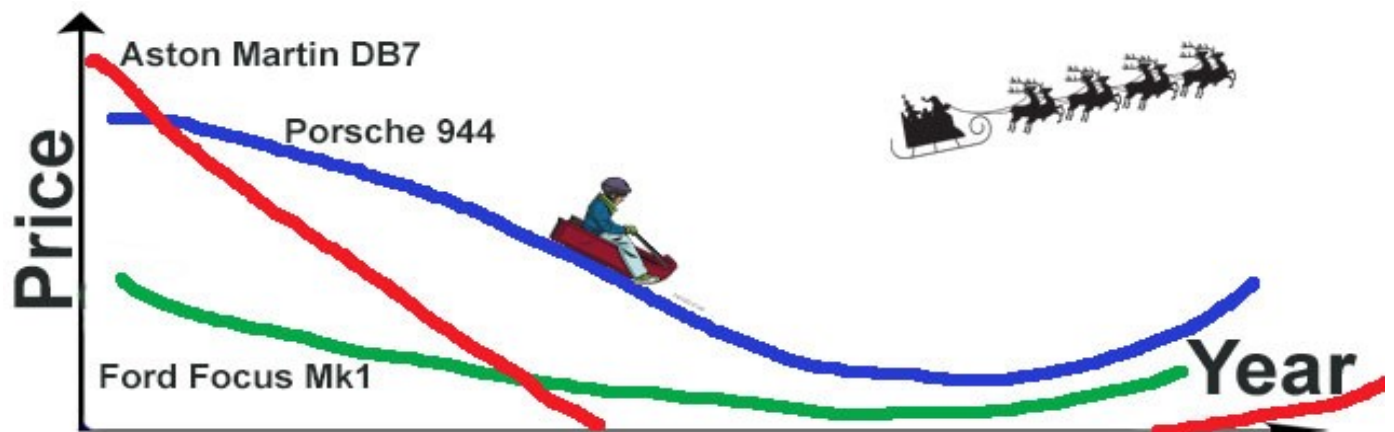


CLASSIC SCENE



January 2021



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Classic Scene is published on the Thursday preceding the monthly meeting. Please send articles by post or email to addresses above.

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The club has an extensive archive of information relating to all aspects of classic car ownership. To access this please contact Ranald Smith at Hawthorn Cottage, 2 Burn Road, Inverness IV2 4NG. 01463 236459
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Cover Picture

A Motoring for Mission Christmas view from inside your editors car. The tinsel and camera didn't last long as there are a lot of roundabouts on Inverness's Southern Distributor Road.

Price curves are a hint at articles in this newsletter.

Welcome to the January Newsletter

I have been contemplating an electric car. For my daily driving it would suit me just fine, but gosh they are so expensive. I fancied a Renault Zoe but they are only available from a well known dealer chain that I'm not that keen on, plus I've never purchased a car from a dealer in my life! I recently saw a Zoe on my way work and I thought it looked OK. Mind you the driver was a nose to the windscreen sort who indicated randomly while going somewhere else. I hope that's not a stereotype? I'm pretty sure crashing or causing crashes isn't environmentally friendly.

Then my thoughts turned to an electric New Mini after a new Top Gear episode but then I started seeing adverts for a Swindon conversion kit for a classic Mini. Tinkering and electric. I have a base car. No dealers. Great. But then it was another

SWIND Classic Mini Kit



£10,620.00

Ex Tax: £8,850.00

Available Options

* Deposit payment required

Brand: SWIND

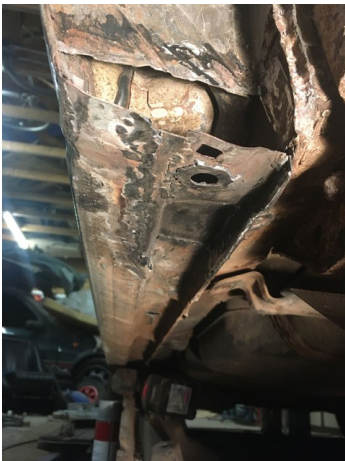
Product Code: Classic Mini Kit

Advance Payment Required: 25%

Availability: Order now for December delivery

£16,000 for the battery and all the other bits you need soon add up. If I saved the bother of DIY I could buy a ready made one for around £80,000. Bargain. Still it's early days for electric vehicles. I was just hearing today that the Scottish Government want our little nation to be leaders in hydrogen power. Sounds good to me. I was also reading in Practical Classics that there could be a way to combine carbon captured CO2 with hydrogen to make fuel for internal combustion engines. Sounds excellent to me.

So now that my electric/hydrogen bubble has popped, it's back to the garage. This month I have mainly been welding, grinding, painting and sanding the VW Van.



Oh, I nearly forgot to mention the 2020 festivities. Happy New Year everyone!

Your Editor

Chairs Bitty

Although I was able to join in on our zoom meeting in December, I had some IT issues, particularly with the camera. Not many of us on the call, but enough for chatting about this, that and everything else. After having missed a few meets it was nice to hear from some of you again. It is also nice to hear that up here at least we are managing to avoid the worst of the Covid issues. But maybe not for long.



Not after hearing the news about the overcrowded trains and buses and the lengthy traffic jams in the hours before the tier 4 lock down came into force in London.

Obviously these people all taking protect & save very seriously. I wonder how many of these southerners managed to escape to spread the joy of Christmas corona v2 to the rest of the country. Thanks a bunch.

I am writing this just before Christmas, which as we know due to our new “friend”, has pretty much been cancelled. Not that we had time yet to do much about Christmas or presents having only just come out of quarantine today. During this enforced stay at home period I did have the pleasure of eating the last home grown tomato and it was very nice indeed. We are certainly going to give tomatoes another try next year. Still got some leeks out in the garden. There should also be 2 carrots somewhere and a red beet, but I haven’t looked for them yet.

What’s this, quarantine I hear you say? Have I been ill? No such thing, but I have recently returned from an area that required me to go into quarantine on arriving home. Alice had prepared for this by stocking up the freezer and cupboards. Relatives helped out by dropping off fresh milk on the doorstep. To get out today was brilliant. Fresh air. Strolling round the garden. Going for a walk. Simple things, but sorely missed.

Alice mentioned to me that our Merc developed an annoying glitch in the past few weeks. Every now and then the “bonnet open” warning would trigger when the bonnet was most definitely shut. Today after going to the shops a few miles down the road it got particularly bad on the way home. Warning on, off, on, off, quiet for a bit, on, off, on, off, on, off, etc. After tidying away the shopping we took a look at this. There are 2 bonnet catches, one on each corner beside the light unit. These are sealed units with a microswitch underneath them. Forums on the internet mention that the microswitch can be prone to failing, so that was the first target for our investigation. On poking around the catches we could hear the microswitch triggering on the passenger side, but not on the driver side, which made us suspect a fault with the driver’s side. That is, until I accidentally leaned a bit heavy on the catch on the driver side – and it locked in place. Tried the same on the passenger side and lo and behold, it does not lock but springs straight back. Ah, not the driver’s side then.

Now, being a sealed unit, there was not much that we could see from the outside, but we suspected that something internal had broken and a new one would be in

order. A cup of tea and some more googling later made me rethink the diagnoses. Looking on the web for replacement units, images for these units suggested that the unit has 2 sprung catches - a top and a bottom. I started to wonder whether perhaps the spring had come undone on the lower one, but the only way to find out was to remove the unit and try and prise it open. Luckily the unit is easily removed and with the unit out of the car and some more light on it, we could just see the lower catch. And noticed that the lower catch looked pretty rusty. Access is awkward because the top catch is in the way, but pushing on the lower catch with a small screwdriver was not having any effect. Aha – perhaps that is the problem, its seized. Let's try a few squirts of wd40 and a slightly sturdier screwdriver. 5 more minutes of poking, wiggling and levering had the lower catch moving again. Refitted the unit, pressed hard on the top catch and yes, it locked. Opened and closed the bonnet a number of times to confirm that yes both catches are locking. Hurray – a success story. And that on my first day after quarantine. It made me feel really good.

The other reason why we had to fix the Merc today was that we needed to go into Inverness to pick up our new bread maker. The old one (third hand hand-me-down) packed up last week in the middle of kneading the bread dough. Fortunately we were in the kitchen at the time and noticed some strange grinding noises from the old bread maker, which was also starting to smell funny – like burning, before stopping dead. The bread making was finished the old fashioned way. It turned out not too bad – usually if I try making bread by hand it turns out like a brick, hence the investment into a bread maker. We did try and repair it later that evening, but to no avail, so a new one was purchased. Being some years newer, the new bread maker has a few more features including a various dough making setting. I may try creating some fresh rolls or pizza in the not too distant future.

Back to business. I am giving you advanced notice that our Annual General Meeting will be on-line. With the country potentially still in lock down, there is no excuse for not attending. AGM's are the time when you as a member can have your say on how we committee members run the club. If you're not there, we can't hear you.

By the time this magazine drops into your mailbox, Christmas will have passed. I hope that even under the current rules you managed to have a good time with your family. May I wish you all the best for the new year, and that 2021 will be remembered not as 2020+1, but for being a good year.

Sadly our January meet will not be an auction. We are keeping this back for later on in the year. If we cannot yet meet up indoors, perhaps an outdoor auction will be possible. Watch this space. Instead our next meet is on Zoom again. Time for catching up with each other after the festive season.

See you there.

Trish

Out and About

I saw this Sunbeam Rapier Series IV in the Morayshire village of Dallas, (not to be confused with the Dallas with oil wells, this Dallas only has oil spills.) I made the happy mistake of missing my turn otherwise I would never have spotted this gently patinated beauty.

Wikipedia says this model came at the tail end of the sporty Sunbeams of the late '50's and early '60s,



and had a 1,592 cc engine with a single twin-choke [Solex](#) 32PAIA making 84 bhp and 91 lb.ft of torque. In October 1964, the Series IV received an all [synchromesh](#) gearbox. The *Motor* road test of April 1964 gave the Series IV Rapier's maximum speed as 91 mph and its 0-60 mph time as 17 seconds. When the production of the Series IV ceased in 1965, 9700 units had been built.

The rusty wrecks on the left were found on a walk around Redcastle, near-ish North Kessock. There are some salvageable parts on that Mini Clubman Estate and I wonder, how did they get that Vauxhall down into that hole? Did they shove-it?

Out and About Mystery Solved



Bryan McIlwraith wrote in to say this was a Hugh Finney car. I didn't recognise Hugh, but perhaps that was a facemask thing. Possible I was wearing mine incorrectly, perhaps over my eyes.

A souped up engine and modified suspension justify the 'Sport' badge on the boot lid. I'm not sure if it's MGB based or not though.

The Bull Market List

Club stalwart Graeme Bremner drew my attention to the Hagerty Classic Insurance Bull Market list. Based on something their American cousins do, it's basically a top 10 of classics to invest in in the coming year, and this year we have a UK version.

<https://www.hagerty.co.uk/articles/britain-2021-bull-market-list/>

I don't think many club members are in it just for the investment but the list makes interesting reading never the less. Buy one now while prices are low.

1994 – 2004 Aston Martin DB7 Vantage

2020 Hagerty value condition #2: £31,580

2019 Hagerty value condition #2: £37,680

Hagerty 12-month value change: -£6100 (16.2%)

Sorry Bryan, maybe your Aston has lost value this year, but Hagerty reckon it's at the bottom of it's price curve and prices are due to go up especially with that Bond film waiting in the wings.

1985 – 1988 Ferrari 328 GTS

2020 Hagerty value condition #2: £80,650

2019 Hagerty value condition #2: £82,300

Hagerty 12-month value change: -£1650
(2%)

The 328 is the fuel injected version of the classic Magnum Ferrari the 308, and is a better all-round car. The price drop has slowed down implying this is another at the bottom of it's price curve. It seems it will be desirable to Generation X'ers. That is, folks who watched Magnum (and not the remake.) Like me.

1998 – 2004 Ford Focus 1.6 16V Zetec

Hagerty value condition #2: £1400

2019 Hagerty value condition #2: £1300

Hagerty 12-month value change: +£100 (7.7%)

No, I'm not making it up. The prices are genuinely rising and it's even de-



scribed as a piece of automotive history. Practical Classics have also championed this as a future classic, and I have highlighted it in our own newsletter albeit in a jokey way. It's just gone up another £5. Ours has been and still is a great car.

1959 – 1967 Jaguar Mark II

2020 Hagerty value condition #2: £27,700

2019 Hagerty value condition #2: £21,700

Hagerty 12-month value change: +£6000

(27.6%)

Prices are soaring. Get some grace and pace while you can.



1989 – 1998 Land Rover Discovery V8

Hagerty value condition #2: £9800

2019 Hagerty value condition #2: £8500

Hagerty 12-month value change: +£1300

(+15.3%)

These prices seem exaggerated to me. I've seen Discos sold for much less but a 15% rise is a 15% rise. If anything can climb the slippery slopes of classic cars prices it's this Range Rover based off roader.



2010 – 2015 Mercedes-Benz SLS AMG Black Series

Hagerty value condition #2: £166,500

2019 Hagerty value condition #2: £167,000

Hagerty 12-month value change: -£500 (0.2%)



I had a conversation with Bryan recently about ugly Mercedes cars. Here's a fast expensive one you might like to invest in.

1961 – 71 Mini Cooper

Hagerty value condition #2: £24,100

2019 Hagerty value condition #2: £24,100

Hagerty 12-month value change: None, but with potential to rise in 2021. The 997cc Cooper is the Mk1 shape. It's not the best engine and the 7" disc brakes are terrible but I want one.



1988 – 1992 Porsche 944 S2

Hagerty value condition #2: £17,550

2019 Hagerty value condition #2: £16,650

Hagerty 12-month value change: +£900

(+5.4%)

"The 944 is a cracking car," say Hagerty's.

With prices on the rise this will please our Graeme Bremner. His is a (still cool) 2.7 Lux.



1986 – 1991 Renault 5 GT Turbo

Hagerty value condition #2: £12,900

2019 Hagerty value condition #2: £9300

Hagerty 12-month value change: +£3600

(+38.7%)

It's almost like the hot hatch you've forgotten about but no longer which is why prices have started to rise. It's so, er... chic.



Toyota MR2 Mk III

2020 Hagerty value condition #2: £4100

2019 Hagerty value condition #2: £3650

Hagerty 12-month value change: +£450

(12.3%)

These have been under valued for a while but that's all about to change.



No list is ever perfect, as shown by the glaring omission of the Ford Sierra (delete and insert your own favoured marque here.) But the list as presented is interesting enough for the significant overlap with cars members (or friends of) actually own, which just goes to show what good judgment we all have.

Practical Classics Price Guide 2021

OK. Just for fun, and following on from the previous article, here are a few personally chosen excerpts from the recently published 2020 Practical Classics Price Guide.

Now, there will be no judging fellow members car wealth! Though I am now glad I kept that Ferrari Dino squirrelled away back from when everyone thought it was just a jumped up Fiat.

All the values listed are condition one as obviously all HCMC members cars are, or will be, in this condition, eventually. For more details of course, please buy the December 2020 issue of the magazine and keep me out of copyright jail.

Whilst we may like to wonder at the value of our cars, rising prices are obviously a doubled edged sword, in that it's ok if you own one and are looking to sell, but what if you want to buy one?

In my experience classics seem to go for a bit less in the Highlands and north of Scotland for some reason.

And yes, the Ford Focus Mk1 (emerging classic) did make the list though ours is only maybe a condition 2 example.

Please send any complaints to

recyclebin@highlandclasssic.org.uk

Aston Martin DB7	£20,000
Austin A40 Farina	£5000
Austin Healey BN1/2	£47500
Bentley 8	£10000
BMW 635CSi	£13000
Bond Equipe 2 Litre	£5000
Citroen Dyane	£3000
DKW 3=6	£15000
Ferrari Dino 246GT	£225000
Ford Escort RS1800	£50000
Ford Sierra XR4x4	£5000
Ford Focus Mk1	£775
Hillman Californian	£5500
Jaguar E-type S1 dhc	£145000
Jaguar E-type SIII fhc	£34000
Lancia Fulvia Coupe	£11000
Land Rover SII	£11000
Mazda MX5 Mk2	£2000
MGB GT V8 (chrome)	£16000
MG TF	£2250
Mini Mk III-V	£4000
Morris Minor 1000	£5250
Peugeot 205 GTi 1.6	£7250
Reliant Scimitar SE6	£5750
Renault 5 GT Turbo	£11000
Riley RMA -RME	£10750
Toyota MR2 Mk III	£2500
TVR Taimar	£15000
VW Beetle Saloon 68-76	£7000

Classic and Sports Cars

So I was reading a pile of old Classic and Sports Car magazines I picked up at a well know local car club auction and I had a realisation - it appears there are different tiers to classic car ownership much like Coronavirus.

In Tier 1 you have your jobbing classics of MG, Triumphs, Morris Minors and now more modern classics from the 70s and 80's. Basically popular cars driven by more or less average people (like me!)

In Tier 2 you have prestige cars like your Bentleys, Astons, Porsches and Ferraris. Cars than average people (like me!) would aspire to and if you were lucky and worked hard, you might eventually own one.

But in Tier 3 are the classics that average people (like me!) have probably never heard of and certainly could never afford. Here are a few examples snapped from the pages of said magazine.



But you don't have to be a toff from the roaring twenties to appreciate these cars. We know of a Lea Francis shooting brake owned locally and there was Ranald Coyne's 1920 Varley Woods we went see in 2016

I guess the point I'm trying to make is these exotic cars don't really mean anything to me as I don't remember them so I have no nostalgia for them. Just as well having seen the prices they can go for.

Motoring for Mission Christmas

On Sunday the 13th of December The Cars and Coffee Inverness section of the club, organised a charity event to raise a) have fun and b) raise money

for our favourite Christmas charity Moray Firth Radio's Mission Christmas - Cash for Kids. Put simply they try and put a wee smile on the face of children who would otherwise have nothing from Santa and perhaps think they're on the bad list.

Who would have thought driving up and down Invernesses Southern Distributor Road could be so much fun? The plan? Smile, drive and wave. And dress yourself up, and make your car all Christmassy. The key to the success of Miles's plan is that there are so (oh so) many roundabouts that you can birl round whenever you like and wave at other crazily dressed fools going the other way. My favourite had to be Allan's cossie powered Anglia with tinsel trailing from each wing mirror. It wasn't until about my third pass that I realised both driver and passenger were in full Santa outfits.

Here are a few pictures from the day.



Most of these pictures are courtesy of VINNY SHAW PHOTOGRAPHY and some i-phone snaps. I tried a Go Pro on my dash board but it didn't work too well.



Yes it fell off. I secured it using blu tack as I didn't want to damage my dash. It only lasted a few roundabouts, closely followed by the hastily thrown in tinsel.



Thank you so much to everyone who donated already and thank you to all the drivers that turned out on this wet morning .



It was a cracker of a day.

This could be the future of socially distance motoring related get togethers, who knows?

After an hour or so it was time to head off home feeling happier that we'd actually had a decent event and some fun.



Xmas Quiz

Bryan McIlwraith

And now a brain teaser to amuse (or frustrate) you over the holidays. You will need Sheet 26 Inverness Ordnance Survey 1:50,000 for this, and obviously pen and paper. The clues should enable you to gather the letters that make up a thirteen letter word, an unusual word it has to be said.

The first correct answer emailed to me at bm@invernessosteopaths.co.uk will win a couple of bottles of red wine. I will give out the answer at our 1st Zoom meeting in the New Year (whenever that may be).

For those of you who've forgotten your map reading, the six figure reference is a 3 figure Easting followed by a Northing i.e. 605475 lands you smack in the middle of the Beaully Firth! (remember; Along the corridor, and Up the stairs)

There is a clue; Snakes and Ladders. Now go to it!

Take 2nd letter of the bay overlooked by a famous castle.

487579 7th letter of spa town

564444 reach out to 1st letter

413518 take 1st letter from the gate

2nd letter of this flaky place NE of Conon Bridge

412498 this letter stands alone

382499 3rd last letter of this body of water

1st letter of abbreviation of healing facility south of Kinmylies

515248 this letter lies in the deep

One is North, one is South; take letter after K

2nd letter of famous loch-side generating facility

524464 4th letter of this town

637273 this letter lies to the east of Stac Gorm

The correct answer will be revealed during the January Zoom meeting.

Be there (in a square box) or be square, elsewhere.

HCMC Club Night

Thursday January 7th 07:30 PM

Come along and have a natter. BYOB! There's no driving home afterwards.

The answer to Bryan's quiz in this newsletter will be revealed.

Tell us about you lockdown festivities, your winter projects, the new tool you got from Santa.

Have you been out in your classic?

The link will be in the newsletter email again.

It will be good to see **YOU** It's been too long.

