

CLASSIC SCENE



June 2018



Inverness Classic Car Show 2018

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CLASSIC SCENE

The next 'Classic Scene'
GOES TO THE PRINTER
on the Thursday of the week preceding the next meeting
Please send articles by e-mail or typed.

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COVER PICTURE

An aerial view of the castle during the 2018 Inverness BID Classic Car Show 2018

Welcome to the June Newsletter.

Well it's been a busy old month on the Highland Classics scene. We've had the 10th BID Inverness Classic Car Show, Forres Theme Day, Cars and Coffee and the successful club visit to Ross's Garage at Clava, near Inverness. While I'm writing this some of you may be planning to go to the Highland Folk Museum Vintage day on May 27th. And there was 'How Many Left' at the Grampian Transport Museum, Alford, for your awfae auld automobiles.

As well as organised events there have been passing classics and supercars with a Jaguar e-type, Bristol, Fraser Nash, Porsche and Ferrari, spotted at the Drum Mossie Hotel and Cannonball Ireland cars driving around the more northern parts of Scotland so a vast array of modern supercars have been spotted in and around Inverness including a Bugatti Chiron, which I'm told is rare and expensive. Also a convoy of over twenty Bentleys were spotted on a road run between Aviemore and Nairn. Phew!

At a more basic level I spotted a Ford 2.9 V6 engine on a trailer in Morrison's car park and I had to go over (compulsive car-part disorder?) and tell the owner I knew that it was out of a Ford Sierra XR4x4. He had bought it to put in a Cortina for a bit more oomph. He now has an HCMC business card.

While at the Inverness car show I was talking to some of the (numerous) VW air-cooled owners, and discovered that there is a Highland Dubbers VW Club and they are having a wee gathering at Bogbain Farm called 'DubNess – The gathering of the Vans' on 24-26th August. It's a funny thing about the Classic Scene and the VW scene. I've always found them to be a bit separate for some reason, though I have a foot in both camps. Thankfully (in my opinion!) in these parts a lot of us overlap.

June's HCMC Club meeting is on Thu 7th June. Meet 19.30 at Leonard Cheshire House, Ness Walk, IV3 5NE . Access is off Ness Walk. Turn right into Riverside Gardens towards the RNI hospital, then right again in front of the UHI offices. Cheshire House Inverness is a home providing a range of services for young adults with physical disabilities. They have expressed an interest in cars and our committee has promised a visit for ages. There will be a barbecue (if you're hungry), some Military Cadets, and some volunteers. Bring your classic and put a smile on some faces. Run to Dores Inn afterwards.

Happy classic motoring, Your editor.

Chairs Bitty

We were unable to go to Ross' garage at Clava, but from what we heard later it was quite an amazing place, a very professional set up with even a 27/4 control room. I look forward to read up on the visit further in the magazine. Thanks to Bryan for organising this.

A small saga of Land Rover woes this month, but at least with the Landy things can get fixed with elbow grease, and a tenner.

The nasty noise that appeared on Drive it Day on the Land Rover has been fixed. On the day several theories were put forward by club members on the cause, with the swivel joint featuring high up on the list, although to me the sound was more twangy. It was a few days later before we had time to look at this more closely and with Alice driving the Landy back and forward on the drive and me variously looking under the vehicle or leaning over the wing we eventually spotted the culprit, a bolt/coupling on the steering linkage fouling on the wing at or near full lock.

On closer inspection, the inner wing was well out of alignment, going down the wrong side of the chassis leg. A poorly refitted wing after we had work done on the bulkhead some time ago me-thinks. We loosened off the wing and with the aid of a crow bar and hammer first wrestled the now rather twisted corner of the wing back into alignment before undertaking a little bit of panel beating, ready nicely in time for the Inverness car show. Then on the day.....

The passenger door refuses to unlock. How on earth does a simple push/turny knob jam?

Alice managed to somehow push/kick the door open. 20 minutes later the door lock was off, cleaned, working and back on. We had to drive a little faster than the usual Landy saunter, but got to the show in time – we certainly weren't the last ones there.

These longer runs did expose another issue of slight overheating and water loss. Turns out the fan belt was loose(ish) and one of the heater hoses was loose due to stripped jubilee clip (yet another bulkhead repair sting in the tail), but we have plenty of them going spare in our garage.



A few days later, on our way to the amenities site with our garden waste, the Landy just dies. A look under the bonnet revealed that a broken retaining clip on the bell housing allowed a power cable to move and rest against the exhaust manifold. It promptly melted. Highland 4x4 made us a new one from scratch ("I'm sure I've got some proper cable left in the garage at home, none of that modern rubbish").

So, this month we are meeting at the Cheshire House, Ness Walk (UHI) at 19:30pm where the club have offered to do a mini car show for the residents – so turn up with your classics and other interesting cars. Afterwards we take a scenic drive to Dores. See you there.

Trish.

Vintage Day Highland Folk Museum—Sunday 27th May



Some pictures on the day, shamelessly taken from our HCMC Facebook page. Thank-you! Looks like a good day out.



Some Club cars and a Clubman above left.



A 1934 Morris Oxford looking lovely.

Air-cooled corner.

And an ideal starter classic.



Inverness Bid Car Show

Saturday 12th May

Calum Pearson

This year not only did I enter the Beetle into the Inverness Classic car show, but I entered myself, not as a restored reminder of the 1970s but as a BID (Business Improvement District) volunteer. Don't ask why as I don't really know, but it seemed like a good idea at the time and it turned out that I actually enjoyed it.



The day started at 8:00am with a morning briefing at Weatherspoon's, Church Street, where I met the BID team and the other conscripts helping out. My duty was to welcome the six cars that were parking up in Lombard Street. This is the gloomy little street perpendicular to the High Street next to Buonissimo - Italian Street Food. This street has some really good wee shops in it for example the Inverness Mobile Phone Centre for your phone repairs (they are good), Lettuce Eat, (the best sandwich shop in Inverness in my opinion, with the nicest staff), and Odd Ball Bicycles, (more on that later.) The main purpose of the BID car show is to get people into the city centre, increase footfall for the day, but also to encourage people to lesser visited parts and discover new shops, all while enjoying the lovely cars.

After being kitted out with warm BID garb, welcome packs and a clip-board, I parked the Beetle at a prime spot up at the Castle, and returned to Lombard Street. The first arrival, a blue 2CV, came in about 9:15, very closely followed by the other five vehicles, so that was an intensive bit of welcoming, parking, ticking off, and pack distribution. We had a Brabus from Elgin, Dribbles the Beetle, HCMC members John and Hilary's Green 'Bamboo' 2CV, an Immaculate Morris Minor, also from Elgin, and a yellow MG Midget owned by HCMC member Jackson. (Surnames withheld for security reasons. GDPR 'n all that.)

There was a nice bit of comradery as owners fell into easy conversation about their cars. Eventually Dribbles owner Mark and I drifted off to look at the cars on Church Street and it wasn't too long before we were engrossed in conversation with other car owners. I met an old school pal with an orange MGB and a BMW, Alan with his Lanci Fulvia (looking good in the sunshine), and then Trish and Alice who's clonk free Landrover was parked a bit further on.



Time passed quickly. I met up with some family and had a wander up to the Castle which was impressively laid out. The buses and lorries were very evocative of their period and looked great. The sun was now beating down and it's a lovely day with a lively atmosphere. Someone mentioned how good it was to have a big event like this with no entry fee so that families can have a day out without spending a fortune at a ticket office. Encouraging youngsters can only be good for the future of our cars. Speaking of youngsters I heard parents saying to their kids, "Your grandfather had one of them." It doesn't seem so long ago that is was the Dads that had them. (Other genders are available.)



After lunch on the High Street, it was a quick visit to Falcon Square to see the variety of cars and bikes there, before returning to Lombard Street to send my charges off to the parade . I'm glad to report, that they made it.



The next duty was controlling a pedestrian crossing on the High Street, closing it when the pipe band marched down so no-one got run over during the parade. Our man Miles was on the mic again, and did an excellent job. A work pal saw him and couldn't believe he didn't have a clipboard full of information. Nope, just a love of cars. There is a wee film of the parade on the internet's YouTube <https://youtu.be/SUzmdq51P4k> called 'Inverness Bid Car Show Parade 2018.'



And that was it, another show over. There was a bit of tidying up and retrieval of our cars from the Castle and the feeling of a job well done. Until next year.

On the following Monday I returned to the Lombard Street vintage bike shop and bought the 1980 Dawes 'Kingpin' folding bike I had been admiring on the Saturday and so improved the business of my own wee district.

Calum.

Forres Theme Day 2018

Graeme Bremner

Meeting at Tesco before 9am sounded a great idea beforehand but trying to get a 3 year old to be quick with his breakfast so dad can go to see some cars didn't go down well, but, eventually we were packed up and on our way. After a short wait we were joined by Callum in his Burton, who quickly rushed to the Tesco car boot sale to search for bargains but fortunately for Mrs. B he came back empty handed. We were also joined by a selection of Northern Ford's for the run to Forres and after some ill prepared folk got fuel we were ready to set off.

A not so spirited run for most, with the traffic, even on a Sunday morning, but everyone got there safely and it seemed like our convoy grew at every junction so by the time we got to Forres there were a steady stream of cars arriving.



After getting our welcome pack we found that our membership were spread across the patch but this gave us a good opportunity to walk round the exhibits early. The Cannonbawz team already had their display on the bank and the burger vans were in full swing!



Luckily it remained dry, albeit, overcast in the morning which temped most people out with their cars, except people near me, somehow I managed to have 2 no shows either side of me and made my car stick out a bit but we took advantage of the situation and set up the seats and picnic table which were enjoyed by most people who stopped for a chat!!



Walking round it was great to see many cars which I haven't seen before and good to see improvements that have been made to many of the regular cars in the region. It was encouraging to see so many younger people (I consider myself in this bracket haha) with, which will be the new breed of classics in years to come. It's clear to see the 'retro' car is fast becoming a great addition to the scene with many very well looked after, low mileage cars. I have to admit I have spent more time than I would like to admit looking at 5 door Rover Metros and Mercedes E190's after the show with an extra 2 doors big on my must have list for my next purchase!



An overcast morning soon turned in to a lovely sunny day and you could tell that this is what the public were waiting for because as soon as the sun appeared the crowds felt like they doubled instantly. The amount of activities and stalls at Forres really bring the Theme Day together especially with the fantastic Forres and District Pipe Band in the background, one of my sons highlights.

By the end of the day it seemed most spaces were full, even beside me and the selection of cars on offer was a great sight spanning a full spectrum of scenes from very early cars to modern supercars.



After a mandatory ride on the Thomas the Tank Engine train with my son and an ice cream which mostly ended up on the grass it was time to head back to the car and pack up. We battled through the public still streaming into Grant Park and set on our way home following the lovely (and quick) Cosworth powered Anglia, pictured. As usual it was great to drive home with all these cars starting to come out and about again always great to see interesting things on the road again.



Unfortunately this was one of my few local shows this year due to my rota, I will not be attending Inverness, Tain or Fortrose this year so will be heading further afield to get my fix continuing with the 'How Many Left?' event at Alford at the end of May which from what I have seen already advertised has a very eclectic mix of entrants. The event is for cars that have 500 or less left on the road so should be good for some rarer car spotting, I am sure some photos will appear somewhere.

Graeme



Cars and Coffee



Miles Vincent

After Saturday's glorious sunshine for the Inverness Classic Vehicle Show it was a little disappointing to wake up to the rain on Sunday but I didn't let it dampen my spirits and set off to see what would turn up at Cafe V8.

Having coned off a corner of the car park for non-C&C customers, at the V8's request, I grabbed my brolly and started greeting cars. The first hour saw a constant stream of Classics, Sportscars and Retro Motors splashing through the potholes to find a dry spot to stop in, with many of the "Usual Suspects" and even a few new faces showing up. One young lad had driven all the way from Skye on Saturday to take part.

A number of HCMC Members including Willie, Callum, Gordon in one of his Volvos and Jim in his Austin A40 turned up and all in all we probably saw about 40 vehicles over the two hours.

This was pretty good considering the Inverness Show was the day before, it was raining and there was a "Cannonbawz" Event on through in Elgin at the same time. Lots of their drivers usually attend Cars And Coffee - Inverness.



It was a very enjoyable morning and, being a little quieter than usual, I wasn't quite as rushed off my feet as I am sometimes, which was a bonus, having been on them all day for Saturday's Show. It even dried up by about eleven and this brought another flurry of vehicles into the car park.

There is always such a warm atmosphere down at Cafe V8 on the 2nd Sunday of each Month, with Petrolheads of all sorts willing to mingle and making new friends, which is great and exactly why we started it.

This was particularly emphasised on Sunday when a 1984 Saab limped into the car park with engine problems and within minutes a bunch of complete strangers had pitched in to help the owner bleed his clutch and make sure that he was set up for getting home safely, which he did. All while standing ankle deep in puddles, in the drizzle! Well done Lads.

I'm looking forward to June 10th already.

Miles.

HCMC visits Ross's Garage

Callum Beveridge

May's club outing was a visit to Ross's Garage and Milton of Clava.

The group met up at Culloden battlefield for the short drive to Ross's garage, past Clava Cairns. We were welcomed into the spacious reception before being shown around. Malcolm was our guide for the evening and was able to take us around the various facilities and compounds and explain their purpose – those for vehicle maintenance and those reserved solely for the use of police forensic examinations – I don't think I've ever seen such a clean inspection area before.



Ross's have multiple compounds for seized vehicles and accident damaged vehicles etc, and the volume of vehicles passing through these compounds was eye-opening. Ross's don't deal with any of these vehicles on-site – they're purely for holding before either being returned to their owners, crushed or sold.



We also had a look at the maintenance facilities – spray booth and a shot-blasting container – powered by something a bit bigger than my own 25cfm Lidl compressor.

We were given a look at the control room – where all of Ross's 100+ vehicles are tracked by GPS and appear on an interactive map of the UK, going as far a-field as Carlisle – a very much up-to-the-moment use of technology.

A big thank-you is due to Malcolm and his family for sparing the time to show us around. A very enjoyable motoring-related visit – and quite an eye-opener for some. Let's try to keep our vehicles out of the 'naughty' yard!

Me and My Jag

Car: 1992 Jaguar XJ6.

Owner: Mark Wilson.

Type: XJ40 4 door saloon.

Engine: 3980 cc, AJ6 straight 6, 235bhp.

0-60mph: 7.1sec. (Only 1 second slower than a 1991 Porsche Carrera 2 Coupe!)

Top Speed: 138mph and I think it will still do it, even at 26 years old.

MPG: 26!

How long have you had it?: Since 25 May 2008. I inherited it when my dad died.

Vehicle history: Manufactured at Jaguar's Browns Lane factory in Coventry and supplied by Reg Vardy in Aberdeen on 1 February 1992. It's Regency Red, with Doeskin leather interior. It was specified with number of optional extras, a limited slip differential, upgraded Bilstein shock absorbers (a little known factory option), leather upholstery, metallic paint, air conditioning, alloy wheels, headlamp washers, cruise control and a 4 speed ZF 4HP24 automatic transmission amongst others. So many extras were added, that it would have been cheaper to buy the higher specification Sovereign model, which had most of them as standard. However, the Sovereign was only available with the controversial square headlights and my dad believed that Jaguars should have quad headlights, which were only available on the basic model!

What work have you done or had done on it?: Where does one start? As the car is a "keeper" for sentimental reasons, I have "had done": replacement front NS wing, the sill front ends repaired, a full respray, the wheels refurbished and fitted with new tyres and had it valeted.

I "have done": replaced the 4 headlights, cleaned it, replaced the oil intercooler, cleaned it, replaced the boot badges, cleaned it, replaced the front shocks and bushings, cleaned it, replaced both bottom suspension ball joints, cleaned it, replaced the vinyl centre arm rest lid with a leather covered one, cleaned it, refurbished the alternator, sourced replacement indicator repeater lamps – it has Fiesta ones at the moment, cleaned it and it still has an aroma of pipe smoke! As dad was a pipe smoker, I don't think the aroma of 16 years will ever leave the car.

What do you like about it?: Everything. It's the last "true Jaguar", being the last one designed before the Company was bought over by Ford and they started fitting restyled Mondeos with Jaguar badges.

What makes it a classic?: By definition, it's age, but it's also of a time when there were a lot of technological changes made by Jaguar. This car had some of the first CAN BUS wiring installed in a Jag – it's festooned with relays to operate almost everything. There are only 217 left, taxed or SORN'd.

What other "cars" do you own?: 2012 – Mondeo (mine); 2017 – BMW 320d X-drive Pz.Kpfw saloon (Helen's); 2004 - 7.5tonne Iveco Eurocargo horse-box; 1956 - Bedford RLHZ "Green Goddess" Self Propelled Pump; 1960 - Bedford RL 4 ton lorry; 2017 - Honda Quad; 2017 - Mountfield 1530M Lawn Mower; 3 pushbikes; 3 horses and 2 cats. (Although the last 5 aren't really cars.) (Unless they are Big Cats? -Ed)



(Here is a wee advertorial from a Cars and Coffee and Drive It Day contact. - Editor)



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Upcoming Events

Date	Event	Venue	Details
2nd Jun 2018	Trucknessie	Bogbain Farm, Inverness	10:00 - 17:00 Bogbain Farm, IV2 5BD Inverness www.facebook.com/truckness/
7th Jun 2018	Scenic Drive To Dores Inn	Leonard Cheshire House, Ness Walk, IV3 5NE	Meet for 19.30 in the car park of Leonard Cheshire House, Ness Walk, Inverness IV3 5NE. Following a short Classic Car Show for the residents of the Home there will be a scenic drive to the Dores Inn.
9th Jun 2018	Rotary Club of Inverness - Loch Ness Classic Car Tour	Loch Ness	Vintage, Historic & Classic Cars plus Modern Cars of a Sporting Nature. Contact Nicol Manson 07774695640 or nicol.manson@btinternet.com
10th Jun 2018	John O' Groats Rally	John O' Groats, Caithness	All Classes. Contact David Green 01955 611316 or info@green.cameron.co.uk or ellen-simpson@outlook.com
10th Jun 2018	Cars And Coffee - Inverness	Cafe V8, Inverness	10am to 12 noon.Chat to old friends and make new! Find us on FACEBOOK
16th Jun 2018	Royal Deeside Speed Festival	Kincardine Castle, Kincardine O'Neil, Aboyne	The event will be based around a speed hillclimb with a range of high quality trade stands and motoring attractions which complement the event. http://www.rdsf.co.uk/
7th Jul 2018	Scottish Transport Extravaganza Weekend	Glamis Castle	Saturday 7th & Sunday 8th July. Entry Forms at www.svvc.co.uk or call 01307 840311

Note. Always check <http://www.highlandclassic.org.uk/> for latest details of events.