

CLASSIC SCENE

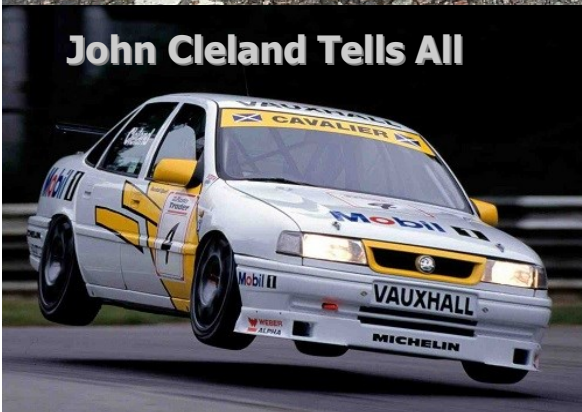


April 2020



Cars and Coffee — Car of the Day

John Cleland Tells All



A Proper Man Cave



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The club has an extensive archive of
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Cover Picture

This immaculate Lotus Elan appeared
at cars and coffee and was instantly
my car of the day, an arbitrary award
I give to cars that impress me, so
apologies if you don't agree however
I wasn't the only admirer. The period
details including tyres were perfect.

Welcome to the April Newsletter

Well there has been a lot of editing in the newsletter this month, mainly with the delete key as event after event is cancelled. The tone of it already seems out of date, reporting on events last month when we could actually socialise. On a positive note as Trish says in her piece, at least we can get on with all those projects, and hopefully we'll see a lot of new classics at shows post Covid-19. Personally speaking I have plenty to get on with and that bloomin' Clio is finally ready for sale now that no-one is allowed to come and look at it.

I had an interesting chat with a club member about the Fortrose and Rosemarkie Classic Car show. As you may know, there have been changes on the committee, the venue has been changed to the King George V playing field but now the council have cancelled that booking. Anyway the chat was about the future of car shows and making them relevant to a younger generation. Most of us are nostalgic about cars from our childhood or teenage years, and for 30-40 year olds that's the 1980's and the 1990's which explains the whole retro car scene (which even has its own magazine discussing 'cool' cars from the era.) So to widen the draw of the Fortrose show it was decided to open it up to retro cars. A good progressive idea in my view.

As you may be aware, I have had some issues receiving emails from various people. Without getting too geeky, it seems that BT have applied the strict email rules regarding spam mail and some providers haven't. We have made an effort with our website to get around this and I have now got a Google email address which the website also forwards to. Put simply you can now send all your emails to...

editor@highlandclassic.org.uk

...and I should get it. So far so good anyway.

As you will read elsewhere, the best way of keeping up to date with club activities is to visit the website or Facebook page. Also please email in anything you can for the newsletter. For example daft things you're doing like washing your spanners in Dettol or serious things like what projects you're working on or what cars you have stashed away under dust covers. Anything to keep club spirits up.

Hopefully we will manage some kind of car run, lockdown rules permitting so keep in touch to find out and we hope to hear from you soon.

Keep safe

Your editor.

Chairs Bitty

Last month's talk on the Rosemarkie man was very good indeed. It was very well attended to the point where one or two members had to sit on the window sills. The talk revealed how in true 'Time Team' style, a last minute discovery at the end of the dig, revealed a human bone. Later the rest of the skeleton was revealed and investigations turned this discovery into a true murder mystery.



For answers visit the Cave Archaeology Group's website: <http://cag.bcra.org.uk/>

It will not come as a surprise to anyone that this month's meeting has been cancelled. This is probably a club first where national prohibitions on gatherings are putting the brakes on get-togethers like ours. We will have to see how this Covid19 thingy plays out as to whether any meets later in the year can go ahead, but I have asked the committee to try and pencil in a few runs over the next few months so that we can still get out in our cars. We will keep you posted on this. Meantime, you will need an outlet for all your little anecdotes and stories, you know the stuff you usually chat to your fellow members about at our meets. Put pen to paper and let's fill our magazine with your stories. We don't need screeds of paper, a paragraph or two will do just as well and send them to our Editor.

One "benefit" of Covid19 is the instruction to work from home. Saves on fuel. Saves the planet. I have an extra hour in bed in the morning and I am home as soon as I finish work. I could get used to this. However...my employer has already hinted that if folk go off sick, others will pick up their work. And with less traffic on the road, the repairs that the Council makes to our road network should last a little longer. I doubt if they ever fill our 3 potholes, one of which has grown to epic proportions. It is well over 3 feet long and nearly 2 feet wide. Fortunately, because I keep brushing all the loose chuckies back in, it is not that deep.

If we're not allowed to socialise, we will have more time to spend on our beloved vehicles, do some DIY, give the windows a lick of paint, all those little odd jobs you have been putting off for years and stopped seeing. I will just have to spend more time in the garden. And to make sure that we get plenty of fresh veggies this year, I'll see if there are any seed packets left in the shops, so we can grow our own.

Talking about Covid19, it is a bit ridiculous the way people are hoarding. Do they think the world coming to an end that they need to leave the shop with trolleys (plural) piled high? And what is this thing about toilet paper? I thought Covid19 affected the lungs not your rear end. Mind you, for these food hoarders, some of it may well go a bitty off before it is consumed....and then they will need the paper!

Remember to go for a daily walk. We don't need anyone to get cabin fever.

See you sometime.

Trish.

March Club Night—Rosemarkie Man



The Rosemarkie Caves Project is a volunteer led project carrying out archaeological research on the many caves that run along the raised shore east of Rosemarkie, and in 2016 they discovered the skeleton of Rosemarkie Man. Simon Gunn founded and leads this project, and luckily for us is a long term friend of Tom McCallum and Bryan McIlwraith so we were treated to our own personal HCMC presentation.

I took copious notes for the newsletter which was quite tricky in the dark, but it turns out you can find out all about it and more accurately online at...

<http://www.spanglefish.com/rosemarkiecavesproject/index.asp>

It's worth a quick summary here though. At 15:30 on the last afternoon of the excavation of Smelters Cave what looked a red deer bone turned out to be much more interesting, human bones. Time was against them so they covered up the find as best they could to avoid unwanted attention. (At this point there was a bit of distracted chatter in the room , and I heard something I've never heard said a club meeting before, "Thomas. Hush!") As you can see in the picture above the bones of the skeleton are quite red which is caused by the red sand, which has alkaline properties which kept the skeleton in great condition.

On discovering a body like this, it is a legal requirement to inform the Police, who reported it to the Procurator Fiscal who wanted a second opinion, which was great news as this basically provided free research at Dundee University.

They found that the Rosemarkie Man was a well built individual from around 430-630 AD and he was a Pict, local to the east coast. A detached collar bone dates the person as being over 20, probably around 30, 5'5 to 5'9 and a stocky build. The skeleton was 99% complete but met a grizzly end. The researchers could say that he was speared through his mouth, clubbed on the jaw, had the back of his skull

cracked then was speared through the temple and had the top of his head bashed in. In that order. A pretty thorough killing then.

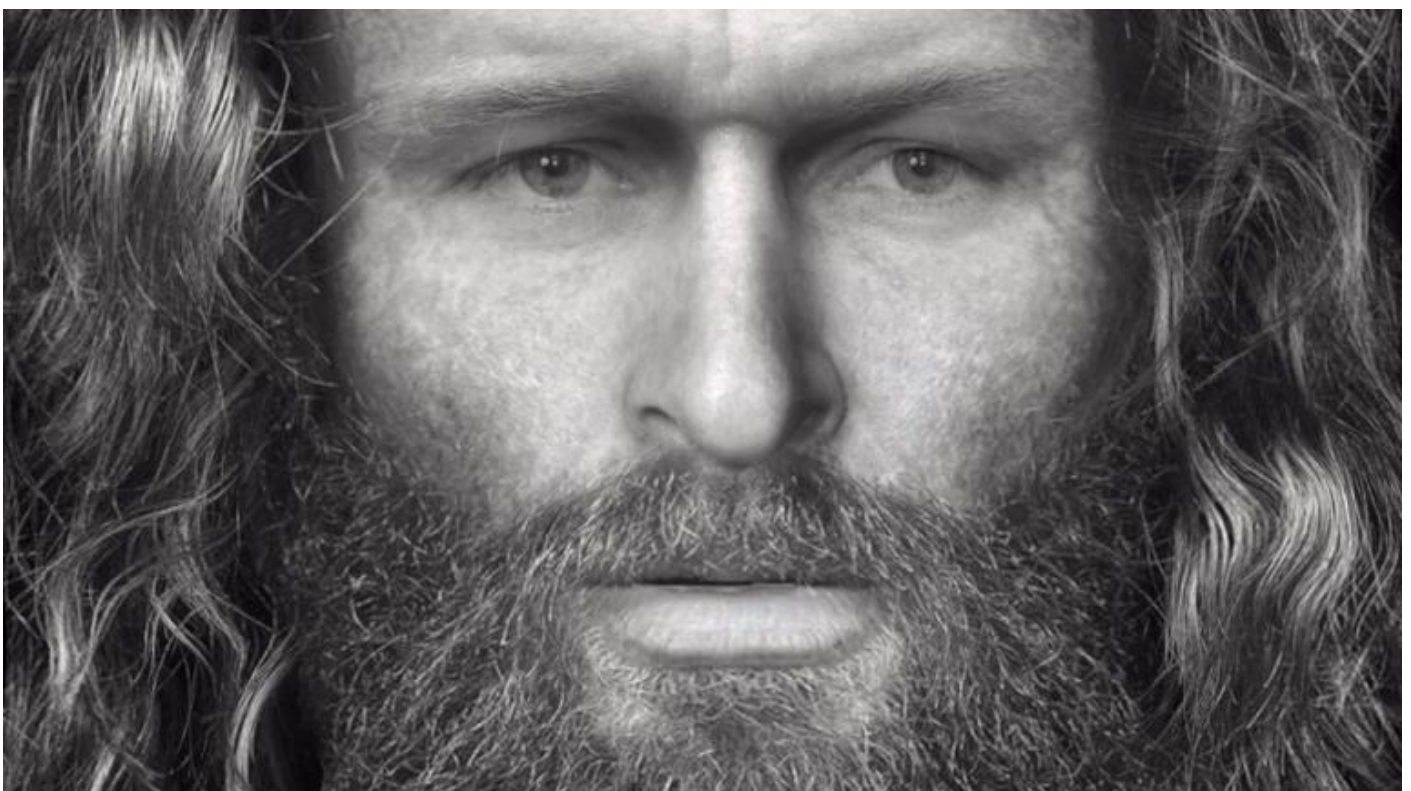
The mystery thickens with the discovery that the man had a luxury high protein diet, and was buried with great care. It seems he may have been a clan chief or royal of some sort and there are many theories as to what might have happened. My personal theory is that the Rosemarkie Man went to Cromarty and got involved with the wrong girl and the 'Croms' got him, starting a village feud that still exists.

One of the more newsworthy aspects of this story are the striking facial reconstructions by Dame Sue Black and her team, putting flesh on the bones of the skull using computerised reconstruction. Using a bit of artistic license they gave him a beard and long flowing hair.

While this find is the highlight of the Rosemarkie Caves Project, of course there were others ranging from clay pipes to smelting ovens, cattle and horse bones, pottery and a cobbled floor. There are theories of smugglers and then of Vikings making nails to repair their boats. There were relics of Gypsy cobblers and tin-ware repairers. The caves provided excellent dry and sheltered accommodation and there is a mass of social history there. Go to the website above to find out more.

It is possible to walk along the shore and visit these caves yourself which is something I fancy doing myself someday.

There were about 23 of us in the audience on the evening which is about a third of our membership. It was an incredibly interesting talk and everyone I spoke to was very enthusiastic about it. Thanks for organising it Bryan.



E10 Fuel

So what's all this fuss about E10 fuel for classics. Well in very simple terms it means manufacturers adding 10% of ethanol as a bio-fuel to petrol which may be the equivalent of taking 350,000 cars off the road each year cutting CO2 emissions for transport by about 750,000 tonnes per year. So good for the planet.

Why is this bad for classic and older cars? Firstly ethanol is hygroscopic, meaning it absorbs moisture. This moisture can then condense in the fuel tank and cause components to rust, especially when the car is stored for long periods.

Older cars aren't tuned to run with ethanol so can have engine problems or lose power.

Ethanol is a solvent so E10 fuel may cause some flexible fuel hoses, seals, gaskets, plastics and certain metals critical to the fuel system to corrode or degrade. This may cause damage to fuel pumps, carburettors, seals on injectors, pressure regulators and fuel tanks that are not resistant to ethanol. This can lead to fuel leaks, which I've already had this with a fuel hose and E5 petrol on the Mini. The bioethanol may also dislodge particles on older fuel systems causing blockages.

As ever the FBHVC is on the case and is fighting our corner with the government. They understand that the only UK refinery for the additive has closed and the environmental costs of shipping additives from other parts of the world arguably negates any environmental benefits. For now at least.

The Federation has also advised in previous consultations of the requirement to run an alternative 'protection grade' alongside E10 for historic vehicles and will seek to reinforce that standpoint in this latest consultation. The Federation will also seek reassurance that historic vehicle owners will not be financially penalised at the pump when purchasing protection grade fuel and that its availability will not be time limited.

E10 petrol is used elsewhere in Europe and is particularly prevalent in France and Germany, where it is offered alongside E5 grades.

Of course we have been here before with leaded petrol, lead replacement petrol and the growth in the number of available additives that allow us to use pump petrol, at a cost of course. It also looks like only standard grade petrol will be E10 and that performance blends may stay at E5.

So far I haven't had too many problems with E5 and I use Millers VSPe as an additive where required, but I did lose the float on a fuel sender as the ethanol ate a wee hole in it, and a the above mention fuel pipe leak. Fortunately another materials are available and it's been fine since.

Please write in and tell us your stories of problems with modern fuel.

Editor.

Cars and Coffee — March 2020

Well that was a cracker. The sun was out with only a few raindrops to spoil things. The Rollerbowl carpark was full with classics, moderns and retro cars spreading onto the hardcore parking at the back.

Personally I was pleased to see a good selection of older cars but it was pointed out to me that the contrast in cars actually makes the event which I have to agree with. Just because some one drives say a VW Phaeton V10 TDI doesn't mean the don't like a vintage Wolseley or vice versa, and in keeping with the editorial theme of this months newsletter, we need to engage with young people to help save the classic car movement for the future and this is something that Cars and Coffee – Inverness excels at.







Highland Classic Motor Club.

Annual General Meeting 6th Feb 2020 Minutes.

Old North Inn.

Apologies: Chris, Jackson, Graeme B, Graeme J.

Present, Nicol Rainey-Brown, Dave Hird, Liz Bligh, Callumj B, Ranald, Richard L, Jim, Tom, Miles, Roy, mark, John fair, Calum P.

Minutes of the last AGM were passed. Prop Tom, 2nd Ranald.

The Chairman reported another successful year which was the Club's 40th anniversary. The Ruby Anniversary was marked by the production of the Ruby Newsletter produced by Calum Pearson for which the chair and all present thanked him for this massive endeavour. The Ruby Picnic also marked the anniversary along with a special evening gathering in October where many old faces were seen. Other events for the year included visits to Bitz in Nairn, Inchriach Gin distillery, a quiz and a talk on World War 2 ships.

Treasurer's Report.

The Treasurer reported a £282 surplus on the club account this year. The Cars & Coffee stickers had made a profit. The Ruby Picnic had cost £700 and had taken in £530. The Ruby Newsletter had cost £370. Copies of the club accounts were circulated.

Chair

Trish indicated that she was willing to serve another year as Chair.

Secretary.

Bryan indicated that he was willing to continue for another year. Membership stood at 68 at this time

Committee Members.

Ranald, Roy, Miles, Callum B, Graeme, Calum P (newsletter Editor) all agreed to stay on as committee members.

The chair invited any other members who wanted to make a contribution to the

club to become committee members.

Suggestions for club activities were invited by the chair. Nicole Rainey-Brown invited all to attend Historic Wheels meetings which were on the 2nd Thursday of each month. Nicol also said that we should stress to members that all were welcome on runs and that members who didn't own a car would always be offered a lift.

Ranald informed the meeting that the engine sheds at the Cairngorm Railway would have to be a daytime event so could be part of a weekend run.

Precision Engineering was suggested. Miles informed the meeting that a resident of the Leonard Cheshire home had a budget for buying a classic car. This would require someone to maintain the car and drive the resident on outings. It might require two or three volunteers.

Drive it Day is on the 26th April.

AOCB.

Trophies.

The Alan Chisholm Rose Bowl has been recovered. It had been passed to a non-member along with a car purchased. The Bill Aiton trophy has still not been located.

There being no further business the meeting was closed.



The M1 was very quiet in the early days! I had a holiday down in Kidderminster and I had an outing to see the new motorway viewed from a flyover. We didn't go on the motorway because it went for miles with no turn off and my uncle didn't want to ruin his car with high speed, long distance motoring! Such was the daunting prospect of using a motorway, a car had to have a full service and a radiator check before committing to it. Scary stuff.

Jim Mackay

Miller, Sinclair & Sutherland,

c/o Y Lounge Bar,

Pentland Hotel,

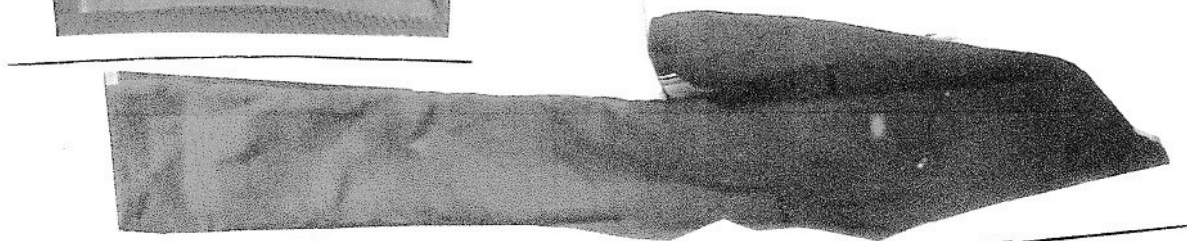
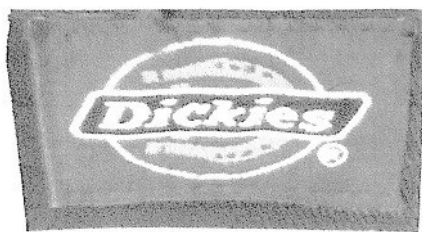
Thurso.

Weel Folkies, Young MacKay's half o' y Dickies boilersuit made a good price on eBay wi some frantic biddin in y last seconds. He widnae reveal y name o' y successful bidder but rumour hes hit that he's a well known collector down your way. I don't suppose that narrows hit down an awful lot seein as yer all a bunch o' collectors but keep yer ears to y ground.

Y trike hes bin fitted wi mudguards from Wattie's old trailer, a fill set o' lights an a bigger tankie. Any hopes o' settin any speed records hev bin dashed as all y big contenders drive "trikes" wi jet engines. Young MacKay es bin realistic, fast an all as y trike goes he's no goin to say "Take that Craig Breedlove"! Nothing touches hit North o' y Ord an he's satisfied wi that acclaim. Y tear drop caravan es provin elusive an he's toyin wi y idea o' fittin a shed on y tandem axle trailer. Jist toyin mind you.

Reports o' a meteorite sightin hev bin leakin through up here though none o' y sources were reliable as they occurred near closing time at y lounge bar here en y Pentland Hotel. However, a sightin by the chairperson o' yer own wee clubbie hes some credence . Young MacKay hesna givin up on y chance o' y Impie makin hit back an wis filled wi hope. So much so that he tried burnin some Dounreay paint to see what colour hit would emit. Oxy-propane wisna hot enough so he tried oxy-acetylene an hit wisna hot enough either. He needed a nuclear reaction or an entry till y earth's atmosphere. Maybe hit would burn yellow /red turnin till green. We live in hope.

Best Regards, *Wundy Miller.*



Out and About



Jim Mackay spotted this nice Land Rover at Clachnaharry.

I had some tips of classics in North Kessock which is near my home but I have been unable to get out and take pictures so I stole some interesting ones off the interweb.

Can you identify the scrap engine? What is this grey car below?



When was the last time you saw a Maestro van?



It is with regret that we have to inform you that Lorna Beaton recently passed away following a prolonged illness. Lorna was wife of club member Ian Beaton who is well known within the membership of our club.

I'm sure all members of our club would like to join us in passing on our condolences to Ian at this very sad time.

Your Editor



Well the Historic Wheels Club's John Cleland talk didn't disappoint. He is a natural raconteur which isn't surprising as his day job is as a Volvo car dealer.

For those that don't know, John is famous for winning the British Touring Car Championship in 1985 and 1995. In 1990 in to reduce costs and widen the field the cars were limited to a 2 litre normally aspirated engine creating the Super Touring formula. This is the last era I personally enjoyed the BTCC, and it seems that was just before the money went mad. John became a racing driver by going through grass roots motor sport and being in the right place at the right time to get a works drive. There plenty of characters and hero's racing. These days if you want to race you need a suitcase full of money to get in and to me it seems less exciting to watch. (Plus I like old stuff better!) The cars were relatively simple but highly developed with millions being spent on them. John's Cavalier weighed just 975Kg and had 290bhp. The engines are dropped in the frame for better cornering and racing suspension is attached to a computer designed roll cage for rigidity. With the Vauxhall being front wheel drive, as John says, the rear wheels where "Only there to stop the rear bumper dragging on the ground." They weren't even used for braking! As you can see from the picture the car had a habit of cornering on two wheels and was like riding the wall of death but was competitive against the BMW's



and other cars.

John gave a real insight behind the scene look at motorsport in this era. Racing isn't a contact sport, but it was acceptable to loose wing mirrors and scuff paint which happened on a regular basis and led to exciting TV coverage with the inimitable Murray Walker. It was so successful that some drivers were getting paid more than their Formula 1 counterparts but it was getting so competitive it was getting dangerous with lots of collisions. John describes the cars as being so light at the

rear going through high speed corners that a little nudge was all that would be required to send a car spinning. The trick was not to mark your car so you wouldn't be caught.

There was a famous collision in 1992 with Steve Soper which cost John Cleland the 1992 championship. After the shunt John Cleland climbs out of the car all puffed up and aggressive looking.

What the public didn't know was that he

was wearing extra padding to protect him from an earlier injury to his back and sternum. They are still friends to this day.

There were insights into other drivers personalities and a few weren't on John's Christmas card list. One insightful question asked was "Do you have to be selfish to be a champion?" "Hell yes! And my wife would agree." He went on to say show me a champion and I'll show you an unpleasant, self obsessed person, then paused, "Except for maybe Andy Murray."

There were amusing stories about cheating too. One team seemed to be running rocket fuel so a team manager snuck into their compound and swapped it for "lawn mower fuel". During the race their car ran badly but the mangers lawnmower went really fast.

Another instance, I think from Australia was a car in the pits that took a wrong turn in the pits and came out the other side of a tent with a bigger awning. This had all been set up with warmed up, pre-dirtied but more powerful ringer.

The evening ending with rapturous applause, and a raffle. There were a few familiar HCMC faces, but if you couldn't make it you missed a good evening. Thank you Historic Wheels Club.



LOCAL EVENTS

It won't be much of a surprise to hear that most events have been cancelled. I started writing a list of cancellations but it became easier to say what is going ahead, and now the answer to that is not much. As Trish says in her Chairs Bitty, we hope to organise some runs where we can self isolate in our cars but still have a bit of fun.

STOP PRESS! Drive It Day is also now cancelled.

The website and Facebook page are the best placed to keep up to date.

2nd Apr 2020	Visit to Gael Force Marine Engineering - <u>CANCELLED</u>	Kessock Road, IV3 8DH. 19:30	The entrance is opposite the SPAR (Not to be confused with their retail outlet). On street parking only. Club Contact: Bryan McIlwraith
12th Apr 2020	Cars And Coffee Inverness. - <u>CANCELLED</u>	Rollerbowl, Culduthel Rd. Inverness	Might do something virtual on line. Check the Cars and Coffee Inverness Facebook page for details.
26th April 2020	Drive It Day - <u>CANCELLED</u>	Rollerbowl, Culduthel Rd. Inverness	Gather at Rollerbowl before the Road Run leaving at 10.30am. Destination: Logie Steading. Pre-Register on HCMC Home Page.
7th May 2020	Club run to Ullapool for chips TBC	Meet at Strathpeffer Square at 19:30	Mmmmmm Petrol and Chips.
23rd May 2020	Sutherland Classic Car Tour - <u>CANCELLED</u>	Dornoch	Dornoch to Gairloch via Strathpeffer. The return route will be via Poolewe and Loch Ewe finishing at the Glenmorangie Distillery, Tain for afternoon tea