

CLASSIC SCENE



September 2024



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The club has an extensive archive of
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Cover Picture

Cars and Coffee drone shot by
George Finlayson

Welcome to the September Newsletter

I'm writing this newsletter editorial in Argyll on a wee break for Mrs Editor's birthday. Shh... she hasn't spotted what I'm up to yet. The internet connection is like it's through some wet string, very wet string given the weather outside and my computer chose now to do it's updates. It didn't go well. I bet Microsoft didn't reckon on West of Scotland connectivity when moving to cloud based computing.

To add extra jeopardy to your and your editor's life I've realised I'm organising next month's drive around the Black Isle on our wedding anniversary. And worse than that I'm scheduled to be away on a work shift. In Stornoway. Why don't you turn up at The Harry Gow's layby off the A9 near North Kessock to see how it all works out. Will I be there is the first person sense or will he be there in the third?

In personal car news my 'new to me' Mondeo made it to Yorkshire and Derbyshire and back without issue, managing over 60 mpg (67 until we hit traffic) and was pretty much stress free. Except when a car pulled straight off the hard shoulder at the Gretna border signs where it seems they had stopped for a photograph. I used *all* the braking power. Oh and when two cars tried to overtake a lorry while sharing the same road space producing some choice swearing (from my 83 year old mother in the passenger seat.) Oh, and when I hit Bradford and there was a sign saying "Clean Air Zone approaching" I had no idea what to do or if I was liable for a fine. Turns out it was only for vans and lorries but you needed half an hour on Google to research that, which is difficult when driving. Anyway it turned out to be the great relaxing journey car I was hoping for.

Our Skoda Fabulous is on the ramp getting another EGR valve fitted, and I think the VW T5 van may get sorned as the Vehicle tax is expensive and I'm not using it so much now I have a huge boot. I'm not getting rid though. Obviously not.

I do have too many cars and I keep looking at selling one or two, but Mrs editor keeps saying "Not that one", but I think we have agreed the scrap Ford Focus can go, once I've stripped it, and that is a story for another newsletter.

And then I can get back to the proper classics.

Your Editor



Mystery Car

Is a Markham-Peasey Super Sabre, 1959, based on the chassis of the Austin 7. 1 of 100

Who knew?



Ramblings from the Chair



Righto, I've been looking at the HCMC website in detail again and under the Archives pulldown there is a section called 'Me and my Car' giving members the opportunity to have their photograph, with their pride and joy, featured on the website. However, the majority of those featured are no longer members of the Club (and possibly many have passed away!!) and sort of makes a mockery of having such an attribute on our web pages. I am of the opinion that the entire section needs to be thoroughly overhauled and in this respect I am happy to collect information and photographs from members, collate them together to give them some sort of uniformity for inclusion on the website. What is needed is a photograph of the member(s), with the car behind them and a narrative giving details of the vehicle, any special features, its age, where and when it was bought, mileage, history if known and anything else of relevance. Ideally, the feature should fill an A4 sheet and those with multiple cars are more than welcome to submit multiple pages. If these could be sent to me, ideally in electronic format if possible

(chairman@highlandclassic.org.uk) but I am willing to accept any form of correspondence, even hand written pages, and I will attempt to put them into a form suitable for the web using my very limited knowledge of IT – an ideal job for the longer winter nights!! I intend to prepare such a page myself.

On a completely different matter, I have been approached on several occasions at some of our local events, by would-be members wanting to join the Club, there and then, rather than applying on-line. In this respect, I intend to take some paper application forms with me to the Fortrose show on the 31st August and assist prospective members to make the application as necessary – I might even be able to collect the membership fee also (but will check with the membership secretary). If this applies to you, then look out for me in the pale green Opel Senator (above) at the show.

I see that we are set for a tour of the Black Isle at the next Club outing on September 5th, commencing at Harry Gow's just north of the Kessock Bridge. Lots of opportunities to make navigational errors so I suggest careful examination of the route – unlike last months 'Round Loch Ness' where several members started the route clockwise and reached Dores before finding their error. It clearly said 'anticlockwise' – honest guv. Fortunately we met up at the Whitebridge Hotel.

Hope to see you at Harry Gow's at 7.30pm on the 5th.

Regards, Richard

August Club Run- -Loch Ness Circuit



It's not been a great year for me getting to club nights. I guess it's just the way my shifts land. However it looks like a good few of you did manage the Loch Ness run. Some clockwise, some anti-clockwise. Some stopped at Drumnadrochit, some at the Whitebridge Hotel, some earlier than others and missing them. Perhaps this was down to light touch organisation, or just general randomness, but if you want to experience some real chaos, come to the Black Isle run. I'm organising it and I might not even be there. See my editors editorial.



Balintore Classic Car Show and Barbecue

In addition to published events there was a sneaky wee show and barbecue organised by club co-founder Hugh Skinner. It landed in your editors inbox between publications but some last minute promotion on the social media channels seemed to get the word out there, and there were some very interesting cars on display.



I am told it was nice...

"Nice run following a wet morning. Nice location, nice cars - Ranaids_TR4 won first prize. Some MGs (including a nice vermillion red example) and a tatty unrestored but lovely MG TD. Balintore obviously don't recognise the term vegetarian, so I can't comment on the BBQ..."

Perhaps some Quorn sausages cooked over a hot rusty exhaust next year then.

Fleeting moments

Trish Brown

August was a quiet month. The Merc was serviced. The Smart got one of the tyres looked at as it was very slowly losing air. It turns out that the rubber, where the valve seals against the wheel's rim, was cracked. A replacement valve solved that little problem.

On the Landie we ended up removing the one-way valve in the washer bottle. Not sure exactly what is going on here, as when you blow through the valve it works fine. But the pump does not seem to be able to pull up the water through it – and we tried a few pumps. The water gets pumped up out of the bottle, but gets no further than just before the pump. Take the one-way valve out, and it is all working just fine although it takes a bit before you get water on the wind-screen.

We were running a little late for the club run to Whitebridge and just as we got to Holms roundabout, a few classic cars shot past taking the road to Dores. Not familiar ones to us and we decided to go into Tesco Holm, just in case. As we took that turn-off, we spotted a familiar face/car leaving. With no other classics in sight, we decided to follow this car, then promptly lost sight of it as we needed to do a u-e first. Did not see any other HCMC classic until we got to Drumnadrochit. Plenty of tarted up oldies from the continent going north who were obviously on some tour of the Highlands. From Drum our little train of cars made our way via Fort Augustus to Whitebridge. After a chilly, breezy stop in the layby at Loch nan Eun to admire the views, we decided to go straight home, rather than stop in Whitebridge. We still had a 2hrs drive ahead of us.

Omissions

As you can hopefully appreciate, it's quite a packed newsletter this month with plenty of submissions. Thank you! I have, unfortunately, not managed to cover everything, particularly the Historic Wheels, Brodie show or Wings and Wheels at Easter Airfield, Balintore, plus probably some omissions that I've omitted to remember, Oh, the Buckie Car Show. I trawl social media looking for content to steal and I sometimes omit crediting the right person, but I and hopefully you readers are grateful for their unwitting input.

If you really want to see something in the newsletter, submissions is where it's at and if anyone has anything from Brodie or Wings and Wheels I'd love it if you could get it to me for next months edition. I usually start editing on the 15th of the month. I won't bother with the Buckie Car show due to petty school day grudges against the Buckie boys.

Cars And Coffee

Sunday August the 11th



Look, I've managed to fit about 100 cars into this months review. It's certainly a different perspective and shows the scale of the event.

I keep droning on about it but thanks again to George Finlayson and his flying machine. It must have a pretty decent camera on it too.

A Flight of Fancy

Derek Darnell



I was unsure whether to submit a piece about a recent experience of mine, but Mr Editor assured me that anything involving an internal combustion engine would be just fine !

In my case, the engine concerned was a liquid-cooled V12 four-stroke from Rolls Royce, a little over 80 years old and producing over 1,600 horsepower, so certainly a 'classic motor'.

Oh, and it was attached to a Mark IX Supermarine Spitfire, a two-seater T9 trainer, flying out of Perth Airport at Scone.

By way of 'back story', my in-laws stay at Lee-on-the-Solent near Portsmouth and for years, when visiting them, I had been watching the Spitfire Academy aircraft flying from Solent Airport, silently vowing that 'one day' I would have a go ! We were due to visit again in June, so I contacted the Academy only to be told that (largely because of the D-Day commemorations) there were no flights at all from Solent at that time, but ... would Perth be any good ? They had never flown from Perth before but had a couple of two-day visits planned in July and September.

I met all the height, weight and health criteria (no upper age limit !) so without further thought booked a 35 minute flight on 16 July ! A series of safety videos were emailed to me the week before, with strict instructions to watch them all and be able to answer questions on 'Emergency Actions' ... until that point, the potential for needing a parachute hadn't even crossed my mind !

The morning of Tuesday 16th dawned grey and dreich, with the weather forecast offering only small chance of improvement; the Spitfire team phoned and warned that there could be some delay, but suggested we still attend at the appointed hour to complete the briefings and be ready to go when the cloud cover broke (aye right !).

So along we went and met the pilot Neil, the OPs director Mark and the rest of the crew - a friendlier, more-professional group you could not hope to meet, nothing was too much trouble, yet still the rain piss-isted down ! An introduction to the Spit followed but, despite the odd glimpse of blue sky, it was clear that the conditions were not going to improve for some hours yet. The decision had already been taken to extend the Spitfire's two-day visit into a third day, so I re-booked for the following day - thankfully we'd arranged to stay overnight in Alyth in any event.



Wednesday 17th was my birthday ... the sun was shining, the visibility was great and there was a group of press photographers flying in an AirVan alongside, who took some great aerial photos which they sent to me (would not have had those the previous day !) and what an experience !

I was fully suited up (sick bag in left leg pocket) and an 'idiot's guide to Emergency Actions' sewn by my right knee (lower the seat, release the canopy, open the door ... and await pilot's instructions to 'brace, brace, brace' (or more worryingly, to 'jump, jump, jump')). Flying helmet with noise-cancelling headset tried on for size, then out to the aircraft and up the steps into the rear cockpit.

It's true what they say about the Spitfire, you don't so much get into it as 'wear it' - it's cosy, sitting on your parachute with four straps for that and another four for the seat harness. A quick comms check with the pilot to confirm the flight plan and the Merlin engine roared into full-throated V12 life - such an iconic sound.

We headed out to the runway along the grass taxiways - the ground was soft because of yesterday's rain, so the pilot kept the revs up to avoid sinking in and 'crabbed' along, looking alternately down the left and right sides of the aircraft (you can't see much forward when on the ground, because the nose gets in the way). We turned at the end of the runway and waited for the Press AirVan to join us and begin its take-off run. "We'll wait here for a couple of minutes, until he gets to operational height over Perth. We'll soon catch him up, he's 150mph slower than us !!" ... then off we went !

Smooth as you like, but with an almighty shove in the back, then climbing, banking left and ... there was the AirVan, with a sea of expensive camera lenses pointing in our direction.

A couple of minutes along their right side, then an imperceptible movement of the

control column and we're below the Messerschmitt, sorry ... AirVan, and up alongside again on its left - the sheer agility is incredible.

By this time, Neil the pilot was clearly getting bored - a quick radio check confirmed the cameras had all they needed, so it was on with the power, stand the Spitfire on its wingtip and away over the Perthshire countryside. A few minutes later, a crackle on the headset "Just put your hand lightly on the control column while I make a few turns; you can see how minimal the movements need to be". Indeed just a few millimetres and we're off on a new heading. "OK then, do you want to have a go ?" (Do I ever !) then "You have control !" ... and there I was flying a SPITFIRE, the thing of dreams ever since the Airfix kits of my childhood. "Just follow that valley ('it's a Glen, Neil !') then turn right over the Loch (Tay) and past that village (Kenmore), towards that small town over there (Aberfeldy)".

Neil had the grace to say I'd done a good job, nice and smooth flying apparently, I was dead chuffed ! Control was returned to him and it was time for a few aerobatics - a Victory Roll, a Half Cuban - I think my stomach is still up there somewhere, but wow, wow, wow, what a sensation - if you ever get the opportunity, do it ! Granted, it's not cheap, but I guarantee you'll not regret a single second.

A return to Scone and the gentlest of landings followed (no reverse thrust, just a couple of drum brakes), then a short debrief ... a pack of goodies including an A3 print of the actual aircraft .. and the waiting press for yet more photos.

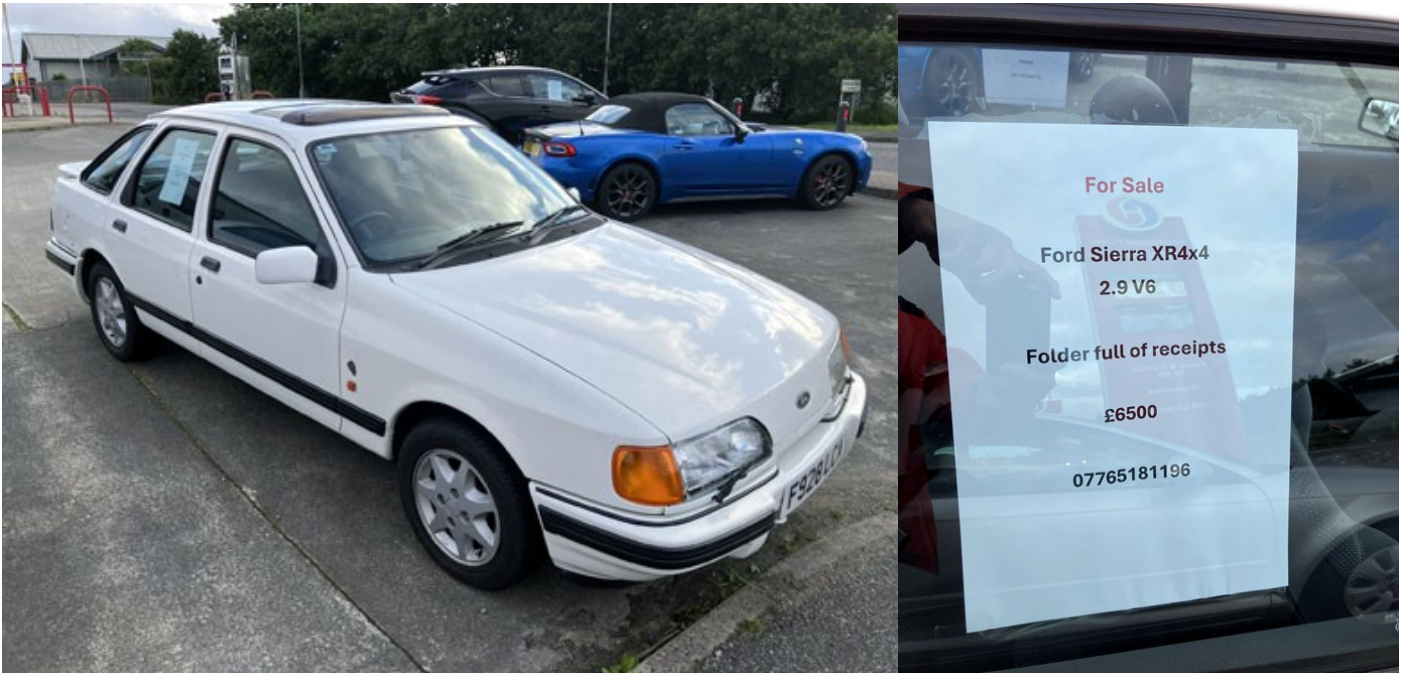
Only problem is ... the time just flew by (sorry !) and I really want to do it all over again !

Derek 'Biggles' Darnell



Out and About

I was out and about on na h-Eileanan Siar which sounds exotic, but I was in Stornoway for work again. On a Sunday, which was interesting when it came to finding somewhere to eat. More importantly on my wanderings I saw these for sale...



... if anyone needs a courier to drive them back, I can do it on work expenses*.

* Dear Boss. This is obviously a joke and I would never do such a thing.

An exceptional Trip

Steven Matheson

Featuring the Festival of the Unexceptional, Gaydon Motor Museum, The National Motorcycle Museum, John Fair and Tony Da Forno

FOTU Another lovely morning greeted us at Grimsthorpe Castle in Lincolnshire for the 10th anniversary FOTU.

Separate parking access had been arranged for modern and classic cars since we



had last visited three years ago. We knew we were in the right place as we got close to the destination and could see various classics passing us heading to their relevant gate.

We entered into the modern car park in our hire car and pulled up close to a Lamborghini, Porsche and Lotus, cars that would normally be present on the show area !!

A short walk through to the field and we were greeted with a vast array of classic cars parked up and a steady stream of others arriving, estimated afterwards to be approximately 1,000 cars.

The cars being judged for the "Concours d' Ordinaire" were already present on the lawn in front of the castle. Amongst them a Subaru Justy, Metro, Toyota Carina, Lada Riva estate and Toyota Hi Lux, the latter turning out (a bit controversially) to be awarded top spot.

Far too many cars present on the field to mention but ranging from vehicles spotted every day in childhood such as Cortina, Escort, Chevette, etc to others which were always relatively obscure, Lancia Gamma, Fiat Multipla spring to mind, along with other oddities such as a Rover Streetwise.

Some absolutely fabulous commercial vehicles were present as well including an 19,000 mile Metro van and a Triumph Courier, a Herald based van only made for a short while apparently.

The event itself has naturally increased over the years and there are more food and drink stalls and commercial stands, including music and a "Smith and Sniff" podcast on the stage but overall the event itself still manages to remain an almost charming, down to earth feel.

A really great day out and you are pretty much guaranteed to see a great selection of "survivor" cars all in one location.

Gaydon (British Motor Museum)



It turns out our visit coincided with a Jaguar drivers event, as we discovered when we spoke to the owners of an E Type and F Type who were staying in the same hotel as us. Upon arrival at the venue there were literally big cats everywhere and various related trade stands and a stage outside where Ian Callum gave a talk.

Inside the museum itself it is primarily BL/British fare in the main building, although they now also house the small but interesting Vauxhall heritage fleet from Luton on one of the upper levels. There are also a lot of other historically significant vehicles present including the last Sapphire Cosworth ever built and a four wheel drive FF mk 1 Ford Capri.

The annex building across from the main museum is where the workshop is situated. A fully liveried Police XJ-S was currently up on the ramp, alongside "HDU 555N" the last E Type ever built.



The ground floor of the same building contains a lot of Jaguar exhibits of various ages, whilst the upper floor has a variation of vehicles on display. Many are prototype or experimental including a Metro with a boot, which thankfully never made it into production.

There is also a Mini 1275 GT with only 11 miles on it which was believed to have been damaged after a transport container was dropped on it. Various items were removed from it before it was abandoned in one of the many WW2 era tunnels under the Longbridge site.



National Motorcycle Museum



This building houses essentially a living history of British motorcycle production from the 1900's to the 1970's which was effectively the demise of the major manufacturers, although there has been a resurrection of some brands, notably Triumph.

As they are mainly displayed in a chronological order, it was fascinating to visualise development of what were basically powered bicycles up to the modern day two wheelers.

The craftsmanship was clearly evident in some of the earlier bikes, obviously built prior to mass production and its a testament to these skills that they still exist today.



There is an interesting, almost subliminal use of names pertaining to quality by quite a few makers of the earlier bikes, such as SOS (So Obviously Superior, DOT (Devoid of Trouble), Matchless, Zenith, Triumph, etc

Another interesting exhibit was "The Planx", a replica of a Manx Norton hewn entirely from timber.

Very nice but unfortunately, it "wooden" start.

I'll get my coat,,,,,

Just over 20 years ago the museum was engulfed by a massive blaze in which many of the original exhibits were destroyed and its a testament to the many volunteers and staff that it exists at all.



All in all a great long weekend. We even managed a quick visit to KGF Classics in Peterborough on the Friday afternoon (as we were staying nearby that evening) and were given a warm welcome and tour of the facilities by Steve.

Early booking of flights and hotel and a bit of research made it a hassle free and relatively economic trip as well.

Bonus Pictures selected by the editor...



... and his eclectic tastes.

Austin 7 Special Body for Sale



Craig Chapman has this Austin Seven special body for sale.
It fits an un-altered long wheel base seven chassis just bolts on,
Looking for around £3000

Contact number

T: 01456 415 382

M: 07879 082269



HCMC Events

31st Aug 2024 Fortrose & Rosemarkie Classic Vehicle Rally Dingwall -> Fortrose More info from info@fortroserally.co.uk or <https://www.fortroserally.co.uk> or John Fair 07526840696. Deadline 24/08/24.

5th Sep 2024 HCMC Scenic Black Isle Drive Harry Gows, Northbound A9 Layby, nr North Kessock A 30 mile drive around the Black Isle leaving at 7.30pm from Harry Gows on the A9, to Tore, Killen and a backroad from Avoch to Fortrose, up a steep hill past Campbell's Garage, Resolis, Culbo and ending at the Cloutie Well.

7th Sep 2024 Dingwall Rotary Vehicle Show 2024 Cromartie Park Vehicles should be in the Cromartie Car Park by 11.00am and remain there until the parade at 3.30pm. please reply to gordonmacrae72@gmail.com by email with your details

8th Sep 2024 Cars And Coffee - Inverness Rollerbowl, Culduthel Rd. Inverness Park up, buy yourself a hot drink & snack from Rollerbowl & check out what's in the Car Park. Find us on Facebook.

15th Sep 2024 Caithness And Sutherland Vintage And Classic Vehicle Club - Dunrobin Rally Various - Helmsdale -> Dunrobin Leave Helmsdale at 10am, Brora 10:45, Embo 11:45, Dornoch 12:30, Littleferry 14:30. dunrobinrally@gmail.com Evelyn Cameron 07592744298 Deadline 30/08/24