BVAC News July 2026

Editor's Ramblings

It's not often I'm able to include technical articles in BVAC News, but like the proverbial buses, two have come along at once. This month, I've included the first part of Robert Stewart's detailed explanation of the engine swap in his beautiful Alvis 12/70 and next month that will be concluded along with an article from Peter Charlesworth on a radical upgrade of his 1968 Jaguar S-Type. As if that's not enough, along with the usual reports of club activities, there are articles on two far-flung car shows, from Dennis Fortune in Madeira and myself in Shetland. The latter involved my being away for a large part of June, so I've had to rely on others for reports and pictures from shows nearer home. I must apologise for this reaching you a few days later than usual, but it's a bumper edition – 13 pages.

Clear roads, David editor@bvac.org.uk

Events Reports from Philip Titley, photos by Mike Webber

Gather & Brew at Etal showground 14th June 2026

The weather held, the ground was firm, the bacon rolls were ready and oh boy did they turn up in their numbers. A total of 93 cars arrived for the get together that the club organised in lieu of the Thirlestane show this year. 25 of the cars came from invited clubs sending their representatives along with 68 BVAC members bringing their cars along. Everyone was able to enjoy tea, coffee, bacon or sausage rolls thanks to the catering provided by the Lavender Tea Rooms which the club funded as a thank you for everyone's support over the year. There were some fantastic cars to be seen some of which had not been to an event before and everyone enjoyed a great social event talking all things cars and hopefully making some new friends both in the club and with other clubs' members.



Indeed, this kind of event with it's more social nature of a gathering of like-minded enthusiasts with refreshments and not too many time constraints seem to appeal to a large number of the club members so watch out for future similar events.







Moffat and District Motor Club Show 28th June 2026

A dull, overcast and blustery start set the tone for the weather of the whole day but did not spoil what was an excellent and very busy show. All 13 cars for the club stand made their own way to the meeting point just outside Moffat and after getting the entry passes handed out, we all made our way on to the show ground field. Unfortunately, due to the layout and number of cars the space was a little tight for the club though we did manage to get everyone and the gazebo in place. There were a fantastic number of clubs with their members' cars as well as a field full of individual entries which gave everyone something to see and talk about, personally, I would say that this must have been the biggest show at Moffat in recent years. The trade stands, car boot and food and drink vendors gave everyone a great choice for spending their money and having a really good day out before the rain came in just as everyone was making their way home. Being able to stop in the town square was a delight in seeing many of the entrants driving through Moffat on their way home and anyone on the Beef-Tub or St Mary's Loch roads would certainly have an eye full of wonderful machinery going past. Well done M&DMC and we look forward to 2027's show.

 Contact – Editor: David Hunter editor@bvac.org.uk; Secretary: Kenny Wilson 01896 849597

Future Events from Philip Titley *[click on the titles to link to the appropriate web page]*

Club BBQ 18th July 2026

This annual event is taking place at Ken and Helen Grimes house in Tweedbank Leys, Innerleithen. Bookings are still open until 13th July at which time numbers will be confirmed for the catering. The cost of £20 per person includes BBQ food, salad and sides and a drink. JEC members will also be joining us as in previous years. The evenings entertainment is also finished off with the "concours" vote for the car most people would like to take home. Pre-payment on booking is required.

The Barn at Beal Drive-out 26th July 2026



A social run for members to meet up at the Barn at Beal Coffee Shop near Lindisfarne where you can buy your own drinks, snack and food as it takes your fancy. Meet up with club members for a natter about all things motoring or club related or just a general catch-up with friends. Being near the causeway for Lindisfarne there should be some spectacular views and even opportunities for a wander. Those of us meeting at Kelso will leave the square at 10.30 with the aim of being at The Barn around 11.30 where those going direct can meet-up. Parking will be first come first parked and park where you can. Come along, no constraints, stay as long as you want but join in and have a good chat with club members.

Berwickshire Agricultural Association Show 1st August 2026

The Duns Show, a traditional agricultural show including animal showring and horse and pony jumping is held in the grounds of Duns Castle on Saturday 1st August. This is another great show for us as a club to show our cars and support the local Agricultural Association in keeping this traditional show going in the backdrop of Duns Castle Estate. Closing date of 10th July and pre-payment of the entry fee is required.

Wings and Wheels Longframlington 1st August 2026

This is a new event being set up by the auction house WB & Sons at the Flying School grounds near Longframlington in Northumberland. It is anticipated that we would meet up in Wooler to continue the journey to give this new venture our club support as have WB & Sons in supporting us at Thirlestane. Booking form online and pre-payment of entry fees required.



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Ford & Etal Classic Car Show 9th August 2026



This has now become an annual event in our car show calendar being a super show organised by the Estate on the Etal show field and supported by a number of crafters stalls and food and drink vendors. We gather at the Blue Bell Inn at Crookham for tea, coffee and bacon rolls before setting of the final short distance to the show. Booking forms are online and pre-payment is required for both Blue Bell Inn and the show.

All our events are on the club website including the dates of the monthly gathering at Milestone Garden Centre. Check out further shows and events and all updates for activities planned later in September through to our annual Christmas dinner at the Kingsknowes Hotel.

Drive safe

Philip Titley

Club Stand Events Coordinator.

Alvis 12/70 SC Engine Swap, Part 1 by Robert Stewart

What follows, details the engine swap out on my 1938 12/70 Mulliners saloon, DVC 582.



The reason for the work was excessive oil consumption (used 25 litres of oil on a trip from Edinburgh to the Alvis international at Winchester/Bucklers Hard on the south coast covering 1094 miles).

One of the issues found after returning was the high-pressure oil

feed to the rockers in the head had fractured (picture opposite), flooding the head with oil, this was rectified on my return.



The oil consumption was still high, however, not as bad, we were now getting clouds of white smoke on coming to a halt when the engine was hot.

Checked for compression 115 to 120psi across all 4 cylinders. Spark plugs checked, and all showed a clean burn.

The consensus after speaking to others is that oil is getting into the exhaust manifold down the valve guides and burning when drawn in on overrun.

There was also oil coming out of the drain hole in the bell housing. Lately the clutch has started slipping when accelerating in top gear (this is oil contamination).

It would appear wear in the valve guides was allowing exhaust gases to pressurise the engine which was forcing the oil passed the crank shaft scroll seal.

The decision to strip and rebuild the head over the winter was made.

I ordered valves, guides, and a head gasket in preparation for the work.

However, while at the Scottish Alvis weekend in Crieff, I was told of an engine that was available.

The engine was rebuilt by Ronnie Ramsay a restorer of Alvis and other vintage cars. Ronnie sadly passed away in 2024 at the grand old age of 102.

The engine had been a retirement project, which he could work on at the garage which his son John now runs in Irvine.

It is engine 16254 from chassis 15767, car 20114, Mulliners tourer 47795 registered CUS 524. Light grey with grey upholstery. Twin carbs and 4.75:1 axle, ordered with 3 door hinges each side. Despatched to Galts of Glasgow 1st May 1939. First (and only known) owner Mrs. Jean M. Mill, Fastnet, Ralston Road, Bearsden, on 2nd May 1939. The story goes that it was written off in an accident but that the engine was good and it was kept when the car was scrapped.

It was then stored in a shed for 60 or so years until Ronnie managed to get hold of it. The engine had frost damage. During the rebuild the block was stitched and sleeved. (See Photos)

The engine came in a frame, and all ancillary components present including a radiator and had a new clutch fitted. The engine was seen running, which although not an exhaustive test, was enough to tell me it was working.

After some negotiation I bought the engine.

The idea is that I swap the engine, which will allow me to use the car while I then strip down and restore the original engine at my leisure.

Engine Removal

One thing I have discovered during this process is that the procedures that you think will be difficult are usually easier than you think, conversely, jobs that you think should be easy can have you muttering under your breath for hours on end and smashing your knuckles off every hard surface on the car.

The first task was emptying the fuel tank, by disconnecting the carburettor fuel line, connecting 12V power to the fuel pump and using a flexible hose, drain the tank into a suitable fuel container.

Disconnecting the batteries was the next task (two 6Volt in series under the back bench seat).

I removed the headlights and fog light, this proved relatively easy. You must remove the lenses and disconnect the bulb holders (remember to photograph the connections before disconnecting) and carefully pull the wires out of the housings, then unbolt the light bar at both ends and remove. The fog light was mounted on the starting handle guide, after disconnecting as above, unbolt and remove.



I used my trolley jack to lift the font of the car up and put it on the ramps as they are more secure than axle stands (great care is needed when using a trolley jack as the arc of the lift arm can pull the car forward or could cause the jack to slip).

Once secure I drained first the radiator then the engine and gearbox.

After removing the split pins, remove the nuts holding the radiator to the frame at the bottom. Be careful to collect the rubber mounts, next remove the bonnet and the tie rod from the top of the radiator going to the bulkhead, remove the top and bottom hose, I have an electric fan fitted to my radiator which I had to disconnect. The radiator should now lift out (remember there may be some coolant left in the radiator).

I then removed the front doors and the front seats.

Disconnect the dynamo and starter and remove (remember to take note of all the connections I find taking photos of the wires before disconnecting helps when it comes to reconnecting).

The carburettor and inlet manifold were removed as was the exhaust manifold and downpipe. I removed all the studs from the head, they are 5/16 BSF thread (worth getting taps and a die to clean up threads). Earth straps to engine removed and distributer disconnected distributer cap removed along with HT leads.

Disconnect and remove the advance retard linkage between the steering column and the distributer.

Oil pressure and temperature feed pipes disconnected and moved out of the way.

Oil feed to the head removed.

Removing the floor

Although this would seem to be a simple task it turned into a bit of a nightmare firstly when the car was restored approx. 20 years ago new floorboards were fitted. Unfortunately, none of the original fixing points seem to have been used, this resulted in multiple wood screws

holding things together and this was mixed with nuts and bolts going through the heavier parts of the wooden frame.

The foot board for the clutch brake and throttle was very neatly made with holes cut for the pedals, although the throttle pedal is easy to remove the clutch and brake are quite frankly a nightmare as you have to lie half in the car and reach behind the board with both hands which although unscrewed from the car will not allow easy access to the linkage with a spanner in each hand working blind and when you inevitably drop the spanners you have to get out and retrieve them from the floor under the car (Oh the Joy).

When you eventually remove the pedals - put your feet up and have a large glass of red, next day the rest of the floorboards can easily be removed.

The clutch lever must be removed if you are taking the engine and gearbox out as one. However, this cannot be done until you lift the back of the gearbox approximately 2" as the lever pivot is in line with the brake pivot and there is not enough space to remove the clutch lever.

On the bottom of the gearbox there is a tie rod to stop the engine and gearbox twisting under load, this needs to be removed.

Disconnect the reversing switch from the back of the gearbox.

Unbolt the prop shaft from the gearbox.

Disconnect the speedometer cable.

There is a locating plate at the back of the gearbox remove the two bolts holding it in place on the chassis.

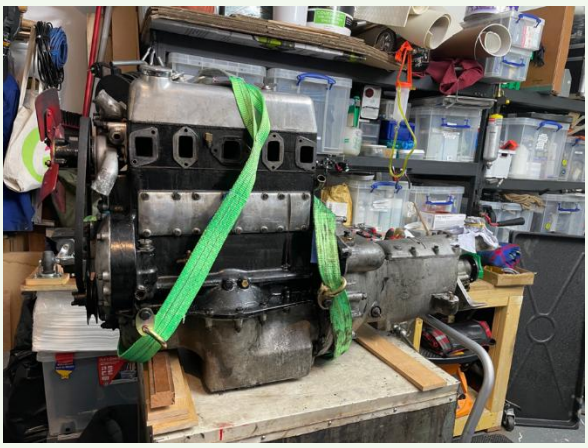
Lower the car back to the ground.

On my car the bulkhead/firewall had previously been cut and bent out the way to allow the engine and gearbox to be removed as one and a thin plate screwed in to fill the gaps. I will be improving on this while the engine is out to make it easier to fit the engine and gearbox.

The engine should now only be held by the engine mounts. I discovered that one of the rear gearbox rubber mounts had the top plate with the single threaded rod had become delaminated from the rubber which helped make for an easy removal (more about this later during fitting).

On the side of the engine main casting there are four threaded holes which are not used I suspect they were used in the factory when the engine was being made, I fitted them with engine hoist eyelets which helped when lifting the engine and gearbox out.





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All engine mount nuts can be removed, apart from the front mount bracket to the chassis which should be removed when the engine is lifted.

When the engine was delivered I borrowed my neighbours 1 ton engine hoist to lift the engine out of the back of the van, however it was obvious that I would not be able to use it to fit the engine and gearbox as it only had a reach of 30 inches and a reach of 40 inches was required. I purchased a 2 Ton folding hoist, which worked perfectly.

When it came to removing the engine and gearbox two friends Rob Halley and John Wyatt (*local car mechanic/restorers*) came and helped (*I say helped if I'm honest they removed it and told me what to do*) this was very useful as one was in the car while the other was checking the engine bay and I was on the hoist. We used a load balancer to tilt the engine during removal (this made life so much easier). We lifted the engine and rolled the car out from under it.

Part 2 covering fitting, testing and running in the new engine will be in next month's issue.

Madeira Classic Car Revival – May 2026 by Dennis Fortune



While on holiday in Madeira in May 2025 I was there for the annual Madeira Flower Festival which as part of the months' festivities a classic car parade is held mid-month with the classic cars and occupants attired with flowers. Little did I realise that towards the end of that month, as part of this month-long festival, there would be a classic car show. However, when returning this year for another sunshine break but somewhat later in the month I soon realised that there was to be a classic car show as part of the Flower Festival celebrations. And so, on the 22-24th May, the Madeira Classic Car Revival annual event was held, and I was there to go along!



The event is staged on the Funchal harbour seafront with the main show day taking place on the Saturday followed by the racing against the clock event, "Rampa dos Barreiros", on the Sunday where the racetrack is laid out along the corniche with the roads closed and various cars individually race along the sea front in an attempt to be awarded one of the various trophies on

offer. The whole weekend event being staged by Madeira Classic Car Club and which has become one of Madeira's most iconic motoring events.



This year's guest of honour at the show was a bright yellow Ferrari 275GTB imported from Germany in 2023 (top photo). The show features a wide range of vehicles produced until 1996, including cars from many parts of the world as well as heavy vehicles, utility and service vehicles, motorcycles and bicycles and most importantly not forgetting various supercars as well. With almost 500 vehicles on display there's lots to see.





If ever planning a trip to Madeira why not go in the second half of May when you will not only see part of the Flower festival but also this fantastic car show, as some of the photos will show.

Shetland by MG

I'd heard a lot about the biennial Shetland Classic Motor Show over the years, all of it good and as regular visitors to the islands (indeed residents for a couple of years in the early 2000s), Alison and I have long wanted to visit. There was a snag: while I was entries secretary for our show at Thirlestane there was always a date clash. Having given up that job, 2026 was to be the year. The MGB was checked over, found serviceable and booked on the ferry from Aberdeen a few days before the show, so on June 2nd, we drove up to Aberdeen and loaded the car on the overnight ferry to Lerwick. We weren't to be alone – Rob Jenner and Letitia Mace are show regulars and had organised a group of Jaguar enthusiasts including Keith and Tricia Watson, and Alister Scott was also heading north. The show isn't just a one-day affair, there are optional car runs to show off Shetland's



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scenery and delightful country roads on the Thursday and Friday, two days of public show over the weekend and bike runs on the Monday and Tuesday. Like many of the participants, we extended our stay and made a holiday in the isles.





The country runs are well organised, with a morning meet at the ferry terminal in Lerwick, cars heading off in groups of six or seven at ten-minute intervals with a local leader for every group. There are coffee and lunch stops, so it's a great chance to meet other crews and swap stories. It's remarkable how many drivers come a huge distance and have done so regularly over the years, such is the attraction of the show and the islands. One highlight of the Thursday tour was a stop at Aith School where we were welcomed by a most enthusiastic crowd. It's a great way to ensure there are future generations of classic car fans!







The show itself takes place in the Clickimin Leisure Complex in Lerwick. Forty of so selected cars are displayed indoors in the main games hall with the rest of the 200-plus entrants in the surrounding car parks, all on hard standing. There's another huge hall for motorbikes as well as displays of models, photographs and automobilia. If a two-day show sounds a bit hard going, don't worry, the complex is only a few minutes' walk from the town centre, so you don't have to remain on site the whole time. The show is hugely popular with the

locals with a public attendance of over 15% of the total population of the islands! It's a delightfully friendly, laid-back show and despite the vagaries of the Shetland weather (bright and sunny for the tours, grey and chilly on show days) we had a great time and can thoroughly recommend Shetland for 2028.



Over the nearly three weeks we were away, the MG covered 1150 miles and I'd like to say it behave faultlessly – it did so in Shetland, but on the run home from Aberdeen the water pump started leaking and the overdrive started cutting out intermittently. We made it home (just) and as I write a new water pump is installed but the overdrive problem is still to be diagnosed. Despite that we had a great time, and show or no show, Shetland offers some delightful touring for an older car – the roads for the most part are in a state that puts the rest of Scotland to shame, although the main road north from Lerwick has been extensively dug up to support the new wind farms, rather spoiling the effect for ten miles or so. If you fancy making the trip, both ferry space (particularly cabins) and accommodation are limited so it pays to book well ahead. Northlink Ferries sponsor the show and provide discounted fares, but don't wait, book early and you can claim your discount retrospectively.



Here's Rob making some noise!

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BVAC Merchandise Goes International!



Mike Webber is used to arranging deliveries of club merchandise, but last month he had a tricky delivery. Some of you may remember Thomas and Cecilia Int-Veen who brought their immaculate Jaguar Mark 2 from Hannover in Germany to Thirlestane in 2022 and unsurprisingly took the prize for the longest distance travelled to the show. Payment and delivery posed issues when they ordered one of our popular green Dover jackets, but Mike managed it via their daughter's Scottish bank account and a rendezvous between Mike's son and a family friend at the Eagle Gates. Where there's a will, there's a way!

Nostalgia Corner

Thanks as usual to Fred Magill and Chris Biggs for this month's selection of nostalgia.

Chris writes:



I came across this reminder of how the British motor manufacturing industry used to be. Morris Motors and Pressed Steel Fisher, Cowley, Oxford in the 1970s when at their height. They employed 35,000 people. A section of the site currently houses BMW's Mini Plant, mostly built by robots supervised by small teams of people.

Fred has sent this price list from the Cooper Car Company which in 1967 would upgrade a brand-new Mini Traveller to Cooper S standard with a 1275cc engine for just about double the price of the standard car. There's also an impressive list of optional extras that could add several hundred pounds to the bill. A tiny high-performance estate didn't come cheap!

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Jan. 1967





COOPER MINI TRAVELLER—1275 'S'

Basic Price of Mini Traveller, with wooden battens	£465	0	0	
Purchase Tax	108	17	11	
To 1275 'S' specifications, supplying and fitting 1275 cc. engine unit (on exchange for 850 cc. unit), gear box and transmission (on exchange), disc brakes, suspension modifications, 4½" steel wheels with SP.41 Tyres and tubes, exchange speedometer unit, exchange exhaust system.	500	0	0	
	£1073	17	11	
Extras available				
To Re-spray to specification interior & exterior	70	0	0	
To modify front wings to accommodate rectangular headlamps and supply and fit headlamp units.	75	0	0	
Cooperallye Fascia Panel including rev counter, oil temp. gauge, ammeter, cigar lighter, clock, radio & aerial, switch panel illuminated, water temp. gauge, oil pressure gauge including fitting	85	0	0	
Cooper Magnesium Alloy wheel including studs	14	16	0	each
Fully reclining sports seat fitted	22	10	0	each
Head rest	5	5	0	each
Leather covered Steering Wheel	10	10	0	
Fly-off Hand Brake, fitted		12	6	
Interior Door Handles, fitted	3	10	0	
2 Reversing Lights, fitted	6	10	0	
2 Recessed Cibie Spot lights and grill mountings, fitted	15	10	0	
2 Wing Mirrors, fitted	3	0	0	
Large Throttle Pedal, fitted		12	6	
Panoramic Rear View Mirror	1	10	0	
Sound Deadening felt kit, fitted	7	10	0	
Headlamp Flasher Unit, fitted	3	5	0	
Map Reading Light	3	5	0	

For details of other extras ask for our accessories catalogue.

COOPER CAR CO. (SALES) LTD.,
T. & T. House, 42 Portsmouth Road, Cobham, Surrey, Tel: 01-266-4493

The above prices are subject to fluctuation without previous notice.

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