



BVAC News

November 2020

Club News

By now you should all have had the reports which have had to take the place of our regular AGM because of the current Covid-19 restrictions. All the office bearers and committee members elected last year have agreed to remain in post for 2020-21, but no new nominations were received. That means that the positions of Chairman and Vice-Chairman remain vacant which is not a good position for the club, particularly as we approach our golden jubilee. We hope to mark that event with a particularly spectacular show at Thirlestane in 2022. While the day-to-day running of the club and the organisation of events and outings (as soon as they're able to resume) is in the capable hands of Chris Biggs and Edward Maitland-Carew is chairing the group planning for the shows in 2021 and 2022, we lack someone to bring the threads together and act as the public face of the club. It's not such a daunting job as it used to be before last year's reorganisation of the club's management, but a vital one if the club is to thrive in years to come. It's a big ask to step straight into a role like that, but with most of the committee members already multi-tasking we'd welcome any volunteers to help out, learn the ropes and who knows, maybe take on the top job in a future year. Specifically, at the moment we need someone to deputise for Mike Webber on regalia sales for a while.



As you know, our planned outing to Dawyck last month was called off and in the event it turned out a rather grey and later wet day, not ideal for a classic car outing. However, the few who made the 'unofficial' trip were rewarded with some lovely autumn colours in the woods, well worth the journey at this time of year. Hopefully the 'official' visit will be back on again in the spring to see the Azaleas and Rhododendrons at their best.

Now that our virtual AGM has passed, that means subscriptions are now due. The rates remain the same as last year - £20 for an individual and £25 for a couple. In the near future, Kenny will be sending out renewal forms, and I hope you'll feel that it's worth renewing with the prospect of plenty of interesting events and activities next year, Covid-19 rules permitting.

Restoration News

Although events are off at the moment, hopefully you are managing to get out and drive your classic from time to time, or maybe spend more time in the garage getting ahead with that restoration project. Whichever you're doing, let me know any news (illustrated if possible) for future publication – email entries@bvac.org.uk. This month I can report on two projects that have made progress during lockdown.



Fred Magill has been working on his really unusual Opel for several years now (see the December 2018 BVAC News for more details), but it really seems to be coming together now. Fred writes:

The electrical work is complete and this includes retaining the original 6 volt semaphores which are now powered by a 12 volt system using an extra two 6 volt coils to reduce the voltage to 6volt at the semaphore.

The heating system has been built using a Mk 2 Land Rover flat heater.

A stainless exhaust has been built and fitted.

Outstanding jobs are front and rear screen fitment, gearbox out so that we can examine the clutch, upholstery next.

I am still trying to get a chrome strip repaired which goes under the rear windscreen from back door to the other back door.

Does anyone know of someone who could fabricate one?

NEARLY THERE.

Here are some detail pictures and, just by way of encouragement, a shot of what Fred's aiming for is above.



Above: Heater details



Below: New Exhaust



My Morris 8 Two Seater is now with Petrol Haven down the road in Coldingham. They've taken the chassis that I salvaged from a wrecked saloon and having confirmed that it's eminently repairable, have been pushing ahead with the welding work. They also took the



two seater away on a trailer and have lifted the body off the chassis, discovering in the process that the chassis was in even worse condition than I feared, having been the subject of many a bodged repair in the past. I'm now collecting box-



loads of components and bringing them home to be cleaned, refurbished and repainted. Looks like I'm in for hours of fun (?) in the garage over the coming months, but it's good to have the stalled project back under way again. The rear lights turned out not to be a pair although luckily they're externally nearly identical – there's an older one with metal fittings and a glass lens, while the newer one uses plastic for both. Curiously they're wired to a single feed, giving either double brake lights and no tail lights or vice versa – so wrong!

Meanwhile, did anyone take on a new project – perhaps one of the several cars advertised in last month's BVAC News? Do let me know.

Farewell Napoleon

On Friday, Bonham's "Golden Age of Motoring" Auction took place and Lot 207 found a buyer. That means the star of the 2018 BVAC Classic and several other local car shows, Geoffrey Minter's beautiful 1922 Delage CO2 "Napoleon" now has a new owner. With an auction that attracts worldwide buyers, it's highly unlikely to be still around the Borders, but you can always hope. It's a spectacular car and will be sorely missed. I can't wait to see what Geoffrey buys next!



Napoleon is pictured here at the launch of our 2018 show with Doddie Weir on a cold February day and on the club stand at Duns in the sunshine last year.

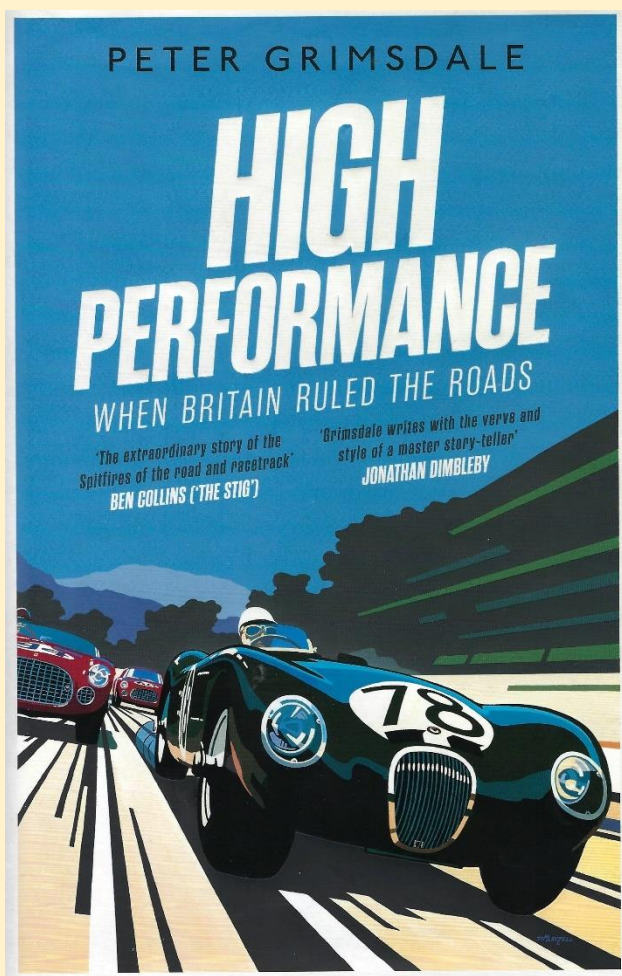


Book Review Mike Webber

This lively and most readable account covers an exciting period in the British motor industry including development of the Mini, the E-Type, the rise and rise of Sir William Lyons, the rise (and fall) of Colin Chapman, the evolution of the Range Rover and how that pioneering legacy persists today.

The author includes many snapshots of pivotal moments such when the Duke of Edinburgh, when proudly presented with BMC's designs for the coming year, told autocratic boss Leonard Lord 'These are no good, you will never sell them'. Lord was, for once, taken aback but the very next day he scrapped the in-house design team's dated evolutions of the Austin Somerset etc. and commissioned designs from Pininfarina in their place.

Peter Grimsdale's fluent and entertaining style make 'High Performance' very hard to put down. This excellent book is widely available on-line for £10 or less, or on Kindle for £4.99.



In the News

Some snippets picked up from recent news articles:

High mileage car saved from scrappage

Quite often these days, sellers of new cars offer attractive deals to trade in and scrap older models. The risk is always that it can encourage owners of potential classics to trade them in for scrap rather than preserve them for future generations. You may recall a few years ago there was a great 'stooshie' when a Ford dealer in Thurso was going to scrap an immaculate 1959 Standard Ten. It was saved by the combined efforts of Danny Hopkins, editor of Practical Classics magazine and the Standard Motor Club. In a twist to the same tale, 'Practical Classics' now reports that a Mazda dealership has agreed not to scrap an old trade-in, not because it's immaculate, but because it has an incredible 402,000 miles on the clock. The car in question,

a 1987 Rover 216 was donated to the Rover 200 & 400 Owners Club and has been auctioned in aid of Muscular Dystrophy UK. It was won by a member of the owners club in Kent and is destined to get a few more miles under its belt on the show circuit. I must say it looks as if it wears its mileage lightly.

Photo: Rover 200 & 400 Owners Club



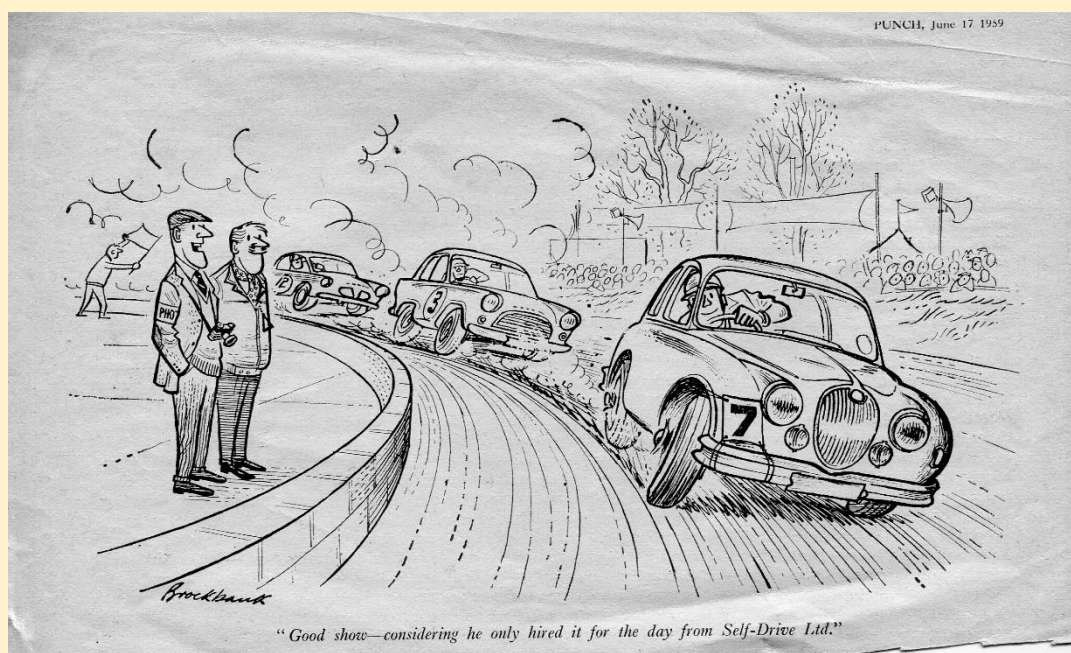
Don Hayter 1926-2020



On a sadder note, we record the passing at the age of 94 of Don Hayter who was the last Chief Engineer at MG and in retirement Honorary Vice President of the MG Car Club. 'Classic and Sportscar' described him as a "lauded automotive designer pivotal in the creation of the MGB".

Race, Anyone?

Thanks to Giles Passmore for contributing this: "Doing some tidying / clearing up, I came across the attached cartoon from Punch which I had kept. As a student member of the



Edinburgh University Motor Club – driving a not particularly roadworthy Ford Special – there was something of the Corinthian spirit about it which appealed to me. I wondered if it might raise a smile.” It certainly does, Giles, so long as it doesn’t give ideas to the volunteer drivers of the minibuses we hire for Thirlestane!

That’s all for now, I hope you’re all getting out in your classics whenever it’s a fine day – a sure cure for the lockdown blues!

David