



BVAC News

November 2021

Annual General Meeting

As predicted last month, the club's AGM will take place in November and you should by now have received your formal notification from Kenny Wilson. Just as a reminder and in case any emails have gone astray, here's his message:

The Annual General Meeting of the Borders Vintage Automobile Club Ltd. will be held on **Tuesday 16 November 2021 at the Church Hall, High Street, Earlston, TD4 6HG at 7.30 pm.**

Agendas and copies of club accounts will be made available, discussion will include the club's proposed 2022 event at Thirlestane Castle and the programme of club meetings and events for the coming year.

Nominations for office bearers and committee (duly seconded) should be sent to the secretary at: secretary@bvac.org.uk or by post to: Mr K.Wilson, B.V.A.C., 7 Hopeknowe, Earlston, TD4 6HA **to arrive no later than Friday 12 November.**

It is hoped that all club members will attend.

For Your Diary

Apart from the AGM, the only club event in November will be our regular monthly meet at Milestone on the 14th. As usual just turn up in the car park of the garden centre, off the A68 at the south end of Newtown St Boswells any time between 10am and noon for a blether and a bite of breakfast.



New Website

As I write this, the new BVAC website is days away from launch; in fact, it may already be there by the time you're reading BVAC News. The address will be the same - www.bvac.org.uk – and although initially it may be quite simple, it has been designed to grow and will soon offer a range of new facilities. You'll be able to pay your subs online (remember they'll be due after the AGM) and not only see what events the club is planning, but be able to book a place online where that's necessary. There will be a members' area which initially contains an archive of BVAC News but will soon also have forums for discussions, technical advice and

for sale and wanted adverts. Also coming shortly will be an online shop for club regalia. One of the main reasons for the new website is to publicise next year's 50th anniversary show at Thirlestane, details of which will be made public soon. Both show entries and tickets for the public will be available online.

October Milestone Meet

Attendances are keeping up well at our breakfast meets, and that was certainly true in October. It's particularly good to be able to welcome one or two new members or members who haven't been around recently. Here are a few pictures to remind you of the October meet and hopefully encourage you to come along next time.



Obituary

John Redburn 1932-2021

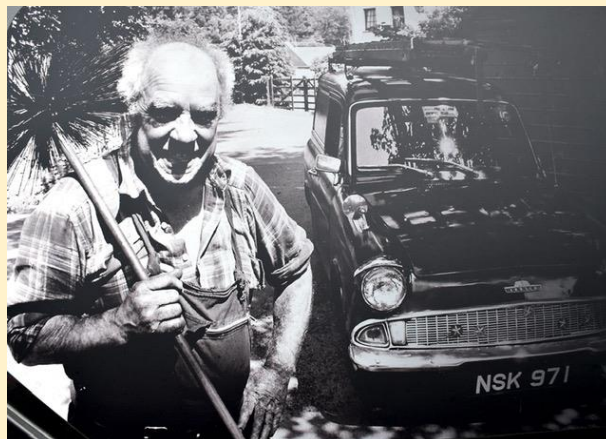
Jock Redburn who passed away last month at the age of 89, was both a well-known Border character and a long-standing member of BVAC. His chimney sweeping trade took him far and wide from his home in Newtown St Boswells, often in his Ford Anglia or Morris Minor vans.

Jock was brought up in Earlston where his apprenticeship at a local garage stood him in good stead for maintaining both classic cars and work vans. His Ford Anglia served his business for over forty years, thanks to his meticulous maintenance.

Accordion playing was another of Jock's skills and he entertained both solo and with a local band.

Jock was never one to throw away anything that might someday be repaired and he accumulated a shed full of cars which he hoped to restore. Sadly, it was not to be and with his health failing his son offered them for sale in BVAC News last year.

Kenny Wilson has sent condolences on behalf of the club to Jock's widow Mary and his children, grandchildren and great-grandchildren.



Above: Jock with his faithful Anglia Van.

Below: Jock's beautifully presented and signwritten Morris Minor van at a Kelso show a few years ago with a couple of well-deserved rosettes hanging from the mirror.



The Squadron Leader's Bentley

You may recall that last month when I reported on efforts to trace people and cars at the inaugural show in 1972, I mentioned that the Bentley which belonged to BVAC founder member Sqn Ldr Peter Balean was now in Arizona. I've now been in touch with the car's present owner, Terry Larson and he's been kind enough to send an article on its history which I'm delighted to bring to you. Not only has he provided some beautiful photographs, but also copies of the original logbook and an exchange of letters between Peter Balean and W. O. Bentley himself. I've made some more progress with tracing other cars at the 1972 show, more on that next month.



1931 W.O. BENTLEY 4 LITRE

CHASSIS # VF 4019

THIS IS THE ONLY 4 LITRE 2 DOOR 4 SEATER SPORTS TOURER BUILT BY W.O. BENTLEY BEFORE GOING INTO RECEIVERSHIP JULY 11, 1931. IT HAS LED A VERY PAMPERED LIFE AND NEVER BEEN RESTORED, WITH ONLY 5 OWNERS SINCE NEW. THE 4 LITRE IS THE LAST MODEL BUILT BY W.O. BENTLEY AND EMBODIED ALL THAT WAS THE LATEST IN DESIGN. IT IS THE MOST RARE OF ALL THE MODELS AND ONLY THREE 4 LITRES BUILT BEFORE W.O. BENTLEY WENT INTO RECEIVERSHIP ARE STILL KNOWN TO EXIST.

THIS EXTREMELY WELL PRESERVED, ORIGINAL EXAMPLE WAS THE FACTORY DEMONSTRATOR AND PHOTOGRAPHED BY BENTLEYS OFFICIAL PHOTOGRAPHER FOR PUBLICITY. IT WAS PUBLICIZED AS THEIR FLAGSHIP, WITH HOPES TO BRING THE COMPANY OUT OF FINANCIAL DIFFICULTY. 1931 WAS A VERY DIFFICULT TIME. THIS CAR WAS FEATURED AT THE OLYMPIA MOTOR SHOW AS WELL AS BEING FEATURED IN NUMEROUS FACTORY SALES BROCHURES AND OTHER PUBLICATIONS.

VF 4019 SOLD NEW TO P.A.G. PHILIPS, UK (HEIR TO A CIGAR MANUFACTURING FORTUNE). DURING THE FIRST SEVERAL YEARS HE HAD GENERAL SERVICE WORK DONE BY BENTLEY, AS DOCUMENTED BY FACTORY RECORDS. MR PHILIPS WAS A PILOT AND DROVE THE CAR DURING THE WAR. IT WAS CARED FOR BY THE SAME CHAUFFER FOR THE 29 YEARS HE OWNED IT. HE LOANED THE CAR MANY TIMES TO HIS FRIEND & DECORATED PILOT, SQUADRON LEADER PETER BALEAN, UK. PETER LOVED THE CAR. AFTER 19 YEARS OF KNOWING THE CAR AND HAVING MANY FOND MEMORIES WITH IT PETER WAS FINALLY ABLE TO PURCHASE THE CAR IN 1960. PETER CONTINUED THE TRADITION OF CARING FOR THE CAR DURING HIS OWNERSHIP. IN 1960 HE CARRIED OUT AN ENGINE REBUILD AND TO PRESERVE THE ORIGINALITY OF THE LEATHER HE HAD A SET OF WOOL FRONT SEAT COVERS MADE. IN HIS RESEARCH PRIOR TO THE REBUILD HE REACHED OUT TO NO OTHER THAN W.O. BENTLEY HIMSELF. PETER SERVED IN THE WAR WITH W.O. BENTLEYS BROTHER. IN THE EXTENSIVE FILE KEPT WITH THE CAR ARE COPIES OF LETTERS BETWEEN PETER AND W.O. BENTLEY. IN 1989 IT SOLD TO RONALD GRAY, GERMANY. IN 2001 IT SOLD TO MARK SMITH, USA. IN 2018 THE CAR SOLD TO TERRY & DARLENE LARSON, AZ.,USA.

THIS CAR COULD POSSIBLY BE THE MOST ORIGINAL W.O. BENTLEY IN EXISTENCE. UPON DETAILED INSPECTION, THE WORLDS LEADING VINTAGE BENTLEY AUTHORITY CLARE HAY STATED: "IN GENERAL TERMS, I WOULD SAY THAT THIS IS ABOUT THE MOST ORIGINAL AND CORRECT

VINTAGE BENTLEY THAT I'VE EVER SEEN". CLARES 27 PAGE INSPECTION REPORT CONFIRMS ITS ORIGINALITY AND THAT IT HAS ALL OF ITS ORIGINAL MAJOR COMPONENTS.

DESIGN WORK ON THE BENTLEY 4 LITRE STARTED IN 1929. THE BOARD OF BENTLEY MOTORS DECIDED THE 4 LITRE WOULD BE A MORE UP TO DATE DESIGN. THEY NEEDED SOMETHING NEW, YET WOULD STILL MAINTAIN BENTLEYS REPUTATION FOR PERFORMANCE AND RELIABILITY, WITH HOPES OF CARRYING THE COMPANY INTO THE FUTURE. SOME OF THE MANY IMPROVEMENTS TO THE 4 LITRES DESIGN WERE AN ALL NEW ENGINE WITH AN ELEKTRON-MAGNESIUM ALLOY BLOCK AND UNUSUAL DESIGN, INCLUDING A DETACHABLE CYLINDER HEAD WITH A NEW DESIGN OF COMBUSTION CHAMBER AND VALVE ARRANGEMENT. THIS NEW DESIGN PROVED TO BE SO SUCCESSFUL IT WAS ADOPTED BY ROLLS ROYCE AND CARRIED ON FOR ANOTHER 28 YEARS. THE USE OF ELEKTRON-A MAGNESIUM ALLOY, WHICH SAVED CONSIDERABLE WEIGHT WAS USED ON OTHER COMPONENTS, INCLUDING THE BRAKE SHOES. THE ENGINE WAS NOW CARRIED ON A TUBULAR SUB-FRAME MOUNTED ON RUBBER WHICH GREATLY MINIMIZED THE TRANSFERENCE OF VIBRATION. A NEW SINGLE POINT ADJUSTMENT FOR THE ALL 4 BRAKES WERE ALSO AMONG THE MANY IMPROVEMENTS. IT WAS INDEED, AN ALL NEW MODEL!



Page 1. R.F. 60A ROADS ACT, 1920 REGISTRATION BOOK FOR A Mechanically Propelled Road Vehicle. <i>Read carefully the following Instructions.</i> 1. Upon the first issue of this Book sign your name in the top space provided on page 3. 2. Keep this Book in a safe place, not on the vehicle. If you lose the book, you may have trouble and delay in renewing the licence and obtaining petrol coupons, or in disposing of the vehicle; and you should report the loss at once to your Registration Authority. 3. If the particulars on page 7 are not correct, inform the Registration Authority at once. 4. If you make any change in your vehicle which affects the particulars on page 7 (h.p., unladen weight, seating capacity, colour or type of body), or if you change the class (e.g., private to hackney, goods to private, etc.) or (if not already so licensed) desire to draw a trailer, you must at once inform your Registration Authority and send this book to them. (It is an offence not to notify any change of the registration particulars.) You must at the same time send the licence when the alteration affects any of the particulars thereon. If the alteration made increases the amount of licence duty payable, you should send a cheque for the amount of the additional duty. 5. Renewal of Licence. (See Note on page 2.) When your licence expires, if the vehicle has not changed hands since the licence was issued, get a Renewal Form (R.F. 1A) from your Registration Authority or from a Money Order Post Office, fill it up and apply in accordance with instructions on the form. 6. If the last licence was not taken out by you, the vehicle must be fully declared on the appropriate Declaration Form and application made to the Registration Authority before a new licence can be obtained. 7. If the licence is not renewed owing to the non-use of the vehicle, you must retain this Registration Book and produce it to the Registration Authority when you apply at a subsequent date for another licence for the same vehicle. When a vehicle is broken up, destroyed, or sent permanently out of Great Britain the Registration Book must be surrendered to your Registration Authority. (Continued on page 5.) (72132) W1.23425/833 200,000 8/45 Hw. G.51	Page 2. Address of Registration Authority with whom this Vehicle is Registered. TELEPHONE: MAIDSTONE 4747 & 4748. TELEGRAMS: KENTAX, MAIDSTONE. KENT COUNTY COUNCIL, Licence Department, COUNTY HALL, MAIDSTONE Public Office Hours: 9.30 a.m.—4 p.m. Saturday 9.30 a.m.—12 noon. THE LOCAL TAXATION OFFICER, DERBYSHIRE COUNTY COUNCIL, P.O. BOX No. 4, COUNTY OFFICES, MATLOCK. ROXBURGH COUNTY COUNCIL MOTOR TAXATION DEPT. NEWTOWN ST. BOSWELLS Office Hours to Public: MONDAY TO FRIDAY 10 a.m. to 4-30 p.m. SATURDAY CLOSED BORDERS REGIONAL COUNCIL MOTOR TAXATION DEPARTMENT, MUNICIPAL BUILDINGS HIGH STREET SELKIRK CANCELLED N.B.—A Vehicle may be used during the fourteen days following the expiry of the licence provided that application is made for a renewal licence on or before the fourteenth day.	Page 3. Name and Address of the Person Registered with the Council, whose Date Stamp is affixed hereto, as the Person keeping the Vehicle, the particulars of which are given on page 7. Full Name PHILIP ARTHUR GODFREY PHILLIPS (IN BLOCK CAPITALS) Address BROADWATER COURT, TUNBRIDGE WELLS, KENT Usual Signature <i>Philip A. Godfrey Phillips</i> 1st CHANGE. Full Name PHILIP ARTHUR GODFREY PHILLIPS (IN BLOCK CAPITALS) Address HOLDEN HOUSE, SOUTHBOROUGH, KENT Usual Signature <i>Philip A. Godfrey Phillips</i> 2nd CHANGE. Full Name PETER BRADFORD BAILEY (IN BLOCK CAPITALS) Address THE GREEN HALL, ASHBOURNE, Derbyshire Usual Signature <i>Peter Bradford Bailey</i> 3rd CHANGE. Full Name PETER BRADFORD BAILEY (IN BLOCK CAPITALS) Address CRAILING HALL, JEDBURGH Scotland Usual Signature <i>Peter Bradford Bailey</i> IMPORTANT.—THE PERSON IN WHOSE NAME A VEHICLE IS REGISTERED MAY OR MAY NOT BE THE LEGAL OWNER OF THE VEHICLE. 4th CHANGE. Full Name (IN BLOCK CAPITALS) 5th CHANGE. Full Name (IN BLOCK CAPITALS) 6th CHANGE. Full Name (IN BLOCK CAPITALS) 7th CHANGE. Full Name (IN BLOCK CAPITALS) IMPORTANT.—NAME A VEHICLE MAY NOT BE THE LEGAL OWNER OF THE VEHICLE.
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4th January 1960

W.O. Bentley, Esq.,
c/o Lagonda Motors Ltd.,
Bristol.

Dear Mr. Bentley,

I had the honour of serving with your brother, H.M., during the early part of the war, and presume on this acquaintance to take the liberty of writing to you with a small problem.

A friend of mine in 1931 bought a 4-litre touring Bentley, which he has finally decided to dispose of. It has been kept by the same chauffeur for all these years and is in remarkable condition, having done less than 70,000 miles.

It occurred to me that with 100 Octane Petrol now available, it might be possible to take a small amount off the head, thus raising the compression ratio and improving the performance. Before I do this, I would much appreciate your advice and guidance on this subject, together with the name of anyone you think would carry out the work and tune the car really well. I shall be most grateful for any suggestions you may care to make.

Yours faithfully,

(P.B. Balsan)

LITTLE GARDEN COTTAGE,
SHAMLEY GREEN,
NR. GUILDFORD,
SURREY.
BRANLEY 2136

15-1-60.

Dear Mr. Balsan

Many thanks for your letter which I am sorry I have not answered before. I certainly think that the 4 litre engine would be improved by a higher compression ratio, on modern petrol. I have tried to find a drawing of this engine in order to see which would be the easiest way of doing this but I have no drawing of the 4 litre.

I am afraid I do not know of anyone, who could do this job for you, but you might get in touch with the Bentley Drivers Club see if anyone has already done this job.

The Secretary name is Col. Benton, Madges, Long Cranston, Aylesbury Bucks.

I am sorry that I cannot help you more than this.

Yours sincerely,

W.O. Bentley -

More for Jaguar Enthusiasts from Letitia Mace

Jaguar Owners Unite!

October's issue of Xclusively Jaguar has arrived!

In this issue of Xclusively Jaguar...

- We have more new parts than we can shake a stick at from SNG Barratt...
- Swallows Racing are making noises with their latest centre box delete section for XK's...
- We get our head around 2 special and seemingly identical XJ40's that are actually very different...
- Lockton performance share some great tips on ensuring your Jaguar is insured correctly...
- We get the highlights from the latest Racing News at Oulton Park...
- And Jaguar Owners Unite, with stories from some of our youngest enthusiasts, our seasoned heroes, and we even allow some non-Jaguars to attend our "Tea 'n' Torque" morning up in the Scottish Borders!



Please follow the link to read Xclusively Jaguar magazine which is free to view.

<https://www.xclusively-jaguar.co.uk/>

That's all for this month, hope to see you at the AGM,

David