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BVAC News August 2025

Editor's Jottings

Firstly, an apology for the late arrival of the August BVAC News as Alison and I have been away on holiday. It says something for the legendary reliability of Japanese cars that we didn't think twice about taking a thirty-year-old car that we've only owned for a couple of months on a 1200-mile trip without any special preparation. The MX-5 didn't disappoint, not missing a beat, taking us to several of the Orkney Islands and catching the Orkney Vintage Show (of which more later) on the way.

The car show season is well underway and you'll find reports from a variety of them below, both those with organised BVAC attendance and those you have happened upon on your travels. I didn't get to any in July, so thanks to all those who have contributed reports and pictures.

I'm always happy to hear anything of classic car interest that might amuse our members, so don't be shy to send any contributions to editor@bvac.org.uk – I really don't want to write the whole thing myself!

Club Barbeque report from Kenny Wilson, pictures from John Littlewood



Around 40 BVAC members enjoyed a summer barbecue evening hosted by Ken & Helen Grimes at the home at Innerleithen. on Saturday 26 July. Ken & Helen are renowned in the club for their superb barbeques, and this year was no exception!

There was a wonderful array of freshly cooked food prepared by Ken and a great range of

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salads and accompaniments prepared by Helen with a home-made fruit punch for those driving! As in previous years a "name the famous face" competition kept everyone guessing and we held our "pick the car you would like to drive home" concours with Ian and Frances McDonald taking the trophy for





first place with their superb Jensen FF - congratulations!

Our thanks to Ken and Helen for their hospitality and to all those who came along and enjoyed the relaxed, happy atmosphere!

Milestone

As always, the regular Milestone breakfast meet brings out a good variety of cars. Do come and join us this Sunday (August 10th) or on every second Sunday of the month from 10am to about noon in the car park of the Garden Centre at Newtown St Boswells.

Local Car Shows

As promised last month, here are some pictures from Moffat, thanks to Fred Magill.









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The Jim Clark event at Duns Castle brought out some beautiful machines much appreciated by fans of classic racing cars. Mike Webber has provided these pictures and comments which he suggests might qualify him as 'Geek of the Month'!







In the picture on the left, the car nearest the camera is Clark's 1965 F1 Championship-winning Lotus 33, a monocoque chassis with 1.5litre Coventry Climax V8 engine.

Next is the Lotus 32B, a one-off with a 2.5 Litre Coventry Climax 4-Cylinder engine in a much-modified F2 monocoque chassis. Jim Clark won the 1965 Tasman Championship in this car.

Furthest is the Lotus 35 Formula 2 car in which Clark won the 1965 Formula 2 Championship. It has a four cylinder Cosworth engine. The 35 was of hybrid construction, with a forward monocoque section but a spaceframe at the rear which could be adapted for both F2 and F3 engines from different manufacturers.

The Kingdom Car Show took place at Lathalmond, and Dennis Fortune has done the honours with this report and pictures.



Well, it was that time of year again for the club to travel over the Forth via the Queensferry Crossing and up to Dunfermline and the Scottish Vintage Bus Museum for their annual show. Initially the club entries were 7 in number but due to various influences, including a not very welcoming weather forecast, this eventually reduced our numbers down to 3 show cars on the day. Nevertheless, a good

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day was enjoyed by all three of us and the weather actually held up with even some warm sunshine in the afternoon which encouraged more visitors to the show. As always there is plenty to see and do with the large hangar full of vintage buses from all over Scotland and with a variety of ages too. This as well as the many classic cars on display, a good number of traders' stalls and plenty of choice for food & drink. Definitely one to put in the diary for next year and it's not really too far to drive to once you are over the Forth crossing.



Lastly, just last weekend the annual Berwickshire Show took place, also at Duns Castle. While this is primarily and agricultural show, it always attracts a good entry of classic cars with the majority from BVAC. This year was no exception as these pictures from John Littlewood show. First prize went to BVAC member Geoffrey Minter with his immaculate Daimler seen in the lower left photo.









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A recent addition to the show calendar is an event in Greenlaw on August 17th at 11am. For details, contact David Rumble on 07910 795676 or carving@davidjrumble.com.

There are still more shows with a BVAC presence to come, although entries for some have already closed. Philip Titley tells me there are still some places available for the show that takes place alongside the Bo'ness Hill Climb on the Kinneil Estate. It's a great day out with the chance to see some classic motorsport action alongside the static show. You also still have time to get your entries in for Carhailes at Musselburgh and Brunton in Northumberland.

Entry forms for these shows can be found on the club website here. Don't delay, sign up today!





Orkney Vintage Show



BVAC was well represented in the northernmost show in Britain this year (as the Shetland one is only every second year). Rob Jenner and Letitia Mace had organised a trip north with a bunch of Jaguar enthusiasts including Keith and Patricia Watson, while Alison and I were on holiday there and entered our MX-5. David and Victoria Watt also turned up having arrived on holiday not knowing there was a car show on. Small world! It's always interesting to visit car shows away from our local area as you see cars that never make it to this part of the world. The Orkney show has sponsorship from Northlink Ferries, so it does attract plenty of entries from both south and north (Shetland) thanks to discounted ferry fares. It was a delightfully informal and friendly event with about 150 cars on show as well as tractors, commercials and static exhibits. I'd thoroughly recommend it to anyone fancying a holiday in the islands next August. There were quite a few vintage cars and one veteran, a matching pair of local 1955 MG Magettes with registration numbers less than 100 apart, and some marvellously preserved or restored 60s and 70s cars including no less than three Humber Sceptres, a Ford Corsair and a Simca 1100 with less than 20,000 miles on the clock – when did you last see one of them? A few of the exhibits did make me wonder if islanders have too much time on their hands in the dark winter months: a replica 'Only Fools and Horses' Reliant, a Smart done up to look like a children's toy and a 'Gordini' Renault 4 with about 100 bhp under the bonnet! Enjoy the pictures…











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Trip to Wales from Stephen Whitby

Many readers will remember the Thirlestane Classic Car show in 2023 when a splendid display of Volkswagen Karmann Ghia's graced the field. That was part of the Karmann Ghia Owners Club (KGOC) International weekend held annually in different parts of the UK.

As a member of the KGOC, I have attended a number of these great events in the past and this year the event was held in mid Wales from 27th-29th June.

My Karmann Ghia, GEO 728G, a 1968 1500cc cabriolet in Cypress Green had spent the earlier months of the year enjoying an engine overhaul and a respray, so was raring to join in the festivities.

After breaking the journey with an overnight stay with relatives in Stoke-on-Trent, I made the shorter journey on Friday 27th to the Metropole Hotel and Spa in Llandrindod Wells, which was our excellent base for the weekend. A popular choice for Car Clubs I understand.

On Friday at lunchtime, I was joined by my twin brother who had come up from Plymouth in his "normal" car to act as my navigator for the weekend. He has a rare 1964 VW Karmann Beetle cabriolet, but that's another story.



In the afternoon our first collective visit was to Electric Classic Cars in Newton. A guided tour highlighted the diverse range of classics that were being converted. They included Mercedes, Porsche, VW and Land Rover. Often using Tesla electrical motors, the results can see a Land Rover Defender capable of 0-60 in less than 4 seconds! Watch out on those Border roads.

Back to the hotel and first chance to see all the cars in one place. Twenty five Karmann Ghias (Type 14 and Type 34), a mix of coupe, convertibles and one rare Brazilian built TC. As many who attended are regulars it was a chance to rekindle acquaintances and make new ones.

Two full days of driving through the beautiful scenery of mid Wales followed.

On Saturday the route took us all through Rayader, then the beautiful Elan Valley with its Victorian reservoirs serving much of the Midlands. Rising for some fantastic views the route continued through the Cambrian Mountains and then to the Devils Bridge and Waterfalls for a stop, very picturesque. Refreshed, the route continued to the Vale of Rheidol Railway Station at Aberystwyth for an extended stop and lunch. Time to explore the town and make our way back to the Metropole.

A highlight of the day was the frequent sightings of red kites, sometimes in wakes/husks/kettles or soars (all collective names for red kites) of a dozen or more -truly graceful. With no roof to restrict, a cabriolet certainly offered the best view, particularly for passengers.



The traditional and enjoyable Gala dinner with prize-giving was held in the evening. I hope you forgive me for mentioning that GEO 728G won the award for best cabriolet!

On Sunday we woke to light rain and grey overcast skies, so cabriolet roofs remained up.



The day took us through the Brecon Beacons including an MOD Firing range which was thankfully silent that day. A coffee stop allowed all the cars to be parked up together again. The sun came out, so the roof came down and remained down for the rest of the day. Of 26 cars, there were 25 different colours of all hues on display. GEO 728G and a Type 34 (Razor Edge) from Germany shared the same original colour, Cypress Green. We skirted round Brecon heading for our final stop in Llandovery where a traditional Sunday lunch at the Castle Hotel was waiting for us.

Many left at this point to start their journeys home in UK and abroad. As we were staying an extra night we took a different route back to the Metropole for a final evening.

On Monday morning following a breakfast with those who had stayed, we said our farewells.



I said cheerio to my twin and he started his journey to Plymouth and I started mine to Edinburgh. A long but uneventful journey back home. Approximately 1,000 miles covered with an average 37 MPG, not too bad.

Time to reflect on a great weekend and look forward to learn where next year's event may be held.

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Car for Sale

For Sale - 1970 MGB GT. low mileage. Tax & MOT exempt. Excellent all round condition inside and out. Purchased from Former Glory MG. Stainless exhaust system. 4 new tyres.



Phone 07484223417 for full viewings.

East Lothian area.







Le Mans Anyone? from Norman Burr

I went to the Le Mans 24-hour race in 03, 04, 06 and 07, and to the Classic in 2010. It's high time I returned, but it's no fun going on your own, so does any member fancy joining forces? Nothing BVAC-organised, just an ad-hoc arrangement.

For anyone who has never been, it's important to understand that the 24h is far more than a mere race. It's Glastonbury for Petrolheads, when a city of 250,000 doubles in size for the best part of a week. So, it's important to arrive on the Wednesday, to take in practice on Thursday and the events on Mad Friday, when you can drive the circuit in the morning (albeit heavily policed), and then take the tram to the city centre for the afternoon, where there's a huge carnival with all the drivers paraded in classic cars. At least, that's how it all was last time I went!

For 2026 the dates are 10-14 June. Regarding accommodation, I don't fancy basic camping, nor do I want a proper bedroom, because even the simplest B&B costs a fortune during race week and most are miles away, so you lose the atmosphere. Glamping or a camper are the best options.

Any takers, please email nburr5006@gmail.com or call 07729 618861.

Xclusively Jaguar Magazine August 2025 from Letitia Mace

Welcome to the August 2025 issue of Xclusively Jaguar Magazine!
This month we celebrate the first issue of our 17th year of producing Xclusively Jaguar News and the first issue of our 5th year of producing Xclusively Jaguar as both an online and printed hardcopy magazine!
With this in mind, I have dedicated the August issue to a rather special feature based on the launch of X300. Earlier this year Rob Jenner and I travelled to the north of Scotland with Brucie to re-create pictures taken by Howard Hunt as he mapped out the route that would be taken by the journalists at the X300 press launch, along with some of the pictures taken at the launch at Skibo Castle, and this feature is the sole topic of this issue of Xclusively Jaguar. I hope you enjoy it as much as I enjoyed researching and creating it.
*****
In other news ….
One of my subscribers recently set up Kaizen Car Care – Vehicle Valeting and Detailing, so if you live near York and your Jaguar needs an extra deep clean ready for a special event or you just don't have time for regular car cleaning, contact Gareth for more information on the services he provides.
T: 07355-928357 | E: Gareth@kaizencarcare.co.uk | W: Kaizen Car Care
*****
Ronald Ferguson, sponsored by Xclusively Jaguar, achieved two 2nd places and one 3rd place in individual races, and two 4th places overall at Snetterton in the Alpha Lexis Jaguar Championship. Report and pictures to follow in a future issue of Xclusively Jaguar magazine.
*****
Our ex-Jaguar Heritage Daimler Century (P100WKV) recently won the prize for best post 1969 Daimler at the Daimler Lanchester Owners Club International Rally 2025. Report and pictures to follow in a future issue of the Jaguar Drivers Club magazine and Xclusively Jaguar magazine.



Amongst all of this there should be some good reading!
You will find the latest issue of Xclusively Jaguar magazine (along with all back issues) at https://www.xclusivelyjaguar.org/
Contact Letitia Mace via 07836 68 78 98 or Letitia@xclusivelyjaguar.org for more information or if you have any problems accessing the new website
Until next month, Happy Motoring!

From the FBHVC

The Federation have a new commercial supporter, **ifndautoparts**. This is an online platform to help enthusiasts find these elusive spare parts. It works for both buyers and sellers, and you can find more details in the FBHVC magazine at https://www.fbhvc.co.uk/magazine or by visiting their website at http://www.ifndautoparts.com/. This announcement is passed on from FBHVC with no endorsement from BVAC but do let me know if any of you use this service and I'll pass on your experience to our members in a future BVAC News.

Morris Leslie

There's another classic car auction coming up at show sponsors Morris Leslie on 20th September. Whether you want to sell or buy, you can contact them at 01821 642574 or at their website Home | Morris Leslie Auctions.

And Finally…

Here are a couple of items from Chris Biggs and Fred Magill which might bring a smile. They've sent me several more which I'll publish in the winter when we've less current news to report, thanks both.

From Chris's Baltic holiday, Lithuania's answer to the Amphicar…



And over the page, see what a few hundred pounds would buy in 1964. I do like the idea that for £14-10/- (£14.50) you could 'upgrade' to a four-speed gearbox and seat belts were an optional extra!

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VAUXHALL PRICES

ISSUED OCTOBER 19th 1964

Viva **£436**

plus P.T. £92 7 11 *Total* £528 7 11

Viva de Luxe **£473**

plus P.T. £100 2 1 *Total* £573 2 1

Extra for power brakes, discs at front £12 10 0 *plus P.T.* £2 12 1 *Total* £15 2 1

Approved accessories

Heater*	£10	0	0	Pull-out portable radio (*inc. P.T.*)	£25	15	11
Screenclean*	£1	9	6	Roof rack	£3	19	6
Reverse lamps	£2	5	0	Seat belts			
Fog lamps from	£3	9	6	(front) each	£4	4	0
Radio (*inc. P.T.*)	£18	15	2	(rear) each	£3	19	6
Aerial from	£1	19	6	Exterior mirror from	£1	7	6

**Initial equipment on Viva de Luxe*

Victor Saloon **£560**

plus P.T. £118 4 7 *Total* £678 4 7

Victor Super **£585**

plus P.T. £123 8 9 *Total* £708 8 9

Victor de Luxe **£630**

plus P.T. £132 16 3 *Total* £762 16 3

Victor Estate Car **£640**

plus P.T. £134 17 11 *Total* £774 17 11

Victor de Luxe Estate Car **£710**

plus P.T. £149 9 7 *Total* £859 9 7

Extra for 4-speed gearbox £12 *plus* £2 10 0 *P.T.* *Total* £14 10 0
For all models

Extra for individual front seats* £10 *plus* £2 1 8 *P.T.* *Total* £12 1 8
For Standard and Super Saloons and Estate Car

Extra for power brakes, discs at front
For all models £12 10 0 *plus* £2 12 1 *P.T.* *Total* £15 2 1

Extra for leather upholstery for de Luxe models only
£10 *plus* £2 1 8 *P.T.* *Total* £12 1 8

Approved accessories

Heater*	£14	10	0	Screenclean*	£2	19	6
Fog lamps each	£3	17	6	Exterior mirror from	£1	9	6
Radio (*inc. P.T.*)	£19	12	9	Seat belts			
Aerial from	£1	17	6	(front) each	£4	4	0
Pull-out portable radio (*inc. P.T.*)	£26	1	5	(rear) each	£3	7	6
Reverse lamps	£2	7	6				

**Initial equipment on Victor de Luxe saloon and de Luxe Estate Car*

That's all for this month - clear roads,
David
editor@bvac.org.uk

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