

CLASSIC SCENE



September 2021



Two club members go topless for the club run.

We had a good turn out for the August Club Night.

Bryan's brave face after organising 3 club nights in a row.

How many G's of downforce will this spoiler generate?



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OLD NEWS!!!

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Cover Picture

Some pics and cheeky comments
from last months club run to the Al-
langrange Inn in Munloch

Welcome to the September Newsletter

After the demise of my old Golf daily driver last month, I was persuaded to put my VW Transporter on the road, but first I needed to replace a failed wheel bearing but I could not push the old driveshaft out of the hub - not even swearing helped. Even heavy use of a sledge hammer or a press wouldn't shift this simple fit, so I ended up buying a new bearing carrier and driveshaft as well as the bearing and after a lot of hard work (bodywork, painting, alternator, power steering, ABS errors, springs, dampers, etc etc) it was ready for the MOT retest. But on the way there other front wheel bearing packed in, (it gets worse) so I just came straight back home. This time the driveshaft came out of the hub with the gentle push of one finger, but the bearing itself was another matter. I have the special VW tool which is a sort of threaded puller. However after breaking my favourite 2 foot breaker bar and my favourite vice I took it in to a garage to get it pressed out. It was "A bit tight." This is the most I have struggled with a vehicle since I can remember. Anyhoo. I had to book a new MOT now and this time it passed, but guess what? It has advisories on both back wheel bearings now, but a pass is a pass.

I was thinking of a name for the van, maybe 'The Van' or 'Helen' after the previous owner who sadly died, or NirVANa after the 90's grunge rock sensations, maybe Van Helen after yet another band but I have finally settled on 'Feckin Van'.

Has anyone got a Record No4. Vice for sale?

In the meantime the Beetle (Poppy - PPY949G) was pressed into service as a daily driver. This turned out to be a good thing. The car seemed to get better and better after a bit of driving. I'm sure the tyres have improved after doing just 7 years of under 400 miles annually and perhaps I just got used to her. I found the old thing to be a pleasant drive, slow but not embarrassingly so. I can do 70 on the A9, but that doesn't stop all the cars overtaking anyway. It was all going really well until a trip to Morrisons. Another car stopped for a very long range reverse into a space. I stopped too but watched helplessly for what felt like ages until CRUNCH. Oh No! I took my hand off the horn and my foot off the brake, to step out inspect and confront. Never a pleasant experience. The other driver (eventually) turned out to be a decent person and has admitted liability so the AA insurance are picking up the bill and Parks Accident Repair Centre are doing the work. The manager there has had two Beetles in the past and used to work for a campervan restoration company down south. Plus the AA were nice to deal with. Silver linings.

Editors Top Tip. Don't take your classic to Morrisons on Friday the 13th.

More club related news later on in this newsletter,

Your Editor.



Chairs Bitty

Well done Bryan for having planned yet another good run.

Lovely to see so many of you on the run and at the Allangrange. The run took us up the A862 and turned off to Kiltarlity. From there via the heights behind Beauly to Muir of Ord and from there to Munlochy. In trying to get parked up at the pub, our cars caused a bit of a traffic jam. Well, that's what you get when people park on the road across from the entrance to the pub. We had enough cars on the run that we had to triple park our cars. Tricky if you want to leave early and your car is at the fence.....



Our Merc has been in for a quick change of brake disks and pads. We also mentioned that the heat shield over the rear exhaust was hanging loose (fixed with some large washers) and the front suspension felt a bit sloppy (fixed with a new suspension arm – all 4 have now been replaced since we took ownership of the car). The resulting bill was a bit heftier than I expected, but that is what you get when somebody specs uprated brakes at twice the price.

The Landy is steadfast refusing to have the brakes bled. Our mannie at the garage has tried every trick he knows of and several more he only heard of as rumours, but to no effect. There is no air coming out of the system and if you clamp off both front flexies, the brake pedal is perfect. Undo the clamps and the pedal is straight to the metal, but on second press – perfect. We've ordered up proper Lucas wheel cylinders in the hope that this will address the issue. Watch this space.

Some sad gardening news. We have 3 elders in our garden that have been badly affected by blackfly in recent weeks. For the middle one we are not sure if it will make it through the summer as most of the tree has died back, just a few branches high up that still have green leaves on them. The other two are not too bad, if disgusting with the amount of aphids on the twigs and leaves. We are not big believers in chemicals so apart from cutting off and burning some of the worst affected branches, we have let nature take its way.

After 5 weeks our strawberries have finished fruiting. This year I have managed, by sharing with neighbours, not to freeze a single strawberry, which is just as well as I still have frozen ones from last year. On a happier note, Alice is enjoying the home made blackcurrant jam – we had just enough to make 3 jars. The courgettes are fruiting and we are eating them as they grow. And we've also had our first tomatoes, with plenty more on the way.

This month we are going for another wee drive with our cars up to the Shandwick, Kildary. We meet at the north bound car park on the A9 at North Kessock at the slightly earlier time of **19.15pm** with a 19.30pm sharp start. Our route will take us via Dingwall – all in the spirit that more folk can admire our cars, of course.

See you there.

Trish.

August Club Night



We had a good turn out for the Thursday night run organised by Bryan. It was his third event hosting in a row and again it was excellent. The route out the back of Kiltarlity and round the hills on the west side of Beaully was just epic, and new to most of us. It was a proper adventure.

Do you remember the young man called Luke that came along with Miles? He wanted to take some car photographs and all the pictures in this article are by him. I think it looks like a proper magazine article now.

Unfortunately I led a split in the route as a white van coming the other way blocked the road and I couldn't see which way everyone had gone. And gone they had. However I have cycled round there in the past, so I just went the way I know, which was left. Not right. I soon realised that there was no one in front but what are the chances of reversing a small convoy? We popped out at Muir of Ord and headed along the A832 to Tore and then Munlochy where everyone else was still parking up.

We all piled into the back of the Allangrange Arms which was looking very nice, and were treated to complimentary tea coffee pizza garlic bread and chips. Very generous and also very tasty. I'll be going back. As my house is only a mile or so away I arranged to leave my car and get a lift home so I could have an actual pint in an actual pub. Others have said they found the evening very relaxing. We had a great turn out so I think it's now down to Bryan to arrange all our club nights with free food at the end. (Only kidding - of course.)

Many thanks to all the staff at the Allangrange for making us so welcome.



Out and About



I was in Morrisons (pre-crash) when I spotted this TR3, so I parked behind it. Soon the MGB and Land Rover turned up. It turns out it was a team of young men (early twenties?) from Wiltshire who were driving their classics round the NC500. After moaning about the NC500 last month, I have to say this is exactly the kind of thing the route was intended for, encouraging classic cars from far afield. It was a bonus that they were young and enthusiastic (if a little tired after their long drive). Dou-

ble bonus was the TR3 exhaust note. It was bubbly and rorty and a delight to the ears. Not bad for a tractor engine.

Also in Morrisons (I went off Tesco's during the pandemic) was this very low VW transporter. It's either on air suspension, or if it's like mine all 4 roads springs snapped at once.

My third spot in Morrisons was less pleasant. Some campervan tourists legs akimbo having a pee against the carpark hedge, probably 100m away from the stores toilets.



Quick News

- Five people were hurt in high-speed crash at Lincoln car meet earlier this month. There's a video in circulation and it was extremely foolish driving. This is another warning to keep our Cars and Coffee sensible. So far this is going very well and almost polices itself.
- The club websites has had a bit of work done to it and appears to be working well now.
- Is it just me or have there been a lot of crashes on the A9 recently. It's almost inevitable with the increase in traffic volumes, but it's not good. On our recent trip we saw 3 or 4 wee incidents, which is unusual.
- Some of our members met up with the Scottish Porsche Owners Club on Sunday 15th at the retail park Costa Coffee.
- Eddie Ratter is looking for a old family car, a Triumph 2000 estate in carmine red. Reg RYS143M. Check the back of your garages and let us know.

Cars and Coffee

I wasn't expecting to make this month's Cars and Coffee as we had visitors but one of those visitors was a 15 year old who's mad about cars, so it would be rude not to bring him along. We both liked this one. A Singer Chamois with a 2.0



170 bhp Toyota engine?
How did I know it was a
Singer Chamois? I

looked up the Reg. I still get confused by all the Imp derivatives, much as I like them. This was my second personal (If you don't like it- send in your own CnC review!) favourite. I was speaking to it's second owner from new. It has never been



painted or welded but it was Ziebarted. The interior is a real 60's/70's throwback and perhaps it's styling hasn't survived as well as the Bedford van. I love it.

Here are some Fords including a couple of Capris we've not seen before. And here is a Hunter GLS which we have seen. The GLS was the Rootes Groups answer to the Escort Mexico and had twin carb Holbay



power. Please correct me if I'm wrong!



In the news recently was another car meet accident down in Lincoln caused essentially by somebody driving way to fast. This is why we try our best to keep things calm and sensible, and well, grown up. Apart from the risk of death, crazy driving and revving will ruin the carefully cultivated atmosphere that allows a mix of fast cars, and say a Bedford Camper - not a mix you're likely to see down at the retail park. Enough. Here are some more cars being sensible.



Festival of the Unexceptional 2021

John Fair, Tony Da Forno and Steve Matheson (author) were away for a trip to the Festival of the Unexceptional and Transport Museum.

Day 1.

We had actually planned to visit this show last year but it was one of the many events to fall victim to the pandemic. Anyway, good things come to those who wait, so off we went to Luton on the Friday night. Collect car next morning, breakfast on the way courtesy of Ronald's famous clan and off we went.

As we got close to the venue, Grimsthorpe Castle in Lincolnshire, we came across a queue of cars waiting patiently to gain access. There was a bit of a delay to get in but the Fiat 128, Allegro and P6 alongside of us was a sign of things to come. A trio of Volvo 480's just served to confirm that we were in the right place. A Sapphire RS 500 Cosworth was spotted on the way in but it stayed parked discretely at the back for the rest of the day.

Once we got in, plenty of parking space, big open grounds and a majestic castle. Nice weather always a welcome bonus of course.

Allegro's and Marinas abundant, including an Italian built Innocenti Regent (rare Italian Allegro). When was the last time you saw four Ambassadors in one place, unless of course you are a frequent visitor to embassy events and partial to Ferrero Rocher.

Vauxhall Chevette, saloon of course, check. Beetle, yep, automatic to boot. Mk III Cortina 1600 resplendent in L specification. Triumph Acclaim. You name it, it was probably there. A real feast of base model and survivor cars abundant on the day.



Ironically really that the only MGB present was an exceptional Costello V8 which of course led to BL producing their own V8 model. Not really fitting with the unexceptional tag but who ever went to a car show and never saw a single 1.8 MGB GT, although there was an MGC present.

Yellow Avenger which for once wasn't a Tiger, not that I've got anything against Tigers but it was fitting to see a lower spec for a change. In keeping with the theme there were a couple of estates present, so for once they actually outnumbered their saloon brethren.



Managed to delight a couple of enthusiasts by giving away period workshop manuals lying in my garage which were relevant to their particular vehicles. For my troubles the friend of one of them joked how unusual it was for a Scotsman to give away anything for free (both offered money but I declined). This chap was from Liverpool so I took the high road and didn't respond with any of the usual retorts about Scousers, mainly as I didn't have half an hour to spare !!



Plenty of rarities also present, too many to mention but amongst others , South African Datsun 120Y backie (pick up to those not familiar with SA parlance), Toyota gull wing door Sera, and a fabulous restored German spec LHD Granada coupe 2.3 V6, again an exception to the event title, which I would part with vital organs to be the owner of.

Honourable mention to the East German Wartburg Police car and suitably attired owner.

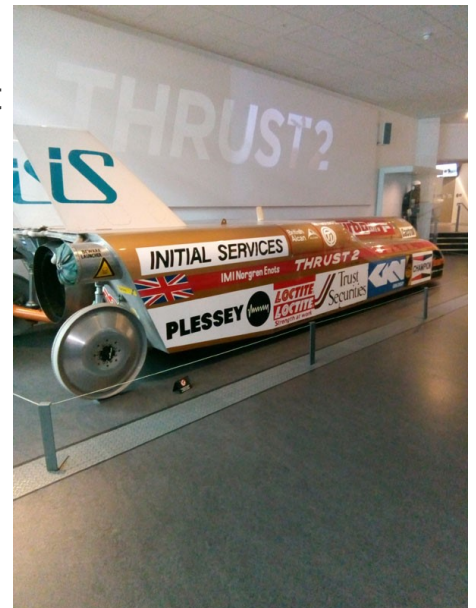
Winner on the day was a Proton 1.5 GL with a Peugeot 106 taking the silver, proving the judges including Danny Hopkins and Paul Cowland amongst others were really getting into the spirit of the event.

An event which I am sure is only going to gain in popularity. Thoroughly recommended if you want to see a real eclectic mix of vehicles, most of which will invoke past memories of those actually owned by yourself, friends or families and not exotic, unobtainable super-cars.

All the owners and visitors seemed particularly friendly and up for a chat with passing visitors.

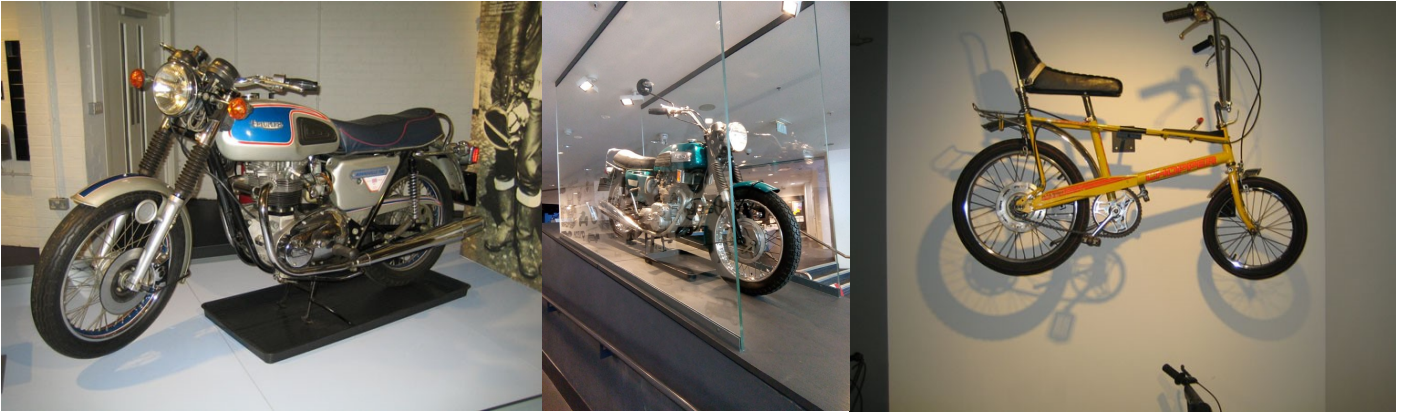
Celebs Sarah from Bangers & Cash and Steve Parrish spotted amongst the crowd. He was a motorcycle racer from the Barry Sheene era for those not into the 2 wheeled scene.

After a good few hours in the sunshine we headed off to Coventry for our overnight stay there. Seemed rude not to go for a curry and a couple of beers in the evening to help out the hospitality industry.



Day 2.

Next morning after a good session at the buffet breakfast we set off for the Coventry Transport Museum. This basically is a trip through the evolution of transportation, all the way from bicycles, motorcycles, cars and buses. Back in the day Coventry was a bit of an epicentre in this field with so many different manufacturers based in the locality and there are many exhibits on display from all of the aforementioned methods of travel. Right from the early bone shaker bicycles all the way through to the LSR vehicles Thrust 2 and Thrust SSC.



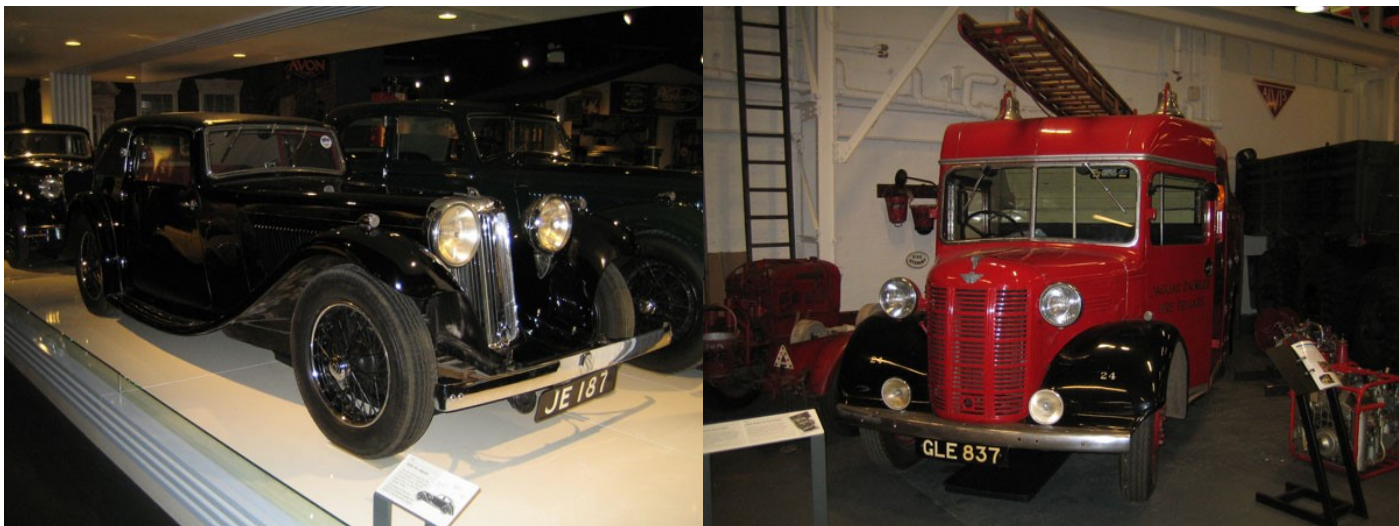
This manufacturing base was to prove costly to the area during WW II when most factories were tasked with munition production and subsequently heavily bombed by the Luftwaffe. Most of the centre was flattened and very few old buildings survived this period and the centre is now mostly what would be loosely termed as a concrete jungle.



The museum itself is an interesting place to see, however like the Titanic, you know the ending of the movie and the demise of all the big motoring and motorcycle firms that once flourished there.

We had time to kill before returning to Luton so went for a coffee and a walk about the city centre and a look at what remains of the original Cathedral.

Usual shout out to Easyjet, budget hotel (Ibis and Premier) and car hire for making it all possible. Ironically, a weekend anywhere local would certainly been much more expensive, especially if ice cream was involved (Graeme Bremner will verify this.)



Again, being in good company with like minded enthusiasts for the trip made it a thoroughly enjoyable weekend.

Steve

For Sale

Spotted in Drumnadrochit by club member Roy MacGregor who can supply details if you are interested. And who wouldn't be?

I also like this picture because if it wasn't for the BMW's it could have been taken in the 1970's.



HCMC Gets Planning

As I'm sure you're well aware and as mentioned in these pages, because of the uncertainty of the pandemic, the planning of club nights has been on a month by month basis. The last 3 months have been extremely well planned by Bryan McIlwraith, and I'm sure we'd all like to pass on our thanks. Pause reading the newsletter and give him a wee clap. (No sniggering at the back now, I said "a" not "the".)

Your committee got together and we have an agenda for the next wee while. Of course these might be subject to change, especially the distant ones, but hopefully this will give you something to look forward to.

September: Pub run to the Shandwick, HCMC's birthplace

October: Pub meet and blether. Was to be at Brockie's Lodge but there's no sign of life there so we're looking for a new venue.

November: Quiz at the Allangrange Arms.

December: 10 Pin Bowling at Rollerbowl.

January. Autojumble auction at the Old North Inn. A classic evening!

February AGM at the Old North Inn. Fancy a moan about the committee? You know that means you'll get elected.

And for early next year we are aiming at visiting Jack Meredith's car collection, a return visit to Craig Chapman's coachworks, PLD Smiddy - a metal workers dream visit, and a trip to Gael Force Marine's engineering side.

Events List

Well it's been a while since we included an events list in the newsletter.

Co-op Telford Street Mental Health Awareness Fund Raiser

Saturday 28th August

In their Car Park

If as many of you as possible could give just ONE HOUR or so and pop down between 1pm and 5pm it would be lovely to be able to support their good cause and be an added Attraction alongside the Stalls and Activities already planned.

HELMSDALE Veteran Rally Motors and Music Festival

Sunday 29th August

The British Legion Scotland Helmsdale Branch invite you to their Fund Raiser on Sunday 29th August.

They particularly want to see Modern Classics, Retro, Sports and Super Cars. The youth of the Village want to see more modern stuff too

Gather at the Bridge Hotel, Helmsdale for a 10.30am departure, you'll get hot drinks and refreshments before heading off on the New NC130. It's a run to John 'O Groats and back via the Strath and Dunnet Head, you'll be back in time for the 3pm CAR SHOW taking over the streets and harbour area of Helmsdale and get more tea and cakes

Alternatively, arrive and park up for the 3pm CAR SHOW. Marshalls will direct you.

Cars And Coffee - Inverness

12th Sep 2021

Rollerbowl, Culduthel Rd. Inverness. 10am to 12 noon

HCMC September Club Night

A drive to the Shandwick Inn where the HCMC had it's first meeting on Thursday 13th September 1979. Don't fire up the De Lorean though, we are going on Thursday 2nd September 2021.

Your committee has been in touch with the Shandwick and they are happy accommodate us but they stop serving at 9pm, so for everyone to be able to have a drink and a natter before going home, you should plan to arrive there no later than 8.15pm.

The suggested route is:

- Starting at the 'Harry Gows' layby on the north bound side of the A9 at North Kessock.
- Up to Tore, then take the A835 north.
- At the Maryburgh roundabout take the A862 for Dingwall.
- Continue through Dingwall and join the A9 again at Ardullie roundabout.
- Continue on until you reach the Shandwick.
- Optional: take a parallel road via Rives / Balnagown (a stretch of the old a9) - this will bring you out at the Kildary B817 junction with the A9.
- Turn left onto the A9, the Shandwick is a further 0.5 mile up the road.