

CLASSIC SCENE



July 2020



Austin Healey

Cars in this issue of Classic Scene



Maserati Quattroporte 4.7S



Series 2 -ish



VW T5 Kombi

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Cover Picture

On the front this month are four
teaser poictures of vehicles men-
tioned somewhere inside this months
edition.

Welcome to the June Newsletter

Welcome to the third lockdown newsletter. Who'd have thought it. Some of us are finding interesting ways to justify getting our cars out including the odd eye test. We're now in phase two of the road map to the new normal and hopefully we will be able to have a proper club night soon. The traffic levels have noticeably increased on my commute to work and the Shore Street roundabout in Inverness is close to being difficult to navigate again.

Speaking of commuting, I got badly cut up by an undertaking 80 mph van one evening, so I have bought a dash-cam. Has anyone got any interesting dash-cam footage stories to share? Has anyone been able to get the cops to charge off the back of dashcam footage? The picture quality is quite good and it might also come in handy for filming a club run.

There was disappointment in the editors garage this month. I was tending a small patch of rust on the rear offside wing of the Beetle (you know where this is going don't you?) and took the running board off for a better look and found a wee touch up required on the front wing too. Nothing drastic. Then I noticed a hint of brown on a seam on the front floor pan/heater channel area. I cleaned the paint back and found a couple of wee holes. After cutting the metal back to find something clean enough to weld on, the two wee holes became a letter box sized slot. Eventually this side will need a new heater channel anyway so I decided just to weld another patch on for now. I seemed to be using dregs of gas in disposable bottles and the welding tip (though almost new) caused problems, but as usual, by the end of the welding session my work was starting to look OK! Then I discovered MacGregors was open so I bought a proper Hobbyweld gas cylinder and regulator. This is so much better.

Fairly new to my fleet is a 2004 VW T5 Kombi van, which doesn't charge the battery, has PAS that pushes out power steering fluid, has an ABS ECU issue and is covered in dents and scrapes. Well progress has been made and I decided to replace both the alternator and power steering pump. This meant dismantling the front which I did a while ago. The spare parts arrived and were fitted relatively easily curing both problems nicely. Now I just have to remember how the front goes back together! Oh and fix the ABS and the dents. And fit out the interior.....

See you on the roads soon

Your Editor

Chairs Bitty

It feels as if another lock down month has just raced passed. I am sure it was only the other day that I wrote my chairs bitty for the June magazine and here I am again. In ways not much has changed, but in other ways you can feel an easing of attitudes towards using your car, which is good news for us. I have noticed that in recent weeks the amount of traffic has increased on our roads. This was very noticeable after our most recent weekly shopping trip, where we had to wait at a junction for 11 cars to pass, before we could pull out onto the main road (yes, I counted them).



The Skoda is back again from the garage. It was again another domino session of repairs. As you will remember from last month, the Skoda went back to the garage as we suspected an ABS ring had broken – funny noises from the drivers front yet again. But no, it is not the ABS, it is the cv joint. Hang on, I said, was this cv joint not done the other month? No, that was the passenger side. Ah, no wonder there were still noises from the driver side – noises I had complained about for ages. Anyway, one cv joint and a test drive later, the abs light still comes on and there are still rumbles from the front. On further investigation, this turn out to be the wheel bearing, which comes as a complete hub assembly. One hub and test drive later, the abs light still come on, this time a wiring fault is the culprit. Some rewiring and a test drive later and all is now fixed. And the cost was not quite as scary as I feared. The car still got a 'Look' though.

The Smart went in for its MOT. This should have been a straightforward thing, but some of the brakepipes were judged to be a bit ropey. And that is where the Smart got stroppy, fighting all the way including breaking a bleed-nipple. But that is all sorted now and the car is sitting proudly back on our driveway.

I had such high hopes for my courgettes this year. I even protected them with up-ended plastic bottles, but the slugs/snails still got to them and now only stumps are left. But I discovered that I had three seeds left over and have now potted these up. This time I will not plant them out but keep the courgettes in pots. And if I can find some bramble, I'll wrap that round the pots too. The french beans are still alive, if only just, but there are flowers on them, so fingers crossed. The leeks don't appear to be doing anything and are still easily confused with grass, but the onions and potatoes are doing great. The second lot of spinach has been seeded and we will start cropping them in 2-3 weeks time. July is also the month for my strawberries and the black & red currants. So far it looks like it may be a bumper crops from these 3 fruits.

Meanwhile we've started re-painting our garden shed. It was turning silvery in some places, so a new lick of paint was definitely required. As part of the paint preparations we decided to take off the planks that secure the felt on the roof edges. Just as well as one of them turned out to be pretty rotten, so it got binned.

We have some old pallets in the garage and with a few planks from these we now have new wood up on the shed

The increase in traffic has made me think about what we can do for a July meet. I have taken an idea our secretary came up with last month, but we judged that the time was not quite ready yet then. Now however, the general attitude towards driving your car is now more relaxed. I believe that as long as we all keep to present lock down rules, we can go out for a short drive. After all this time, getting out in our classics will make us feel better and thus good for our mental health.

Under current lock down rules we can "travel up to 5 miles for a leisure activity". We can therefore take a 10 mile circular run – which is 5 miles out and 5 back. And of course, 10 miles is far better for your car and emissions than 2x 5 miles, so we are greener too. To make us feel that we are part of the same meet, we should set out at the same time, at 19.30pm.

For members in the Inverness area there is a suggested 10 mile circular route that you can join at a point nearest to your home - **no meeting up beforehand**. It is your choice whether you go clock wise or anti clock wise. If you see another member along the way, do give them a wave. The proposed route is:

Longman Road
Telford Street
General Booth Road
New A8082 bridge over the Ness
Holm Road
Southern Distributor
A9 back to Longman

If you are not in Inverness (like Alice and me) you could go out for a 10 mile circular drive in your local area – we've already got our little route planned.

Stay safe

Trish.

Austin Healey

Jim MacKay



In 1976 I could often be found at Len Fraser's premises in Camaghael near Fort William. He dealt in, and scrapped cars and many a bargain I had keeping my ageing transport going. It was therapy too, balancing the demands of my job. On one of my forays there I spotted a new arrival which was covered with a tarpaulin. Nothing but nothing ever got covered there so it had to be special and not for sale. The badge said Austin Healey but I had never seen one before. Austin Healeys had no place on the farm as they were impractical and expensive. Why I doubt if the boot would hold one pig. This sports car, though complete, had been vandalised and was in a sorry state. Despite that, it had a lovely line and I could see the potential. Fortunately, it was Jock Fraser, Len's dad, who was in charge that day and he had a price on everything, including the proverbial granny. He wanted £25 and I bought it





for £20 even though he thought the wheels alone were worth more. From his point of view that was £20 profit and a space in the yard. One of the boys working there steered it as I towed it to a friend's drive as I had no off-road parking at the time. Just as well my friends were accommodating as this wreck took down the tone of the neighbourhood.

Everything was seized except the engine which I had running from a plastic container sitting on the shroud. It sounded like a tumble dryer full of bolts but hey what did I expect for the money. I couldn't drive it so nothing else could be tested and before the friendship ended I trailered it to the farm. Yes, I had a trailer then, cut down from a static caravan and the hitch, if not hitched properly could release. It never released on me but some club members have a different story to tell! My father wasn't sympathetic to the cause so it was parked up in a dry but drafty shed at my uncle's farm. He had been in the RAF, travelled a bit and knew of and appreciated the Big Healey; saved.

Cheers,

Jim MacKay.

Miller, Sinclair & Sutherland,

c/o Y Beer Garden,

Pentland Hotel,

Thurso.

Weel Fokies, Y carry-oots at y hotel hes fair takin off an home deliveries es very popular. Young MacKay an hes trike hev bin pressed intill service till meet y demand. Maybe "pressed" es too strong a word till use since he wis at a loose end seeun es hes respirator hes bin gatherun dust. An now that y toilet roll situation es levellun oot there's no y same demand for clearun y blocked toilets so business hes slackened off meantime. Young MacKay wis only too happy till get oot en hes trike. Wi a fish box strapped en till y top o' y practically fill race engine y chips an curried sauce are kept hot an delivered very fast, so fast that folkies just hev time till close y laptop, put y kettle on an answer y door. Fast food disn't come any faster.

We heard en y grapevine that wan o' y MayGen tidal tubines en y Pentland hes been lifted till check oot a vibration problem, wan o' y German built wans. Wan o' y rotors hed a big dent en hit. Now, bein experimental, they hev till find y cause o' y dent an hev sent y rotor for analysis down till SIMEC Atlantis laboratory. I'll keep y all posted es we hev a few plumbin jobs for them which will be classed es essential maintenance. Best Regards, *Wundy Miller*.

Dream Garage

Dabackseat Drivers

Our parents asked us – as the back-seat drivers - just what we would put in our Dream Garage. Our parents just don't understand us as we are avid Tifosi. But as neither of them supports the red team in the Grand Prix, we were strictly forbidden to fill the garage with Ferrari's. It just isn't fair! They said we could have just one Ferrari and told to be more imaginative about the other vehicles. Well, we have! Be prepared for some outrageous left field thinking.

To start off, we need a simple run around, good for commuting. Something that can deal with the odd knock in car parks, mostly careless trolley drivers. For this we have selected the Maserati Quattroporte 4.7S. Not quite Ferrari, but still Italian, with a sexy sounding name. It has four doors, obviously and a boot for the weekly shopping. Practical or what!?

Our Dream Garage needs power cars. Cars with style. Cars for posing. Cars for showing off. Bring on the Ferrari 458 Italia Spider, real classic driving, or in our case, real classic being driven. It was that one or the new Ferrari Roma – but that isn't for sale yet. As also ran: the Bugatti Chiron and the Koenigsegg Regera, but only because they are fast. And we like fast. You should see us in Wii F1-2009.

Our garage needs some off roaders and we've taken this very literally. None of that namby pamby Landrover-jeepy stuff. No, no, we like big. Heavy. Imposing. Able to flatten whatever stands in its way. Our garage off-roaders that are real "get out of my way" and "coming through" kind of vehicles. With the first one there will be no getting cut up at roundabouts we can assure you! Also good for clay pigeon shooting and chasing rabbits. It has a 26.1 litre engine, 1200bhp and 4162Nm. Yes, this is a FV4034 Challenger 2.

Our other off roader has real style. It is first class travel, with catering and overnight accommodation. Our LNER A4 Pacific has reliable old fashioned steam technology. It is also very useful for when our parents have been pruning in the garden. Shovel on standby. Not in our paws off-course – we've got parents for that.

The garage will have a complement of competition ready vehicles. These are not just any vehicles, these are the kings of their era:

- The Auto Union Type D – unbeatable in its heydays. Fortunately not too many gears as the clutch is rather heavy for our small paws. And we're absolute demons in Spirits of Speed too. Tripoli. The 1937 season, 4 minutes to a lap.
- Getting a little bit more modern, the Kamaz 49 225 racing truck, winner of many Dakar stages. Not that we go out much in this, we'd get sand in our fur.
- Upping the power to twin 7liter V12 engines, the Ego Lamborghini powerboat. A curious option according to our parents as we are very adverse to getting wet. But with full wet suits....

And at the top of the power curve, "The General", a 4 jet turbine pulling tractor – without the weights obviously. It is so much faster like that. Pity about the tiny fuel tank. We had looked at the new JCB – 156mph, wow! But jet power won out.

If only our parents would hurry up winning the lottery. Our Dream Garage is waiting.

More from the NEC Classic Car Show

November 2019

Richard Lashley



Here are some interesting pictures from Richard's visit to the NEC show that we couldn't fit in last time we ran this. It definitely looks worth a trip to Birmingham.

Ed.

Do You Know This Van or possibly know someone who can answer this enquiry Charlie Munro received from a fellow enthusiast south of the border.

He is currently restoring an AUSTIN 10 van from 1937 Registration is **ST 9438**

The van was first registered to a Andrew Douglas Munro of 16 Innes Street Inverness. He was a local butcher. There once were lots of small butchers shops in Inverness, but have now nearly all gone.

If anyone is interested , or can come up with any info, Charlie can provide a copy of the letter he received and some photos of the van during restoration.

"Strangely enough, when my father started his butchers business in ALNESS in 1936 his transport was also an Austin van , his was an Austin 16 and the colour of this chaps van is red , same as my fathers one !!

Look forward to hearing any news.

Regards

Charlie Munro"

Editor: *I know we've had this query before, but it is worth asking again.*

Out and about



Jim MacKay sent in the picture of the Ford Anglia and the Chevrolet 3100 half ton pickup truck seen in Inverness. I saw this Metro driving along and I've also seen a young woman driving a white Mk2 Fiesta which really stood out against the modern traffic. Unfortunately I couldn't get a picture.



Land Rover update

Alice Brown

It's been a while, since I wrote anything about my Land Rover. So here you are. Since the last epistle, quite a few interesting things has happened.

I'm a member of the Series 2 Owners Club and with their help I learnt that my Land Rover was built in 1959 around November, and was originally registered in Perthshire. The date of production was eventually divined from a stamp in steering box. Normally you would get this from the front and rear axle serial numbers, but, well after 61 year these have corroded off or are totally illegible. Incidentally the original registration number is running around on a Subaru.

I refitted the radio with new speakers, very nice Alpine ones that were at one point in my Smart Brabus, but they were just too powerful for the little car. In the Land Rover, the whole set up works well, thankfully.

Other bits that have been done recently are the oil seals on the gearbox which have been replaced and now leak free. This is now showing up the only remaining leak, which is from one of the swivel joints on the front axle. I also had new radial tyres fitted recently and I spend some time under the Land Rover painting up the springs. And oh boy does it make the Land Rover so much quieter, so much nicer on the road to drive for any length of time.

Yes the wiring does need some TLC or more appropriately it should be replaced completely. But this is for another time once the lock down has been lifted and 'normality' has been resumed. However, as I have ordered new heated wind-screens for the Land Rover as well, fitting a new wiring loom at the same time make sense.

The heated windscreen is a special one-off production that the Series2 Owners Club has organised for club members. It started off with a throw away comment on wouldn't it be nice if we could have a heated windscreen to replace the optional hot air vents to the windscreen, which isn't terribly effective at the best of times. It aids misting up, if you ask me!

So, how do you specify a wiring loom for my hybrid Series 2? Yes well, it's got a Series 3 engine with pre-engage starter, alternator, 2a dashboard, halogen headlights, radio and, oh yes 13 pin towing electrics. Trish can hear the cash registers starting to ring...

The Rise of the Retro Scene

Graeme Bremner

Taste changes with the times, and trends usually stick with the generations who were brought up with them. Over the last decade Vintage had given way in some part to Classic and its now becoming apparent that the popularity of the Classic is slowly giving way to the Retro scene. This is no doubt in part to the generation who grew up around them are now avid social media users who, through these social media platforms, have dedicated groups and communities booming in popularity over the last 5 years with dedicated shows all over the country.



The rise in social media has had a huge impact on the car scene in general all the way from vintage cars to the modern 'cruise' scene and most evidently with our own Cars and Coffee meets being active on social media and attracting people from both ends of the spectrum in one meet for everyone's common interest in cars and bikes.

Going with the change in taste goes the money that these cars command. It would seem the value is in cars associated with the generations with disposable income, which in turn will bump up prices on the models they grew up around and found desirable in their youth.



I am sure many of you remember Ford Escorts changing hands for hundreds of pounds, with page upon page of advert in your local classified paper, where now

you can't get them for love nor money in decent condition under the many thousands. What we are seeing now is that these cars are out of reach for the general car enthusiast and we have started to see the attentions turning to Ford Sierras, Ford Orions, Vauxhall Cavaliers, Mk1 Renault Clio's and even K10 Nissan Micras, just look in your classic / retro car selling pages and I think many of you will be surprised at the increase in prices on some cars which in their day were thought of as your common grocery getter.

This is what seems to drive these changes, you remember your Dad having one, your neighbour or seen one driving around but no matter what the car was it left some lasting impression on you. I am of that generation who commonly had Ferrari F40s and Lamborghini Countachs on the bedroom wall where as many others were first introduced to cars by the big American V8s of the mid 60s to early 70s and before then it was the likes of the Jaguar XK120 that was a symbol of wealth, stylish design and a beauty to behold.



Coming back to the current Retro Scene their dedicated shows have boomed over the last 5 years, with a strong independent show scene across the country, most notably in the north is the 'How Many Left?' show at the Grampian Transport Museum. This show seems directed at the retro scene with the field adorned with Peugeot 406 GTIs, Vauxhall Cavalier SRIs and Renault 5s to name a few. To some these cars were at times problematic, not worth fixing or not very desirable but its these traits which have made them popular with enthusiasts getting a foot on the car meet ladder in recent times. These cars at one time were relatively cheap, parts were plentiful at your local scrapyards and mostly they became accessible to work on with so many more diagnostic tools being available on the open market at a fraction of the original costs, a simple OBD scanner can be picked up for £20 now.

It is an on-going change that will continue as the next generation start to take up driving. Who knows what the next desirable models will be, will we see the modern hot hatches maintained and kept in years to come in the same way their predecessors are today, VW Golf R32, Ford Focus RS, Vauxhall Astra VXR are all modern cars which have older models being shown regularly across the country.



The other distinguishing aspect most prevalent in the Retro scene as apposed to the others is the common theme of modifications to cars. Something that is not always seen as a positive in many car scenes but with the addition of social media giving a huge audience to share your car with and creating the desire to stand out from the crowd.



As the owner of a retro car who enjoys all car shows regardless of what scene they are aimed at its great to be able to take these cars to shows and listen to the latest generation of motoring fans recant tales of seeing the cars in their youth. The common 'my dad had one of those' can often be heard and being able to share them with everyone is what keeps the whole Vintage, Classic and Retro movements going, it's a common appreciation of all the cars, bikes, tractors and commercial vehicles that come to the shows across the country and long may it continue.

HCMC Quarantine Quiz

Answers

- | | |
|--|---|
| 1: Robert William Thomson (1845) | 21: Count Carlo Biscaretti di Ruffia (1910) |
| 2: 1934 | 22: 1950 |
| 3: Ian Appleyard | 23: Lockheed P-38 Lightning |
| 4: 36 | 24: Israel |
| 5: Ferguson Climax (Stirling Moss) | 25: Janet Guthrie |
| 6: Ah-La Delicieuse Automobile | 26: Tolworth, Surrey |
| 7: 1960 | 27: 1000 yards / 910 meters |
| 8: Percy Lambert | 28: Humber Super Snipe |
| 9: 1907 | 29: 1961 (built Dec 1960) |
| 10: Ralph Nadar | 30: 1931 |
| 11: 1868 in London | 31: Hannu Mikkola and Gunnar Palm |
| 12: 20 | 32: 1972 |
| 13: Arthus de Coninck | 33: Max Mosley, Robin Herd, Alan Rees and Graham Coaker |
| 14: 1928 | 34: 1952 |
| 15: David Coulthard | 35: Audi, DKW, Horch, Wanderer |
| 16: Louis Marie Paul Charavel - 1890 to 1980 | 36: Jensen |
| 17: Belgium 1967 (Dan Gurney / Eagle) | 37: Giovanni Michelotti |
| 18: Guy Motors | 38: Paul Hawkins |
| 19: 11.30pm to 7.00am | 39: Hotchkiss |
| 20: Warren Harding (1921 / Packard) | 40: Clark Gable and Gary Cooper |

The number of entries to this quiz was very low, so low that there will be no prize giving or laurel wreath presentation because we can't fill the podium.

I did do the quiz and got a fairly respectable 34/40 though to be fair I'm blaming Google for the ones I got wrong. Though to be fairer without Google I would have got about 2/40. It just goes to show you can't trust what you read on the internet.

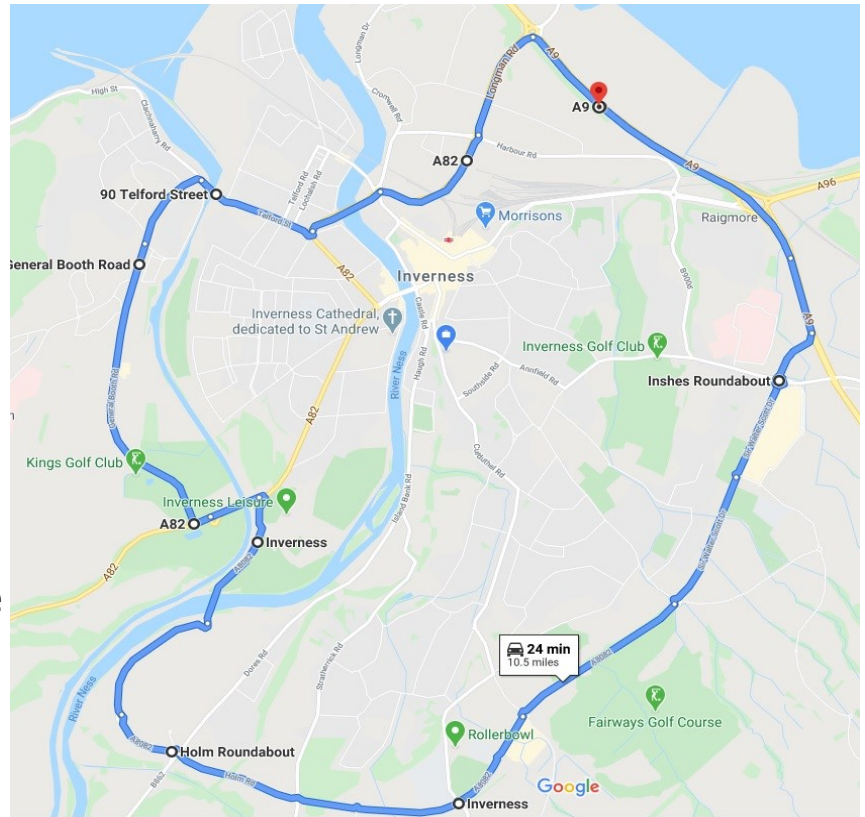
LOCAL EVENTS

Yes, we actually have some events to report. We have our first tentative club night drive as described by Trish in her Chairs Bitty, the Fortrose & Rosemarkie Classic Vehicle Rally is scheduled to go ahead, as is Buckie and there are rumours of perhaps another show but it is too early to say yet.

For the Covid Compliant Club Night Drive the intention is that you leave your house at 19.30pm, there is no meet-up.

For members in the Inverness area there is a suggested 10 mile circular route that you can join at a point nearest to your home.

Longman Road
Telford Street
General Booth Road
New A8082 bridge over the Ness
Holm Road
Southern Distributor
A9 back to Longman



Randomly choose which direction you go, clockwise or anti-clockwise and hopefully you will see half the members going the other way. If you are not in Inverness you could go out for a 10 mile circular drive in your local area and maybe send a picture in for the newsletter next month.

Thursday 2nd July 2020	Covid compliant Club Night Drive	Leave your house at 19:30	10 mile loop. See suggestion above for Inverness resi- dents.
Saturday 29th Aug 2020	Fortrose & Rose- markie Classic Vehicle Rally	Full details TBA	More info from info@fortroserally.co.uk or facebook page: https://www.facebook.com/fortroseclassics
Sunday 30th Aug 2020	Buckie Classic Car Show	Linzee Gordon Park, Buckie. 11am - 4pm	https://buckieclassiccarshow.co.uk/