

CLASSIC SCENE



March 2022



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
67 Lochalsh Road, Inverness IV3 8HW
Tel: 07821 260774
bryanmcilwraith@gmail.com

Webmaster

www.highlandclassic.org.uk
Webmaster@highlandclassic.org.uk

Editor

Calum Pearson
Bowersburn, Croftnacreich,
North Kessock. IV1 3ZE
Email: editor@highlandclassic.org.uk
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ing. 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, In-
verness IV2 4NG. 01463 236459
ranaldsmith@btinternet.com

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Cover Picture

February's Cars and Coffee. Thanks
to half decent weather after some
rain to clear the worst of the road
salt, a fair number of classics came
out of the woodwork, including
something a bit er, special. More on
that later on in this newsletter.

Welcome to the March Newsletter

And welcome to March and hopefully less restrictions on our activities. There is a fair list of shows to think about in 2022, listed at the end of this newsletter and with a few firm favourites amongst them.

As Trish says in her bitty, the AGM was a quiet affair as nothing much happened last year. However the club has survived the lockdown, so that's good. I believe there will be some minutes available at some point so you can look them over when I get them but unfortunately I didn't have anything for this edition.

After the AGM we had our auction night and I foolishly volunteered to stand in as the auctioneer as the master auctioneer was still recuperating. Believe it or not I'm quite a shy person and have a terrible memory for names so maybe not ideally suited, but fortunately the crap for sale made it's own comedy, though there were also some good items amongst the lots, and some gems of wise cracks too. What I learned was you need to work the room to spot those discrete bidders, and you should get in quick with an opening price but, it was good fun. However I wish Bryan a speedy recovery!

Those readers with a keen memory will remember that last month I thought I had a faulty steering column in our Focus Mk1, well I removed it and it looked OK to me. Hmm. I swapped it with a handy spare just in case but no, the clunking a jerky steering persisted. Guess what, it was the recon rack that had failed so I'm now onto my 4th, this time sourced from the spares car which I know is good because I drove it. This time it feels a lot, lot better. You can feel the handling through the steering wheel again. I know these racks are a weak point but this got ridiculous.



I forget with my ramblings of mechanical mishaps that we have a few time served mechanics in the club who've seen it all before, so while I may be shamefully exposing my failures for your entertainment, I do get a few good tips back. You know who you are. Thank you.

The main work in your editors garage this month was the stripping of the spare Focus. (See picture). There's a certain freedom in knowing you don't have to put it back together again. An angle grinder and cutting disc is much quicker than trying to undo rust seized nuts and fixings. And thanks to HRL for picking up the shell.

Once I've cleared some space, I may be in a situation to obtain a very rusty Sierra and strip that with abandon though shell disposal isn't as easy as you'd think.

Maybe next month I'll get on with some DIY. Mrs Editor is pleased with the bargain smoke alarms I picked up at the auction.

Your Editor

Chairs Bitty

The AGM was a relatively quiet affair. The club is still in a good place. Membership is staying consistent, finances are looking OK, attendance at events is respectable and we are all still good friends.

Miles recounted the good work the club has done for Cash for Kids. Bryan raised the question about a donation, like the club has done in previous years. The members unanimously agreed that we should do this and the Committee will report back on the donation in due course.



Not really much has happened last year due to various lock-down restrictions, but we did managed to get in a few summer drives and an evening picnic. We also met up a number of times via zoom, including talks on Air an Rathad and the Black Isle railway. We liked the pudding picnic so much that we have decided to have another summer picnic this year. Other activities on the cards for this year are:

- Visits to private car collections
- Afternoon out at Strathspey Railway
- Workshop Visits

Our AGM was followed by the delayed auction. The auction was headed up by our editor Calum as our longstanding auctioneer Bryan is feeling a bit under the weather. Calum did a very good job, even taking phone bids! A good laugh happened after an item came up for sale and a voice piped up from the back "Hey, you can't sell that! You borrowed that from me ages ago!" And as always seems to be the case at our auctions, you come home with as much stuff as you left the house with. Just different stuff. £25 was raised for club funds.

I mentioned before the lovely new shiny road surface on our backroad. Gorgeous in good weather. A bit slippery when the weather turns, especially with a bit of snow on it. It is amusing to see how, when there were still potholes everyone was driving down the centre of the road. And now, with the new road surface, we all still do this when it is raining. Not sure whether this is aquaplaning or something oozing out of the tarmac, but in the rain this stretch of road feels unsettling. With the recent little spells of snow, our Merc and the Landy both got quite twitchy, something we have certainly never experienced before with the Landy in snow, so I do hope that this year the Council comes round and does some surface dressing.

Have you noticed that sparrows are fussy eaters? We have 3 feeders hanging in one of the bushes in the garden. One for fat-balls, one with seed and another with peanuts. Sparrows will go for the seed first. Pick out a seed. do I like it? No? Chuck it aside. No wonder that feeder can empty within a day. The peanuts are mostly eaten by the finches, coal tits and bluetits. Fat-balls more of a mix of birds, but there is one set of Fat-balls (different make) which is avoided by all until there is nothing else left. Blackbirds, robins and dove/pigeons Hoover up anything that falls below. Sometimes it can be quite busy around that bush. It would not be the first time that we counted upwards of 20 birds, at which point it gets very noisy. The birds are tentatively exploring the nest boxes that are hanging up. We'll see if anyone actually takes up residence, but at least the signs are positive.

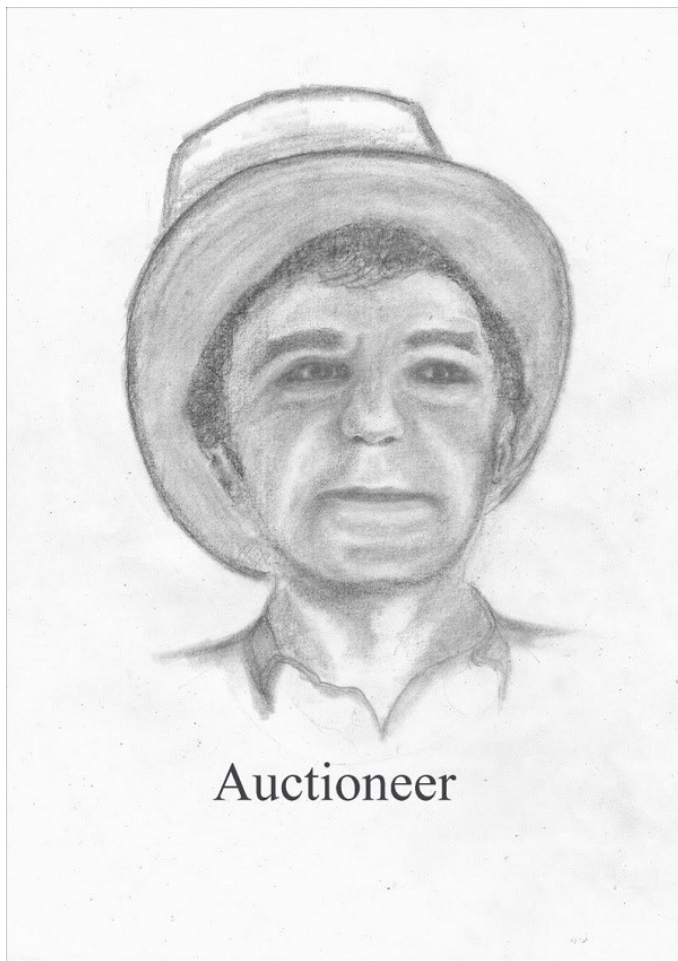
We are meeting this month in the Old North Inn again for some post Covid, but still slightly distanced socialising.

See you there. *Trish.*

Out and About



Jim Mackay spotted this Rolls complete with Spirit of Ecstasy. Must have been going some to end up there!



Auctioneer



Cars & Coffee

And now for something a bit different. One of our members has got a part time job at the new(ish) Inverness Justice Centre as a court artist. Fortunately the accused have an alibi. They were at the HCMC AGM, not selling dodgy goods at an auction.



John Nash Special

This special was scratch-built by its renowned Kent based engineer John Nash, to resemble a European Grand Prix Racer from the golden years of motorsport and completed in 1997.

A few years ago John Campbell from Keith acquired it and did a fair bit of work on her.

A few weeks ago he drove through from Keith to Cars and Coffee. Now that's keen!

The front-end styling is reminiscent of an Alfa Romeo 158GP, whilst the rear is a throwback to the legendary aero-finned Mercedes Silver Eagle.



It is based on Renault 5 FWD running gear (is that why there's a 5 on the side?) with Spax shock absorbers, Michelin XZX 145 x 15 tyres (for period look) on TR4 wire wheels. This is all bolted to a scratch build space frame with a single Renault 5 wheel at the back.

The wooden frame supports a wood/alloy tub with GRP nosecone. The bonnet and side panels are alloy, and can be removed for access. The (large-person) cockpit is lined in riveted alloy panelling and features a set of Triumph instruments, switches and even has a radio!

It is powered by a Renault 5 1289cc engine with single 44mm HIF type SU carb (to keep bonnet line low) with K + N filter and 4-speed synchro gearbox with the gear change on the driver's left side.

Registered as MIG6841 the car is a frisky drive due to excellent power to weight and aerodynamics.

A flying jacket, google, moustache and Biggles accent are optional accessories.

It's truly an honour to have this car in the north of Scotland.





The Motorists Workshop

Hack-saws

These are made for hand use in 8, 9, 10 and 12 in. sizes. The most useful size for all small work is the 8 in. The 10 in. and 12 in. give a longer stroke, but are more liable to snap. Adjustable frames

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HACK-SAWS

may be had, but, on the whole, a solid 8 in. frame gives most satisfaction, and the blades should be tightened by the handle and not by a wing nut at the other end.

The blades are sold in different grades of teeth, usually 18, 24 and 32 to the inch. The 18 teeth are for ordinary work on iron and steel, 24 teeth for brass and copper, and 32 teeth for thin sheet metal or tube. As, however, there seems no reason to bother with three different hack-saws in a small workshop, the middle number (24 teeth) is generally adopted as a good working compromise.

There are many brands of blades, but from personal experience over some years the author has found Starrett blades of perfectly uniform quality, and either Starrett or Millers Falls frames are excellent. Both Starrett and Millers Falls productions are, of course, well known.

The points in using a hack-saw are (1) it cuts on the forward stroke only; use only enough pressure to cut; the teeth find their way in. (2) Do not wring the saw sideways or the blade will certainly snap. (3) Use slow strokes, the whole available length of the saw.

Most memorable Car I drove

By Roy Macgregor

Someone recently asked me, who was the most important person I had ever met and spoke to, after careful thought I answered H.M. the Queen.

This however got me thinking about other important episodes in my life, and as usual my thoughts turned to Cars, I was thinking about what was the most notable car I had ever driven.

I concluded that top of the list must be the James Bond Aston Martin DB5, the car that debuted in the 1964 James Bond film Goldfinger.

There were a total of four Goldfinger DB5s Two for filming and two for promotional purposes.

The one I drove was the main filming car which featured the pop-out gun barrels behind the front indicators, the bullet shield behind the rear window, and a three-way revolving front number plate, but the button in the gear stick for ejector was taped over.

My dad worked for Mercedes Dealer "Callander's" Garage in the West End of Glasgow and we lived in a tied house attached to the workshop.

This meant we were on call for all sorts of odd jobs as required day and night. I regularly would be required to collect or deliver Mercedes 300SL Gullwing and the like to and from their owners.

One Saturday morning my dad was requested to move two James bond Film vehicles from Kelvinside to the Showroom at Kelvinbridge for a James Bond Film display.

One Vehicle was the Aston Martin DB5 the other was a rocket-firing BSA Lightning motorcycle I think was used in Thunderball. I don't hold a Motorcycle licence so I was designated to drive the DB5 (life's a bitch) and my dad the bike.

We set off down Great Western Road probably a little faster than we should and arrived at the traffic lights at the Botanic Gardens just as the lights changed to red. I screeched to a halt as did the motorcycle however the dummy rockets inside the tubes did not.

The expression on the faces of the pedestrian's waiting to cross at the lights was a picture as my father dismounted and replaced the rockets in their tube before re-mounting and continuing on his merry way.

By the way my episode with the queen was on the Kylestrome slipway at the opening of the Kylesku Bridge.

I was designated by my employer Morrison Construction who built the bridge to meet the royal party off the tender from the Royal Yacht Britannia and direct then to the official opening.

Keep Safe

Roy

Cars and Coffee



This was my first Cars and Coffee in a while and it reminded me of just how good in can be. There were a good number of classics and modern classics that were to my taste.





It good to see a father and daughter combo though Tally seemed quite independent of her Dad. Her green L plate nearly found itself on other peoples cars to reflect their driving in a jokey way. Callum was quick to point out that the yellow Dyane is not Tally's car.



The engine bay of the Mini on the right, below was immaculate. My green Mini is presented in nearly matching hammerite under the bonnet. It was also bemusing to find fuel injectors, a throttle body and a coil pack - very modern.



Drive it Day 2022

Sunday 24 April 2022

Here are some details stolen from the Drive It Day Website...

We are delighted this year to have the NSPCC's Childline service as our official beneficiary for Drive-It Day. Every day over 800 children and young people reach out to speak to Childline, with worries about their mental health, education and isolation, so it's vital we show our support for children during this particularly challenging time.

Up and down the UK, classic car and bike enthusiasts will be taking part on 24 April 2022 – observing government restrictions of course – and raising money for this important cause, so here are some ideas as to how you can get involved. Share your historic vehicle with friends and neighbours by offering a 'show and tell' in return for a donation to Childline.



- Hold a photo competition via your club's Facebook page or website – with members dressed in the colour or era of their car perhaps? And don't forget to tag #driveitdaychildline so that we can see too!
- Drive out in a group of six to a picturesque spot for a picnic or an outdoor pub lunch. You could even draw up a route map or tulip map and offer these in return for a donation.
- Hold a prize draw to win a piece of classic car/bike memorabilia or branded merchandise – this can be done via Justgiving with a 'suggested donation' to enter.

Round the day off with an online quiz or 'homework competition' – highest score wins! Your questions can be as obscure as you want, about your particular marque, technical spec, motorsport or even plain old general knowledge!

Zak pointed out that you can buy plaques from their shop with profits going to the NSPCC. www.driveitday.co.uk/shop

 £10.00 Drive it Day Rally Plate – Regular 290mm x 145mm - pre-drilled with four holes and two cable ties. All profits to be donated to NSPCC Childline. 1 Add to basket	 £10.00 Drive it Day Rally Plate – Small 150mm x 75mm - pre-drilled with four holes and two cable ties. All profits to be donated to NSPCC Childline. 1 Add to basket	 £30.00 Platinum Drive it Day Rally Plate – Regular 290mm x 145mm - pre-drilled with four holes and two cable ties. All profits to be donated to NSPCC Childline. 1 Add to basket	 £30.00 Platinum Drive it Day Rally Plate – Small 150mm x 75mm - pre-drilled with four holes and two cable ties. All profits to be donated to NSPCC Childline. 1 Add to basket
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ROTARY CLUB OF INVERNESS LOCH NESS
CLASSIC CAR TOUR - SATURDAY 4TH JUNE 2022



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 2022, this time taking in the 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 2022 between Prostate Scotland and the Charity Account of the Rotary Club of Inverness Loch Ness which supports many local, national and international 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 (before 8pm please)

Events Diary Planner 2022

I'm not sure how Covid proof this will be but here is a list of events we know about for 2022. Apologies if I've missed anything (let me know!) and check the details nearer the time in case of change.

- 16/4 The Highlander Track 'n' Show . North of Scotland Kart Club, Golspie
- 24/4 Drive it Day. Details tbc, but we'll be driving somewhere.
- 1/5 Forres Classic Vehicle Show, Grant Park Forres.
- 7/5 Historic Commercial Vehicle Road Run, Dingwall Mart to Ullapool
- 21/5 Rotary Club of East Sutherland Classic car tour. Dornoch to Durness
- 21/5 Inverness BID City Centre Car Show
- 29/5 Highland Folk Museum Vintage Day
- 4/6 Rotary Club of Inverness Loch Ness Classic Car Tour
- 5/6 Fraserburgh Vintage Car Rally, Fraserburgh Leisure Centre
- 4-5/6 The Shetland Classic Motor Show
- 12/6 Caithness & Sutherland Vintage and Classic Vehicle Club Rally
- 19/6 Tain Vintage Car Rally
- 9/7 Scottish Transport Extravaganza, Glamis Castle
- 6-7/8 Orkney Classic Motor Show
- 13/8 Truckness, Black Isle Show Ground.
- 14/8 Historic Wheels Club Rally. TBC.
- 19/8 Dubness - The gathering of the vans. Clune Farm Dores.
- 18-21/8 Scottish Micro Car Club Highland Rally
- 27/8 Fortrose & Rosemarkie Classic Vehicle Rally
- 28/8 Buckie Classic Car Show
- 4/9 Grantown Motorman

Check the club website for further details and updates. If it all goes ahead as planned it looks like it will be a good year for shows.

HCMC Events

Next Club Meeting. Thursday 3rd March 7:30pm, at the Old North Inn Inchmore IV5 7PX for a socially distanced er, social evening.

Cars and Coffee. Sunday 13th March. 10:00 - 12:00 at Rollerbowl Inverness. Come along and see what turns up. There's always something good. Sometimes many things.

Here's a wee bonus out and about, spotted out site B&M, Carsegate Inverness.

