



BVAC News

November

2022



AGM

The 2022 BVAC AGM took place on 19th October when we had a good turnout at the Earlstoun Church Hall. Kenny Wilson will be producing full minutes, but the key points were:

- The club has had a successful year with a good range of activities, an increase in membership and of course the Sir Jackie Stewart Classic at Thirlestane in June.
- The treasurer's report noted what on paper was the first loss in the club's recent history, but the new arrangements for the show at Thirlestane meant that our share of the profits was not received until after the end of our financial year, so that anomaly will be resolved in next year's accounts.
- The nominations for office bearers and the committee matched the available posts, so no elections were necessary. Robin Wild and David Pratt who had stepped into the vacant positions of Chairman and Vice-Chairman for our anniversary year stood down amid expressions of thanks for their service and were replaced by Keith Watson and Chris Biggs respectively. Also leaving the committee after many years of service was David Irvine, with the vacancy being filled by David Watt. There is a short item by Keith introducing himself below.
- The subject of changing the club's name was raised, as many felt it discouraged younger people and owners of more recent cars from joining us. On a show of hands, about two thirds of those present indicated a preference for 'Borders Vintage and Classics', but it was felt that such a fundamental change could not be decided immediately by those present without a wider discussion amongst the membership and the committee will organise this in due course.

Keith Watson

I have lived in the Borders for nearly 40 years having moved to Earlstoun as a temporary measure from Haddington so it looks like we're here to stay, although I now need to downsize the house and upsize the garage. I have been in sales for almost 50 years and until 2020 and the pandemic covered an average of 35K miles a year in a large variety of vehicles.

I intend along with the committee to continue the good work that has been carried out by all previous committee members and



keep the Thirlestane show as the premier classic event while using the club as a means to enjoy the cars that I own. I also feel that we must try to attract younger members as many car clubs are finding it difficult to keep going as the membership ages. The advantage the BVAC has is the ability to welcome all ages and makes of vehicles, as the classics that those in their 40's and 50's remember are vehicles of the 70's and 80's.

Please remember that the committee can only do so much and as members you only get out what you put in and I along with the committee would welcome any suggestions for events etc (even better if you can help with organising) and when asked for help please remember the old adage that many hands make light work.

I look forward to meeting and greeting as many members as possible at the November Milestone breakfast.



Milestone Meets



It's difficult to find new things to say about our monthly breakfast meetings at the Milestone Garden Centre, Newtown St Boswells, but Rob Armstrong provided a little variety by coming along in the middle of his house move – his 38th trip in the Amazon estate, he told me. Now there's a classic that's really practical! If you



haven't joined us before, I'd encourage you to come along. It's a totally informal event from 10 to 12 on the second Sunday of every month. That means the remaining dates for this year are November 13th and December 11th. See you there!

NVTC Brunton from Dennis Fortune



This was the last show on the Club Stand Entries calendar held at Brunton Airfield on Sunday 16th October 2022. Despite having had persistent and heavy rain on the preceding Saturday the weather cleared up on the Sunday and despite some areas being initially a bit muddy the car display area is on part of one of the concrete runways.

A reasonable turnout meant we had 12 cars on display and despite there being a little confusion from the marshals resulting in some club members being mixed with other club groups a good day was had by all. There were trade tents, hot food and the usual autojumble stalls always well worth a look. Always a favourite show and one to pencil in for next year.



Film Night

The club film night will be on Wednesday November 16th at 7.30 in Earlston Church Hall when we will present a variety of short films on motoring themes, with the highlight being a documentary made some years ago about a trip from Calcutta to Gangtok in Sikkim in the very Opel Kapitän that Fred Magill has spent the last few years restoring. Let's just say the trip wasn't entirely without challenges!



Christmas Dinner

Helen Grimes has arranged our Christmas Dinner for Saturday December 3rd at the Kingsknowes Hotel, Galashiels. The menu is below and form for returning your choices can be downloaded by [clicking here](#). Helen needs to get your forms returned by 24th November AT THE LATEST to book your place. Do come and join us for what promises to be a very sociable evening.

MENU FOR CHRISTMAS MEAL AT KINGSKNOWES HOTEL

SELKIRK ROAD, GALASHIELS, TD1 3HY

3rd December. 2022

STARTERS

Spiced Sweet Potato and Lentil Soup (VG*GF)

Chicken Liver Parfait. red onion marmalade, Scottish Oatcakes (*GF)

Szechuan Breaded King Prawns, sweet chilli dipping sauce

Beetroot, red onion, cranberry sauce & goats cheese tart tatin, orange and thyme dressing (V)

MAIN COURSES

Roast crown of turkey with a chestnut, Cranberry Thyme Chestnut stuffing, Pigs in blankets Roast potatoes, vegetables and turkey gravy (*GF)

Beef & Venison Casserole, mashed potatoes. vegetables. Rosemary & sea salt Scone (*GF)

Parmesan & Chive Crusted Cod on Leeks & Potatoes. Green Beans, white cream Sauce (*GF)

Mushroom & Butternut Squash Gnocchi, Rocket, Brie, Spinach Pesto (*VG.V)

SWEETS

Christmas Pudding with Brandy sauce (V*GF)

Passionfruit & White Chocolate Cheesecake (V)

Sticky toffee pudding with vanilla ice cream (V)

Profiteroles, Whipped Cream, Chocolate Sauce (V)

Tea /Coffee and Mini mince pie

£30 for 3 Courses £24 for 2 Courses

GF=Gluten Free, V=Vegetarian, VG=Vegan, *=Can be adapted

MG TC ‘stop and go’ gremlins by Tim Jackson

This saga of intermittent engine failures in my 1946 MG TC is spread over more than five frustrating years.

I finished restoring TC0999 in 2012, and had the usual teething problems following a major rebuild. However, the engine has stopped unexpectedly on many occasions in the decade since, which is always inconvenient and sometimes dangerous. I was no longer enjoying driving the car, constantly on the lookout for a safe place to pull over, and returned home twice on a breakdown truck. Needless to say, my wife has been less than impressed! This article describes the tortuous process to find and fix the problem.

Symptoms

The engine usually stops after driving for at least 30 minutes, sometimes hours, and when in slow or stationary traffic. The engine often runs unevenly before stopping, but can also stop suddenly. This is more likely to happen on a hot day.

The engine won't restart immediately, causing obstruction to following traffic. I now keep to quiet roads as far as possible, where unplanned stops cause less hassle. A long-distance trip is out of the question.

After waiting 10-15 minutes, the engine will usually restart and run normally until the next stoppage, sometimes within a few miles. After these incidents, the engine is prone to die on idle, such as pulling up at a road junction, with the same restart issues.

The engine bay is clearly warm in these circumstances, but there are no signs of overheating. However, the coil is rather hot to touch, but this doesn't necessarily mean it's too hot.

The engine performs well, sometimes for many miles. However, the problem always recurs, and has become more frequent. Recently, I noticed some drops of electrolyte on top of the modern sealed battery, possibly caused by overcharging. When the car is parked up for more than a few days, I use a reputable trickle charger.



ignition failure after two hours driving

Diagnosis

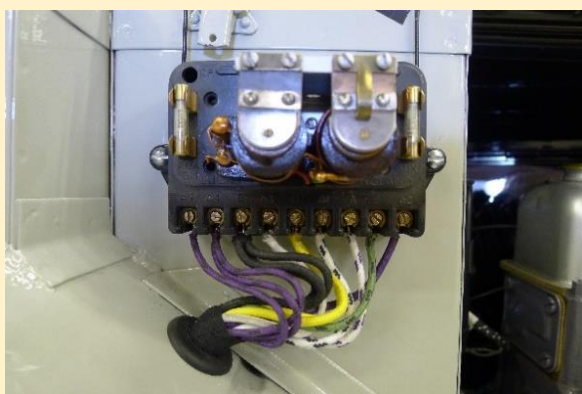
Ignition (distributor rebuilt during restoration; standard points): I've made all the usual ignition checks, and am satisfied this is working correctly, aside from occasional coil failure. The coil seems to fail when hot, working again when it cools down. However, it's difficult to be sure, as this only occurs when driving, and is short lived. This has happened with several new coils over time, so something else is clearly causing this.

Fuel/vapour lock: the symptoms could also suggest vapour lock, which seems more prevalent with modern fuel. I suspect vapour lock and coil failure have both been contributing to engine failures. I've had the exhaust manifold ceramic coated to reduce engine bay temperature, and fitted a heat shield and insulation spacers, but coils have continued to fail.

Electrical charging (dynamo and voltage regulator rebuilt during restoration; original solenoid set up): strangely, analogue voltmeter and ammeter readings show the charging system to be working correctly, but digital multi-meter readings are very erratic, fluctuating well outside the specified levels, suggesting a faulty regulator. High voltage will obviously damage electrical components including the battery, and could cause a fire!

Solution and Postscript

I've had the original voltage regulator converted to solid state electrics, and the dynamo rebuilt (refitted in May 2022). In theory, this should be a 'fit and forget' solution for reliable charging, and externally, the regulator looks original. I have also fitted a new battery and coil. After all the hassle, I decided reliability and safety most definitely trump originality.



RF91 voltage regulator (original solenoids)



RF91 converted to solid state

I suspect the regulator may have been failing progressively over time, possibly due to a poor initial restoration. This would explain why long trips soon after restoration were trouble-free, including one trip of over 1,000 miles. The dashboard ammeter has always shown 'normal' charging levels, and the modern battery has performed well. Perhaps I should have realised earlier that recurring coil failures may be caused by overcharging. Anyway, it was the battery electrolyte spill and too many coil failures that suggested the charging system was faulty.

As you can imagine, I've consulted widely on these longstanding gremlins, but only one person suggested the charging system might be the cause.

So, here are my suggestions should you experience recurring coil failure:

- attach a spark plug tester to one high tension spark plug lead; this will instantly establish if there is no spark, often only evident for a few minutes; it is safe to leave the tester connected for an immediate check
- if the coil becomes unduly hot in normal use, it may have failed; try a 'known good' replacement
- if the replacement coil suffers the same fate, even after several months, check the charging system with a good quality digital multi-meter

- adjust the voltage regulator as needed; better still, have it converted to solid state electrics (or fit a new replica) for reliable and maintenance-free operation
- the dynamo output and condition will determine whether this also needs attention

TC0999 has been reliable for over 1,000 miles since upgrading the charging system. This included several all-day trips, steep gradients and queuing traffic. I'm beginning to hope the gremlins have finally been sorted.

MGB For Sale by David McKean, Peebles

I am the owner of a 1973 MGB, in British Racing Green. Due to health and age I must consider selling it. I have not advertised it and would offer it first to club members.

The car has covered about 12,000 miles since a full rebuild. I have a photo record of the rebuild.

The car is in first class condition, always garaged and rust free being mostly driven in dry weather Summer afternoon drives with my wife. It is capable and reliable, having driven it to Spain overland without any issues. It has electronic ignition, electric fan, new hood, new all leather seats and new tyres.

I am happy for any inspection, test drive etc and open to a reasonable offer.

While not an active member of the club I do follow reports and emails I also visit classic car rallies occasionally.

If you're interested, contact David at 07715 175117 or dmckean53@gmail.com





Speed Thrills!

Thanks to Fred Magill for finding this classic piece of car advertising. When Morris replaced the pre-war side valve engine used in early Minors with the Austin-designed 'A' Series, there was a marked improvement in performance. How did the drivers of the day cope with the prospect of reaching 60mph in a mere 28 seconds?

MOTOR SPORT APRIL, 1957

Now - you move up TWICE AS FAST!

0-60 mph in 28 secs.

in the mighty **MORRIS** MINOR 1000

Over half-a-million owners know the "Quality First" Morris Minor has always been a pretty brisk mover. Now, with a new, more powerful 950 c.c. O.H.V. engine, acceleration has actually been stepped up 100%! Under test the 'Minor 1000' recently recorded 0-60 m.p.h. through the gears in 28.2 seconds, without fuss or effort.

And this whip-quick acceleration for safer, more responsive driving goes with an economy of fuel and upkeep that is a byword in motoring! In fact, throughout its speed range the Minor 1000 returns a phenomenal mileage per valuable gallon. And you get this economy whilst still enjoying all the pleasures of big-car motoring!

From £401.0.0 (plus £201.17.0 P.T.)

To-day more than ever **THE WORLD'S BIGGEST SMALL CAR BUY**

12 MONTHS' WARRANTY

REMEMBER—your Morris Minor 1000 is backed by B.M.C., biggest producers of cars in Britain, affording the most comprehensive service facilities in Europe.

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Xclusively Jaguar

In association with
THE JAGUAR DRIVERS CLUB

November 2022

XJC Day (picture by Nick Hill)

Nigel's own car made the numbers up to 35, this being the largest ever collection of XJ Coupes at an event in the UK. Three XJ Coupes were driven to the event from France and another was

This issue of Xclusively Jaguar magazine has been brought to you by Letitia Mace and Estajane Middling from a caravan in Wales, during October, while we were supposedly on holiday We must be bonkers!

Now we are in November and I am reminded of the fact that the 4th day of this month marks the anniversary of 12 years since I purchased Brucie, whose total mileage now exceeds 180,000 miles and, as another show season draws to an end, like many of us, I will be focussing on putting my cars to bed for the winter and then turning my attention to Christmas!

For us it has been a very busy show season and with the magazine having to make space for other important reports we are still catching up on features relating to the exciting events that we were involved in during the summer. So this month, you can see our full report on XJ Coupe Day as well as enjoying our Christmas Market!

We ended the season at a track day, hosted by Swallows Racing and held at Castle Combe. A spectacular event with some stunning photography by Colin Porter, among others, which deserves more space than the November 2022 issue will allow, so we are saving this for a forthcoming issue so that you can enjoy it to the full and keep it for future reference!

You will find the latest issue of Xclusively Jaguar magazine (along with all back issues) at www.Xclusively-Jaguar.co.uk

Contact Letitia Mace via 07836 68 78 98 or Letitia@exclusively-jaguar.co.uk for more information

That's all for this month, I hope to see you at club events soon and if you've anything you want to comment on or contribute, email me at entries@bvac.org.uk.

Clear roads,

David