

CLASSIC SCENE



July 2018

Leonard Cheshire Visit



Tain Vintage Rally



And more inside...

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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

A group picture from our club night visit to Leonard Cheshire House and below, a panoramic picture of Tain Vintage , Historic and Classic Car Rally.

Welcome to the June Newsletter.

It's been a fairly busy month with amongst other things, our visit to Leonard Cheshire House, The Tain Show, 'How Many Left' at Alford Transport Museum and of course Cars and Coffee. More on these later.

In your editor's garage the green Mini is up on stands having steering rack work done, suspension adjustments (a reduction in castor angle) gear linkage issues sorted, hopefully a new battery terminal fitted so I no longer have to hit it with a hammer, and of course, rust treatment after a long, protracted salty winter. This is in preparation for the next MOT.

Speaking of which, the MOT exemption has kicked in for historic vehicles over 40 years old. There has been some confusion and concerns about how it the process works amongst some club members including myself but I'm sure it will become clear in time. There has been some backlash in the tabloid press about death traps appearing on the roads, and still some worries about insurance and roadworthiness checks.

There's something else to concern us - low emissions zones. In the news this month I read that older cars will be banned from Glasgow city centre in four years time after councillors agreed to extend a low emission zone (LEZ) to all vehicles. An LEZ will apply to 20% buses from the end of 2018, rising to 100% by December 2022. Cars will need to meet the strict standards from the end of 2022. After that date petrol cars made before 2005 and diesels built before September 2014 will not be allowed in the zone.

I believe Edinburgh and Aberdeen are planning similar policies. I can see the thinking behind it all but my newest car is 2004! I'm glad I bought that folding bike last month.

Meanwhile we have plenty of events coming up so,

Happy classic motoring,

Your editor.

Chairs Bitty

It would appear that Cheshire House was a little more hidden than I thought. At least one of the members mentioning simply following the car in front in the hope that they knew where they had to go. Despite this 14 cars turned out and we completely filled up the parking space outside of Cheshire House.



After a shy start the residents (and carers) circulated around the cars and where able, sit in them – much to their delight. A group picture of residents dispersed amongst the cars will be a nice reminder for them. As a thank you for our efforts we were plied with burgers and juice. By the time the residents had seen enough it was nearing 9pm. I am not sure whether anyone went to Dores afterwards, but most of us decided to call it an early night and go home. If time allows we'll go to Dores after this month's visit.

Our Landie decided that it hadn't completely finished with its bodywork woes as turning into our drive from our way back from visiting the amenity site, there was a similar sounding twangy noise as on Drive It day. It turns out that on full right hand lock the tyre just caught the edge of the wing and bent it too far the other way. Hmm. Ah. A missing bolt. But this time the inner wing would not bend back. We spend the rest of the afternoon undoing the 23 bolts holding on the wing, doing a better job at panel beating (the inner wing is straight again), before remounting the wing with 24 bolts. Then the lights stopped working. (eh?) Loose wire at the back of the instrument panel.

I had a close shave the other day when driving our wee car (the Smart). On my way home from work somebody decided that they must overtake all traffic going uphill from the Cromarty Bridge on that short straight just after the south side layby. It is only because I and the cars being overtaken were standing on the anchors and steering as close to the kerb as we dared that we managed to avoid a very nasty head on collision. Fortunately the road is wide there enough there to take 3 cars,

if at a bit of a squeeze. In the end it all happens so quickly I can't even remember what the offending car make was, just that it was a dark colour. Wobbly leg syndrome kicked in about a mile later when the adrenaline wore off.

This month we are meeting up at one of our Members who is showing off his "only one of its kind" Varley Woods. Meet up at Fairways at 19:45pm for directions. I am not sure how much space is on the drive, so if you can share cars that would be appreciated. See you there.

Trish.

Page Filler

This edition is longer than normal and due to the technicalities of publishing the Newsletter is either 12, 16 or on rare occasions like this, 20 pages long. (Apologies to those with slow internet connections.) I'm using this space as another appeal for 'Me and My Cars' as I'm running out again. Thanks to all those who have provided content for the newsletter. Keep it coming, especially a review of Ranalds visit as I don't think I can make that one. Here are more pictures of cars seen at Tain this month.



Lex Classics Goes to Scotland

Jim Mackay



I spotted the TR4a in Skye but by the time I got the camera out it was a bit far away. The assembly of cars at night at Kingsmills Hotel were all from the continent and all LHD apart from the 20's Bentleys; quality stuff.



Jim.

Lex Classics goes Scotland (31 May to 9 June 2018)

In 2018 Lex Classics organised a rally to Scotland. This trip was characterised by beautiful routes, wonderful hotels, fantastic food and lots of fun. Scotland is the land of mountains and vibrant rivers, of picturesque coasts, and deep lochs. Lex Classics has been based in Waalwijk, Netherlands since 1998, and specialises in selling, restoring, repairing, maintaining and inspecting classic cars, mainly British sports cars, such as Austin Healey, Aston Martin, Jaguar, MG, Morgan, and Triumph.

So says Lex Classics (Ed).



Name this car



Free to a good home!

Alice Brown.

(I think I know.
Does it have a
galactic connection? —Ed.)



Tain Vintage, Historic, Classic Car and Motorcycle Rally



This was the 10th Tain Show, and I've never been before so I decided this was the year. Everyone I spoke to said it was a really nice event.



I forgot my application, but Miles came to the rescue with the Highland Classic Motor Club group entry. This was a really good way to go as we were all parked together making for a nice social. We had about 17 cars including a Scimitar, Ferrari 355 Berlinetta, 2CV, Burton, Lancia Fulvia, Mazda MX5, Bentley Eight, VW Beetle, DKW 3=6, Citroen Dyane, Mini, Opel Senator, Toyota Sprinter Trueno AE86, Ford Transit and a Saab.



I set off in the Beetle at about 09:15 driving up the back road to Tore and about half a mile in a 4x4 pulled out of a side road behind me towing an immaculate Ford 7700 tractor. It turns out there is a well known tractor restorer down there. I feel a visit coming on. I stopped off for petrol then drove up the A9 to catch up with the same Tractor obviously on its way to Tain. I wasn't completely sure of the access to the show so I decided to follow. After about 12 miles we both pulled in to let the traffic past. There were Capris, MG's and a Mini so on the overtaking lane I left the tractor and followed a Mini and MGB. We drove into Tain from the north side, and the Beetle got an admiring smile from a young child which made me smile. There were no obvious direction signs so my leaders missed the entrance, and we had to turn around and go back where we found signs and then a queue of classics on the way to the links. On arrival I got lost again, not knowing where the football field was and I misunderstood the advice I got about how to turn around but at last I made it to the club display. Next year I will be better organised.



The football pitch was the designated area for clubs and we were with Highland Fords, MG Owners Club, and the MX-5 owners club.



Miles arrived with the HCMC shelter in his Scimitar, and we entertained ourselves in a team building exercise of assembling it. I'm told we're getting better at it. The shelter was excellent and served as a good meeting place and rest area. Our signage brought in a few non-members with questions to ask, and a good few HCMC business cards were handed out.



It was time for a wander. The show was nicely laid out on the grassy links. It was spacious so had a relaxed seaside feel about it. I'm always surprised by the number of cars I have never seen before, and for more familiar cars, a chance to meet their owners.



There were a good number of vintage and classic cars, but also lorries, military vehicles, motorbikes, vintage bicycles and stationary engines. There was so much to see that it had to be done in batches returning to the club shelter with an ice cream or snack providing energy for the next outing.



There was a ring in the centre of the show compered by our own Tom Mac-Callum and gave the drivers a chance to say something about their cars.



It all came to a natural end around 4 p.m. when cars started to leave, and so we packed up the shelter and made for home. The Beetle has been going well and chugged along quite nicely at 55-60 m.p.h. except that a surprising number of road users pulled out of junctions in front of me, I counted around twelve emergency brakes. It takes a while to get back to 55 m.p.h. you know.

In summary I thought Tain was up there with the best cars shows in the area, and I'm looking forward to going again next year.

Calum Pearson

Cars and Coffee - June 10th



Over 70 amazing cars passing through the car park between 10 and 12 . Here are pictures of some of them.



Held at V8 Café, Henderson Road, Longman Industrial Estate, Inverness.

How Many Left? – Alford

by Graeme Bremner

It was an early start for me to drive from the Black Isle to Alford, not having been there for a while I had actually forgotten how far it was. I decided to keep to the A96 until Huntly just in case anything happened, especially as I was doing the journey alone. It was a gorgeous morning as I left Inverness after filling the tank on the 944 and a good run most of the way with little traffic and constantly warming weather.

Having never been to the Grampian Transport Museum before I arrived in the car park with no obvious signs of where to access the show and spent a good 5 minutes in convoy with a Lotus Excel and a Vauxhall Nova doing laps of the car park before deciding to go and ask someone, luckily I did as it was another half mile down the road, woops.



I arrived in the field in good time but already there was a very good selection of cars parked up, including a few of the auto jumble stalls which immediately peaked my interest. I was parked next to two eventual prize winners which was lucky.



Everyone was given an information board for their car telling people, make, model, engine size, original production run and most importantly, how many were left. Also a small snippet from Wikipedia about the cars along with a statement specific to the car provided by the owner - a great touch I thought. I was returning with my board and arrived at my car to see it being washed by a friend from the Porsche club who had seen the state of my car after the two and a half hour drive down and decided it simply wouldn't do, apparently there are people who attend these shows and detail their cars on arrival, who knew!



As the cars streamed in, the sun got hotter and hotter and an hour after I arrived the public finally were allowed in and it proved to be a large initial rush. Although there were a lot of people initially there, it did die down relatively quickly with I think a lot of people wanting to see Alford before heading to the Crathes Castle show which unfortunately was on the same day.



The day started to wind up with the start of the parade around the show ground where the announcers picked out people to discuss their cars; I deliberately waited for them to talk about my car without stopping me to chat and made a swift exit. It was great to hear the chats with other drivers especially those that made it from further afield particularly a couple of cars who had come all the way from central England to attend.

Once again though it was the 'Retro' car that really dominated this event, possibly due to the Crathes Castle show but a lot of the 90's cars were garnering the admiring gazes from people of all ages, even myself, not really realising how rare some of these cars had become. It was also evident that so many of the paying public were probably not long out of school so to them these early to mid-90's cars might as well be vintage!

I began feeling the heat once I had parked up after the parade so took the opportunity to look around the Grampian Motor Museum itself (free entry for showing your car at the event) particularly so I could browse the Guy Martin exhibition that was on display. I would thoroughly recommend it. I spent a good hour browsing through but could have spent a lot more and is definitely in my plans to return next year!



With the day coming to an end it was time for the prize giving and I decided to sit in the grandstand just in case a miracle in Alford occurred and I won something but unfortunately it wasn't to be. The best unrestored car was the Vauxhall Cavalier SRi parked next to me and the car of the show was the sole remaining model of Opel Commodore parked on the other side of me, both very worthy winners.



Time to leave for the 2 and a half hour drive home in 25 degree weather, have to admit the car performed faultlessly which is why the recent electricity issues have surprised me slightly but that's how classic car ownership is I suppose, I already have the troubleshooting guide printed and ready to check once I return from offshore.

Overall a very well put together show. It was possibly not as busy as it could have been if it wasn't for conflicting events in the area, but, it didn't detract from my day, meeting some very nice people and seeing cars that don't venture to the highland events. It was one of those shows where even the car park was interesting and I spent a good 30 mins going around that! I would highly recommend this one to everyone next year and coupled with a visit to the museum it really is a great way to spend a day. I don't know when my next car show will be but my next 'event' will be the club BBQ, which will be hosted in my garden, so look forward to seeing some of you there.

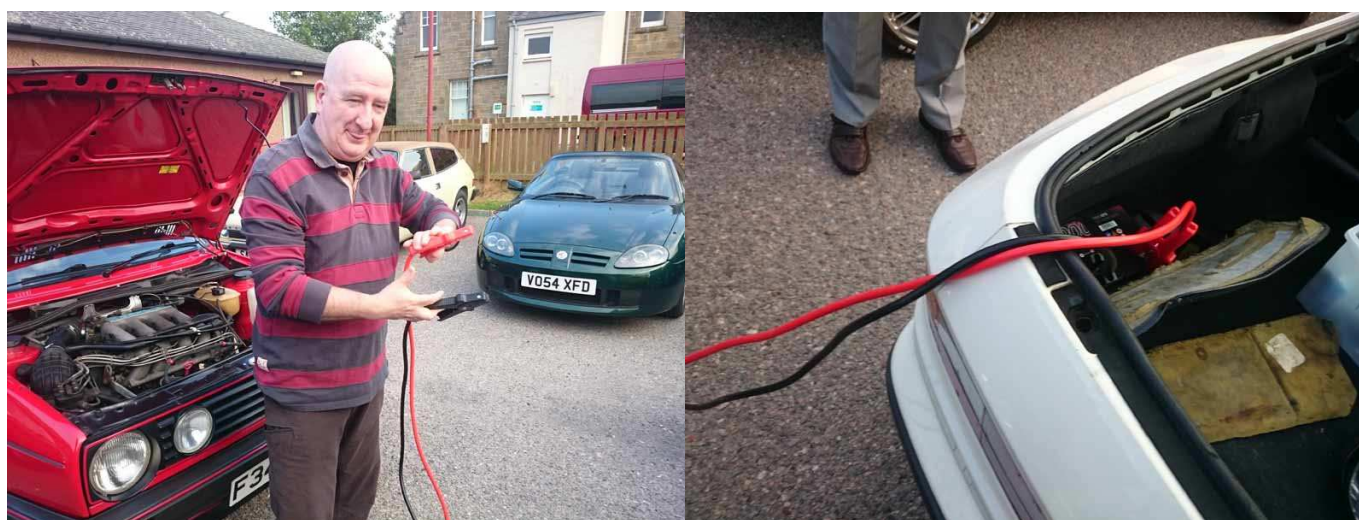


June Club Night—Leonard Cheshire House Visit



The June club night was a meet-up at Leonard Cheshire house near the Eden Court followed by a run to Dores. The club committee had been approached a good while ago with this suggestion as a few of the residents were interested in cars. It just so happened that the time it fitted into our schedule was their volunteer week and they had a barbecue on that night. Bonus. There was a good attendance of around 14 cars taking over their front car park, and there was a good atmosphere as the cars were admired and examined. It was also a good chance for a natter. The highlights for me were Graeme's Porsche needing a jump start and a sit in Roy's Riley. We were still there at nine and I'm not sure anyone made it to Dores Inn. What follows is an abridged piece of publicity from Leonard Cheshire to remind us what they do.

Situated on the bank of the River Ness in Inverness, Cheshire House is a modern, single-storey home that can accommodate up to 16 young adults with physical disabilities. Cheshire House is a transition service and each resident has their own individual flat with a lounge, bedroom, bathroom and kitchen. Within walking distance from Inverness city centre, residents have access to a variety of local amenities including restaurants, pubs, and health and leisure facilities.



Each individual chooses how they are supported, and lead very active lives. With a focus on independence, health, wellbeing and skills building, extensive activity programmes offer something for everyone. As well as staff, a team of committed volunteers support individual and group activities, so all have the chance to be social, get creative or enjoy exercise.

Cheshire House enables people to get the most out of life, supporting individuals to maintain relationships with family and friends and gain the ability to move on to more independent living when they're ready.

Since founding in 1948, Leonard Cheshire Disability has supported disabled people in the UK and across the world to fulfil their potential and live the lives they choose. The charity has many homes in the UK which provide thousands of disabled people with high quality housing, care and support.





Me and My Car - Special Edition.

Car: 1920 Varley-Woods

Owner: Ranald Coyne

Type: 5 seater tourer

Engine: 2303cc Taylor

MPG: Double figures, sometimes.

How long have you had it: I have just completed a four year overhaul. This car is my 13th vintage car

Car History: Varley-Woods cars were the product of Ernest Vernon Varley Grossmith and Robert Woods, two entrepreneurs who seem to have had more enthusiasm than business ability. Around 1918 Varley dropped the surname Grossmith because of the anti-German feeling at the time, and became Ernest Vernon Varley. He got into a business partnership with Jack Storey and began to produce the Storey car. The company went into liquidation in 1920 and a receiver was appointed. Jack quickly hired a fleet of lorries and stole a large number of components before the receiver had chance to sell them. He took them to his garage where he assembled a number of Storey cars. In 1918 Ernest Vernon Varley, founded the High Speed Tool Company. One of the shareholders of the High Speed Tool Company was John Robert Woods, an adventurer and merchant who had been making a living trading up and down the rivers of the near east. In October 1918 Varley resigned from the High Speed Tool Company, and in July 1919 joined forces with Woods to form H. S. Motors (High Speed Motors) to produce the Varley-Woods car.

The early cars built at Acton possibly used some components from the Storey car, but the company soon got into difficulties with unfulfilled orders and rising debt. As a result Varley and Woods decided to move to Wolverhampton, near to the Turner Manufacturing Company, which made chassis for the Varley-Woods cars.

Things rapidly went from bad to worse when the unpaid creditors took the company to court, and called-in the bailiffs. The bailiffs arrived at the factory, noted what was of value, and padlocked the premises, stating that if the bills were not paid within seven days, they would return and take everything away to be sold-off. Varley and Woods were not people to hang around. They planned a 'moonlight flit' before the bailiffs could return. They arrived at the back of the premises with a lorry, and knocked a hole in the wall that was big enough for the lorry to drive through. They removed every item of value, and prised the machine tools from their concrete mountings with a pick axe. It's not difficult to imagine the anger when the bailiffs returned to find everything gone.

They acquired new premises in Wolverhampton. Turners supplied the chassis, and Dorman of Stafford supplied the KNO 11.9 hp, 1,794 c.c. engines, which had an aluminium block. The transmission was via a Varley-Woods gearbox, and an inverted cone clutch. The design of the front end was based on a standard Rolls Royce, with a polished aluminium bonnet, and an almost identical radiator. The car was equipped with Sankey Artillery wheels, and the bodies were typical for the time.

The cars were launched at the 1919 Motor Show at Olympia. They were not a success, and the company's financial problems increased. For the 1920 Motor Show, the cars were displayed with a larger Taylor 14.3 hp. engine, possibly to improve performance, or to save costs.

The new and more expensive models didn't sell either and the company's debts spiralled out of control. Their landlord, and Turner's presented a petition for the winding up of the Varley-Woods company.

Varley and Woods left Wolverhampton. Ernest Vernon Varley moved to a cottage in Cornwall where he reconditioned small engines and fitted them to 'stop me and buy one' ice cream tricycles. John Robert Woods returned to his previous life as an adventurer, trading up and down the rivers near to Lake Nyasa, where one day he was attacked and eaten by a lion.

Ranald has recently lost his licence for medical reasons so he is looking for a club member or three who might be interested in helping to drive the Varley-Woods. The car is relatively straight forward to operate and several friends have driven it during the overhaul. Find out more on the July club visit or give Ranald a phone call.

Upcoming Events

Date	Event	Venue	Details
30th Jun 2018	Gairloch Gathering Classic Vehicle Display	Big Sand Campsite, Gairloch	Meet 11am Gairloch Pier. douglasg@burach.org.uk for more details. https://www.facebook.com/pages/Gairloch-Highland-Gathering
5th Jul 2018	Visit to Ranald Coyne's Garage then Run to Dores Inn.	Meet at Fairways - Inverness at 7:45 pm	Visit to Ranald Coyne's garage to look at his 1920 Varley Woods - which is 10 mins away on Dores road. After visit, short drive to Dores Inn.
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
8th Jul 2018	Cars And Coffee - Inverness	Cafe V8, Inverness	10am to 12 noon
15th Jul 2018	SPECIAL EVENT! HCMC Summer BBQ	Killen, Black Isle	The HCMC has been invited to a Summer BBQ, kindly laid on at his house by Club Member, Graeme Bremner. It will follow a short scenic run to Killen. He will provide the Heat, you bring the Food & Drink (Oh, and a Chair!). Times & Run Meet Venue TBC.
21st Jul 2018	Sutherland County Agricultural Show	The Links, Dornoch	www.sutherlandshow.com All Classics Welcome. Closing Date for Entries 11th July. Limited Spaces - Exhibitors receive 2 Free Admissions to Show and Refreshments Vouchers.
12th Aug 2018	Historic Wheels Rally	Brodie Castle, Forres IV36 0TE	www.moraymotormuseum.org for details and entry form. Note: NO LATE ENTRIES at Brodie Castle. Pre-book

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