BVAC News June 2026

Editor's Ramblings

This month, as well as the usual reports on club events past and future, we have a fascinating and well-illustrated article by Bruce Smith of the TVR Club telling the tale of a trip round the North Coast 500 in a pair of TVRs. We must thank Bernie Harnett, who was also on the trip and took some of the photos, for getting the author to share it with us. Thanks are also due to Philip Titley, Mike Webber, Fred Magill, Chris Biggs and John Littlewood for providing material for this edition – the less I have to write myself, the better!

As I will be away for much of June, visiting Shetland to take in the Classic Motor Show along with several other BVAC members, I'd be grateful for any reports or pictures from club events for next month's issue. There might just be a report from Shetland as well!

Clear roads, David editor@bvac.org.uk

May Events

Philip Titley organised a visit to the Kingdom Classic at Lathalmond in Fife on May 3rd, but the take up was very disappointing – only three people booked and as far as I could see, I was the only one who actually turned up. This was a shame, not only because of the wasted effort by Philip, but also because you missed a fascinating day out. Admittedly it rained on the drive north, but it was dry at the show if rather chilly. The show was very informal with people and cars coming and going during the day and some interesting cars to see, however the highlight of that location is the Scottish Vintage Bus Museum. Not only do you get access to the



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museum but also their workshops. Anyone who's been involved with car restoration can't but admire people who undertake a complete rebuild of a double decker! At the other end of the scale, there was a modern replica of a Peel P50, probably the smallest car ever built in Britain. The replica boasts a 110cc engine, a healthy step up from the original 49. The owner told me it's good for about 40mph, "Anything more would be scary!". I think 40 sounds quite scary enough! As an Edinburgh lad of a certain age, this trio of buses brought back memories. I well remember the Daimlers on the 18 which seemed ancient compared to the Leylands on the 24. The pedant in me wants to point out that the 18 didn't go anywhere near Tynecastle nor did the 24 go to the zoo.







Milestone the following week was blessed with rather better weather and a turnout to match as evidenced by the photos below. Notable were a couple of unusual French cars – a remarkably original 1970 Citroen Ami 8 and a rather earlier (1925) Salmson, passing through

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after taking part in the Salmson Club's tour of Arran, Kintyre and Mull. (I must declare an interest – the Salmson belongs to my brother)









BVAA Kelso Show (report from Philip Titley)



This was a huge success for both the organisers and the BVAC with what must be the biggest show so far for the BVAA on their 50th anniversary year and what was the biggest turnout of club members cars this year so far with 30 vehicles on stand. This was supported for the first time with our own BVAC catering gazebo with Jayne from the Yetholm Bistro ably supported by club member Rob Armstrong providing a number of dishes and cakes for the members during the day all in return for donations that the Bistro will use to cover its costs and provide

support to community groups with any profits. Fortunately, the weather held most of the day with only a couple of light showers but with a fairly strong breeze until it came time for going home and taking down the brand-new gazebo and flags; it lashed it down, but we got there in the end, and all was packed away successfully. Hopefully the pictures do the show some justice for all those that turned out.











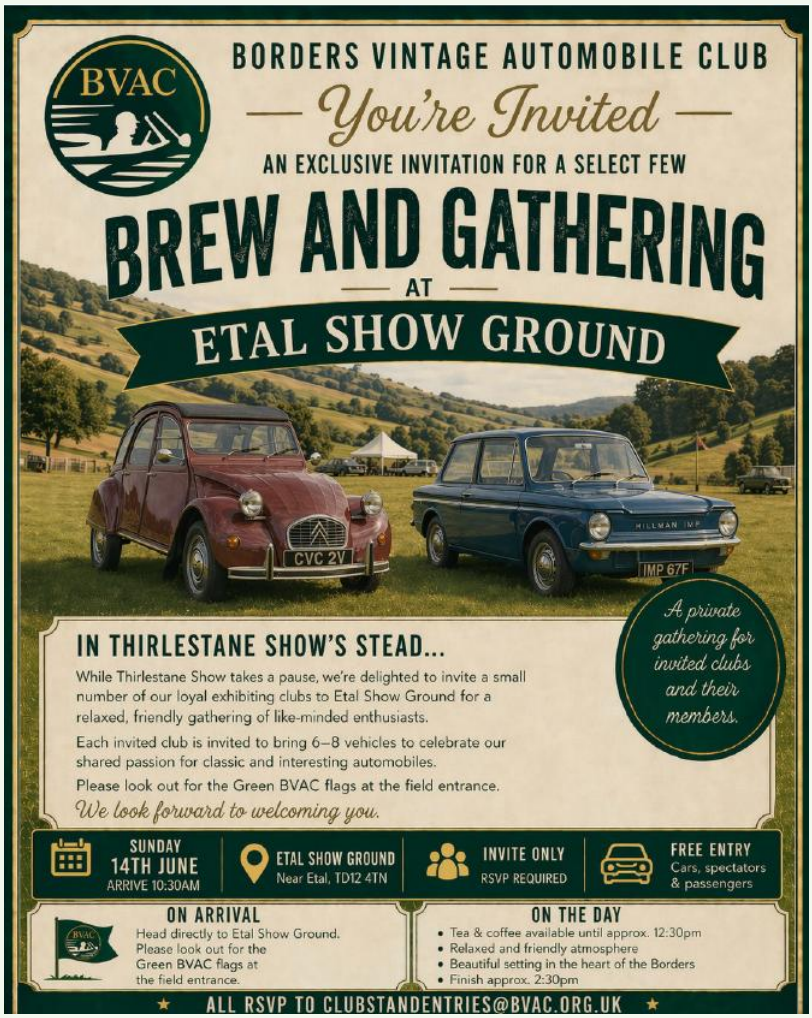
Future Events from Philip Titley

All of the club events and show attendance information up to the end of September this year is on the BVAC website. Check it out, find the event and fill in the form to let me know you want to attend. Remember, any charges or entry fees are payable on booking into the BVAC bank account and please remember you need to have your annual membership fees up to date and paid as only current members can attend our stands and events in order to be covered under the insurance arrangements.

The next events are:

- 14th June sees the Gather & Brew at Etal showground from 10.30 to 2.30pm. This is a social gathering in lieu of Thirlestane Castle show and is for members and invited

guests only. Arrive and leave when you want, but tea, coffee, bacon or sausage rolls are being served from 10.30 to 12.30 so there will be plenty of time to see the cars and join in the chat. *(This coincides with the regular Milestone meet, so you have a choice or the possibility of going on from Milestone to Etal)*



- 28th June is Moffat Show and I will need to get our list of entries to the organisers by 29th May. Send a form if you want to be there for what is another great show day. If your entry is not in by then it will be too late as they do not encourage late entries. *(By the time you read this, the entry deadline will have passed but you can always go along to spectate)*
- 18th July is the Club BBQ held at our members Ken and Helen Grimes own house in Innerleithen. £20 per person gets you a plate of scrumptious BBQ cooked by Ken with sides and salad available and also includes a drink. Get your forms in early so I can confirm catering numbers in plenty of time. Don't forget that the club concours also happens at the BBQ event and is where club members vote by ballot for the car they would most want to take home - trophies and prizes will be presented.
- 26th July see a club social event where members will gather at the Barn at Beal Coffee Shop near Lindisfarne. There will be a meet up time to encourage everyone to get there and so we can advise the coffee shop of the numbers to expect. All purchases are at your own expense. This is going to be another great excuse to enjoy a drive out and enjoy the company of other club members in what is a fantastic location.

As I said previously all the events currently on the website have attendance forms to fill in so get on there and start letting me know you want to be there. See you soon. Safe driving. Philip.

BVAC Merchandise Collection News from Mike Webber

BVAC Merchandise will be on sale at Etal on 14th June, rather than Milestone. Here is a new item, a Flux Softshell Bodywarmer, attractively priced at £29.99. It won't always be as warm as recently! We will also have a polos and sweatshirts from £19.







Last month, the prices were omitted from the featured items: The body warmers are from £39.99, the ladies softshell jackets from £42, the fleeces from £32.50 and the lightbars a snip at just £4.99!

If you would like more information, or would like to order a particular item please e-mail mike.webber@bvac.org.uk

Generations *Or* A tale of two Griffiths by Bruce Smith

A few months ago, I had the honour of being invited to a very special 60th birthday party. Or perhaps to be more accurate a rebirth party, and not so much a party as a special road trip.

The celebration of sixty years was not for a person but a car, a glorious 1965 TVR Griffith, recently and beautifully restored by the one and only Ian Massey Crosse. For those not familiar with Ian, he is something of a legend in TVR circles for his immaculate rebuilds of first generation TVRs (as well as being the owner of an original Tuscan with around a quarter of a million miles on it!)

My invitation (along with another well-known TVR aficionado and BVAC member, Bernie Hartnett) was to join Ian and his Griffith to realise Ian's desire to drive Scotland's famous North Coast 500 route.



A couple of days before our departure Ian and Bernie arrived at my home near Kinross along with the aforementioned Griffith and Bernie's equally lovely 1963 Grantura, a co-restoration masterminded by Ian Massey Crosse. Bernie would leave the Grantura here and ride shotgun with Ian. I would join them for the trip in my 1998 second generation Griffith.



Rather than jumping on the A9 to take the quickest route to Inverness where the NC500 commences, we would take the A93 from Perth through Glenshee towards

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Braemar and turn off northbound toward Tomintoul...anyone who has driven this road knows that it's a very strong contender for best driving road in Britain, though the coming days would see several others that came close.



The weather was kind to us on our first day's drive, so the younger Griffith naturally had the roof off as we made good time heading north to our first night's stop at Tain, a bit north of Inverness, arriving there not directly on the A9 but having taken the lovely detour over "The Struie" where we stopped briefly in the light rain to photograph the cars looking over the Dornoch Firth.



Day two would be our longest day's drive, following the A9 north to Thurso where we took a slight detour to visit Dunnet Head, the most northerly point on the UK mainland. The weather was slightly less kind to us with regular drizzly showers of varying strength. Young Griff's roof was still off though, right up to the point where Ian and Bernie very considerately pulled in at a lay-by believing that I was getting soaked and needed to put my roof on...which I did...as a result of stopping at the lay-by,



The wild parts of Scotland (other than Paisley on a Friday night) are equally beautiful regardless of the weather, just plain lovely in the sunshine but even on a damp grey day like today, beautiful, moody and slightly intimidating...inevitably parallels to the Griffiths came to mind. TVRs definitely feel at home in the Highlands (Didn't that farmer chap off the telly once write that TVRs were so aggressive they should be Scottish?)

Non TVR owners often seem to consider our cars to be a handful and a challenging drive. I've always considered my Griff something of a pussycat (as long as you don't pull its tail); but Ian's 65 Griffith is a different story...it's 4.7 ltr V8 putting out at least 300 bhp, it's short wheelbase and incredibly skinny tires. Yet in the hands of Ian (who, I'm sure he won't mind me saying has 20 years on the TVR), the Griffith was never a handful and just ate up the miles in an always graceful manner.

The skies had cleared by the time we arrived in the late afternoon at Ullapool for our overnight stop at The Arch Inn, with the highlight of a quite incredible accordion player...definitely not Jimmy Shand!

To list our stops along the way to take in the views or indulge in some automotive vanity with the camera would result in a long and tedious article, so I'll let some our photos do the talking.





It would be disingenuous to imply that the trip concluded without a hitch. On the last leg of our journey back to Kinross, just at the north end of Glencoe Ian's Griffith threw an oil hose, resulting in the car having to be recovered back to my place, where the next morning Ian was able to fashion a repair that got him home to Wiltshire to prepare for his next trip...providing his skills to support a Grantura at Classic LeMans the following weekend.

For me, any car becomes special because of the adventures you have with it, and TVRs are certainly for the adventurous. These two generations of Griffith were fantastic travelling companions and illustrated how the ethos and soul of TVR evolved but remained consistent throughout the decades, raw, powerful and soul stirring. I for one will be grateful that no EV generation will follow, it simply would not be continuing this bloodline.

Sharing trips with friends like Ian and Bernie, in two very special cars, through stunning landscapes on great driving roads make for very special adventures. Here's to the next one.



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Nostalgia Corner

Thanks to Fred Magill and Chris Biggs for this month's selection of nostalgia. The picture of the MGA line at Abingdon from Chris illustrates how production was organised in the 1950s. These completed chassis have been pushed from the 'chassis line' and on to the end of the main assembly line. Bodies are dropped by hoist from the trim floor above, and not a robot in sight!











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