

CLASSIC SCENE



April 2017



**MOT Exemption for
30 year old cars?**

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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 3NG. 01463 236459
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CLASSIC SCENE

The next 'Classic Scene'

GOES TO THE PRINTER

on the Monday of the week preceding the next meeting

Please send articles by e-mail or typed.

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COVER PICTURE

What are the Government's plans for MoT's for our classic cars? Would the cover car Citroen get a ticket?

Welcome to the April Newsletter. It's Spring and time to consider the next season of Highland Classic Motoring, be it a run out, some shows or a club visit. Perhaps the dream of a new car or project? Gratuitous picture of a Riley Pathfinder below. Here's wishing you all a reliable rust free year.

Drive It Day April 23rd

Inverness at the V8 Cafe on Henderson Road, for an 11am departure .

The Federation of British Historic Vehicle Club reminds that the purpose of 'Drive It Day' is for us to be seen and appreciated by the public.



We're always looking for your items for the Newsletter, short or long funny or factual, please send them to editor@highlandclassic.org.uk

Thanks to those that have sent pieces in. If it's not in this month, it will be soon. Keep up the good work!

Chairs Bitty

As mentioned last month, we were unable to go to the Scotrail workshop visit, but I expect that it will have been mega interesting. I hope that someone has done a reportage of the evening, so that I can read up on the visit elsewhere in the magazine – and if you haven't written a piece on this yet, why not??



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Both Alice and I have been struggling to get over the flu in the past few weeks. As a result this month has been very uneventful for us. The weather hasn't co-operated either, hence even gardening hasn't been high on the agenda. I did manage to pull up a few weeds from between the strawberries the other day, after which I had to sit down for a rest. Being perpetually tired isn't nice and it does get incredibly boring. There are only so many books you can read. I am trying to do a little exercise in the hope that this will give me more energy, but not much luck so far. Even a leisurely stroll round the village (well wrapped up off-course) leaves me more tired than when I started out. According to the GP, 6 weeks or more is not uncommon before your back to full health. Oh joy.

You may remember that I mentioned last month how good the patches look on our driveway. Yeh. Until I noticed something green on the edge of the tarmac and the path. One very persistent Docken managed to push its way through. Closer inspection of this patch shows 2 further bulges, again right on the edge of the tarmac/path. I've hit these with a hammer, but doubt that this will stop the weeds. I will need to rethink this one, whether to dig out the patch again (hmmm), or try weed killer. Or salt.

This month we had planned a visit to Foyers power station. We made a visit to this power station some years ago. And from memory this is one of these buildings that is bigger on the inside than it looks on the outside, if only because the structure continues some way underground. Unfortunately, the club has been unable to get the agreement from the power station's operators for a visit. Maybe we can soften them up for next year.....

Instead we will take this opportunity to blow the cobwebs from our classics and take our cars for a short spin round the Black Isle countryside before we park up in Beaulieu for a drink and a natter. We will meet up at the north bound main lay-by at North Kessock - A9 for 19.30. Fortunately, with the clocks having just gone forward, there should be just enough evening light.

See you there.

Trish.

MG Midget for sale. (In Essex)

Would be good to see it go to a an enthusiast with some time to get it back on the road. in a garage for the last 20yrs, engine has not been started since being put in the garage! The gear box will need some attention, body work seems solid.

Contact Gus 0797 413 8848 (On behalf of Dave Baker)

Club Meeting Updates

As Trish says, due to circumstances beyond our control the next meeting on the 6th Apr 2017 and has now changed to a drive around the Black Isle to Beaulieu. Meet at the usual northbound lay-by near North Kessock. First left after the bridge.

June's visit has been changed to a visit to Cairngorm Windows @7.30 on the 1st. More details to follow.

The BBC Inverness visit on 2nd November has visitor numbers are limited to ten, so if you are really keen pass your name on to me at editor@highlandclassic.org.uk or in person. The first ten applicants gain entry.

As always, for up to date information please consult the club website.



Scotrail Inverness Depot Visit March 2nd 2017

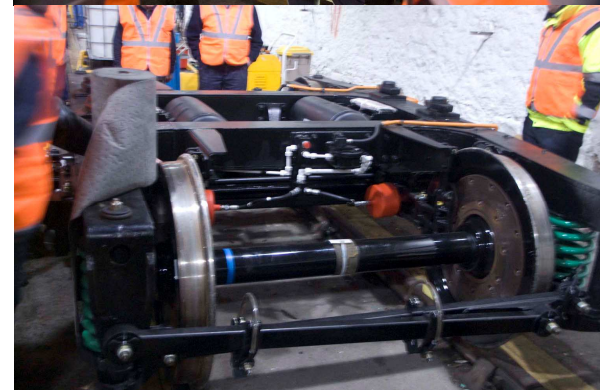
The visit to the Scotrail Maintenance visit was lauded as one of the best visits the club has ever had by some of our longest serving members. It was that good.

About 17 of us congregated at the Scotrail carpark around the back of Kwik Fit and were escorted inside to dress ourselves in Scotrail Hi-Viz vests, Bolle safety specs and very nice baseball cap styled hard hats. Some jokes about nits were made by members who wanted to keep these. It didn't work. Kenny welcomed us all and introduced Stevie who had volunteered to come in and be our guide for the evening.

It was a visit of two halves, or sheds separated by a rail track where trains come in to refuel. First the TMD shed (Traction Maintenance Depot – you know wanted to know) housed a wagon from the Caledonian sleeper service being er.. serviced. These wagons need to be refurbished every 650,000 miles (about every 5 years) and this works out at about a carriage a month. To one side there were some impressively large jacks and a 6 tonne gantry crane for lifting carriages off their bogies (wheels and suspension).

The Caledonian sleeper franchise is operated by Serco but as Scotrail own the maintenance depot and have 20 years experience of maintaining the rolling stock they do the maintenance that Serco specify.

The rolling stock is very old now and parts are sometimes hard to find or have quality issues, and believe are not are supplied by Unipart. As a result the depot has two welder fabricators to make parts they can't get.



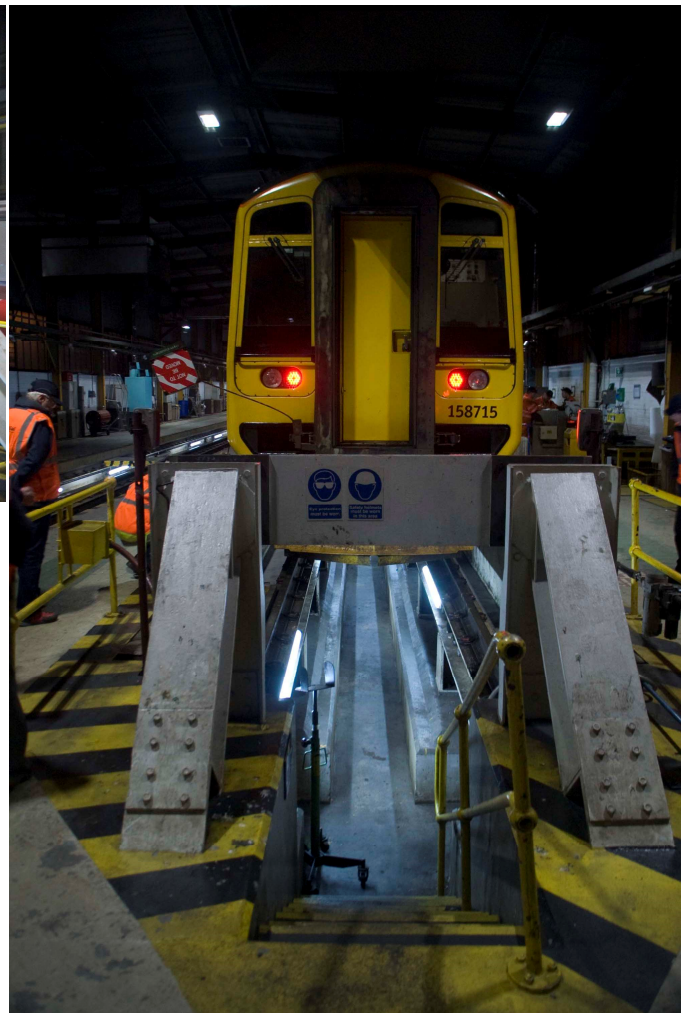
We learned some new terminology. For example, carriages are *stabled* overnight and when the Highland sleeper carriages from Inverness, Aberdeen and Fort William join in Edinburgh, they form a *rake* of 16 carriages which is approximately half a mile long.

Next door to the sleeper was a *Pogie*, or a shunting engine to a lay person. This was a 1958 Class 08 engine made in Glasgow. 350 horse power if that means anything, it's all about torque! This engine is limited to 15mph, and can be driven from either side and is guided by a person on foot (also called a shunter) who is in absolute charge. It is used for example for removing a faulty wagon from a train and shunting it into the shed.





We crossed the track back into the CSMD shed. (Coach and Stock Maintenance Depot.) These names are largely historical as shown by the presence of a two unit sprinter train. TRAIN SPOTTING ALERT! This was a class 158 unit, number 715. One unit was called 57715 and its partner 52715, so they are known as the 57 unit or the 52 unit for short.



Under these units is a 350 horsepower straight six Cummins diesel engine connected to the powered bogie via a two speed gearbox and a driveshaft to the wheels. The other bogie is unpowered. There are also two sets of batteries, air tanks wheel sanders, wheel brushes, air conditioning, heating, and toilet tank, all requiring maintenance.

Bogies have two forms of suspension, conventional spring type and an air bag between the carriage and the bogie. These can fail but it is possible to lower the carriage down so it will be level, though speed is limited to 45mph, as it is uncomfortable for the passengers.

Our last stop was in the Comms Room where work is assigned and organised via whiteboard systems. Stevie showed that all the staff had to be proven trained competent and if there was ever a mechanical incident in service the investigation was very thorough right down to who fitted what part, when, and when they were last trained for that job. It was also noted that it was a job that few left voluntarily with many at 25 years service and some at 40. Only 3 leavers in 10 years. That says something.

And that was us, a quick return to return all the PPE equipment, a thank you and heart-felt round of applause, and we were on our way.

MoT Testing for Classic Vehicles

Late last year the Government launched a consultation to investigate the future of MoT testing for classic vehicles. Under current rules, any classic vehicle built prior to January 1st, 1960 is exempt from an MoT test, although owners can still have their cars voluntarily MoT'd at any testing station. To try and bring the UK into line with EU rules, a number of different options are being considered.

- Option 0: Leave the current exemption for pre-1960 manufactured vehicles.
- Option 1: Remove the current exemption for pre-1960 vehicles, and in doing so make all vehicles subject to a full annual roadworthiness test.
- Option 2: Introduce a basic VHI roadworthiness 'safety' test (either annual or biannual) for vehicles over 40 years of age.
- Option 3: Exempt 40-year-old VHIs from annual testing and introduce a VHI certification process to ensure a vehicle has not been substantially altered (could be based on self-certification or independent inspection or a combination).
- Option 4: Introduce a biannual VHI roadworthiness test for 40 year old vehicles.
- Option 5: Exempt 30-year-old VHIs from annual testing and introduce a VHI certification process (similar to Option 3 but for all vehicle overs 30 years of age, rather than 40).

Many enthusiasts have been particularly concerned by the European Union's classification of modified vehicles. The latest consultation document issued in September includes the phrase "substantially altered" within its list of six proposals, but what does this actually entail? One option is to use DVLA's 8-point rule.

With the UK recently having voted 'Leave', is there a need to be more compliant with the European Union when it comes to VHI testing? Until exit negotiations are concluded, the UK remains obliged to continue to negotiate, implement and apply EU legislation.

My personal view is that making MoT's optional means most MoT stations will probably be reluctant to test classics. A specialist VHI test may not be available as commonly as an MoT test meaning owners in the Highlands and Islands may have to travel a good distance to get their ticket. I also believe regular testing by a certified professional is a good thing for everyone's safety.

Are Our Roads Going to Pot? By Alan Goff

The number of potholes on our roads seems to be ever increasing, causing damage to many of our vehicles that needs to be repaired. But the good news is that you could claim compensation to cover those costs!

'Underfunded' roads

Despite paying through the nose, local councils are allowing our roads to deteriorate year on year. It has been reported that road maintenance in England and Wales is underfunded by around £1 billion every year (55%), according to potholes.co.uk.

What damage is being done?

Our vehicles are suffering from these uneven surfaces. The most obvious damage is to our wheels, with both wheel rims and punctured tyres being major complaints.

Driving on a consistently uneven surface can also take its toll on our suspension, steering mechanisms, exhausts and roll bars, which can rattle free with the constant abuse.



How to claim

Each county council will have a specific procedure for compensation claims, so make sure you check your local council's website for specific information. Remember, you can claim for damage to bikes and motorcycles as well as cars. As a general rule of thumb, if you aim to follow the steps below you won't go far wrong.

- Take a photograph of the pothole and note down its rough size and depth as well as its precise location (make a sketch of the area if you can).
- Report it to your council using the reporting procedure specified on your council's website.
- If the council has not repaired it within a reasonable time (some say around a week is enough time to give) then this should strengthen your case.
- Consider submitting a Freedom of Information Act request to the council or Highways Agency to find out as much as you can about the road and its maintenance history, as this could also strengthen your case.
- Put all your complaints in writing and ensure that all contact with the council is done via letter or email (a phone call can always be denied). In your letter include: a full description of the accident, where and when it was (date and time), your photographs and your sketch plan of the area. Also include a copy of your repair bill for the damage caused and keep copies of all your letters!
- Consider Twitter too. Tweeting will put pressure on your local council as its other followers are likely to see the tweet.
- The free RAC Report Pothole app (<http://www.rac.co.uk/drive/travel/driving-in-the-uk/report-a-pothole-app/>) uses GPS to quickly identify where you are and can send a report to your local council automatically. You can send up to three photos of the pothole as well as signage problems, street light problems and more. It's available on iOS and Android.
- If the council makes you an offer you should give it proper consideration even if you are not entirely happy. If you wish to fight on, your next option will be to take court action. Provided your claim is for under £5,000 you can take action in the Small Claims court. You won't need a solicitor and you can issue proceedings online via their MoneyClaim Online system. (<https://www.moneyclaim.gov.uk/web/mcol/welcome>)

Am I likely to get a pay-out?

It won't be easy! The council will vigorously defend itself under section 58 of the Highways Act (which basically states they just have to prove they have taken 'reasonable' care of the road). But that doesn't mean you shouldn't try. While evidence suggests that the vast majority of claims are automatically turned down in the first instance, persistence is key.

Me and My Car

Car: Burton

Owner: Callum Beveridge

Type: 2-seater roadster

Engine: Horizontal 4-stroke twin, 602cc

0-60: Eventually

Top Speed: 80mph



How long have you had it? Started preparation of my Burton in 2004 as a commuter car for my daily drive from Reading to Woking. Changed job, moved house twice and finally finished it in 2006 after a six-month build.

What work have you had done on it? Everything. Built from a friend's Citroen 2CV, it only had 20k on the clock and had succumbed to terminal chassis rot. The 2CV had to be dismantled, refurbished and repaired where necessary. The engine has only ever had a top-end rebuild and is still running with 28hp as it was in the 2CV. The Burton was built on a new galvanised chassis with a custom long-ratio gearbox, modified caster angle, inboard front disk brakes, electronic ignition etc. It reuses many parts of the original 2CV (rear seat) as well as parts from Austin Healey, MG, Mini and Harley Davidson to name a few.

What do you like about it? I just enjoy driving it. It's extremely comfortable and although not fast, it feels fast. I drive it all year-round albeit with a gull-wing hard-top in the winter months. It's taken me all over the UK as well as to Belgium, France and Ireland.

What makes it a classic? Not sure it really is a classic, but the car it was built from has gained classic status now, and to the man in the street, it appears to be a much older car than it is. It's not trying to be anything in particular, and every Burton is unique – making it impossible to judge at car shows.

What other cars do you own? I've got a yellow 1979 Citroen Dyane which I rebuilt over a five-year period as well as a 1981 Dyane which is currently in the process of being 'seen to'. I've also got a few other Citroens which have been dismantled and tucked away which I'm losing track of.

Please send You and Your car to editor@highlandclassic.org.uk (In a similar format if you can.) Many thanks! Ed.



Cars and Coffee 2 . The Sequel

The second cars and coffee meeting was another great success and notable for an almost completely different line up of vehicles. Just wait until May when people start taxing for the summer season.

If you don't know what the set-up is. You just go to the V8 Café, 12 Henderson Rd, Inverness IV1 1SN for 10am. Park up at the fenced off bit on the right. Go and grab a tea or coffee (optional). Talk about cars with like-minded enthusiasts from all sorts of car backgrounds. It's great!



CLUB EVENTS

6th Apr 2017	Scenic drive round the Black Isle	North Kessock/Black Isle	Scenic drive round the Black Isle before retiring to Beaulieu for a drink/natter. Meet in A9 northbound layby at North Kessock for 19.30.
9th Apr 2017	Cars And Coffee - Inverness	Cafe V8, Inverness	10am to 12 noon Every 2nd Sunday of the Month. A new Social Event for all Car Enthusiasts. Park up, buy yourself a hot drink and snack from the Cafe V8 and the check out what's in the Car Park. Chat to old friends and make new! Find us on FACEBOOK.
23rd Apr 2017	'Drive It Day' 2016	V8 Cafe, Inverness	Local Highland Run to support FBHVC Drive It Day 2017. Gather at the V8 Cafe before the Road Run leaving at 11am. Destination tbd. Pre-Register on HCMC Home Page.
30th Apr 2017	Forres Theme Day	Grant Park, Forres	Arrive 09.00 - 12.30 Judging 10.00 - 14.00 (Judged Entry Deadline 9th April.) Winners Parade 16.30 Contact; forres-vintagevehicleassociation@yahoo