

CLASSIC SCENE



August 2017



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CLASSIC SCENE

The next 'Classic Scene'
GOES TO THE PRINTER
on the Monday of the week preceding the next meeting
Please send articles by e-mail or typed.

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COVER PICTURE

The view through your editors window this week. Window supplied by Cairngorm Windows of course.

Welcome to the August Newsletter

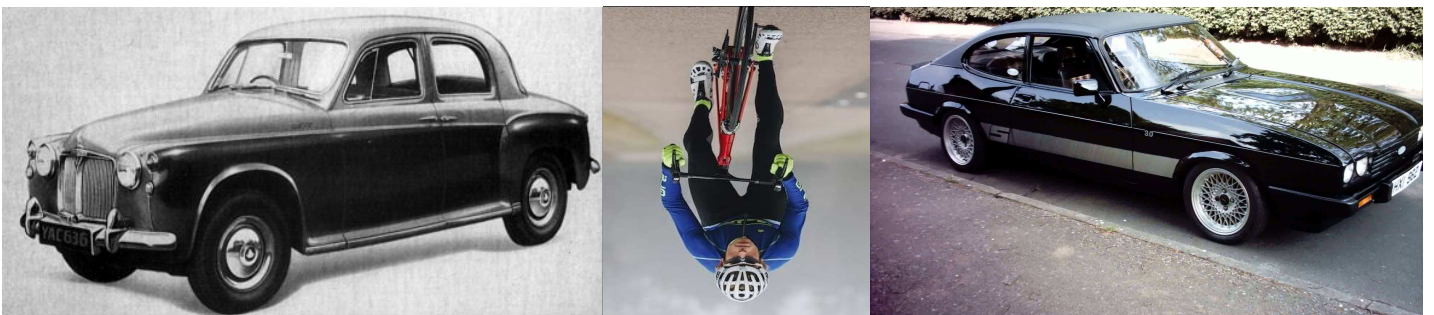
Last month I received a bit of feedback that the event listing on the back of the magazine missed the Tain show. This is because I was copying the next 5 events as listed on the club website and Tain was the 6th. Apologies for that. However it did make me think that this is your newsletter so if there is something you want changed, (too many Minis– see page 12?) added or removed just e-mail editor@highlandclassic.org.uk or seek me out at club meetings, or pass a message on via another member if you're shy. I promise not to be (too) offended!

On another note, I have long been hankering after a post WW2 classic, and I saw a nice Riley RMA (or B or E or F, I didn't see that closely) driving around Crown recently. It looked great on the road so I'll keep on hankering.

I have youthful memories of Rover P4's particularly as I once hit one on my bike when an errant driver pulled out of an Elgin side road and didn't see me. In dramatic style I somersaulted over the bonnet, another car, and landed bike first at the driver's door of a Ford Capri (This was in the early 80's). I had to be freed from my mangled bike and when I stood up the world turned white as I passed out. The P4 had barely a scratch, so I can testify as to their strength and build quality.

I wonder if it was the same car that's for sale at the back of this issue? Check the OSF wing.

The Editor.



Contributions

We're always looking for your items for the Newsletter, short or long funny or factual, please send them to editor@highlandclassic.org.uk

If you're at an event could you take some snaps and send them in with a few words to editor@highlandclassic.org.uk ?

Chairs Bitty

It looked rather quiet at Cairngorm Windows. So quiet that one of our members was already on his way out of their car-park when everyone started appearing in droves, a bit like busses. I now know how PVC windows are put together; Bryan got an answer to the welding quandary and we all had fun playing in the expensive German kitchens, opening and closing the talking front door. Thanks to Zak for organising our evening out.



We are just back from a fortnight's holiday. We packed our old Diablo 400 tent and all other necessary camping equipment, loaded up the Merc and drove south. New ABS rings have not made a difference to the odd behaviour of the cruise control, which limited our speed to 68mph. The tent is a 'Diablo' to put up, but very roomy. Even though it is a 4 person tent it is bigger than our 6 person tunnel tent. We had a lovely time until coming back one evening there was a tinkling sound from underneath the car. The car behind us suddenly put a lot of space between us, so we evidently lost something, but we never saw what in our mirrors. The exhaust did become a bit puffier after that though. Time for a quick visit to a garage, who diagnosed that a bracket had broken and had poked a wee hole in the exhaust – which was duly welded up again for £18.

One evening our campsite was graced with an unexpected fly-by from a Lancaster, we assume after a bit of googling either on his way to or from the Sunderland International Air Show. I didn't bother diving back in the tent for a camera as by that time it would probably be no more than a speck on the horizon. So I just stood and watched. And talking about planes, a few days earlier, whilst on a walk round the countryside, we got buzzed by two Typhoons. We reckon that certainly the second one spotted us as he/she swerved to fly right over the top of us and then put the afterburners on. VERY NOISY! According to the baker in the village the Antiques Roadshow was up at Castle Howard that day (at the other side of the ridge we were walking). So, if you hear 2 noisy planes in the next episode, you know why.

As you do on holidays, you end up [classic] car spotting. Singer Vogue, Toyota Camry, a pair of Austin 7's cruising around the village, Lotus Elise parked up only yards from our campsite, various MG's and a few older Volvo's.

There was a 6th Gear experience on next door to the Yorkshire Air Museum and through the trees we spotted at least 2 Ariel Atoms, a Lamborghini Aventador and a Ferrari 459. On our way back home we came across a bunch of power cars on their Sunday drive: Evo's, Focus ST, Fiesta ST, RS1600 mk1 to name but a few.

On coming home from our hols I discovered that despite telling the neighbours to help themselves to our strawberries in our absence, nobody did. Sadly the strawberries have nearly all gone to waste. What was still in a reasonable state I have picked and will use in a hodgepodge berry/rhubarb jam.

This months meet will be a drive around Loch Ness. We meet up at the Council's HQ front car park for 7.30.

See you there.

Trish.

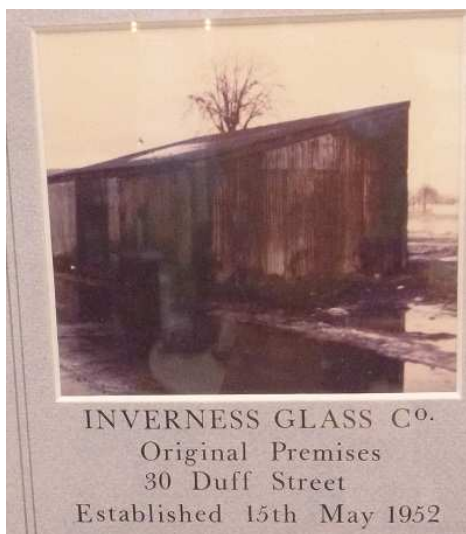


Cairngorm Windows Club Visit

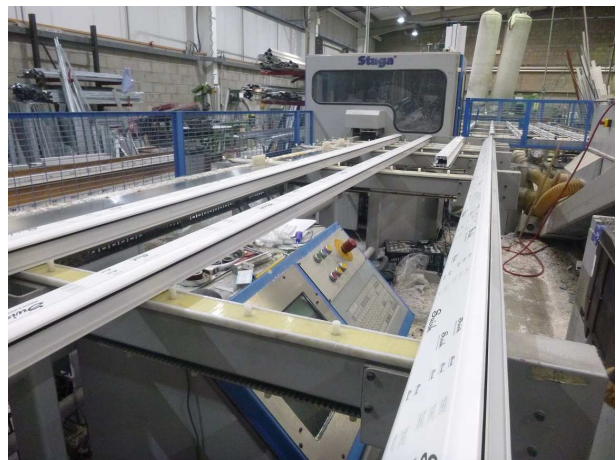
Calum Pearson



On Thursday 6th of July, 19:30, a good crowd of club members turned up at The Cairngorm Group premises in the Longman to find out about manufacturing uPVC windows and their other activities.



As a group they began selling cut sheets of glass out of a shed, grew into glaziers, and then moved to the current large unit in the Longman Industrial estate.



In the factory, they cut raw window components to shape on a computer controlled cutting machine which keeps a stock of waste cuts that can be reused for later jobs. Efficient. For larger windows, reinforcing lengths are inserted into the frame and the it is ready for plastic welding. This is the bit most of our club members were waiting for.



These welders are set to hold 3 plastic lengths at 90 degrees to form part of the frame. The weld is done by heated metal plates (I *think* he said about 300 degrees C) and the ends are pressed into each other so there is a defined amount of shrinkage that the previous cutting machine has factored in.



Next there is a de-burring machine to get rid of all the waste bits from welding. This is said to be a site to behold in operation, like something out of James Bond, but Health and Safety prevented us from having a demonstration.

Once the frames are made they are moved to a special bench for assembling with hinges, catches and handles. glazing.

Last stage is glazing unless it's a big door which is glazed after delivery to make them easier to transport and install.





After the windows or doors are assembled and glazed they are moved to the back door for delivery. If you are late collecting they will be stored outside to make space, but this doesn't affect them. They are weather proof after all.

This was a worth while visit to an excellent local company. They are very skilled and helpful. Why go anywhere else for your windows? I'll be looking for replacement glass for two of mine when I have time between fixing cars.

The Cairngorm group also does a nice line in German (Systemat) kitchens, conservatories and solar panels.

There was quite a bit of interest in the glass front cupboard that folded up at a touch revealing wine glasses. Most members of the group tried this out. There was also the NEF oven with a hiding door as seen in TV's 'Bake Off' and a tap that produces boiling water.



Serendipity: Making Pleasant Discoveries by Accident.

So there I was, toddling along a back road in the middle of nowhere. I'd taken the A924 which rises steeply out of Pitlochry, through the village of Kinaird, and then heads up into a desolate bit of moor with no scenic value whatever. (If you must build windmills, this is the sort of place to put them; but I digress). The road gradually drops down into Glen Brerechan, and then eventually comes to the village of Kirkmichael which basically used to be a dozen houses and a phone box, but now with the internet even the phone box is gone.

Suddenly, I spy a Graber bodied Alvis sitting outside a garage! Emergency stop! Back up! Hmmm, a Graber bodied Alvis missing a bonnet; what's going on here? Out of the car and amble up to said Alvis. The building behind says Milford Vintage Engineering, and there's a partially open door which I stuck my head through, and suddenly I'm in heaven. I introduce myself to the mechanics who are very friendly and allow me to have a look around. You always imagine that specialist firms are going to be in the major cities, but here in the middle of nowhere is a firm that carries out engineering of the highest standard. Inside there were another two Alvis, a massive 30's Lagonda, and various other bits of pre-war machinery. The newest thing I saw was a Mk 2 Jaguar. There was a Bentley engine, completely dis-assembled on the bench, with all the new or re-machined parts ready to be built up. All clean and laid out neatly on a large work surface. Oh to have those sort of facilities to hand when working on a car!

The guys were very friendly and said that they were happy for any passing enthusiast to drop in when passing. They even suggested a club visit if we could organize it. It would be a long day. Perhaps a drive to Pitlochry for an early lunch, then up over the moor to Kirkmichael for an afternoon. Food for thought.

Bryan McIlwraith



Highland Folk Museum "Vintage Day"

Here are a few pictures from the Highland Folk Museum "Vintage Day" on Sunday 28th May at Newtonmore. Reports are that it was a great little show, well worth putting in your diary for next year!



Above: I'll take the Firebird and paint it bronze. Below: Some nice old Fords.



Practical Classics. Utility vehicles of all sorts.



Land Rovers, old and older.



13 Classic Minis go to the Eden Court to see The Italian Job film.



On Sunday the 23rd of July the Eden Court were showing the classic Mini film, 'The Italian Job' and for a bit of fun, the Inverness Mini Owners Group organised a Mini meet-up to promote the film and have some fun.

We met at the Café V8 in the Longman Industrial estate and an impressive thirteen Mini's turned up, some from as far away as Wick and Keith. There were several HCMC members amongst the fleet.

We set off in a convoy along Harbour Road and Millburn Road towards town.





We snaked around the city centre and did a loop up to the Castle much to the amusement of tourists and then headed off to set up a display in reserved parking in the front of the Eden Court.



The Italian Job film was very much of it's time (sexist and jingoistic) but very stylish and good fun. The quality on the big screen was impressive. After the film, most of the Minis went for a drive down to the Dores Inn for refreshments.

It was a great day out.

I think that's enough Mini's for this edition!



The Rover P4 series is a type of midsize luxury saloon car produced by the Rover Company from 1949 until 1964. They were designed by Gordon Bashford.

Their P4 designation is factory terminology for this group of cars and was not in day-to-day use by ordinary owners who would have used the appropriate consumer designations for their models such as Rover 90 or Rover 100.

Production began in 1949 with the 6-cylinder 2.1-litre Rover 75. Four years later a 2-litre 4-cylinder Rover 60 was brought to the market to fit below the 75 and a 2.6-litre 6-cylinder Rover 90 to top the three car range. Several variations followed.

The Rover 90 and Rover 105 were replaced by the more powerful 100 announced on 24 October 1959. Its new but similar *2.6 litres (160 cu in)* Inlet over exhaust (IOE. See exhaust valve in picture, right.) straight-6 engine was a short-stroke version of the P5 3-Litre unit.



The 100 model could reach 100 mph. The interior was luxurious, with wood and leather accents on traditional British car elements like a curved "Shepherds Crook" handbrake lever. A bench front seat or individual front seats could be ordered. A heater was a standard fitting. Like the smaller 80 version, the 100 was fitted with servo-assisted Girling disc brakes at the front, keeping drum brakes at the rear. Overdrive, on top gear only, was a standard fitting.

Production ended in 1962, by which time 16,521 had been produced.

In 1960, *The Motor* magazine tested the 100 and recorded a top speed of 92.1 miles per hour (148.2 km/h), acceleration from 0–60 miles per hour (97 km/h) of 17.6 seconds and a fuel consumption of 23.9 miles per imperial gallon. The test car cost £1538 including taxes.



FOR SALE

**1960 ROVER P4 100.
TWO TONE GREEN
MANUAL WITH OVERDRIVE,
IN VERY GOOD CONDITION,
BEEN IN RECEIPT OF THE BEST
QUALITY MAINTENANCE
THROUGHOUT IT'S LIFE WITH IT'S
THREE OWNERS.**

The Interior has recently been completely renewed. £1,300.00 spent this year, already.

We will be sorry to see her go; but we need to reduce the fleet.

**PLENTY MORE PHOTOS AVAILABLE
ON REQUEST AT**

['nrainybrown@googlemail.com'](mailto:nrainybrown@googlemail.com)

Asking price is £7000.

LOCAL EVENTS

3rd Aug 2017	Club Night Loch Ness Circuit	Council car park - Glenurquhart Rd	Meet in the Council car park - Glenurquhart Rd for 7:30. Route will take us anti-clockwise around Loch Ness finishing at Dores Inn
13th Aug 2017	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 or Ar- rive at Start Point. (2nd Sunday in August)
13th Aug 2017	Cars And Coffee - Inverness	Cafe V8, Inverness	10am to 12 noon Every 2nd Sunday of the Month.
19th Aug 2017	Tour Of Speyside	Start At Cairnie Hall AB54 4TQ	See WWW.63carclub.com or Call David Law 0792001377
20th Aug 2017	Dunrobin Castle Vintage Car Run & Rally	Helmsdale to Dun- robin Castle	Police Dependents Trust Rally. Entry Form eve- lyn@sutherlandstates.c om or 01408 633268. Starts Helmsdale 10am. Brora 11am. Embo 12noon. Dornoch 1pm. Dunrobin Castle 2pm. Prizes 4.45pm.
26th Aug 2017	Fortrose & Rosemarkie Classic Vehicle Rally	Dingwall -> Fortrose	More info from info@fortroserally.co.uk or Facebook page: www.facebook.com/fortroseclassics
27th Aug 2017	Buckie Classic Car Show	Linzee Gordon Park, Buckie, UK	11am-4pm
3rd Sep 2017	Motor Mania at Grantown on Spey	Grantown on Spey	www.grantown-motormania.co.uk Late Entries on the day will be allocated spaces outside the Square.