BVAC News November 2026

Editor's Ramblings

This month, as well as the usual diet of club event past and future, we have two very different articles contributed by club members. From Philip Kearney we have the story of a gathering of Minors at Beamish, while William Mykura tells of his adventure collecting a fifty-year-old Renault he'd bought in Portugal. Thanks to Philip, William and everyone else who's contributed this month. Talking of diet, remember that our Christmas Dinner is fast approaching so if you haven't already, now's the time to book your place. **Stop Press: Special Christmas offer on club merchandise – jump to page 10 for details!**

Clear roads, David editor@bvac.org.uk

AGM report from Kenny Wilson

Our club Annual General Meeting was held on 14 October at Earlston Church Hall. Our Chairman Keith Watson welcomed a large gathering of club members and reported that the club has had a good year with increased membership and greater focus on club meetings and events. Treasurer Norman Burr discussed the club accounts and said that finances are in good order for the coming year particularly in the club's ability to run our event at Thirlestane again in 2027. The membership subscription was discussed as this has not been reviewed since 2011 with a vote taken to increase membership by £5 for the 2027 year with possible further review required in the next few years.

The election of office bearers and committee members then took place with the following elected for 2027:

- Chairman - Keith Watson
- Vice Chairman - Rob Jenner
- Treasurer - Norman Burr
- Secretary - Kenny Wilson
- Committee - Duncan Dorman, Jonathan Hunter, Edward Maitland-Carew, Philip Titley & Olga Olesheva

After a break for refreshments Rory Bryant gave a talk on his role as the club's event manager for the Thirlestane Rally next year. Rory will completely oversee all aspects of the rally next

year including entries and publicity and plans for the event are now well in place. Following Rory's talk, Chris Macvie from Black Sheep Media gave a very thorough presentation on the improvements being made to the club website which will have improved accessibility for the public and club members and will be able to deal with entries for the Thirlestane event and club membership renewals in the future. The Committee also thanked Jono Hunter for his work in promoting and updating our club Facebook page over the last few months. Our Club Stands Organiser Philip Titley then gave a report on club stand activities in the last year with BVAC members attending a range of other rallies and events with a much improved presence due to the purchase of a new branded gazebo and branded equipment trailer.

There being no further business Mr Watson closed the Meeting at 9.05pm and thanked all those who had attended.

Important Announcement Regarding Subscriptions

BVAC membership subscriptions for 2027 will become due from January. The club is in process of upgrading our website to allow members to renew via the website. Please do not pay your subscription before advised as this may result in the renewal payment not being actioned correctly.

Other October Events

Treasure Hunt

The month started with a car treasure hunt, organised by Alison and myself with the finish hosted by Adrian Kendal at Woodnorton in Hawick. It was a beautiful autumn day, just ideal for a gentle drive through the Borders countryside. We had a good range of cars turn out from William Balfour's 1934 Lagonda to a variety of more recent classics and moderns. A draw was declared between the teams of Peter and Alan Charlesworth and Deb and Greg Harm who not only managed full marks on the questions and tasks we'd set but (rather to our embarrassment) found more animal farm signs than we'd spotted on the trial runs! I hope everyone enjoyed the afternoon, and thanks to Adrian and his team of helpers for marshalling the car parking and providing teas and coffees.



For anyone who wants to find out where they went wrong or wants to try again, I've uploaded the route instructions with all the answers – click here.

Milestone

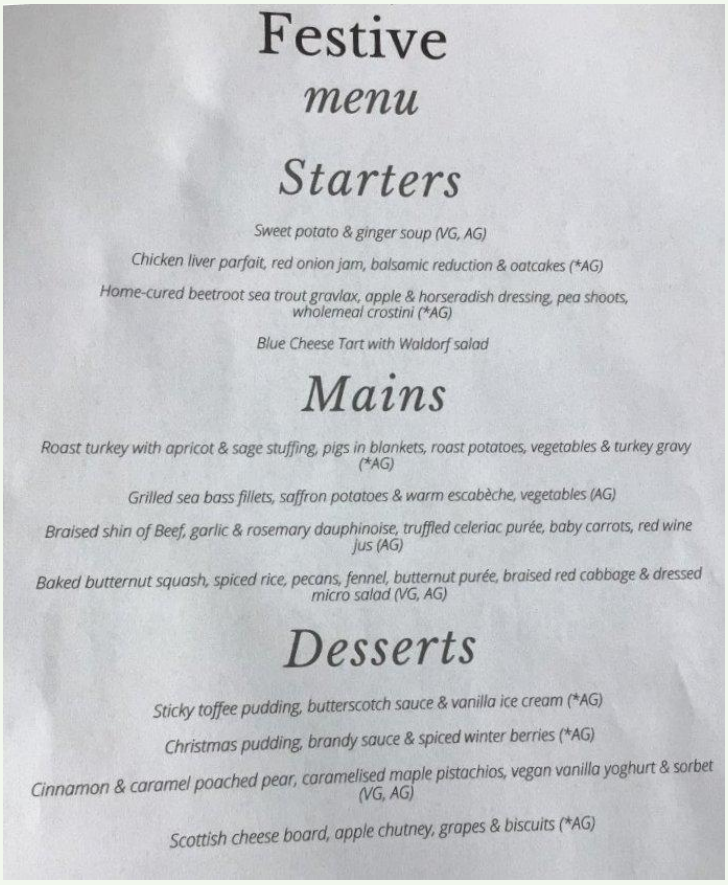
Our regular breakfast meet at Milestone was particularly well attended this month, including the first appearance of William Mykura's Renault 15 which features in the article later in BVAC News. Thanks to Kenny Wilson for the pictures.



November and December Events

Christmas Dinner

As advertised last month, the annual club Christmas Dinner will be held at the Kingsknowes Hotel, Selkirk Road, Galashiels, TD1 3HY at 7pm for 7.30 on Saturday 5th December. The cost will be £38 for three courses with a two-course option for £32. Don't miss the chance of great food, great company and a fun evening, so make sure to get your place booked. We can thank Helen Grimes for her organisation and efficiency in putting this event together. Here's the menu and a link to the form which you can complete and return to Helen with your menu choices and payment. Don't delay, 24th November is the deadline for booking!



Festive
menu

Starters

Sweet potato & ginger soup (VG, AG)

Chicken liver parfait, red onion jam, balsamic reduction & oatcakes (*AG)

Home-cured beetroot sea trout gravlax, apple & horseradish dressing, pea shoots, wholemeal crostini (*AG)

Blue Cheese Tart with Waldorf salad

Mains

Roast turkey with apricot & sage stuffing, pigs in blankets, roast potatoes, vegetables & turkey gravy (*AG)

Grilled sea bass fillets, saffron potatoes & warm escabèche, vegetables (AG)

Braised shin of Beef, garlic & rosemary dauphinoise, truffled celeriac purée, baby carrots, red wine jus (AG)

Baked butternut squash, spiced rice, pecans, fennel, butternut purée, braised red cabbage & dressed micro salad (VG, AG)

Desserts

Sticky toffee pudding, butterscotch sauce & vanilla ice cream (*AG)

Christmas pudding, brandy sauce & spiced winter berries (*AG)

Cinnamon & caramel poached pear, caramelised maple pistachios, vegan vanilla yoghurt & sorbet (VG, AG)

Scottish cheese board, apple chutney, grapes & biscuits (*AG)

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

Club Talk - Sunday 15th November in Earlston Rugby Club 7pm

"Clubs & Cars" by Letita Mace and Rob Jenner.

This is the date when our Vice Chair, Rob J and his good lady Letitia M, give their presentations, Rob will take you through a lifetime of motoring stories from his first days in Coventry with an Austin A30, to his recent exploits with some of the toys from the Jaguar Heritage toy box, be sure not to miss this one, refreshments provided on the night.

Garage Visit, The Car Cave, Bonnyrigg - Saturday 28th November 11am to 2pm



Allan Potts, the owner of the Car Cave has kindly agreed to host a garage visit for members to his business in Bonnyrigg. It is a fully working garage that specialises in classic cars particularly Fords and especially importing South African sourced cars which are amongst the many cars he has for sale, and which will be on view during the visit.

There is no catering on-site, but the National Mining Museum is just back out on the main road through Bonnyrigg and gives anyone the opportunity to get refreshments or food if they want to.

Please remember to fill in the form through the website event page here if you want to be there as space is limited.

And finally…

Don't forget our monthly breakfast gatherings at Milestone Garden Centre, Newtown St Boswells on the second Sunday of every month. No need to book, just turn up between 10 and 12. The next couple of dates are November 8th and December 13th.

MMOC Great Autumn Gathering

by Philip Kearney



As part of the 50th anniversary celebration year, the Morris Minor Owners Club held the Great Autumn Gathering over the weekend of 19th/20th September at Beamish Museum in County Durham.

For those who have never been to Beamish, it is an open air living

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museum, using real and replacement buildings, artefacts and 'costumed engagers' to explore different eras of history including 1800's town and farm, 1900's colliery and pit village, 1940's wartime farm and the most recent recreation, a 1950's village, including police station, council housing, hairdressers, chip shop, record shop and cinema, complete with 1950's streetscape.



The autumn gathering was a two day event with the Saturday being a scenic run around the Durham Dales, planned and lead by the North East branch of MMOC. Leaving from the Beamish museum, the excellent route headed south through Tow Law and Hamsterely and on through Barnard Castle (not time to stop for eye tests), Middleton in Teesdale and High Force Waterfall and over the moor tops for a lunch stop at Stanhope. After being fed and watered by North East branch members, the route headed on through lovely villages such as Wolsingham, passing by the Weardale Railway and ending back at Beamish Museum. A 103 mile route on a sunny but blustery autumn day, taking in some fantastic scenery, climbs and descents, none of which is too far away from the Borders (and yes, I did keep the maps and directions, just in case!)



Sunday was the main show day, so we headed south again with the 1949 lowlight saloon and the 1955 2 door saloon. The main event was the display of cars on the show field, an event space near the fairground and steam railway and only a 5 minute walk to the 1900's Edwardian Town. The show field is also adjacent to the tram and bus stops, so the rest of the museum could be accessed easily vintage bus or trams which run throughout the day. As part of the event, Beamish museum also allowed a number of pre 1959 Minors to park at various points around the 1950's village, adding to the street scenes for museum visitors, with a



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van parked outside the shops, a police car outside the police station and saloons and travellers parked outside the 1950's houses. Visitors to the 50's village could attend the Grand Cinema which had showings of period Morris and BMC factory films throughout the day to keep the Minor theme going, have their hair done at the hairdressers, enjoy quality fish and chips, browse the latest hits in the record store or choose the latest technology from the electrical store.

Back on the show field, there were 83 Minors on display spanning the range, from Saloons, Convertibles, Travellers, light commercials (vans, pick ups and Royal Mail Van) and even a late metropolitan police panda car. Conditions ranged from daily drivers, modified cars (one purple traveller with a 1.5 diesel engine) to a display of concours cars (happy to say I won second in the concours). Owners could spend the day looking around the cars or they had free rein around the museum and with many being first time visitors, a day barely scratches the surface of the era's and displays around the museum.





For me, the highlight of the day was actually at the end of the day once the show was over. The club had arranged with the museum to allow any remaining members to drive up and park their cars on the famous and photogenic 1900's for an 'after hours' photoshoot. Being allowed to drive and park on the cobbled streets was a real pleasure and provided a great backdrop in the evening sunshine but we were also able to park outside the period garage (Beamish Motor & Cycle Works), as used in many period dramas, and have photos taken of your car. A great way to end a celebration weekend and although primarily for club members in the 'north', was attended by Minors from Scotland, the north and as far away as Norfolk and even the Dorset coast. Nowhere is too far for a Morris!

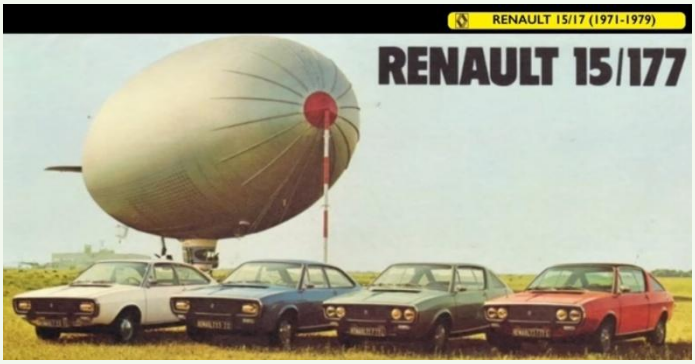


For those who have never visited Beamish, with or without a classic car< I would highly recommend it. The entrance fee is valid for a full year, and you'll probably need at least two days to see it all.

https://www.beamish.org.uk
https://www.mmoc.org.uk/

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Renault 15TL – Buying a Car in Portugal



I've always had a soft spot for the Renault 15 since I used to own one back in the 80's. It's a 1970's 2-door coupe, now so rare that few people know what it is, let alone have ever seen one. So, when a left-hand-drive car on French number plates came up for sale in excellent condition with low miles, I just couldn't resist...

Just one problem - it was for sale at a dealer in Portugal.

Buying the car was easy, and I thought it would be straightforward to import the car to the UK - indeed the dealer offered a 'door-to-door' import service. So, I asked for a quote. It was almost half the cost of the car…

I thought there must be a cheaper way. I could arrange the shipping myself, at a much lower cost. But the car is then treated as 'freight haulage' with all paperwork and duties needing to be complete and paid before import. The organisation, logistics and paperwork were very complex for a novice, so I decided against it.

It then occurred to me that I could drive it back to the Scotland. After all, many people drive to the Continent on holiday… So, after much research, organising and booking travel, I set off on a cheap flight from Edinburgh to Porto in Portugal, with my passport and driver's licence in hand.



The selling dealer picked me from the airport, and we drove to his showroom where my Renault looked good parked in a row of shiny sports cars. I checked the car over to see if it looked capable of my 5-day journey back to the UK – and it looked good!



To drive in Portugal and Spain, the Renault needed a 'Special Technical Inspection' (classic cars are not exempt from an MoT). This had been carried out, for which I paid 240 euros, and would be a very thorough check, I was told. A 'pass' would be printed on green paper, while a 'fail' would be printed on red paper. Fortunately, the Renault certificate came back green…

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The one thing that didn't work was the fuel gauge, but the dealer told me to 'just reset the trip meter and refill around 250km'. I did this and it worked out ok.

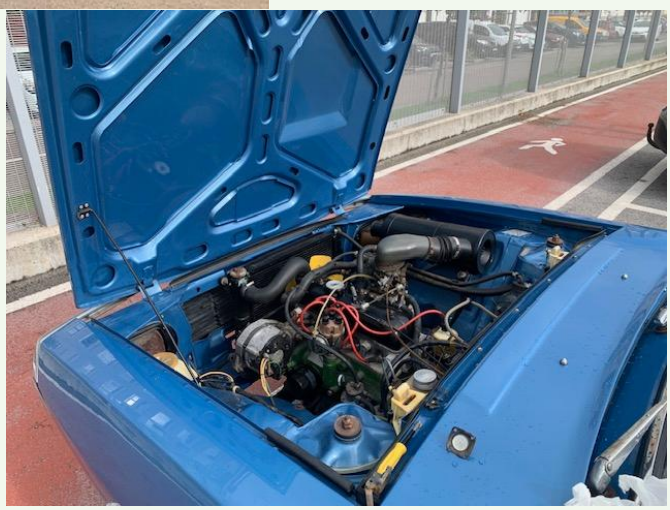
I needed insurance, and it was difficult to get insurance to drive the car on foreign number plates, but after some discussion with my classic car insurance company, they agreed to provide insurance for a one-way journey only.



So, in the late afternoon I headed out into the scorching Portuguese sun and busy traffic, getting used to driving the left-hand drive car on the right-side of the road. I drove south and east through Portugal, avoiding the toll roads, receiving cheery waves and thumbs-up from other drivers appreciating the classic car, which cheered me up! Several hours later and a couple of fuel stops, I crossed the border into Spain. It was rapidly getting dark, and I discovered the badly mis-aligned headlamps and non-existent instrument illumination as I arrive at my hotel. I began to wonder how thorough the 'Special Technical Inspection' had been…but the Renault had performed well.



The following day I had a long and leisurely drive through Spain to the north coast for my next overnight stop. The Renault purred along happily on its eager little 1300cc engine at a steady 100kph. I enjoyed the empty roads, lovely weather and views and I stopped at interesting places for food and photos. I appreciated the left-hand-drive – as this was probably the last time the car would drive on the right side of the road for a while.



The next day I boarded the ferry at Santander for my overnight sail to the UK. Before leaving I checked the levels under the bonnet and noticed fuel was leaking from the carburettor and dripping onto the exhaust. I used the hour before boarding the ferry to make up a gasket from a plastic bag to fix the leak using the only tool I'd brought with me, a double-sided screwdriver. This worked for the remainder of the trip.

A calm sailing gave me some rest before arriving in Portsmouth the following evening, and the foreign-registered Renault raised no issues at customs either boarding or disembarking the ferry – apart from interest in the classic car! So, this was certainly the easiest way to bring a foreign car into the UK.



After my last overnight stop at an AirB&B, my final day was the long drive up to Scotland, with stops for fuel every 250km, the economical car needing less than 20 litres to full. To my relief the car performed very well with no breakdowns over the 1600km (1000mile) journey.

Once home, I began the lengthy process of registering the car in the UK. Step one is to make a NOVA declaration (Notification of Vehicle Arrival) to customs and excise within 14 days and pay the Excise Duty and VAT due. HMRC insist that a Customs Agent does this, so after some shopping-around I found a helpful agent who charged £150 to submit the form. Classic cars over 40 years old are exempt from Duty, and VAT is limited to 5% of the car's value. There is a helpful 'cars' team at HMRC who will advise on this.

Once this is done, an application can be made to the DVLA for UK registration, using a V55/5 form. Lots of information is required on the vehicle, its age, owner identification, along with the payment of a £55 first-registration fee and VED if required. The form is complicated as it applies to all types of new and used imported vehicles, but eventually you will receive an age-related registration number issued to your vehicle. You then need to have appropriate registration plates made up and fitted, and you're ready to go.

So, my Renault 15 will get an 'L' registration for 1973. But I'll keep the original French registration plates for display at Classic car shows!

How much did it cost? In addition to the cost of the car, just over £7500, I paid:

Technical Inspection £200, Customs Agent £150, VAT £400, Registration fee £55, Number plates £20. And my cost for collecting the car: Flight £93, Ferry £425, Accommodation & food £155. GRAND TOTAL £1500.

It was a high-risk adventure driving an unknown 53-year-old car on a 1000 mile journey, crossing various countries, on foreign number plates. Any breakdown could have spoiled the trip, as I'd have missed my bookings and connections. I was lucky that the car ran so well, and I had a great holiday and thoroughly enjoyed the experience. But I'm not sure if I'd risk it again!

Winter Storage

Safe, secure and dry storage covered by CCTV for one classic car, or two bikes located close to Reston, easy access from the A1.

Please contact Rob Jenner for more details 07747130139, rob@xclusivelyjaguar.org

Car for Sale

Fred Magill is selling his 4.0l supercharged Dual Fuel Jag with under 58000 Miles due to inability in getting in and out of this superb motor car.

Contact Fred Magill

01578 718965

0781 202 4862



Club Merchandise Sale (prices over, orders to mike.webber@bvac.org.uk)



BVAC

Price List Autumn 2026

VISA mastercard AMERICAN EXPRESS

v.10 21/10/2026

DOVER JACKETS & SOFT SHELLS all £42

TRW297	Dover Jacket	£42.00
R121M	Result Soft Shell Jacket	£42.00
R121F	Result Soft Shell Jacket Ladies	£42.00

GILETS & BODYWARMERS from £29.99

R193	Ice Bird Padded Gilet	£37.50
R191F	Ice Bird Padded Gilet Ladies	£37.50
R244X	Result Padded Bodywarmer	£29.99
RG154	Soft Shell Bodywarmer	£35.00

FLEECES from £32.50

TRA500	Regatta Sigma Heavyweight Fleece	£37.50
8700M	Russell Outdoor Full Zip Fleece	£33.00
TRF532	Regatta Thor III 280 Lightweight Fleece	£33.00
UC601	Uneek Premium Fleece Full Zip Heavy	£35.00
UC604	Uneek Full Zip Fleece Mens	£32.50
UC608	Uneek Full Zip Fleece Ladies	£32.50
UC602	Uneek Quarter Zip Fleece Jacket	£35.00

RUGBY SHIRTS, SWEATSHIRTS and HOODIES

FR40	Quarter Zip Fleece by Front Row	£25.00
UC204	Uneek Premium Sweatshirt V Neck Long	£29.00
UC203	Uneek Premium Sweatshirt Round Neck	£29.00
262	Russell Classic Sweatshirt	£25.00
JH030F	Just Hoods Ladies Sweatshirt	£29.00
JH001	Just Hoods Mens Hooded Sweatshirt	£32.00
TR600	Tri-Dri Ladies Chill Zip Sweatshirt	£32.00
UC502	Uneek Classic Hooded Sweatshirt	£29.00
UC402	Uneek Classic Rugby Shirt	£29.99

POLOS from £18.00

63212	Fruit of the Loom Lady-Fit 65/35 Polo	£24.00
63402	Fruit of the Loom Men's 65/35 Polo	£24.00
PU409	B&C Uni Polo Shirt (Stock only)	£24.00
BA260	B&C Inspire Polo Shirt	£22.00
539	Russell Pique Polo Shirt	£18.00
UC101	Uneek Unisex Short Sleeve Polo	£18.00
UC113	Uneek Unisex Long Sleeve Polo	£21.00

CAPS £15, SKI HATS, BEANIES & SNOODS £12

B15	Beechfield Ultimate 5 Panel Cap	£15.00
B243	Beechfield Superfleece Ski Hat	£12.00
B45	Beechfield Original Cuffed Beanie Hat	£12.00
	Snood	£12.00

PENS, KEYRINGS,TORCHES, MUGS

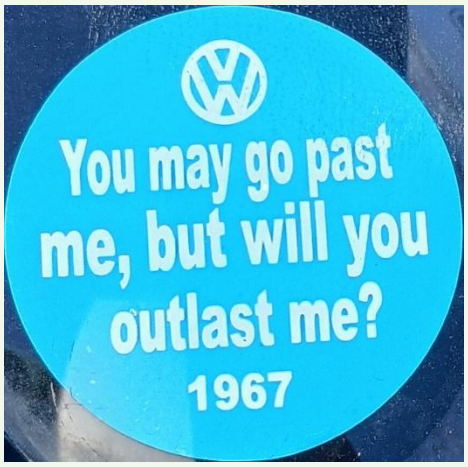
BVAC	Mugs - Mini for Me	£6.00
BVAC	Mugs - Sportscars large	£6.00
BVAC	Mugs - Sportscars Small	£6.00
BVAC	Mugs - Anniversary	£6.00
BVAC	Travel Mug	£8.50
BVAC	Okehampton Mug - Car Design	£6.75
BVAC	Steel Pen	£2.50
BVAC	Soft Grip Pen	£3.50
BVAC	Mustang Coaster	£3.50
BVAC	Ecurie Ecosse Coasters	out of stock
BVAC	6-LED Lightbar Worklight	£4.99
BVAC	Keyrings	£3.00

VINTAGE SWEATERS

G10	Glenmuir Sweater (Medium & Small Only)	£15.00

Odds and Ends…

As well as Fred Magill's usual selection of quirky pictures, here's a sticker I spotted recently on a VW Beetle but it could apply to many of our older cars and a comment on the gadgets in modern cars passed on by David Tait – I'll keep mine as gadget free as possible!



Fred's pictures overleaf show you can go anywhere in a Beetle, apparently, but low bridges are best avoided in Range Rovers!



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And, when last did you get petrol served by a gent in a peaked cap and a white coat, all for 3/6 a gallon? That's 17.5p a gallon or 3.8p a litre and I think the answer's about 1960.





Lastly, here's a cute little car called a Frisky Family Three. The 'three' is obvious if you count the wheels, but where on earth do you put the family?

It's in an auction reported on the PostWarClassic.com website, click on the picture to find out more.

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Leather Repairs

The club has received the following and it is passed on for information. If anyone has any experience of using this service, good or bad, please email comments to editor@bvac.org.uk so we can pass them on in a future edition.

My name is Damian, and I run **Borders Leather Repairs**, a specialist leather repair and restoration business serving the Scottish Borders and surrounding areas.

I am reaching out to introduce my services and explore the possibility of working with your club or business to help preserve and restore leather interiors, particularly in classic, vintage and enthusiast vehicles.

As a certified leather repair technician, trained by the Leather Repair Company, I offer a range of professional services designed to restore and extend the life of leather rather than replace it.

My services include:

- **Leather repairs:** Repairing cracks, scuffs, scratches, splits and damaged leather.
- **Colour restoration and recolouring:** Restoring faded, worn or discoloured leather to improve its appearance.
- **Leather cleaning and conditioning:** Deep cleaning and treating leather to help maintain its condition.
- **Interior restoration:** Improving the appearance of worn leather seats, door cards, armrests and other interior trim.
- **Leather goods restoration:** Repairs and restoration for leather jackets, bags, shoes and other leather items.

I understand the importance of maintaining originality, appearance and quality, particularly when it comes to classic and cherished vehicles. My aim is to provide a cost-effective alternative to replacing leather components, while delivering a professional finish and excellent customer service.

I would welcome the opportunity to work with your club or business, whether through referrals, individual restoration projects, member discounts or an ongoing working relationship. I would also be happy to discuss attending a club meeting or event to introduce my services and showcase examples of my work.

If you have any upcoming projects or members who may benefit from leather restoration, I would be delighted to discuss how I could help. I have also worked on a few of your members cars with amazing results.

You can find out more about my business at **www.bordersleatherrepairs.co.uk**.

Email: info@bordersleatherrepairs.co.uk Tel: 07564 126562