up and that seemed to improve things if the engine was a bit off tune, but some reports say you're better filling up with Super Unleaded petrol E5 or Shell V power B7 Diesel about every 4th fill up to keep the system clean. I looked into the data for Super Unleaded from Shell and BP and they add performance and protection additive at the refinery, Esso on the other hand has a more of a protection and cleaning agent additive added, nearly the same but not quite. Esso states in some areas in England their Super Unleaded has no Ethanol added, but in Northumberland and Scotland Ethanol is added.

All fuels are made to the same specification by law, but it's the weight and density of the fuel that is more important, the lighter the fuel the less Protection, mpg and performance. Shell Super Unleaded and Esso Super Unleaded are heavy density petrols.

I have illustrated about petrol in our vintage and classic Cars but the same applies to our modern cars today, what suits one manufactures engine may not suit another as there are still a lot of variables and difference in quality out there.

Well, I hope that has given you some helpful food for thought, and hopefully we will be able to meet up this Summer for a run out with our vintage and classics. It will be like going on holiday again as we have been locked up for so long.



Classics for Carers

As announced last month, March 20th was National Classics for Carers Day. At least two club members took part, as Chris Biggs reports.

BVAC or any other car events are virtually unknown at present but two members decided to support this charity day recently.

The charity event invites owners of classic cars to display their vehicles outside their homes adorned with suitable signage for passing public to enjoy.

Donations and 'plaques' for the day can be purchased online.

Dennis Fortune and Chris Biggs displayed a car each in a prominent Kelso street with permission from Scottish Borders Council. As well as information signs about the charity, there were signs covering social distancing and other Covid related matters and some modest publicity for the Club. All went off smoothly with admiring glances from passers by and the occasional socially distanced question. A number of donations to the charity were made by neighbours.



Dennis showed a recent addition to his stable, a rare modern classic that is now being hunted by collectors. A 1999 BMW Z3 M Coupe.

Chris showed his 1969 MGB Roadster in primrose yellow, acquired last year but yet to be seen at a Club event.

Cars for Sale

Harry Cooper (non-member) near Kelso is selling this 1988 VW Golf Cabrio GTI. It has over 100,000 on the clock, but has recently had a new clutch, clutch cable, brakes all round, electric fan and a service. Price by negotiation. To find out more, email Harry at hc09247@gmail.com



Fred Magill has passed on details of two more older cars being offered by a friend of his. Contact Fred on 0781 202 4862 for more details:

- Rover 200 series-'K' series engine. New Radiator. Been off the road for a while in covered storage. Offers.

- Toyota Lucida M Reg 2.2 Diesel, panoramic roof, 4 wheel drive, manual. Seats in the back can be converted to beds. This car has just been serviced and fitted with two new tyres, new brake lines, new fuel pipe. Owner is downsizing and it is now surplus to requirements. MOT required. Body work good for the year. Offers in the region of £1200.

Can Anyone Help?

George Pilch writes:

My MG Midget 1500cc 1979.

I have a wee leak oil from the area around the gearbox/engine, it's not serious. There is also a wee leak from around the diff, again not serious but both bug me. So tomorrow the engine and gearbox comes out and seals will be replaced.

Do you know of anyone in the club who knows where I can get my engine blasted and repainted? Approx cost etc. I'd like it looking good before it goes back in. They can mail me if they want on this email address: len-tickular@hotmail.co.uk

All the best, and clear roads,

David