

# CLASSIC SCENE



June 2022



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## Cover Picture

Church Street on the day of the In-  
verness BID city centre car show,  
with stilt walkers.

# Welcome to the June Newsletter

This month I have been mainly clearing out sheds and garages near Elgin after the passing of my Dad. I'm afraid we've chucked several hundred mildewed copies of Model Engineer, Model Boats, and various steam and mechanical related magazines. The auction in January could have taken all night otherwise. "Lot 265, 12 1970's Stationary Engines Magazines? Anyone? No? Back in the pile then. Lot 266...."

It also means yet again I've been struggling to get this newsletter together so bear with me.



Do you remember that Racing Anglia at Jack Meredith's garage? It went for £6600 on eBay. Once restored you could probably triple your money. If only I had the time, space and money.

What is a classic car? This is the perennial question with a different answers for different people, but I think I've stumbled on a description that works. So first off, it has to be from a by-gone era of motoring. Secondly, if you're driving it, and say stopped for petrol on the Longman and a random person comes up to you grinning, saying "Cracking car mate, cracking car!" then it's a

classic. I give you my Ford Sierra XR4x4, a model which coincidentally was quite heavily featured in the latest edition of Practical Classics. It doesn't seem that long ago when this was my choice of daily driver.

My emerging classic Ford Focus Mk1 seems to be mainly emerging faults recently and is probably beyond the point that any sensible person would go to to keep it going. (Top quality wordsmithing there!) This month it is a slipping clutch but it seems to be more pedal related than the usual wearing out symptom. When I have some time I'll see if I can fix it. It failed when Mrs Editor was driving up the ramp to join the A9 from Millburn Road. It was quite alarming and smoky but like any good classic car driver she nursed it home. I really must get the spare Focus going.

Also this month I played a bit part in the Inverness Classic Vehicle Show as a Marshall on Falcon Square. The downside was I didn't get enough time to see all the exhibits, and completely missed out Lombard Street. Doh. More on this later.

A work colleague who's not into cars, classic or otherwise said she thought the good thing about the Inverness Car Show is that it is in the town centre with free access everyone to see as opposed to a field somewhere full of knowledgeable enthusiasts, so she doesn't feel intimidated walking around appreciating the pretty cars. She also commented that there was a really good atmosphere, and I agree on both counts.

Happy classic motoring,

Your Editor

# Chairs Bitty

In May we had the first of our summer drives with our cars anticlockwise around the firths. A few of us gathered with a mix of classic and more modern cars at North Kessock before we set off on what was a lovely evening drive. We even had one of our followers waiting at strategic points to take pictures / video of the passing cars.

Last month I decided to tackle the box hedge round the back of our shed which was getting decidedly straggly. Out came the hedge trimmer and 10 minutes later (it is not a big hedge) the box hedge was back into a neat shape. It was only a day later that I happened to spot a female blackbird disappearing into the hedge. Ai! I counted myself very lucky as it could have been a very messy business had I clipped the nest. Sorry blackbirds. 2 weeks later I came across a dead blackbird in a different part of the garden. Whether it belonged to that nesting pair, I don't know. The carcass was well mangled, so I am not sure whether a cat or bird of prey was the culprit.



You will remember last month I mentioned issues with our heat pump leaking. According to the manufacturer is it most likely to be condensation and the supplier is looking at a solution to pump away this water. We're still not convinced off this explanation and having been away for a weekend, we decided to not only turn off the heatpump, but also turn off the cold water supply. When we arrived back – hurray no water at all in the trays. Turn the water back on before we start up the heatpump and things start leaking again. That sound to me like a leaking connection somewhere in the cold water supply. Perhaps an o ring gone somewhere? But what I can't get my head round is if there is a real leak, why would it tail off after a few days? In the past week the amount of water has been going down steadily to around 150ml a day. Any suggestions?

Anyway the seedlings for the leeks and salad were planted out and are coming along nicely. I've also now seeded some spinach and I hope that in a few weeks we have enough for a small salad. The courgettes remain in the house and we've had a few small ones already.

Our Merc went in for its annual MOT this month and sailed through. Alice has been keeping an eye on the tyres, given the rate the rears appeared to be wearing the last time around and lo and behold, the tyres are not even 2 months old and already 2mm down. Some more investigation revealed that the manufacturers have changed the compound of this particular tyre to something that is a lot softer, hence the horrendous wear rate. Alice current estimate is that we may get 10k out of the tyres if we are lucky. Needless to say the next set will be different.

Yesterday we were at the Inverness BID classic car show. It looked pretty busy if you ask me. Certainly the ice cream parlour on Church Street was doing a roaring trade with people queueing out the door. We spotted a number of car club members and their cars in various sections within town. Each street has at least one member car present. The line-up for the closing parade caused its own problems when an ambulance tried to get down Millburn Road and the road has 2 lanes of solid traffic. Eventually the policeman/woman on duty at the lights near the supermarkets twigged to what was going on and stopped all traffic to ensure cars coming into town were able to disperse.

Next weekend (28<sup>th</sup>) is our visit to Strathspey Railway. We meet up around 1pm at the railway's carpark. If you forgot to reserve yourself a space, you can still turn up, but we can't guarantee that there will be a space for you on the engine shed visit at 1.30pm. We go for a train ride afterwards for which we aim to get discounted tickets – we'll know for sure on the day.

This month will be a run west of Inverness. We meet up at Curries on Telford Road at 19.30pm, then set off for our drive down to Kiltarlity and over to Drumnadrochit before returning to Inverness. Should take us about an hour.

See you there,

*Trish Brown.*

## Arrangements for the Strathspey Railway Visit.

Date: **This Saturday—28th May.**

The Motor Club 'official' event is as follows;

Meet at Aviemore, Speyside Railway car park (north end) 1.00pm  
 Visit to engine shed (adjacent north end of car park) 1.30 – 2.45pm  
 Return to station on foot  
 Board train for Broomhill - steam service 3.00pm  
 Return to Aviemore 4.42pm

| STANDARD SERVICE – AVIEMORE TO BROOMHILL |       |       |       |
|------------------------------------------|-------|-------|-------|
| Aviemore Departure                       | 10:30 | 12:45 | 15:00 |
| Boat of Garten Arrival                   | 10:48 | 13:03 | 15:18 |
| Boat of Garten Departure                 | 10:58 | 13:13 | 15:28 |
| Broomhill Arrival                        | 11:21 | 13:36 | 15:51 |
| STANDARD SERVICE – BROOMHILL TO AVIEMORE |       |       |       |
| Broomhill Departure                      | 11:36 | 13:51 | 16:06 |
| Boat of Garten Arrival                   | 11:49 | 14:04 | 16:19 |
| Boat of Garten Departure                 | 11:54 | 14:09 | 16:24 |
| Aviemore Arrival                         | 12:12 | 14:27 | 16:42 |

Standard ticket Senior (60+) = £14.85

Standard ticket Adult (16+) = £16.75

Standard ticket Child (5-15) = £8.50

Group price tickets expected to be confirmed.

If you want to make a day of it, Richard has suggested the following activities.

Train spotting – Boat of Garten middle station with picnic tables and a great view of the railway. There is a takeaway café and the Boat Hotel nearby.

Scenic walks – There is a lovely path adjacent to the River Spey.

Cycling – on the Speyside Way between Boat of Garten and Aviemore (approx. 5.5 miles each way).

Road trip – to Loch Garten nature reserve. Note, the famous ospreys have not nested here for the past few years.

# Inverness Classic Vehicle Show 2022

After a two year hiatus due to Covid, the Inverness BID team brought you the 12th Classic Vehicle Show with about 140 vehicles on show.



Falcon Square starting to fill up with cars around 10:00



And here we are mid show with the hoards arriving. The 1930's Bentley 4.25 fhc caused quite a stir. It was a beautiful car.

All the places were taken within a month invitations being sent out. There was no display at the castle due to it being refurbished, which sadly meant no military vehicles, but there were buses and tractors and commercials and bikes and classics from all eras.



This is a free show and people came in hoards to see the vehicles and also to enjoy street entertainment including buskers, face painting and performers. In this time of increased cost of living, a free event of this magnitude is just what many people need.



Of course a lot of effort went on behind the scenes to make this happen, with the BID team organising all the display areas with all the red tape that entails, and volunteers particularly HCMC member Callum Beveridge working on the entry list and marshalling on the day, along with yours truly. I must also thank the police and traffic enforcement officers who worked hard to make things run smoothly. It was a long day for many.



Marshalling was a bit like herding cats but also quite satisfying. We managed to sift out the early leavers from those attending the parade and getting them lined up along the green tarmac on Millburn Road.



My Dad had an earlier model Singer Gazelle

This barn find Triumph Herald only had the essential running gear restored.

This VW Split Screen Panel van was immaculate.

And then at 3pm most of the vehicles paraded down the High Street, with HCMC member Miles manning the mic, providing commentary with usual aplomb and skill. Well done! As we left the High Street we were serenaded by the excellent City of Inverness Youth Pipe Band, and dispersed at Tomnahurich Street.



See you next year, at the 13th show.

## **Lights Again Again. (Perhaps they are repeaters?)**

I remember the Golf GTI Mk3 as a good car. It did, however, have a transverse slanty engine. Now, slanty engines are fine when they are really slanty as in the Imp and passable on the Routes Arrow derivatives but the Golfs looked as though it had fallen backwards, as though the engine mounts had failed under hard acceleration or the engine was just plain lazy. It just wasn't right so there was no proudly showing of the power plant then.

Lights? Oh, yes, lights or lack of. Heading home from Dingwall late, we got as far as Foulis Ferry when visibility became very poor. The lights were at a peep so it was a quick check of the obvious, battery terminals, a shoogle of any wires that were hanging around and a good tyre kick when nothing worked. Yes, of course the charging light was red, it was always red but the battery should have lasted. Wiring perished then and could short out without causing a fire but still drain the battery. We waited in the dark until we saw a car coming at our speed, switched on the side lights, revved the engine and hared after it. If it was going at the right speed, we'd catch it and if it was going too fast we'd give up and wait for another. The idea was to get up close, switch off the lights and drive on the front cars lights. Goodness knows what the driver of the front car thought but we thought it was a brilliant idea. If we were lucky, we'd get most of the way and the slipstreaming saved petrol; t'was a win win situation. Inevitably, we'd end up driving the last few miles with no lights as the supply of cars ran out on the quiet back roads. If we were lucky, there was a torch to complete the journey. This, I may add, was not a common occurrence but I suspect it wasn't a new experience for my father. There were no tow trucks then and we didn't afford membership of the AA or RAC. Even if we did, we'd have to find a phone box that worked and have change to feed it. Exciting times if you liked that sort of thing!

*Cheers, Jim MacKay.*

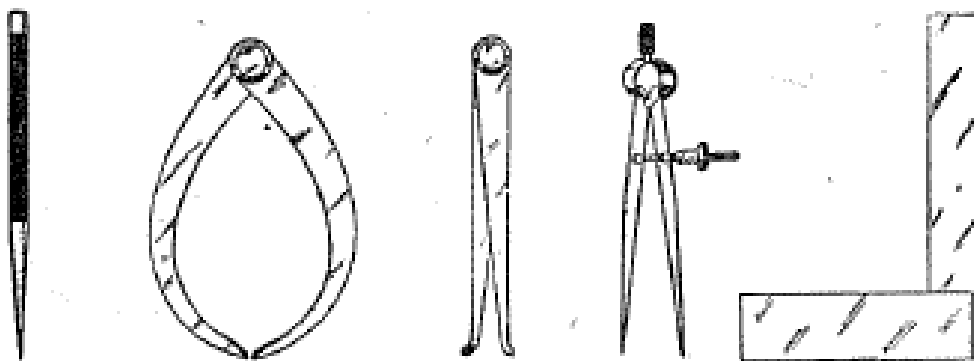
## **Lights Who Needs Them?**

An anonymous (not very ha ha!) member thinks lights are over rated. The lights on his white Triumph Stag are often not working and about as bright as a glow stick the morning after a '90s rave if they are. This has been a source of fun poking (light hearted you know—banter amongst friends) on several club runs, but showing Triumph over adversity is a key personality trait of this member. Remember not to keep him in the dark over your membership status, by paying your £15.

## THE MOTORIST'S WORKSHOP

### *Marking Out : Measuring Appliances*

"Marking out" means marking on the rough material the shapes and sizes of parts to be worked out, the positions of holes to be drilled, slots to be cut, etc. This is generally done with the scribe, a tool with a fine steel point, that will make a scratch on anything short of a file. As handling and working the material render these scribed lines difficult to see, they are very frequently gone over with light centre-punch dots, about 1/8 in. or more apart, according to the size of the work. The scribe is used just like a pencil, against a rule or straight-edge. Scribe lines should be drawn once and for all. The scribe should not be dragged backwards and forwards, as it makes a confused line. No one would do this with a pencil, and it should be avoided with the scribe, too.



**Scribe, outside callipers, inside callipers, spring divider, and try square, reading from left to right.**

Circles are struck with spring dividers, the centres being dotted first. Dividers may also be used for taking measurements off a rule or scale.

They may be employed, too, for cleaning out the tobacco from the bowl of a pipe, but are not intended for indiscriminate use as punches, or for enlarging holes in sheet metal.

Callipers are for testing the size of a round piece of work, the thickness of a piece, or the size of a hole. Their legs are brought nearly to the required size of the opening by hand, and closed to size by lightly tapping one leg on the bench, or opened by a light tap of the head on the bench. They should be held by a thumb and finger on the rivet of the head, and not by the legs.

Calipers should never be applied to work running in the lathe, though this practice is fairly common among those who have not had the advantages of really good training. It is not good for the callipers, and from a callipering point of view nearly useless.

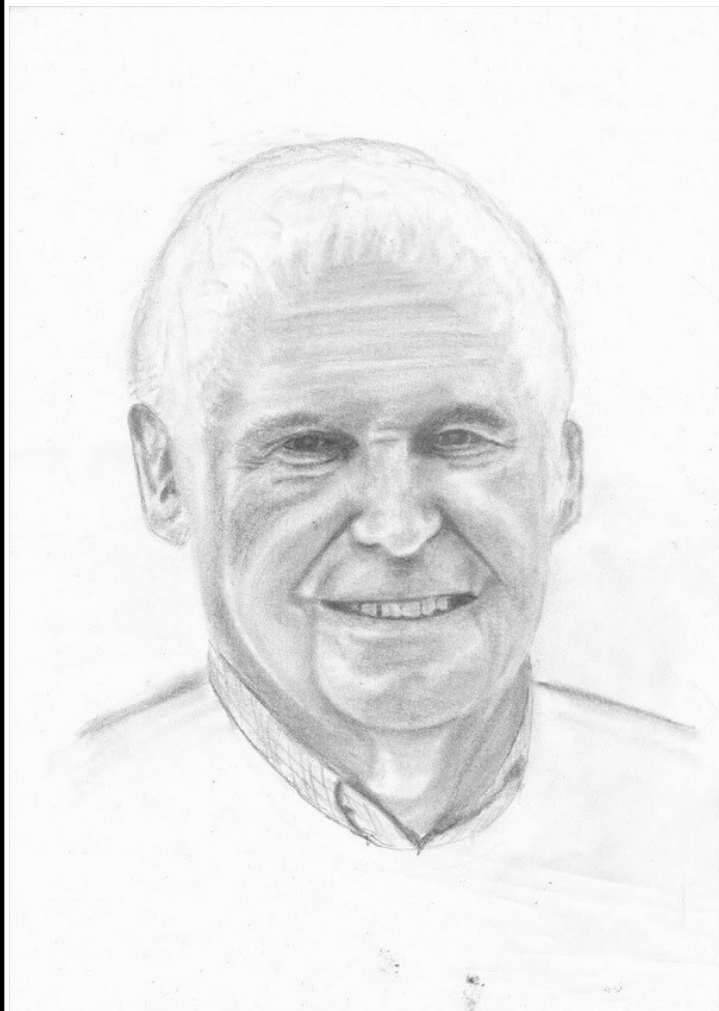
A try square is for getting surfaces and lines at right angles to each other. It should distinctly not be used as a hammer, nor for opening paint tins. All these measuring and marking appliances, in fact, if they are to be any use as such, should be kept and used with care. If they are not kept strictly for their proper purposes, the chances are in favour of their being out of order when they are wanted for these purposes.

With careful callipering a man may feel to an accuracy of a 200th of an inch, When closer approximation is required micrometer gauges must be employed. These are expensive, of course; they may be had to read to a ten-thousandth of an inch.

Accuracy in precision work usually is taken to mean an error of not more than one-tenth of a millimetre (1-254th of an inch) in outside and large measurements; and on fine and accurate work an error of not more than one-hundredth of a millimetre, which is 1-2540th of an inch—or, say, a little less than a two-thousandth of an inch. Ordinary lathe work, with care, can be turned out to about a thousandth. If greater accuracy is wanted recourse must be had to a grinding machine, the highest point of accuracy of which is in the neighbourhood of a ten-thousandth of an inch ; but this requires considerable skill and care to attain. For example, in a vertical-spindle surface grinder it would spoil the accuracy to give the spindle a heavy dose of oil in the middle of a cut, as the extra thickness of oil film would raise the spindle beyond the limits of error permissible.

These things savour of the marvellous to the lay mind; but as a matter of fact a thousandth of an inch is much larger than one would fancy. Everyone knows that a 64th of an inch is very easily seen, and the half of it can be estimated by the eye. Yet a 64th is only fifteen-and-a-half-thousandths of an inch, and the difference in thickness between two blades of a feeler-gauge, one four-thousandths and the other six-thousandths in thickness, is distinctly appreciable to the touch.

## The Anonymous Witness



The case against the HCMC for selling dodgy items at auction continues at length, though so far the prosecution has been unable to show any crime took place, not in a legal sense anyway.

As an anonymous witness was called the Judge remarked, "Haven't I seen you before me, before?" "To which the defence replied, "Not proven"

The defence argued that the auction was a closed event, and they don't let any old Tom, Dick or Harry in." It was claimed the witness was able to squeeze a tune out of an old box, but struggled with the one filled with 30 Classic and Sports Car Magazines—with a wiff of Mildew.

It could be an open (topped) verdict.

## The Parts That Won't Fit beer.

## Tune; The Pub with no

It's lonesome out there in your garage and all  
When it's brass monkey weather and you're freezing your balls  
But much worse by far I have to admit is  
When you find that they've sold you some parts that won't fit

It's late in the evening, you're fixing your car  
You need it tomorrow you have to go far  
You've laid out the parts but something's not right  
And that's when you realize that you're in the shite

You know that you ordered from the website  
You carefully chose the parts that were right  
But things can go wrong as they sometimes do  
They've sent you Mk1 and it should be Mk 2!

Your car is in bits so what to do next?  
I have to admit the question is vexed  
A part that is broke and one that won't fit  
A voice in your head says "I'm not going to quit"

You think to yourself "I'll file it a bit  
And if I'm in luck it might make it fit"  
But it's hardened steel and your file is blunt  
You think to yourself "oh you miserable *thing*"

Perhaps it is time to call it a day  
You have to give up but that's just the way  
You're screwed so accept defeat with aplomb  
And maybe next time take it straight up to Tom

# Out and About

The Land Rover and Rapier are sitting on Dallas "main" street.



This very nice DB6 Superleggera was parked at the Palace Hotel. Cheers, Jim.



Steve Matheson spotted this German Bentley and Opel Commodore. The Triumph was in a Beef Eater car park and the Sierra has obviously popped in to Wickes for some red Hammerite for the sills—if mine is anything to go by.



# Austin Healey 10

**Jim Mackay**

With the chassis and bulkheads painted but separate it was time to weld in the new cills. Yes, that is a tomato plant on the stool and, yes, that is an iron on the shelf, just don't ask. The cills came in threes, outer, middle and inner. For a start they were too long by 2" and it so happens that the later Healeys were lengthened in the door area by 2" so these were common cills. I figured that removing 2" off the rear would be correct and, again, time would tell! It would be relevant at this point to include an image of the original cill and its non-location just to give you an idea of the minefield.



Nothing had been thrown out so I gleaned some information and measurements from the original bits of cills if they were indeed original and correctly fitted.

I drilled holes for the application of Dinitrol, welded the inner and centre cills together, lined them up and tack welded them in place which is one stage nearer to permanency than self tappers.

Cheers,

*Jim MacKay.*

# Cars and Coffee

Sunday 8th May



There was a phenomenal turnout at with stuff crammed into every corner of the Rollerbowl car park. People had to shuffle their motors and sometime other peoples (!) to open up more spaces.



Unfortunately I was unable to attend again but I did hear it was an enjoyable morning for all.

Fortunately Cars and Coffee is a huge social media hit ("It's all about the Gram man.") That you will be able to find pictures all over the internet.

I've have published a handful of my personal favourites which I have stolen for those of you without Facebook or Instagram accounts.



# May Club Night

# A Drive Around The Firths

This was another event your editor was unable to attend as he was working an evening shift. It looked like a good evening though.

Cars and Coffee regular and HCMC follower, George Finlayson lay in wait (again) to snap these photographs. He last popped out at the road side on Drive It Day and got some cracking shots of us then too. Thanks George!



I'm told Trish lead the parade out but by carefully considered use of short-cuts, Callum Beveridge lead it home.



These are great photographs aren't they? They give a nice sense of then run.

## What Are Friends For?

## (If you can't abuse them?)

Bryan put out word that he could do with a hand to relocate his MG TD from the house garage to his lock up at a secret location nearby. 5 club members gave up



an hour of their Sunday evening, but being Bryan we had a good laugh wheeling a lovely old classic down one way streets the wrong way and discovered the secret lock up location. Nothing to see here officer, we're just going to Lidl's with our trolley. There are some centre aisle bargains to be had.

# Events Diary Planner 2022

I'm not sure how Covid proof this will be but here is a list of events we know about for 2022. Apologies if I've missed anything (let me know!) and check the details nearer the time in case of change.

- 29/5 Highland Folk Museum Vintage Day
- 4/6 Rotary Club of Inverness Loch Ness Classic Car Tour
- 4/6 Ardersier Gala Classic Car Show **NEW**
- 5/6 Fraserburgh Vintage Car Rally, Fraserburgh Leisure Centre
- 4-5/6 The Shetland Classic Motor Show
- 12/6 Caithness & Sutherland Vintage and Classic Vehicle Club Rally
- 18/6 Elgin BID Car and Bike Show **NEW**
- 19/6 Tain Vintage Car Rally
- 2/7 Gairloch Gathering. **NEW**
- 9/7 Scottish Transport Extravaganza, Glamis Castle
- 6-7/8 Orkney Classic Motor Show
- 13/8 Truckness, Black Isle Show Ground.
- 14/8 Historic Wheels Club Rally. TBC.
- 19/8 Dubness - The Gathering of the Vans. Clune Farm Does.
- 18-21/8 Scottish Micro Car Club Highland Rally
- 27/8 Fortrose & Rosemarkie Classic Vehicle Rally
- 28/8 Buckie Classic Car Show

Check the club website for further details and updates. If it all goes ahead as planned it looks like it will be a good year for shows.

# **HCMC Events**

**Thursday 2nd June** This months Club night will be a run west of Inverness. We meet up at Curries on Telford Street at **19.30pm**, then set off for our drive down to Kiltarlity and over to Drumnadrochit before returning to Inverness. Should take us about an hour.

**Saturday 28 May.** 'Strathspey Railway Visit'

Meet at Aviemore, Speyside Railway car park (north end) 1.00pm

More details in this newsletter and on the front page of the website where you need to sign up.

<https://www.highlandclassic.org.uk/public/events/steam-signup-form.php>