



BVAC News

September 2021

Hurry, Hurry, Hurry!

There's just enough time to sign up for our 'September Saunter' this Sunday, the 5th. Let's hope for decent weather for what promises to be a very scenic circuit of sixty miles or so, beginning and ending at Thirlestane Castle, Lauder. You can enter using the form which you can download by clicking [here](#) or if the technology defeats you, email me at entries@bvac.org.uk or

phone 01890 761710. I can take entries right up to Saturday, but more notice would be appreciated. We'll gather in front of the castle around 10am and you can choose to stop off on the way for refreshments or if it's a nice day, why not bring a picnic?



Looking a little further ahead, Sunday 12th is the date for our regular monthly breakfast meeting at Milestone Garden Centre at Newtown St Boswells, no need to book, just drop in any time between 10 and 12.

On Saturday 18th there's a 'pop-up' car show in the main square in Kelso from 10:30 until 15:00. The council has reserved some parking spaces for us and we still have some places vacant, so if you want to come along, you can enter using the form [here](#), or contact me as above.

So with Newhailes last Sunday, that makes four club events in four weeks – I think we can safely say we're back in business post-lockdown!



August Events

Car shows have been few and far between recently for obvious reasons, so it was great to get



the chance to visit Newhailes House at Musselburgh last Sunday. This new show, organised by the National Trust for Scotland, was a great success and will hopefully become a regular event in the calendar in years to come. Thanks are due to Dennis Fortune who worked with the

organisers to secure us the prime location on the lawn in front of the house and we responded with an excellent turnout of cars dating from the 1930s to the early 2000s. Although a very much smaller event than ours at Thirlestane (there isn't nearly so much space), the crowds packed in and seemed really enthusiastic.



My personal choice of the 'best of the rest' at the show was this delightful and unusual little Simca 5 from 1939. Built from 1936 to 1948, the Simca 5 was licenced from Fiat and is almost identical to the 'Topolino', the original Fiat 500. This well presented Jaguar E Type deserves an honourable mention as well.



Earlier in the month, our breakfast meet was well attended too, as these pictures show.



Photos by Kenny Wilson



Calling Our Senior Members

I'm sure you're all aware that next year is the club's 50th anniversary and that it all kicked off in the wake of a successful event which brought together cars from the North East of England and the Borders at Mellerstain near Gordon. We obviously want to mark our golden anniversary at Thirlestane next June and we would love to contact anyone who has any first hand memories of that event and the people and cars that took part. Photographs would be great, as would personal contact with any of the participants. So far, we've only positively identified one car that took part. Modesty prevents me from naming the present owner, but I'd better get a move on with the restoration!

At the end of this newsletter you'll find the list of entrants in the hope that it may jog your memory.



See Yourself as a Movie Star?

Fred Magill is very good at sending me snippets he's picked up from the internet. One that caught my eye this month is from the Classic Trader website which is offering a whole selection of cars identical to those appearing in well known films and TV shows. Prices range from just over £5,000 to 'On Request' (if you have to ask, you can't afford it!). The full list is at <https://www.classic-trader.com/uk/cars/search?fulltext=filmauto> but here is a selection:

Volvo 1800 S (1969) - The Saint



(Photo credits: classic-trader.com)

Alfa Romeo 1900 TI Berlina (1954) - La Dolce Vita



Rolls-Royce 20/25 HP (1934) – Indiana Jones and the Last Crusade



Peugeot 403 – Colombo



Police MGs

Many of you will know that Tim Jackson's beautifully restored MG TC was a police car in a former life. The following article, written by Tim for The Octagon Bulletin, tells the history of his car, chassis number TC 0999 and it's stablemate with Hertfordshire Police

Two TCs supplied to Hertfordshire police in 1946

Over 110 TCs were supplied to police forces in England and Wales after the war, some with subtle differences to a standard TC to cater for additional electrical demands, and to provide a higher top speed. Each police force had their own requirements, and some chose standard TCs with no modifications. Many people today find it hard to believe that TCs could ever have been 'real' police cars, but they were, like other MG models before and after them.

TC0998 and TC0999 came off the production line of the Abingdon factory in June 1946, and were supplied to Hertfordshire police a couple of weeks later in July. The photo below shows one of the TCs during its time in service, probably at the police headquarters in Hatfield. The backdrop screen may be in place to show the rear-mounted whip aerial for the radio. TC0999 had two holes in the body work at this point before restoration. It is clear from the photo that the side screens are tan coloured, the other option being black. TC0999 has been restored with black weather equipment, but only I know that wasn't the original colour! However, black hoods were fitted to TCs supplied to other forces, such as Derbyshire (see below).

One of the Hertfordshire Police TCs



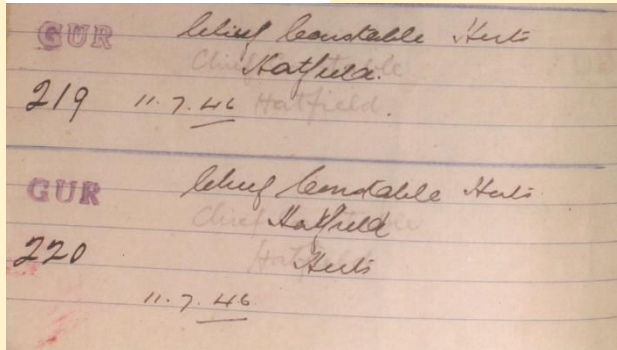
source: Herts Police Historical Society

PoliceTCs for Derbyshire
at Abingdon factory, December 1945
amongst first TCs supplied to police



The cars were issued with registration numbers GUR 219 and GUR 220 on 11th July 1946, in the name of the Chief Constable. Unfortunately, the make and chassis number of each vehicle was not recorded.

TC registration numbers



source: Hertfordshire Archives

chassis number: TC0999



Both TCs have the large bulge on the left side of the bonnet to accommodate an oversize dynamo, or perhaps two standard ones.

Police TC: large dynamo bulge

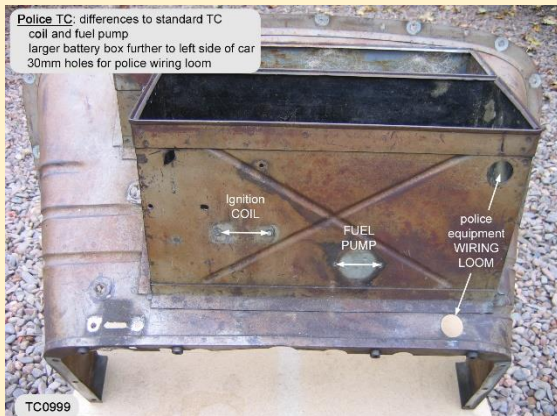


Standard TC: dynamo bulge

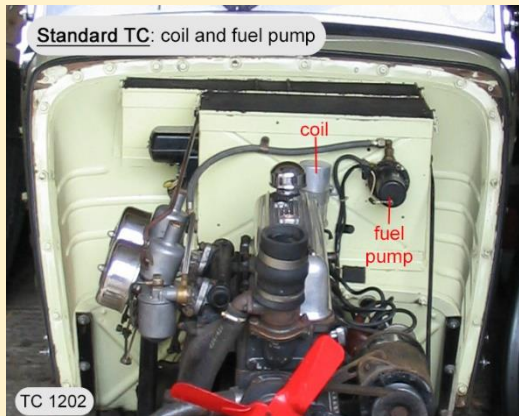


Other factory variations to a standard TC include different positions on the bulkhead for a larger battery box, tool box, ignition coil and fuel pump, and a TA differential with higher gearing. An oil-filled Runbaken coil was probably used, mounted upright at a lower point on the battery box. This coil had a higher performance to the standard Lucas coil. I have fitted a modern coil, after having problems with a replica coil (Q12). The two 30mm holes were to accommodate a wiring loom for the extra police equipment. There was a single matching hole at the bottom of the side screen compartment at the rear. I filled-in this hole to prevent the entry of road splash and debris.

Police TC: differences to standard TC
coil and fuel pump
larger battery box further to left side of car
30mm holes for police wiring loom



Standard TC: coil and fuel pump



Runbaken
oil filled coil



A Hertfordshire police officer, John Gott, is thought to have purchased TC0998 for his personal use when the car came out of service, probably in 1949. Before the war, he had driven a TA at many competitive events and went on to become a well-known rally driver in the 1960s, mainly driving Austin Healeys¹. John Gott was a colourful character and became Chief Constable of Northamptonshire from 1960 to 1972. TC0998 is mentioned in the book 'MGs on Patrol'², which describes the car being located in Hampshire during the 1950s, and confirming the registration and chassis numbers, and large dynamo bulge. Unfortunately, like so many TCs, TC0998 was probably scrapped or broken up, as I can find no trace of the car today.

Photographs suggest that each police force added equipment and signage to their patrol cars to suit their particular needs. No information is available on the equipment fitted to the Hertfordshire TCs. This Lancashire TC has a loud hailer and police sign, and many had radios, which were introduced before the war. I have an interesting letter from Kent police about a TC supplied to them in September 1946. According to this account no radio was fitted, as the batteries and radio were considered too heavy for the vehicle.



There is better news of TC0999. The car's history following police service is uncertain, but it was reportedly unused for twenty years between 1969 to 1989. Unfortunately, the log book was lost and the car re-registered in August 1989 as RSU 772.

I purchased the car in 2001 in a driveable condition from a dealer in East Sussex, and am probably the sixth owner. After eight years in storage, a full restoration was completed in 2012 respecting originality where possible, excluding police regalia. The chassis and engine numbers match production records. Efforts to reinstate the original registration number

¹ John Gott: A Life in the Fast Lane, book by Roy Ingleton (2003)

² MGs on Patrol, book by Andrea Green, updated edition (2011)

GUR 220 have been unsuccessful. TC0999 has covered over 6,000 miles since restoration, and collected some silverware at car shows.

TC0999 in the Sottish Borders, UK



TC0998 records

	T Factory Production Record
Chassis No.	TC0998
Original Engine No.	XPAG 1635
Build Date	25-06-1946
Production Car No.	TC/0998
Note	

The MG Car Club T Register	
T Register No. 102	
Licence No. GUR 219	
Chassis No. TC0998	
Engine No. XPAG/C262	
Colour BLACK/RED	
Bodywork	
Country kept UNKNOWN	
No photo	
last updated: 20-Oct-20	
www.tregister.org	

TC0999 records

	T Factory Production Record
Chassis No.	TC0999
Original Engine No.	XPAG 1638
Build Date	25-06-1946
Production Car No.	TC/0999
Note	

The MG Car Club T Register	
T Register No. 8589	
Licence No. RSU 772	
Chassis No. TC0999	
Engine No. XPAG 1638	
Colour BLACK/BEIGE	
Bodywork EX-POLICE	
Country kept UK	
	
last updated: 19-Nov-12	
www.tregister.org	

Postscript: Based on records in 'MGs on Patrol'³, no police TCs were manufactured for seven weeks before the two TCs supplied to Hertfordshire. They also show that police TCs were usually delivered within two weeks of manufacture, and most, but not all, had registration numbers issued in sequence with chassis numbers. This means that TC0999 must be the second vehicle registered on the same day as TC0998, with the number GUR 220. In order to reissue a 'lost' registration number, DVLA⁴ requires documentary evidence to match it with the original vehicle, and is unwilling to consider other compelling evidence. Incidentally, GUR 220 remains unallocated on DVLA's database.

¹ Compiled from records held by the Police, MG Car Club, British Motor Industry Heritage Trust; registration records, and photographs

¹ Driver and Vehicle Licensing Agency, UK Government



Holiday Snaps

Normally, I wouldn't dream of inflicting my holiday photographs on you, but these ones taken in Orkney a couple of weeks ago might just be of interest. We were sitting in the MX-5 in a lay-by on the island of Rousay when we encountered the 'Ford Model T Orkney Isles Tour' - five Model Ts and two Model As. They pulled in alongside us, paused for a few minutes and carried on. Later I caught some of them again at the ferry slip as they left the island and the next day one of them turned up again at the hotel where we were staying and I got chatting to the owner. This one is of particular Borders interest, as LS210 was first registered in Selkirkshire in June 1911. The owner told me that back in the day, the Model Ts were

imported in kit form from the USA, assembled on the dockside and driven off to their new owners. The first UK assembly factory (at Trafford Park, Manchester) wasn't opened until October 1911. LS210 gets used regularly for touring, and although it had been trailed to the north of Scotland from its home down south, the trailer had been left behind and they were relying on the Model T for island transport. It also wasn't the first time the car had been on Orkney roads.





That's all for this month, hope to see you at club events soon,

David

ENTRIES FOR ALL EVENTS

1. **AUSTIN COUPE 1929** 2-seater, fabric bodied. O/D A. Blair, Kelso (also member of North East Restoration Club).
2. **RILEY BROOKLANDS 1930.** Car completely original. Approximately 100 only of these cars built. O/D J. McArdle, Whitley Bay.
3. **AUSTIN PEARL CABROLET 1937.** Pram type roof. Swiss owned. O/D Rudolf Bader, Zurich.
4. **AUSTIN 7 SPORTS 1932.** Boyd Carpenter body—one of two in the world (other in Auckland, New Zealand). 2200 hours spent on complete restoration. Owners G. Nicholson (Engineers), Washington.
5. **MGB TB 1939.** Open-topped sports car, 2-seater. O/D Michael Fox, Consett.
6. **AUSTIN CAMBRIDGE 1937.** 188,000 miles driven on original engine. Owners Monza (Newcastle) Ltd.; Driver Adrian Porrelli.
7. **AUSTIN 8 h.p. 1939.** First of crocodile bonnets. O/D J. Kent, Morpeth.
8. **WOLSELEY HORNET SPECIAL 1933.** Famous swallow body, forerunner of the Jaguar. O/D W. Thompson, Newcastle.
9. **FRAZER NASH TARGA FLORIO 1953.** Sports racing car, similar to that which won the 1951 Targa Florio race—only British car ever to do so. O/D Dr. J. A. Forbes Proctor, Durham.
10. **BENTLEY SPEED SIX 1930.** 4-seater open tourer. O/D C. C. Haddow; body by C. C. Haddow (Laminates) Ltd., Saltburn, Yorks.
11. **AUSTIN TOURER 1926.** Rebuilt by O/D Harry Turley, Stockton on Tees.
12. **AUSTIN ASCOT SALOON 1938.** Near original condition. O/D Stuart Skilbeck, Selby, Yorks.
13. **WOLSELEY SIDDELEY 1909.** 4-seater tourer. O/D Neilsen Skilbeck, Selby, Yorks.
14. **ALVIS 12/70 1939.** Original apart from paintwork. Owner U. A. Shaw; Driver Miss B. Wright; both Bishop Auckland.
15. **STANDARD BIG NINE 1930.** Standard register car. One previous owner to O/D A. Cowie.
16. **AUSTIN 16 1930.** Rare export model. O/D V. A. Shaw, Bishop Auckland.
17. **AUSTIN RUBY 1937.** Original except for headcloth. 43,000 miles. Five owners. O/D J. Gardner, Gateshead.
18. **AUSTIN BURNHAM 1929.** One of a collection of 16 vintage cars. O/D D. Milner, Durham.
19. **MG TA 1937.** Fully restored 1970-71. Owners Monza (Newcastle) Ltd.; Driver R. Parkin.
20. **WOLSELEY HORNET SALOON 1929.** Smallest 6-cylinder engine produced, copy of the famous Hispano Suiza. Owners Monza (Newcastle) Ltd.; Driver D. M. Porrelli.
21. **AUSTIN CLIFTON 1934.** Rare model. Found in barn at Saltburn and restored. O/D S. Sheaffer, West Hartlepool.
22. **LAGONDA 1929.** High chassis tourer. Fabric bodied. O/D J. Piper, Durham.
23. **AUSTIN BOX SALOON 1934.** Used daily for last 20 years by O/D P. W. Hansel, Middlesburgh.
24. **AUSTIN 10/4 CAMBRIDGE 1937.** Side valve engine, long stroke. Car in daily use by O/D R. Mills, Newcastle.

FIELD

25. **MG TA 1936.** Original. O/D Mrs Joyce Patterson, Blackhall.
26. **TRIUMPH DOLOMITE 1938.** Original. O/D Wilson C. Patterson, Blackhall.
27. **SUNBEAM TOURER 1927.** 20 h.p. near original. O/D R. G. Brown, Gateshead.
28. **AUSTIN RUBY 1937.** O/D David Rhodes.
29. **MORRIS 10 h.p. 1936.** Original. One owner. J. Edgell, Beamish.
30. **WOLSELEY STELLITE 1914.** Wood chassis. Oil capacity 2 pints. O/D G. R. Giles, Stockton.
31.
32.
33.
34.
35.

ENTRIES FOR MELLERSTAIN AND JEDBURGH ONLY

36. **BENTLEY 3-litre TOURER 1923.** O/D W. S. Gordon, Newbattle.
37. **SWIFT 10 h.p. 1914.** O/D B. Fowler, Peebles.
38. **MORRIS SALOON 1938.** O/D A. M. Steel, Greenlaw.
39. **BENTLEY 4-litre 1931.** O/D Squ. Ldr. Peter Blean, Jedburgh.
40. **MG TO 1937.** O/D Denbeigh Kirkpatrick, Denholm, Hawick.
41. **HUMBER 12/25 1926.** O/D George Anderson, Stichill, Kelso.
42. **MORRIS 8 h.p. 1935.** 2-seater tourer. O/D Miss Jane Blair, Kelso.
43. **ALVIS 12/50 (Duck's Back) 1923.** O/D D. F. Cremer, Edinburgh.
44. **LAGONDA RAPIER 1934.** O/D W. M. R. Laidlaw, Kirkcubbin.
45. **RILEY MONACO 1933.** O/D J. H. Holmes, Edinburgh.
46. **LAGONDA 2 LITRE 1929.** O/D G. T. S. Done, Edinburgh.
47. **FORD MODEL T 1924.** Owner Fairgrieve & Sons, Stow; Driver Mr Bick.
48. **MORRIS TOURER 1929.** O/D W. Wilson, Hawick.
49. **AUSTIN LIGHT VAN 1935.** O/D Mr Graham, Tranent.
50. **BENTLEY 3 LITRE 1924.** O/D E. A. Ewart, Eskbank.
51.
52.
53.
54.

Concourse d'elegance Judges:
LORD BINNING, J. CAIRNS and W. WOODHEAD

O/D denotes Owner/Driver

All cars entered at owners risk. While every care will be taken the organisers disclaim all responsibility for accidents or damage