

CLASSIC SCENE



July 2022



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Cover Picture

Tain!

Welcome to the July Newsletter

We've had a few shows now and some club runs too. It's like Covid never happened. However due to circumstances, I will miss a few events, so if you are at any, and if you have time for a picture and a paragraph that would be good. As you'll read later many of you have done just that. Thank you.

My highlight of the month was the trip to the Strathspay Railway organised by Richard Lashley (Good job sir!). You could say it was on my tea cup list. More later. Particularly regarding that tea cup.



I was reading the latest Practical Classics magazine and was pleased to find a fair amount of Scottish related content, and even better much of it from the north of Scotland. Page 46. Car of the Month from Banff, a triumph 6 powered MGB. Page 54. Jaguar XK40 Diesel—Restorer of the Year from Fife. Page 64. James Walshe drives the NE250 with a Reliant Kitten which was seen at our Cars and Coffee. P78. And an Aberdeen scrapyard in Rust in Peace. I remember the magazine responding after we were robbed of best car club by saying they hoped to feature more Scottish content, and true to their word, they have.

In your editors garage the emphasis is still on the Ford Focus Mk1. If you remember previously, the clutch went in a strange and sudden manner. It turned out that the dual mass flywheel failed and let grease out. I didn't know they had grease in them which seems a bit mad for a clutch but then the two bits of the flywheel are moving parts, so I guess they need lubricated. I was out of time to fix this myself as I had an extremely long week at work and working away. Poor Mrs Editor was at home without her favourite car. I also had money in the bank from the insurance claim after the shunt on the Tore roundabout so... I... paid... someone... to do... it! I'm glad I did as it took him less than a day instead of my days, time I just don't have just now. I did fit the replacement bumper myself and it turns out the rear panel was more dented than I thought, but nothing a club hammer and some bits of wood wouldn't sort out. So that's it back working, until next month.

I didn't manage Tain this year, due to a conflict of interests, and worse I was supposed to be attending with a group of Ford fans aka BA Racing, Barrie, Craig, Peter et al (separatist moi?) Just as well I didn't, as they won best club stand. One better than HCMC! They should have had a Ford or Fordson tractor to be real winners.

I must apologise for getting the dates of the HWC Brodie Rally wrong. Though to be fair I believe they changed it and it is hard to keep up. The website and newsletter should now be correct.

Hopefully I'll see some of you at the 'Bring your Pudding to Nairn' run. I have selected my dessert and won't be keen on sharing.

Happy classic motoring,

Your Editor.

Get those stories sent in!

Chairs Bitty

June saw another fine weather run with our cars. We all met up in the Curries carpark off Telford Road before we set off for an anticlockwise drive via Inchmore and Drumnadrochit. We (and 2 others in front of us) quickly lost touch with the leading train. The last we saw of those vehicles was them disappearing in the distance as we came into Bunchrew. Never mind, the 3 of us had a pleasant cruise round the countryside before we eventually split up in Inverness to go our own way home.



Just before our club meeting, we had our Saturday visit to the Strathspey Railway in Aviemore. A good number of members turned out for this and a few of us had taken the opportunity to take a +1. We were treated to a tour of the engine shed by a very smartly dressed representative of the railway. This was followed by a return trip to Broomhill on the steam train, where we had a carriage all to ourselves.

I am starting to dislike the new fence—not because of how it looks, I am pleased with that, no it is the endless process of painting these latices that is frustrating, with each panel taking around 6 hrs (excluding drying time). Something that I did not think would take this much effort when we planned it. I am only halfway and still have 6 panels to go. Painting means I don't get to do much in the garden. And that is showing, although I have taken time out to make sure the strawberries are weeded and under netting. And when you are in that mood it is amazing how you start to find excuses for not going out in the evening to paint. Neither the fence or the garden is benefitting from these excuses (sigh).

Car wise, things are quiet which is partially due because the price of fuel is on the up. The only real bit of action has been the Smart which flew through its MOT. That and another non fence painting excuse of spraying the liverwort on the driveway with diluted vinegar. Since we started giving this stuff the annual treatment we are managing to keep it under control.

Talking about driveway, an amazing thing happened last week. Around 10 in the morning the big road sweeper came down our little street. I had a chat with the driver to make sure that he wasn't going to sweeping up the chuckies that I use to fill in the various potholes on our street. He assured me that he needed to sweep the whole road because the Council was coming round later that day to fill in the potholes. I barely believed my ears. Could it be true that after umpteen years of nagging, during which time the potholes have gone from small annoyances to a series of lochs nearly the width of the street, there finally would be some action? And right enough 2 hrs later a truck with hot tarmac turns up, a few guys to ladle the tar into the potholes and a proper road roller to tamp it all down.

We were at the Tain rally with the club today (19th June), where our HCMC won "second in class". How did we do this? Our wide range of cars? Jim's shiny tractor? Demonstrating our inclusiveness with nappy changing facilities in-car courtesy of Jess and family? Needless to say, we all felt pretty pleased being able to display the rosette on the shelter all afternoon. I got the honour of collecting the award.

This month, by popular demand, the pudding run is back for July. Details of where we meet up are elsewhere in the magazine after which we depart for a scenic run to Nairn where we can consume our puddings.

See you there,

Trish.

June Club Night



The Club Night was a short run out West of Inverness heading out the Beauly Road. I wasn't there, but Miles sent in these pictures of the gathering beforehand.



Meanwhile down at the Inverness Justice Centre...



The latest witness denies seeing anything. His alibi was that he was Out and About and had arc eye after a long day welding his car chassis.

When asked if he was the big wheel in the operation he replied, 'The only big wheels I know are on the back of my Davie Brown tractor.' Which left the prosecution tired and deflated. The sheriff told them to get a grip.

Due to the number of suspects in this case the court artist has been getting plenty of practice and is getting better every month.

But could there be a twist? What if the court artist himself gets called to the stand?

Strathspey Railway Visit. Saturday 28th May.



Seventeen of us turned up for the Richard Lashley run trip to the Strathspey Railway which was a pretty good turn out for an ad hoc weekend visit. And for those of you who didn't or couldn't make it, you really missed out. As you can see from the middle picture above, it was positively riveting.

There was a decent turn out of members classics as well, parked up at the north end of the car park on the other side of the tracks from the main station.



We headed off to the engine sheds with our smartly dressed host Matthew. The first locomotive was Austerity Tank Engine No.9, an 0-6-0. The boiler has problems with its water tubes which they will repair in house.

Those classification numbers count the number of leading wheels, then the number of driving wheels, and finally the number of trailing wheels.

Literally next in line is the boiler for engine number 46464 then the chassis after that. This locomotive has a history



in the Dundee and Arbroath area and is owned by a group called the 64 Committee. The replacement boiler came from Northern Steam in Stockton, but has problems with the boiler stays. These are metal rods that help the boiler panels keep shape under pressure. About 80 boiler stays need replaced, a job they are going to undertake themselves. Boilers need regularly inspected and have a lifespan of about 10 years before they need replaced.



On the adjacent track is 46512, first restored in 1999 by EV Cooper and the engine now bears his name. It is notable for having smaller lightweight con rods, which I'm told is important to know. And next in line is the 'Queen Anne', a 1948 Ruston Hornsby 48DS diesel shunter from Longmorn distillery near Elgin. It's job was to shunt wagons around the distillery yard at about 2 mph, so it only has hand operated brakes, which



aren't very effective. On testing she turned out to be a torquy little thing, and the brakes were definitely lacking.

As the generation that remembers

Now this is a lathe! The Strathspey Railway got a job lot of tools from The National Railway Museum, York.

steam trains running fade, historic diesel electric locomotives are becoming popular. This yellow and grey one is a fine example of a class 37. The British

Rail class system (mainly unionised working class) was developed to identify all engines by type number followed by a three digit serial number, for use in their fancy new TOPS computer management system. The class 37 units were common on inter-city and inter-regional lines and are immediately recognisable to people of a certain age. Top Speed 90mph with a 1750 bhp glorified tractor engine feeding the generator. At their introduction, much of the rolling stock was



still from the era of steam, so they came fitted with an auxiliary boiler to provide steam for the heaters in the carriages.

And D5394 is a Class 27 which was very common on the West Highland Line. Again they had boilers for the carriage heaters. Very nostalgic looking.

The Strathspey Railway is part of the old Highland Railway which ran from Stanley north of Perth over the Drummochter summit to Kingussie, Boat of Garten then Grantown. It joined the Inverness to Keith branch at Forres and there was even a line to Findhorn.

When the railway was purchased in 1971 by a group of enthusiasts and they were expecting to find the line complete with track but unfortunately they found the rails had been lifted and sold for scrap. This was the start of many problems and years of development on this historic line.

They have a long term aim to run the line to Grantown but the A95 is in the way. The bureaucratic process of dealing with the Highland Council was nearly completed when planning permission was unexpectedly given for a new distillery off the A95 which affected the proposals for the road crossing due to the new access roads required.

Anyway back to the fun. We all marched down to the ticket office to purchase a



ride on the famous Black 5 with period rolling stock. Yours truly decided to opt for afternoon tea, not realising that this would be in a separate carriage. Funnily enough, no one else opted for this ostentatious option. Anyway I was treated to my luxurious offering away from the hoi polloi in the rear carriages. A small price to pay for the derision when I returned to the fold. Even Graeme's wee boy Ruairaidh said, "Ooo, look who it is!"



Once the abuse was finished with and I was reintegrated into the HCMC group we had some typical HCMC chat ranging from using YouTube videos to teach you how



to carry out basic veterinary procedures on your dog, to changing bearings on washing machine armatures.

At the car park afterwards the general chat was of what a good day it had been. There were lots of smiles all round and all that remained was a pleasant drive up the A9 and home.

Thanks again Richard.

Cars and Coffee



It's funny what grabs your eye. Amongst all the exotica I was drawn to this rusty old Maxi. We had one when I was a junior editor. One day the engine fell out. Another day the gear linkage broke outside the SMD headquarters in Elgin, blocking in a very irate executive in a Jag. We only had reverse but needed a forward gear. Still, you could fold down all the back seats and have a sleep, which we never did.



I was looking at this Reliant Kitten, thinking, familiar. I had been skimming through the latest Practical Classics magazine and sure enough this was one of the cars featured in their NC250 article. Kyle (right) was the owner, and this was good in so many ways. A young man enthusiastic about old quirky cars and a story in a national car magazine set in the North of Scotland.



You know those car raffles you see at airports and the like. No one really wins those do they? Well Aaron Goodall won this from UK Minis after buying only two tickets. That's his Dad with grandson enjoying the IMOG line up at Cars and Coffee. The next Sunday was the IMOG run, cleverly planned so you can peel off and go to the Tain Show as well if you have the stamina.



Nice Jag says I. Wait a minute what kind of Jag is it. A Mk VIIM I thought. But I have been corrected by readers of a more appropriate personal vintage. It's a Mk9. The Mk7 had a split windscreen. Cars of the '50s are still a bit of a mystery to me. Must do better.



Golfing is still popular on a Sunday morning. Sorry I'm so Cavalier with my puns,



I've already been told we can't afford to lose any more readers. But I've been feeling a bit Impish recently. Sorry.



But not very sorry.

Out and About



Richard Lashley spots a Riley on a flat bed pickup at Lossiemouth having completed a tour of Scotland, then some Austin Healy 3000's from the Netherlands, over-nighting in Beaulieu, during a two week tour of the Scottish mainland and Orkney. His near neighbour, Hugh Beaton, visited with his newly restored MG TF from 1954. He has been restoring this car for forty years or more.



Douglas Gibson spied some juicy spots out West for you! The Citroen DS is particularly interesting, and if you don't think so we'll take your membership card off you. (What do you mean we don't have cards?)

Its actually a Chapron DS? Under 500 built.....many possibly now gone. You don't know what that is? Me neither, but fortunately we have Wikipedia:
French coachbuilder Henri Chapron had built custom made bodies for marques such as Talbot-Lago, Delage and Delahaye before the war. After the war he turned his attention to Citroën. In 1955, he was commissioned to build a Décapotable for the French President based on a 15 CV Traction. In 1958, he showed his first DS-based creation at the Paris Salon. It simply (Really? Ed.) bore the name Cabriolet DS 19 Henri Chapron.

Your editor has been out and about over the sea, past Skye and all the way to North Uist. And there at the ferry terminal was this lovely Mercedes 280SL Automatic.



And in Stornoway, a Volvo 480. When was the last time you saw one of these? I couldn't believe how small it was. And yes those are rays of Hebridean sunshine.



And finally this bitty would be complete without Jim Mackay's spots. The TR 250, TR 4, MG TF and TR 6 all completed a trip to Fort William, Skye, Harris, Lewis and Ullapool.



Austin Healey 11

Jim Mackay

New chassis extensions were next on the list, something that would replace the original Dexion ones with bike multi-spanner! Fortunately, Austin Healey Spares provided the answer but not where to weld them in.



The second image shows an early trial fitting of the extensions and the boot floor. The Healey is fitted with two aluminium shrouds, the front having the bonnet and grill apertures and the rear having the boot aperture. They are not structural and "clothe" the body between the wings. Again they helped me, along with traces of old weld, to determine where the new extensions would be sited. Looking at the image, I must have thrown caution to the wind and welded up the extensions. There comes a time for everything! Cheers, *Jim MacKay*.



Tain Vintage Car Rally



HCMC are proud to be second best at the Tain rally. Not bad for the best classic car club in the Highlands. Your editor was supposed to be in this slot with the other Sierras (Traitor! Turncoat!) but couldn't make it. Just as well because these lovely Fords and a stunning Vauxhall won best group in show. Don't judge....



This picture of a concours Austin Healey 100/6 was provided by Jim Mackay, who's excellent tractor probably helped with winning the prize.



In case you missed a certain platinum royal event on the television recently.....
Here are some Jubilee Clips...



(You can blame Zack for this one.)

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.

- 2/7 Gairloch Gathering. **NEW**
- 9/7 Scottish Transport Extravaganza, Glamis Castle
- 6-7/8 Orkney Classic Motor Show
- 24/7 Historic Wheels Club Rally. Brodie Castle **DATE UPDATED**
- 13/8 Truckness, Black Isle Show Ground.
- 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.

Proposed Classic Car meet at Balintore Harbour

Hugh Skinner was thinking about arranging a wee or maybe not so wee, Classic Car meet at Balintore Harbour where there is ample room for a decent number of cars and there are quite a few classics in Seaboard / Tain area.

Hugh would like to gauge interest amongst our members and even for us to suggest a suitable Saturday.

There is the offer of BBQ to make it a nice meet. I believe something similar has been done in the past. Ranald? Bryan?

What do you think?

Contact me at editor@highlandclassic.org.uk with your ideas. Sounds good I think.

HCMC Events

7th Jul 2022 "Bring your own Pudding." Scenic run to Nairn Links. You'll have had your Dinner, so meet at 7.00 for 7.30pm departure at Tesco Inshes, Inverness for a Scenic Run through to Nairn Links, oh and bring your Pudding!

4th Aug 2022 "Scenic run to the Grouse & Trout." Meet at Tesco Holm car-park (Dores Road) Run via Scaniport, Duntelchaig and Dunlichity to the Grouse & Trout. Meet at 7:00, leave at 7:30.