

CLASSIC SCENE



40th Anniversary

June 2019



Drive It Day 2019



Inverness Classic Vehicle Show

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

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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

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Cover Picture

Drive it Day 2019.

Bryan is pleased to have made it to Strathpeffer Pavillion.

Falcon Square. Inverness Classic Vehicle Show.

Welcome to the June Newsletter

We had a very successful Drive It Day on Sunday the 28th April with the highest turn-out in recent times.

One topic that came up in conversation at lunch was the future of the classic car scene with a ban on sales of fossil fuelled cars likely in the next 20-30 years and the increase in electric cars looking towards a planet saving, carbon free future.

In the future, will petrol still be available and at what cost? Economies of scale are likely to affect it, but it is also heavily taxed at the moment which could be reduced.

In the classic scene there is an age demographic where we seem most likely to be attracted to cars from our formative years and there aren't that many youngsters though there are exceptions. The Inverness Mini Owners Group and VW scene attract young members as does the retro Ford movement. The point is, in the future who is going to lust after say a 1950's Vauxhall Victor? There are reports of a drop in sales of vintage motorbikes as the owners who are sentimentally attached to the older bikes are no longer with us and 1970's and 80's bikes are becoming more popular.

Another consideration is driving your classic amongst autonomously driven vehicles. How will this feel. The freedom and self determination could be fun though!

There is the beginning of Ultra Low Emissions Zones in city centres banning older vehicles. The FBHVC state they 'cannot really support the use of vehicles claiming to be historic, if they are in fact in daily use as transportation.' This is the basis for exemption from ULEZ charges. The vast majority of classics do low mileage, but for some their classic is their only car. Should we be concerned about the future of using your classic as a daily driver?

Enough doom and gloom. In all my years the problems are never as bad as predicted. I can't believe I'm still able to drive a Mini in 2019! There are currently around 255,000 users of historic vehicles and billions going into the UK economy. The FBHVC are lobbying for our future and Drive It Day is one of their ways of making sure the general public remember we are out there and how great our cars look. Let's enjoy it.

Your

Editor

Chairs Bitty

It was quite a nice evening as we met up for our drive to Whitebridge. The adventurous drivers decided to drive up and down the corkscrew near Inverfarigaig, the not so adventurous ones kept on going to Whitebridge. We were already halfway through our drinks before the adventurers arrived, but we were still missing our Editor. Had he broken down? All will be revealed.

Another good turnout on Drive It Day. I counted 46 cars. Bar a few we all managed to squeeze in at the Spa for our tea break in Strathpeffer where I spoke to one of the locals. He was very impressed with this impromptu car show and he hoped that we would repeat this in the future.

One of local youngsters asked me why we drove such old cars. Well, I said, because we love them.

We got our Audi back on the road. I mentioned a few month ago about a water leak that was steadily getting worse. It has taken our manny at the local garage about 7 weeks to do the job. Every weekend when we had a chat with him, he was pretty much tearing his hair out at the complexity of the engine bay. And that the hose that needed replacing was buried under the inlet manifold and other assorted pipework. When we eventually picked up the car we were expecting a hefty labour bill. £250 he charged us. "Ach", he said, "I worked on it in between doing other jobs. And when I was in the mood for it". Ahh. "And when something else goes wrong with it under the bonnet, please go somewhere else." Right.

As it happened we decided to go away for a week, just as the weather was turning colder. My little seedlings weren't really ready yet to be planted up. Leaving them in the house or shed was not an option as they would surely dry out. What a gardening dilemma. In the end I put the box of seedlings under the cotoneaster bush in the hope that this would at least keep the frost of them. Most of the french beans survived, so this half of the courgettes. But the spinach, which I assumed was the most robust of the seedlings, didn't make it. All gone – I will have to start all over again. At least I have plenty of seeds left.

Don't forget to buy your tickets for the Ruby Picnic – Sunday 7th July. You can get your tickets from committee members. If you can't make it to one of our club nights, contact our secretary – Bryan.

This month we meet up at Brockies Lodge, Kiltarlity for a spot of driving each other cars. Find out what it could be like to own another classic. Usual time, 19.30pm.

See you there,

Trish.



Drive It Day 2019



This year's Drive It Day had an excellent turn out with almost 60 cars heading out for the run. We gathered at our new favoured venue, Roller Bowl, from 9:00am where there was plenty of socialising, coffee drinking and bacon rolls eaten. Tickets for the Summer Picnic were on sale. Have you got yours? There was a push to leave at around 10:15 as it was the same day as the Etape Loch Ness cycle event and there were some traffic restrictions in town with some congestion predicted.



Careful planning had gone into the route which was published in advance but as soon as we left the car park, some cars turned left and some turned right. It doesn't really matter I suppose so long as you make the next stopping point, and it spreads the love across different parts of town. Remember this is an event to raise awareness of classic and historic vehicle ownership.



Once through the city centre we headed north west through Clachnaharry, to the A862 along the south side of the Beaully Firth. One of the nice things about this leisurely drive is the chance to absorb some of the scenery, and the good weather certainly helped make it look at it's best.



We peeled off the A862 to pass through Kirkhill then joined up with the A862 again to go through Beaully, past the Muir of Ord Distillery, up to Marybank, over the metal bridge and onto the Ullapool road. There was a choice of route to get to Strathpeffer for coffee. Either take the planned side road or go via Contin. There was a hitch. Some of us were warned about a steep exit at the end of the side road. Would our aged handbrakes hold? Well it was my turn to find out as I had to stop for traffic. Did the handbrake on my new 32 year old car hold? Yes it did.



So we arrived at the Strathpeffer Pavillion in random groups, parking outside, or in the Square opposite and were treated to tea and biscuits at the Red Poppy café. They did brilliantly despite their hot water urn breaking down. I wonder if any oth-



er (err,) hot water containers broke down on the run? I didn't see any under bonnet steam. After some more Summer Picnic Ticket sales we headed off on the next leg skirting the north side of Dingwall and picking up the high level Old Evanton Road. I'd never been on this way before and the views across the Cromarty Firth were excellent. From here it was a fairly straight forward run to Alness. Cars were parked at various places up the lovely traditional High Street and at the car park behind it. As usual people were scattered around looking for food and as we had lunch cars gradually departed until Drive It Day was over again. See you next year.



GARAGE NIGHTMARES or TRYING TO FIX A STAG.

Part 2. by Bryan McIlwraith

For those of you suffering short-term memory loss (about half the car club I would guess) I was now about to embark on removing head number two from the Stag. Briefly, it involved the same pantomime as head number one. Seized studs as before, but this time I resorted to the heat method a bit quicker, and the second head duly came off. This now allowed me access to the engine chest. First I had to remove the engine pulley, but this needed a muckle great puller which I didn't have. I visited Mr Smith at the Riley Spares Emporium who declared he had one but couldn't locate it. Back at the garage I had a closer look and noticed there was a sizeable gap behind the pulley. I slid a six foot length of 4X2 down the front of the engine and behind the pulley and gave the top end a wallop. The pulley shot across the garage! Job done!

The engine chest could now come off, but it shares a gasket with the sump. In a perfect world this would entail dropping the sump and replacing the gasket. I decided that wasn't going to happen and a liberal application of silicon sealant would have to do. I could now re-set the timing chain tensioners which by definition are all oily and have springs inside them. Lots of fun trying to hold them closed and get a cable tie on them before bolting them back to the block!

Now it would all be re-assembly it seemed, but instead, another very serious problem had reared its head. The inlet manifold bolt holes in the alloy heads had been fitted with Helicoil inserts at some time and one of them had come out along with the bolt. Several others looked to be in poor condition. The question was how to rescue the situation. I spent many hours poring over internet pages, and decided to fit EZI-LOCK inserts. These inserts have both an internal and external thread which means that they are of greater diameter than the Heli-coils which are more like a spring in structure. Having identified the thread you require, in this case 5/16 UNC, the website tells you what diameter drill is required, which in this case was 27/64 (no, you won't find it lying in the bottom of your tool box).

The first part of the process is to use the 27/64 drill to open out the holes in the head, which are blind. I wasn't too worried about this as I was fairly sure that the drill would follow the original holes even though I was using a hand-held drill. Tapping the holes however was the big challenge. Because the holes are blind a three-set tap has to be used, and the first of these is quite tapered. The question was how to ensure that the first tap went in vertically and not tilted to one side. The answer was stunningly simple in the end. I took an offcut of 4X2 timber and used a

pillar drill with the 27/64 bit to drill a hole. Placing the wood in a vice the first tap was inserted into the hole and fed downwards using the time honoured back and forth technique. As the tap went through the timber it naturally pulled itself straight. As the nose of the tap emerged, the block of wood was placed on the inlet face of the head with the nose of the tap engaging with the target hole. Hand pressure alone held the timber steady with the other hand working the tap as it went down the hole. The first tap was withdrawn and now, not using the timber, taps 2 and three could be used. The EZI-LOCK insert has Loctite already applied to the threads and simply screws in. If this all seems rather matter of fact I can assure you that I spent many hours deliberating the process, and the first hole to be tapped was a real heart stopper.

In theory now, it was all re-assembly. The newly tapped holes for the inlet manifold bolts worked perfectly and gradually everything came together, and then came the moment of truth. When I fired it up would all be well? Unfortunately no. A short trip around the block showed that there was still a miss, and a compression test confirmed the bad news. So, was all that work in vain? Perhaps yes, but I did learn about a serious bit of engineering which might stand me in good stead with a future project. In the meantime I had to make a decision about where to go next. New Stag heads are occasionally available, and it is also possible to reface the heads but both options are hugely expensive. I have another V8 engine in the lock-up, but the condition is unknown. Perhaps I should do what I did years ago when the V8 gave me bother on first acquiring the car; I fitted a Triumph 2.5 straight six engine and gear box. It only took me three weeks for the conversion and the car run happily for ten or more years like that. Simples! Not quite. Watch out for part 3 of this sorry saga.

Out and About

Seen in Tesco's carpark at the Inverness Retail Park



Corkscrew Run – April Club Night

Graeme Bremner

A varying group of cars amassed at Asda car park in April to undertake a lovely run along the east side of Loch Ness through Dores and onto the Whitebridge Hotel. Some played safe with the roads and enjoyed the scenery along the banks of the Loch while other more adventurous souls decided to take on the Corkscrew at Inverfarigaig, a road I must admit I had never heard of until that night. Riding passenger in our editors Mini it was a new experience for me having only been in our daily SUV while the 944 is prepared for some surgery, my days had been void of being in classics for a few months!

We set off in convoy through Inverness and onto the Dores road enjoying the winding (very quiet) roads through Dores and onto Inverfarigaig where we approached the bottom of the corkscrew (for those interested and didn't manage to attend, 57° 16'59.5"N 4°27'13.2"W).

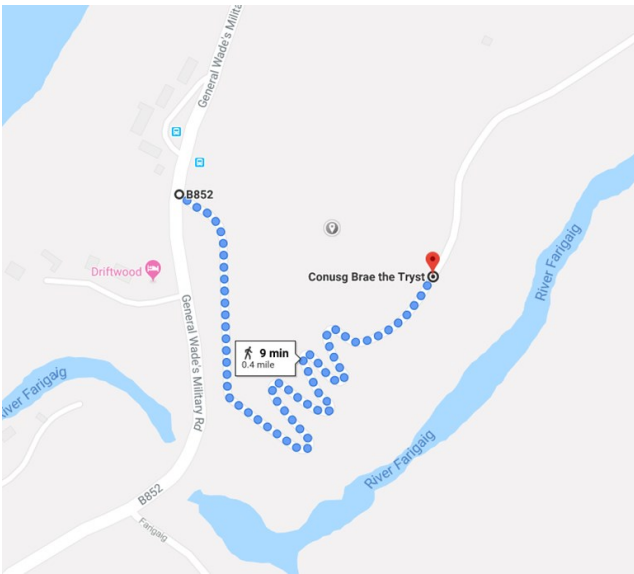


Not knowing what was ahead, we set off and the Mini stuck to the road like glue through the winding turns all the way to the top where we awaited the rest of the hardy souls who wanted to try out the switchback turns. A spirited run by all (some of us wanted to try several runs) before everyone made their way towards the Whitebridge Hotel for refreshments. Our editor, who knows this area well, decided to take the back road where we encountered stunning views and some farm wildlife along the many miles of farm track.

A lovely welcome awaited at the hotel and a chance for club members to relax and enjoy the lovely Whitebridge Hotel. As always, stories a plenty, before it was time to enjoy the run home, for us joining the A9 at Daviot and completing the loop towards home. Another great run for the club to kick start the show season, blowing the cobwebs off the cars.



Inverfarigaig Corkscrew Run Continued.



Miller, Sinclair & Sutherland,

c/o Y Lounge Bar (we like wir comforts),

Pentland Hotel,

Thurso.

Dear Folkies, Hit hit Young MacKay hard, hearin y news o'y missin gas turbine, y wan e hit great plans for. Hit wisna there any more an rumour hit hit that hit hit (how's that fir a bittie o alliteration?) gone oot in y back o a vannie but hit wisna oor vannie. Hit bothered Young MacKay that y turbine might hiv got intill y hands o y opposition an he wis much relieved to find oot that hit hit gone to a scrappie mannie in Easter Ross who his no interest in tractor pullin. Noo, hit didna take much guessin till find Highland Clearance an he arranged to go till see it wi y intenshin o buyin hit. Hits jist as well he phoned before leavin on hes day off because y Rolls Royce gas turbine hid ended up in y crusher, nevir till run again. Not even y badge wis savable. He wis offered an alternative though as there wis a big engine in y DMU which hed jist come intill y yard from ScotRail an there wis several buses an larries all wi big engines. These scrappie mannies never miss a trick. Hit never rains an then hit pours an Young MacKay wis havin all o them for a multi engine pullin tractor. The gas turbine wid have bin too heavy on y fuel especially at y Thurso prices. Hit jist wisna viable. Multi diesel engines wis y way forward an runnin on red diesel made fir good economy. A new plan wis hatchin an I'll keep y all posted. Niver a dull moment wi Young MacKay.

Best Regards, Wundy Miller.

Inverness Classic Vehicle Show

Saturday 11th May

For the second year running I volunteered to help out as a Steward at this show. It's an early start and my first job was to man the gate for cars entering Falcon Square where I also had the Beetle parked. Cars started arriving 10 minutes before the allotted time so I had a very cold hour and a half handing out welcome packs in the cool shadows of the railway station. The cars were easy enough to book in as you can check off the registration from the front number plate. The motor bikes were another matter. Number plate on the back, nowhere to put the welcome pack, helmets muffling words and some of them were proper motor bike rebels! As they should be.

The square soon filled up and the VW group managed to get a space reasonably close to each other lending a bit of an air-cooled theme to the square. I checked the motorbikes all had their welcome packs and then got a chance to do a bit of mingling. I didn't get very far as diagonally opposite



my Beetle was David Herron's lovely 1935 Austin 7 Ruby. This Elgin car was recently used to help celebrate the ruby anniversary of the Historic Wheels Club. Beside me was the Golf GTi of Ian Reynolds which has been seen at cars and Coffee several times. After a while I was free to have a look round the other cars on the High Street and



Church street. I had a good chat with Charlie Munro beside his Ferrari, about his time in motor sport, which was very interesting.

The town was absolutely heaving even though the weather wasn't as hot as last year. Contrary to my editorial earlier, I loved seeing young (mainly) boys enjoying older cars. These shows keep the love of classics alive.



My personal show favourite was this Riley Pathfinder. You just don't see them very often and it wore its age with pride. I know they had a known suspension weakness leading to its nickname 'ditch finder' which is what happened after you hit terminal understeer. Still, it was a powerful comfortable car in its day. At the top of Church Street I chatted to the owners of a Blue Beetle, much like

mine and discovered that they had travelled from Perth for their favourite show.



The Castle hosted military vehicles. What an excellent setting for them.



Tim Moore's Rover is the only car to have made every Inverness Car Show. Even more impressive is that he drives over from Skye. Even more impressive than that is the number of car shows it has made over the years, including 1990's Alness shows for those that remember them, and Tain Vintage Car Rally.

Car and Coffee 12th May 2019

So. You'd have thought that the day after the Inverness Classic Vehicle Show, the turn out for Cars and Coffee might have been a bit low. No. The sun shone and the turn out was huge. Here's a selection of cars that piqued my interest.



And if you don't like my selection, send your own in for next month!



Not all members will see the club Facebook page, however social media is a modern way of engaging, and we do get useful invitations and requests through this medium. As editor I will try my best to include information in the newsletter and the website is still the primary source of all information club related. The club sees Facebook as a bolt on extra (metric threads) for those that want it. Here are a couple of example posts.



Highland Classic Motor Club added an event.



May 13 at 12:57 PM · 🌐

The European Pipe Band Championships are to be held at Bught Park, Inverness on Saturday 29th June 2019. Gates open at 8am for competitors and 9am for the public, close around 6.30pm (I will confirm closing times).

The organisers are looking for content that people will be drawn to on the day to make the event an enjoyable family day out. As such, they're looking for a display of classic vehicles and have got in touch with the Highland Classic Motor Club.

If you're interested in attending this event in your vehicle, please reply to this posting with your details. I'll collate the replies and get back to the organisers.





Grampian Transport Museum

19 hrs · 🌐

...

GTM is celebrating the 60th anniversary of the launch of the Mini with an event on Sunday 25th August.

All Minis old and new will be welcome to come along with their owners.

we are looking to have at least 60 different variants here for the party

We still require a few older cars to make up the "set" and are looking for the following

Morris Mini saloon Mk 1 and Mk2

Austin or Morris Mini Cooper 997 cc

Austin or Morris Mini Cooper "S" 970 cc

Mini Pick up without cover or tilt

Austin or Morris Mini Traveller – steel or wood sides

Mini de Ville

Mini Radford

Any race or rally prepared BMC era Minis

Any race or rally prepared BMW era Minis

Any Mini kit cars (Unipower GT) or derivatives – the Hustler for example.

Enter yours today at <http://www.gtm.org.uk/60-years-of-the-mini/>



Highland Classic Motor Club "Ruby Picnic"

July 7th 2019

To celebrate the Club's 40th anniversary we are hosting a Ruby "Classic" Picnic on Sunday July 7th.

Come with us and enjoy a classic drive to a country location where we will host a fine buffet lunch with light refreshments.

The event is not open to the public. No Prizes. No Judging. Just good company and classic cars. Admission is £10 per head and by ticket only, available from Bryan, Miles, Callum, Graeme, Chris.

The route visits meeting places over last 40 years

Starts 11.00AM Shandwick Inn, then on to Invergordon Shore Rd, Alness High Street, Evanton High St, then south over Cromarty Bridge to Tore, then Dingwall and on to Castle Leod at Strathpeffer for a fine buffet lunch

Admission by ticket only (bring picnic chairs & table if you have them)

Further details on the club website highlandclassic.org.uk



LOCAL EVENTS

4th Jun 2019 TUESDAY	EXTRA EVENT. Visit to Leonard Cheshire House	Ness Walk, Inverness	A revisit to Leonard Cheshire House for their Volunteers Week BBQ. 7.30 - 9.30pm (See Facebook Post or Forum).
6th Jun 2019	Drive each other's cars night	Brokies Lodge - Kiltarlity	Meet there at 19:30. small road circuit (Left-hand turns only). Find out what it's like to loose your steering wheel when approaching a turn!
8th Jun 2019	Rotary Club of Inverness Loch Ness Classic Car Tour	Inverness Ice Centre	https://lochnessclassiccar-tour.weebly.com/
9th Jun 2019	Cars And Coffee - Inverness	Rollerbowl, Culduthel Rd. Inverness	10am to 12 noon Every 2nd Sunday of the Month. A quiet Social Event for all Car Enthusiasts.
15th Jun 2019	Truckness	Clune Farm, Does	Clune Farm, Does, which is on the right as you enter Does from Inverness on Saturday 15th June 2019 from 10am-5pm. www.facebook.com/truckness/
23rd Jun 2019	Tain Vintage Vehicle Rally	Tain Links	www.taingala.co.uk Arrive by 10.30am HCMC has a club entry - do not enter individually if you wish to join the club display - See Forum!
4th Jul 2019 NEW	Culduthel Care Home, and run to Does .	Culduthel Care Home, West Heather Road, Inverness IV2 4WS	Meet at the Culduthel care home from 7pm (behind Frasers Undertakers) to allow some of the residents to enjoy our cars. Plan will then be a short run to the Does Inn taking the scenic Essich Rd