

CLASSIC SCENE



March 2020



Club Officials

Chair: Trish Brown

Tel: 01862 832337

chairman@highlandclassic.org.uk

Secretary: Bryan McIlwraith

Tel: 01463 222839

secretary@highlandclassic.org.uk

Treasurer: Ian Thompson

Tel: 01463 790969

treasurer@highlandclassic.org.uk

Membership

Bryan McIlwraith

Renewals should be sent to Bryan at 72

Lochalsh Road, Inverness IV3 6HW

Tel: 01463 222839 (Work)

01463 232144 (Home)

bm@invernessosteopaths.co.uk

Webmaster

www.highlandclassic.org.uk

Webmaster@highlandclassic.org.uk

Editor

Calum Pearson

Bowersburn, Croftnacreich,
North Kessock. IV1 3ZE

Email: editor@highlandclassic.org.uk

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

Archivist

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

ranaldsmith@btinternet.com

Copyright

Neither the Editor nor the Officers of the Highland Classic Motor Club are necessarily in agreement with opinions expressed in this magazine. Such opinions are entirely the views of the author and imply no recommendation by the Highland Classic Motor Club.

All rights reserved. Apart from any fair dealings as permitted under the terms of the Copyright Design and Patents Act 1988, no part of this magazine may be reproduced in any form whatsoever without the written permission of the Highland Classic Motor Club.

Cover Picture

The cover picture is a 1950 Daimler DB18 Barker convertible owned by member Thomas Prag. Sadly his friend who used to keep an eye on the mechanics, servicing and repairs is no longer doing this work. All is well just now, but he could do with a recommendation of someone who might be interested in taking it on.

Welcome to the March Newsletter

This month's editorial is on the recurring theme of classic vehicle ownership and the environment. The Transport (Scotland) Bill received Royal Assent last November, and as I understand it allows local authorities to implement their own Low Emission Zones. Our man Bryan McIlwraith has been lobbying on our behalf, and hopefully we will hear more about his correspondence with Derek Mackay MSP.

The Highland Council have had some internal discussions I think raised by Green councillors about the message portrayed by the Inverness Classic Vehicle Show which is indicative of some of the political pressure against our movement (it's not just a hobby!) Add to this the ban on new petrol and diesel cars by 2035 and you can see the trend. From a personal point of view I have no love for modern cars and though the Tesla could be a future classic I can't see me driving one of those.

One evening recently, I was pondering my own attitude to classic cars and realised it has changed. 20 or 30 years ago my classic was my daily. Living in London in the late 80's and early 90's a 1976 Mini replaced my first car, a 1970 Mini 1000 and back in those days I only ran one car. Shift working allowed me to drive the 600 miles home to Elgin every 6 weeks or so. I used to do it after a night shift, leaving North London around 19:00, after the rush hour and I would be home in Moray before everyone's breakfast. Not bad for a tired old Mini 1100 though you could have kept a roast chicken warm on the central tunnel that housed the exhaust and it was too noisy to speak over about 55mph.

One of these trips was a 13 hour drive south, caused by cones and congestion. With 100 miles to go I didn't get up to second gear again. The burst beige vinyl seat was comfy enough for about 12 hours then there was some bum shuffling not just caused by loss of circulation. I hereby lay claim to having had a pee against the central reservation Armco of the M25. I was not alone.

Months later after a dodgy (it's cash or you're not getting it) East London deal the Mini had a 1275 MG Metro engine transplant, some upgraded suspension and disc brakes, though the bodywork was 'in progress' with a coat of primer grey and spray putty yellow roof. A big valve head, ubiquitous LCB manifold and RC 40 exhaust donated from the old car gave this old Mini an unexpected turn of speed. Though not impressive by today's standards I remember a Nissan Silvia Turbo (period!) giving up keeping up round some sweeping bends of the M6 near Birmingham, surrendering with a cheery wave.

Anyway I digress. these reminiscences are about when was the last time your classic was your daily driver.

With the current socio-political climate-change er, climate I don't think it would be seen by many as socially acceptable to use some of my current cars as a daily. Even when I turn up at work in the Sierra/Beetle/Mini/205GTI someone mentions the fumes. That's how it was and many have forgotten how far emission control has come on.

The FBHVC political campaigning seems to be based around the limited miles driven in classics but fighting for the right to do so. This used to alarm me but I'm more comfortable with it now.

As classic vehicles are limited in numbers and the miles driven relatively low, their impact on the environment is negligible. Hopefully with the help of the FBHVC and Bryan we can lobby for classic exemption to City Low Emission Zones and keep events like the Inverness Classic Car Show going.

Your Editor

P.S. Outside the editors garage. How many cars is too many? There are 3 more and a boat inside the garage.



Clockwise from top left: Classic, not classy, future classic, knackered classic, classic Mini, future classic, and for sale with a fresh MOT! Thank you Campbell's Garage, Fortrose - an excellent service.

Chairs Bitty

I was a little bit disappointed at the low attendance at our AGM, but it was good to welcome back members I haven't seen for some time and see some less familiar faces. There were 4 apologies. But where were the rest of you?

There were some interesting suggestions at the AGM, one of which is a university challenge type quiz, potentially in September, between our club and the Historic Wheels Club. I know we have knowledgeable members out there so there should be no shortage of volunteers for the HCMC team (hint). Speak to any committee member to put your name in the running.

In our little fleet of cars, our Skoda is going in for a brake service. I noticed that the fuel economy was dropping below what I am used to in winter months. Our mannie at the garage had warned us that VAG group brakes are notorious for sticking on and I decided to take a look at them. And right enough the left rear was running a little warmer than the others. Not much, but enough to be noticeable.

I reported last month that the potholes on our back road were filled in just before the end of January. There are already 3 new potholes which you do not want to encounter in any car and I make sure I am far enough across the road to miss these. Apart from that, the edges of the recently filled holes are already crumbling. I am not the only one swerving down the road anymore, nearly everyone I see using this road does so now, including trucks.

The recent weather is making for some interesting puddles on the A9 – and potholes hiding under these puddles. One biggest one is the lake in the north bound layby just after the Ardullie roundabout. I think the water is about knee height and not surprisingly the layby has been closed. Then you get the run-off from various fields. Just after Foulis going north is one that hides a pothole. The pothole is regularly filled, but not a week later is already re-appearing. Then there are the field run-off's at the south end of the Cromarty bridge and a little further up the hill going south just after the first layby. I got caught last week at the Cromarty bridge where, just as I drove through this run-off, so did a bus going the other way, kicking up a massive sheet of water. It was one of those moments where you simply have to keep the wheel straight, wait for the wipers to clear the water and hope you're still in the correct lane (I was, phew).

This month is a talk given by Simon Gunn on the excavation of the Rosemarkie Man. If history or archaeology is your thing, then this is not a meeting to miss. See you at the Old North Inn for 19.30pm.



Trish.

AGM



The minutes of the AGM should be published at some point, but I thought I'd give my personal recollection of the evenings proceedings. Trish as chair gave a good review of the year with particular mentions for the 40th year celebrations with the Ruby Picnic, the Ruby Party with former members and the Anniversary Newsletter.

The committee was re-elected unchanged and unopposed but Ranald did raise the point that this doesn't exclude new members joining the committee and although no-one came forward on the night there is nothing to stop someone from being co-opted through the year. So if you fancy helping at the clubs helm, just make yourself known to a committee member.

Club funds are good and membership steady with 17 of us turning up for the AGM.

We are still finalising the years calendar but March is the Rosemarkie Man talk at the Old North Inn in March, at the usual time of 19:30 which I'm looking forward to. Then April is a visit to Gael Force's marine engineering section which I'm looking forward to, and May is a pre midge season run to Ullapool for chips, which I'm looking forward to too. More details to follow. Other suggestions are a visit to Highland Polishing, a bunker visit at Fort George, Aviemore Steam Railways one Saturday, and a trip to Craig Chapmans CC Coachworks garage in Cannich. We hope to have another Drive Each Others Cars night and possibly a visit to PLD Smiddy.

Nicol Rainy-Brown also of the Historic Wheels Club had a lot to contribute. There is talk of a HCMC vs HWC quiz night in the form of two teams and an audience at one their evenings, the 10th of September I think. Also Nicol had to sell his Rover

recently, and made a very good point about sharing a seat in your Classic for club nights or events. We can all be car-less at times for various reasons. This idea was received enthusiastically and remember, you don't have to have a car to be a member of HCMC. So if you want to or can give a 'hurl,' call someone, use the Facebook page or even email editor@highlandc.assic.org.uk to organise it. We're a club for a reason.

Speaking of sharing, as you probably know, our club has made two visits to Leonard Cheshire house for their volunteer night in recent years. Well one of their residents, John, is very keen on buying a classic, in fact ideally a Morris Minor Van, but he needs someone to drive, maintain and store it for him. I think in essence it would be yours to drive and use but the trade off being to take John out on runs or to shows. This is a great opportunity for someone who has some time to share. If you are interested just let a committee member know.



In other news some of you may remember John Mackenzie raising missing club trophies, I believe at last years AGM. The Alan Chisholm memorial Rosebowl has turned up but the Bill Aiton Trophy is still missing. It is believed that Dave Matheson won it so many times that one year he gave it to the runner up, and said runner up and cup were never seen again. Hopefully it will reappear one day.

There was a bit of chat about the shows this year. We plan to have our usual HCMC plot at Tain, to show off the club, but remember if you wish to be judged, enter separately. Miles Vincent is our contact for this. We also have the club event shelter and banner. If you wish to take these to any shows just ask a committee member, we're looking for help with this and there were questions about putting it up at the Fortrose and Rosemarkie Rally and who will put it up. At the moment with the new venue, and the fact it's only February we're not to sure yet, but I'm sure we will be sure, closer to the time.

One last thing. The Inverness Classic Car Show is on Saturday 9th May but there was hearsay of some councillors suggesting it wasn't giving the right environmental message which as classic car enthusiasts we think is silly. However we are encouraging people to be seen to be green and promote all the usual reasons why classics aren't the problem.

Miller, Sinclair & Sutherland,

c/o Y Lounge Bar,

Pentland Hotel,

Thurso.

Weel Folkies, There's been no sign or reports o' y Impie Vannie so we hev till conclude hit burned up. Young MacKay hes come up wi a plan for y rear subframe, practically fill race engine an Dickson Bates towbar. While visitin y Thunder in y Glens he spotted a number o' trikes some towin trailers and some wi caravans. Now y caravans were peedie an hardly enough room for any therapy sessions. Hit wid be a challenge an Young MacKay and Big Rhoda wid be up for hit. Spurred on wi such thoughts the trike an caravan wis half way there already.

Caithness Scaffolding Contractors came up wi some tubes surplus till requirements. Aluminium ones wid hev been weight saving but hits a bugger till weld an so steel hit wis. They were already bent so wi a bit o' cuttin an fettlin a frame wis constructed till marry wi y Impie subframe an y front end o' a New Imperial which Dunky Polson hed lyin in hes shed. A splash o' Dounreay paint brought hit al together. Y tanky wis a bit small but hit wid do meanwhile for y road trials which wid hev till be done under y cover o' darkness. Armed wi a head torch, hard hat an weldin goggles he fired her up an set off intill y unknown. Y practically fill race engine pulled like y proverbial train an y trike shot through y darkness like a banshee. Young MacKay held her chappin en y Causeymire, he wis hevin a great time an y big ceramic brakes en y rear inspired confidence. He ran through some coo shit en y way an he then realised that a set o' mudguards wid be a good idea.....Wattie hes an old trailer wi mudguards. Y speedo wisna up till y job either an he wondered just what speed he wis doin an wis there a speed record for a trike? An then he ran out o' petrol.

Never a dull moment wi this cheelie. Best Regards, *Wundy Miller*



Cars and Coffee — February 2020

Well it was a wet and windy event this month but with a fair attendance considering the weather, with about 40 cars mainly moderns or fairly modern. There were a lot of regulars and some new faces too, which is always good to see. Perhaps this is a good way to future proof HCMC membership?



Bob Stubbs 1956-2020

Bob was a former neighbour who I didn't have much in common with until he bought a rather nice K reg Triumph TR6. I was out of Triumphs by then but it was all familiar territory sharing many parts with the 2000/2.5/2500 models which I had owned over the years. His was well sorted out and he spent a lot of time and money having it just right. I have searched for an image and failed. Bob was not one for camera posing. His family cars included Jaguars XJS and XJ6 if my memory serves me well, doubtful!

We kept in touch when he moved to Fife and I include a bit of one of his last e-mails.

"We were over in France for 5 weeks in September and had a great time. Down in the Dordogne and over 30 degrees so that was great.

Rallying still going steady. We've been doing the non-expert class in the Scottish championship for the year. All a bit tricky but we'll get better. Did the Saltire rally in a Moggy Minor and have just been Marshalling on Le Jog".

His TR had moved on, he had taken up camper-vanning and he was rallying a Fiesta. Sadly, he too has moved on and he had a very private funeral at Torvean.

Cheers,

Jim MacKay.

1936 Fordson Mystery

I saw this interesting vehicle list in Dingwall on Facebook Marketplace, though I suspect it may be located down south somewhere.

Sadly it's not for sale but it is a very eye catching thing. The owner wants to restore it and is looking for any information that would help him make it as original as possible.



It carries a June 1977 registration from Reading and has a flat head V8 Ford Pilot engine and a four speed gearbox. It was possibly involved in barrage balloons but it is unlikely that it was for the balloons themselves as those vehicles had huge winches. Another theory is that it is a circus conversion. My thoughts are some kind of winching recovery truck?



Answers on a postcard, or email or spoken word to

editor@highlandclassic.org.uk

I actually like it better in it's unre-stored condition. It seems very nostalgic, wearing it's patina well.





Wheels of Nairn makes a welcome return on Saturday, September 19, 2020 at 10:30 AM – 3 PM at the Nairn Links.

Find them on Facebook if you can.

INVERNESS CLASSIC VEHICLE SHOW

Takes place on Saturday 9th May 2020 on the High Street, Church Street, Inglis Street, Falcon Square and at Inverness Castle.

The event is open to the public from 11am and at 3pm the Parade Finale takes place through Inverness High Street.

Entry forms are available on the BID website www.invernessbid.co.uk and will also be emailed and posted to the current subscribers.

AGM Minutes

The AGM minutes weren't available at the time of going to press but as a club we are obliged to publish these. Fortunately it doesn't say when. Hopefully next month.

However I hope the review of the meeting in these pages will suffice for now.

SMALL ADS- sell your smalls here.

I'm doing a clear-out and I have up for grabs the first 19 years of Practical Classics including the very first issue. I've advertised on Gumtree and I'm letting the HCMC membership know about it here. I think a donation to club funds will secure this treasure!

Cheers, Jim. Mackay

March Club Night 'Rosemarkie Man' lecture

Old North Inn, Inchmore 19:30

Local archeologist and fiddle player Simon Gunn will lecture on the discovery and excavation of the Rosemarkie Man, a Pictish man who was killed and then buried in a cave in the Highlands 1,400 years ago and who had links to Orkney, according to genetic analysis. Archaeologists found the man's skeleton buried in a recess of a cave at Rosemarkie in the Black Isle in 2016.

He was discovered with stones weighing down his limbs while his head had been battered multiple times.

Analysis carried out on behalf of the Rosemarkie Caves Project now suggests he was a prominent member of the community, such as royalty or a chieftain.

It is possible that quips about our Rosemarkie based members may be made during the evening. Come and find out.



SPEND AN EVENING WITH EX
BTCC CHAMPION **JOHN CLELAND**

JOIN US **SATURDAY 14TH MARCH** AT THE **LAICHMORAY HOTEL 7:00^{PM}**

SPONSERED BY *REGENCY CARS ELGIN*

Tickets are available for the Historic Wheels Club John Cleland event at the price of £15/head (free of charge to HWC members). Message their Facebook page, or contact Darren McWhirter on 07834422815. Numbers are limited.

It's on the 14th March at the Laichmoray Hotel, Elgin and are selling well so don't delay.

ROTARY CLUB OF INVERNESS LOCH NESS
CLASSIC CAR TOUR - SATURDAY 6TH JUNE 2020



The Loch Ness Classic Car Tour has become an established high-quality event in the Scottish Classic Car Tour calendar. Once again, we have planned a new route for 2020, this time taking in an odd section of North Coast 500 in addition to other enjoyable and scenic roads in Ross-shire and Inverness-shire including the iconic Loch Ness.

This non-competitive event which allows entrants to travel at their own pace is open to classic and vintage cars, more modern cars of a sporting nature as well as vintage and classic motor cycles, the maximum entry being restricted to 65 vehicles (excess entries will go on to a waiting list).

The Car Tour is being organised on behalf of the Rotary Club of Inverness Loch Ness to raise funds to be split, in 2020, between Prostate Scotland and the Charity Account of the Rotary Club of Inverness Loch Ness which supports many local charities. As before, there will be NO entry fee, however entrants are encouraged to raise as much sponsorship as possible which will aid the aforementioned charities.

Full details on the event, Regulations, Entry and Sponsorship forms are on the Tour website "<http://www.lochnessclassiccartour.weebly.com>".

Entry Forms can be downloaded online or by contacting Nicol Manson at nicol.manson@btinternet.com or by telephone on 07774 695640

LOCAL EVENTS

5th Mar 2020	'Rosemarkie Man' lecture	Old North Inn, Inchmore Usual time of 19:30	Local archaeologist and fiddle player Simon Gunn will lecture on the discovery and excavation of the Rosemarkie Man. Not to be missed.
8th Mar 2020	Cars And Coffee - Inverness	Rollerbowl, Culduthel Rd. Inverness 10am to 12pm	Every 2nd Sunday of the Month. A quiet Social Event for all Car Enthusiasts. Park up, buy yourself a hot drink and snack from Rollerbowl and the check out what's in the Car Park. Chat to old friends and make new! Find us on FACEBOOK.
2nd Apr 2020	Visit to Gael Force Marine Engineering	TBC	TBC
12th Apr 2020	Cars And Coffee - Inverness	Rollerbowl, Culduthel Rd. Inverness	A quiet Social Event for all Car Enthusiasts.
26th April 2020	Drive It Day	Rollerbowl, Culduthel Rd. Inverness	The plan has still to be made but put this one in your diary.
7th May 2020	Club run to Ullapool for chips	Meet at Strathpeffer Square at 19:30	Mmmmmm Petrol and Chips.