

CLASSIC SCENE



June 2021



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The club has an extensive archive of
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Cover Picture

Drone Attack

The cover is taken from the drone
film of last months Abriachan run.
Apologies it's a bit blurry. I think it
makes the cars look like an episode
of Top Gear.

Thanks go to Cars and Coffee regu-
lar George Finlayson.

Welcome to the June Newsletter

I missed the club run last month due to work commitments which was personally disappointing and by all accounts it was great. I think Trish's description at the end of her review later on in the magazine describes the feeling perfectly. These club drives are really enjoyable, and we will be out again on the 3rd June.

There's not much to report from the editors chair. I have been busy with work and other outdoor activities now that Spring has allegedly arrived. Work on the VW Van has slowed down but hopefully all that is left to do is to reassemble the various undertrays and exhaust hangers, the free off the brakes. I'm sure something else will crop up though. It's a game of shifting sands, possibly left over from blasting.

The Beetle is running again now the tank has been cleaned out and an after market tank filter has been fitted. So far so good, she seems to be running like her old self, and hopefully there will no breakdowns to report for next month.

The Sierra is also going well, after I cleaned up the gubbins of the throttle position sensor. I have a list of jobs to do though, including getting the wheels re-furbered but that pesky van is hogging the garage.

I saw this item in the market place section of Practical Classics. Mine has 103k miles (depending on which speedo I have fitted!) and the paintwork is now immaculate but a £13k value seems a lot, even to me. The lesson here is to buy your dream car (I know) while prices are affordable.



Cars aren't the only things going up in price. With the restrictions lifting and staycations on the rise, accommodation and ferries are heavily booked. There are stories of campsite and hotel costs rising dramatically around the NC500. The effect of the NC500 is quite the topic with many people and being diplomatic I can sympathise with all sides, but my personal bug bear is the frequent sound of unnecessarily loud exhausts spoiling the Highland tranquillity - and I'm a petrolhead!

Many events, HCMC or otherwise seem to be organised or announced at last minute just now but should improve as Covid restrictions ease. Please bear with us until things settle down. Some events are still being cancelled and we don't yet know when Cars and Coffee will be starting up again.

This newsletter is a little bit shorter than normal as after last months deluge of contributions, it's been a bit light this time round. Luckily I held back on a lovely bus story for your enjoyment.

See you out there,

Your Editor

Chairs Bitty

Finally! Our first post lockdown get away in our cars. And a nice night it was too, with some lovely evening sunshine on the hills. The run being just after some wintery weather, some snow still remained at the side of the road as we drove over from Abriachan to Foxhole. A report of the run should be elsewhere in the magazine.

It has not been a good time for sparrows lately. Alice was speaking to our neighbour the other day. She noticed that they were searching for something round the back of the fence and thought to investigate this curious behaviour. It turns out that they have had some issues with pre-fledgling sparrows falling out of their nests which are under the roof slates. Some so young that they did not even have feathers, needless to say these babies did not survive that fall. In this instance the wee fledgling was just able to hop, skip and glide a few feet, but as our neighbours have dogs, the fledgling was being chased across their garden. It eventually managed to escape through the fence into our garden. It hopped around our garden for a further 2 days – it was still being fed by its parents – but then it disappeared round the side of the house and we never saw it again. The other reason why the sparrows are having a bad time is that we had to replace a roof window as it was leaking. The works disturbed 3 nests, fortunately no eggs in these nests, but yet more homeless sparrows. As compensation we put up a sparrow terrace – a 3 in 1 birdhouse, but I suspect it will take a while yet before it will be tenanted. The other sparrow appears to have found a mate, or at least an interested female, who was inspecting the nest yesterday.



Our Landy is still with the garage. Work is progressing slowly after we told our mannie to take it easy as he was looking poorly. He is a little better now, but as it was time for the Merc's MOT, the Landy is taking a backseat. Our Merc is showing the effects of the poor state of our roads. I had reported some noise from the front, especially at slow speed and reversing. On a front wheel drive car I would have suspected CV joints, but as the Merc is rear wheel drive, that is not possible. The noise turned out to be the front bottom ball-joints. And yes, you will have guessed it, you cannot buy them separately. No, you need to replace the whole arm, or both arms in our case. But all is fixed and the Merc has a shiny new MOT.

Alice has been making a bit of progress with her Smart. The roadsters are known for leaking at the quarter-lights and ours is no exception, although how you park it up does make a difference. You may remember that last year we had to dry out the carpets. In deference to this known issue we already have cat litter in the car and a frequent swap of towels as the problem started up again during the winter. Alice is currently trying silicon oil on the door seals. Since applying the car has stayed dry, even during some of the heavy downpours. Here's hoping that regular application may just do the trick.

This month we are having a regularity run, ably organised by our very own Bryan. Details of the run are further on in the magazine.

See you there.

Trish.

Our first outing since August 2020.



Yes it is true. Lock down has been relaxed. People are back out in the street and our cars are back on the road. Well most of them.

For our May club meeting, a club run was organised with the route taking us over the ridge from Abriachan to Beaulieu. For this run, we gathered at the Council's front car park on Glenurquhart Road, but sadly not everyone had their classic out. There were as many classics as there were modern cars!



Graham was proudly presenting his Porsche, having passed an MOT not 3 hours earlier. Chris too came in his, hopefully soon to be sold, Saab Convertible. Sadly one classic owner was disappointed to notice that the oil leak in his car had not been fixed, despite having just received the car back from the garage,

allegedly repaired. The poor vehicle still left an oil trail down the road, so he cautiously decided not to take part in the full run.



After some socially distanced catching up with the gossip, 11 cars set off on our run, led by Bryan in his Aston. The route started down Glenurquhart Road. After the canal crossing 2 cars peeled off towards Kinmylies as the remaining string of cars continued on down the A82. Bryan set a very nice pace at around 50mph which allowed us to drive together. I don't know at what point the A82 received a

new coat of tarmac, but we were remarking to each other how smooth the road was. Just goes to show for how long we haven't been down that day.

As we made our way down the A82 we spotted some spectacular waterfalls, but unfortunately we did not manage to take a picture of these. After turning off at Abriachan and making the steep climb up to the ridge we were treated to some glimpses through the trees of the sun sparkling of the waters of Loch Ness.



The way over the ridge took us past Loch Laithe, where we managed to snap a beautiful picture of evening sunshine on Carn Na Leitire reflecting in the loch. Evidence of the recent rain, hail, sleet and snow was all around once we made it to the top of the ridge and turned in land.



Not only many patches of snow on the side of the road and in the fields, but many a burn was full to overflowing, in particular the Allt Mhor burn.



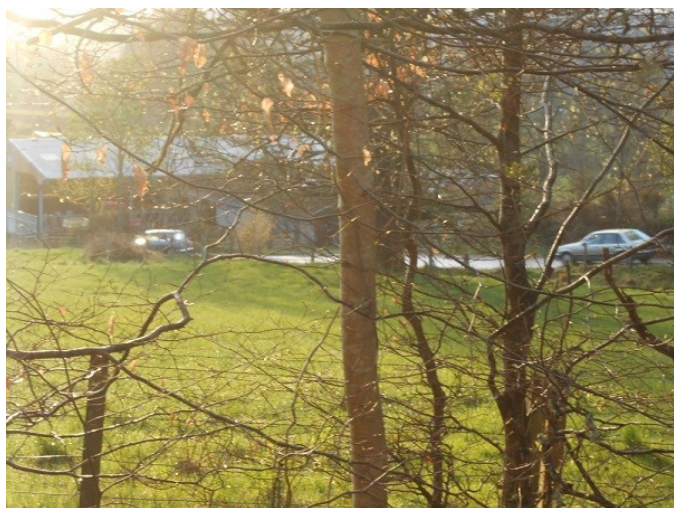
As we made our way west, we drove into the sunshine, with the late evening sun making for some stunning scenery. The disadvantage of course of driving into the sun is that any pictures you take of the cars in front of you have lots of backlight. That aside, the opportunities to photograph the train of cars was actually limited. Corners were either too tight or too many bushes/trees to capture the leading cars and after a while you kind of get fed up with shooting the same cars again and again and again. So in the end not many photos made it to the final cut.



As we passed the junction at Teavaran, we noticed an Argocat and a car with the boot up at the side of the road. At the time I thought nothing much of it, but it turns out that one of our members knows somebody with a drone. He was waiting for our

club cars to pass and he made a short clip, shot by drone, of our cars going down the road to Foxhole. The clip is available on the car club's Facebook page.

We only met a small number of cars going the opposite way and the run over the ridge was relatively uneventful. All the better to enjoy the scenery as we came off the ridge with Ben Wyvis in the background. There were some nice twists and turns before we came to the A833 main road. As cars were queuing to join the A833 main road, we spotted a 4x4 in the last passing place. As the passing place



was full with our backed up cars, we decided to reverse a little way to give them the opportunity to drive past. As a result we lost touch with our train of cars, but with a quick spurt down the main road past Brockies, we managed to reconnect at the junction with the A862. As luck would have it, we also all had to stop for the lights on the bridge over the Beauly. In Beauly itself, a further car left our train as the rest of us continued on toward Muir of Ord.



The route then wound past the Black Isle showground before taking us down the A832 to Redcastle. Some of our members decided to take the first junction going past Killearnan, others taking the second junction via Milton. It was at this point that we decided to leave the train and continue on our way home.

Yes it may have been just a long drive in a car, but to do this with group of enthusiasts makes it a special experience.

Trish Brown

May 21 Ramblings

Jim Mackay

Aye Calum, The Ford Consul 3.0GT has more power than the Triumph 2000 but whether or not it can put it to better use is debatable. Anyway, the Triumph would pass it when the petrol station beckoned! [*Fair point - Ed*]

As I remember, the Allegro 1750 Sport didn't hang about and with 5 speeds and hydragas suspension it was able to cruise comfortably.

I enjoyed last month's article on the Sunbeam Talbot 90. I had a hankering for one many years ago when the vet from Invergordon called in his new one. I suppose any new car would have been preferable to our old 1937 Hillman Minx. His bill amply demonstrated his ability to own a new Sunbeam!



The A40 is back on the road celebrating 60 years of survival but not without problems. The carb is a Zenith and I've persevered with it because it's original. I have a replacement SU which I had fitted to my Ford Thames van many years ago. It had a Solex with an accelerator pump on it and the SU was a huge improvement. Anyway, the A40 hiccupped a few times on my way to Inverness and refused to start from a stall at Kildary. I was sure that the old petrol was to blame or the carb as the plugs were dry but I adjusted the points anyway with no success. Eventually the battery went down and I had no option but call out the breakdown. The phone call was to deepest England-shire and I had little hope of any breakdown reaching me at Kildary. Oh ye of little faith. Gordon Bannerman appeared as if by magic and I and the A40 were transported home with very little inconvenience and a lot of embarrassment. Looking on the bright side, my insurance dealt with the cost and I saved a bit on petrol! [*Been there. Done that. Saved lots, as it was in an uneconomical V6 Ford. Ed*]

There was some dirt in the carb bowl and the points weren't quite set accurately. Other than that there was no obvious cause which is always a worry. [*Been there too. Recently. Ed.*] My first trips were up the hill so that I could free-wheel home and then I ventured down hill with no problems and now I go anywhere. Well, almost anywhere. Abriachan might have been a step too far! There is a starting procedure which, if not adhered to, can cause some delay and some palpitations. Life doesn't get any easier. Now where did I put that SU ?

Cheers, Jim Mackay.

Out and About

I saw this lovely Porsche on a recent trip to Ullapool. Note the sign saying the hotel has no vacancies. The town was hoaching with visitors.



On the Stornoway leg of the same work trip I saw this 1982 Audi Coupe GT in a random industrial yard. It looked great.



And on my recent holidays to Arbroath, my brother in law showed me his new Porsche Carrera 4. The speedo goes up to 175mph, and I asked him how fast it went. 175mph apparently. It's a nice car.



Jim Mackay spotted this Morris Minor and Toyota MR2 Mk1 on his wanderings out and about.

On The Buses

Kenny Barclay

Following on from a recent Zoom Meeting, and as requested I thought I would share with you my "summer project".

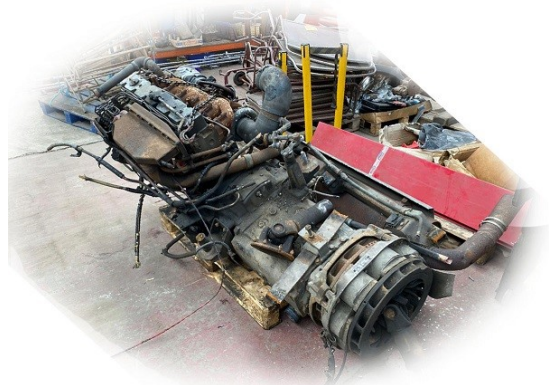
One of my preserved vehicles B509 YAT, a 1985 Bedford YNT coach with a Plaxton Paramount 3200 body, has been of the road for several years. The Plaxton Paramount coach could have been ordered with a variety of chassis and engines, Volvo B10M, Leyland Tiger, Ford or sadly for me also Bedford. I purchased the vehicle from a scrap yard in Glasgow back in 2009. Bodywork and mechanically she was in good condition and in fact I was able to drive her out the scrap yard and back to the museum on trade plates with no issues at all. However, the engine a Bedford 500 8.2 litre, was weak in the coach and after some trips away to Blackpool and Beamish it was found even the sight of a hill and the coach would struggle. Over the years many coach operators changed the Bedford 500 engine for an upgraded Cummins B series or better still a Cummins C series engine. For many years I was on the look out for a suitable replacement engine. During 2020 I was contacted by a fellow member of the GVV (Glasgow Vintage Vehicle



Trust) where two of my vehicles are stored, to enquire if I was interested in his Dennis Javlin coach NIW 4122. The owner had bought the coach to restore, but on closer inspection it was decided that the corrosion on the vehicle meant restoration was not to be for this particular coach. The coach was fitted with a good running Cummins C engine and ZF 6 speed manual gear box. I was able to take the vehicle for a short test drive on site and found the engine had plenty of power and all gears worked well. A deal was struck and I became the "proud" owner of a late 80's Dennis Javlin coach with a very rusty Duple bodywork. The former owner then purchased some spare parts from the vehicle, and I was also able to sell the windscreen and front panel to a

preservationist at a Lothian museum. Finally a deal was done with a local scrap yard that they could have the vehicle for free (including all the rust) if they cut the engine and gear box from the vehicle including prop shaft and engine mounts, and returned the items on a pallet to the museum. Within a few days the vehicle was collected and a week later the engine and gearbox arrived back.

The next job will be to get the engine and gearbox transported up to SVBM (Scottish Vintage Bus Museum) at Dunfermline, where my coach is stored, and get the engine and gearbox fitted. The mechanic that will be performing the operation, was formally employed by Eastern Scottish at their New Street depot in Edinburgh and has performed this transplant work on many Bedford coaches in the past. If he was fitting a Cummins B series engine, it would be a simple straight swap, however with the replacement being a Cummins C series engine a few crossmembers and auxiliary equipment will need moved. It is hoped that B509 YAT will be back on the road during the summer.



Kenny Barclay 02 April 2021.

www.clydeside-scottish.co.uk

The Fortrose and Rosemarkie Classic Vehicle Rally has been regrettably cancelled for 2021.

The Committee has spent considerable time looking at the official guidelines and controls required to run an event safely and coupled with the unpredictable nature of the Covid pandemic, the decision has been made not to hold the Rally in 2021.

We have held this event for the last 18 years bringing together classic vehicle enthusiasts to share their passion with the public whilst simultaneously raising funds for local community good causes.

We are looking forward to holding the event in 2022 when we hope to meet up with old friends and make new ones.

Thank you from the Rally Committee.



HDC
Highland Drivers Club

BARNHIGHLAND

BARNHIGHLAND MOTOR GATHERING
ARE DELIGHTED TO ANNOUNCE THEIR
2021 FRIENDS AND FAMILY DAY OUT.

SCAA

WHEN: SUNDAY 6 JUNE 2021 - 11:00 TO 15:00 HRS
LOCATION: BARNHIGHLAND CAMPSITE, KINCHYLE FARM, IV12 5NY, NAIRN
FOR MORE DETAILS CONTACT: INFO@BARNHIGHLAND.COM OR PHONE 07494532380

CLUBS & ENTHUSIASTS ATTENDING:

HISTORIC WHEELS CLUB - HIGHLAND CLASSIC MOTOR
HIGHLAND DRIVERS CLUB - MG OWNERS CLUB
PLUS,,, MANY MORE TO BE CONFIRMED.

VENDORS ATTENDING:

HANGAR96 - HIGHLAND OVERLAND - HEILANBREW
HIGHLAND VALETING - HIGHLAND CAMPERVANS
PLUS,,, MANY MORE TO BE CONFIRMED.

NO ENTRANCE FEE. DONATIONS WELCOME.
ALL PROCEEDS GO TO SCOTTISH CHARITY AIR AMBULANCE
VISITOR PARKING: PARKING WILL BE MAINLY ON GRASS DIRECTLY
ADJACENT TO BARNHIGHLAND CAMPSITE

VEHICLES AND VENDORS TO ARRIVE STRICTLY BETWEEN 09.30 - 10.30HRS
ALL VEHICLES MUST BE IN A SAFE CONDITION AND INSURED
THIS IS NOT A COMMERCIAL EVENT AND THERE WILL BE NO COMMERCIAL
COMPANIES OR VANS ON SITE WITHOUT PRIOR WRITTEN APPROVAL.

THIS OUTDOOR GATHERING COMPLIES WITH GOVERNMENT REGULATIONS REGARDING SOCIAL DISTANCING AND HYGIENE.

Due to some terrible planning I am unable to make the Barns show, so please please please can you send in lots of pictures and maybe a couple of lines by way of review?

Many thanks, Calum/Editor.

HCMC June Club Night

Regularity Run Thursday 3rd June

Start Point. North Kessock A9 car park beside Harry Gow's **7.00pm**

For those of you who haven't done one before a regularity run is a bit like a treasure hunt. You will follow a prescribed route although there are only a few clues to find. The main point is that it is timed and you are meant to maintain an average speed over the whole route. Cars will start off at two minute intervals. You can do it alone, although a Covid compliant passenger would be handy to read the route and help with locating the clues. It also gives you someone to blame for your rubbish performance!

Bring a pen or pencil!

See you there.

Bryan.