

CLASSIC SCENE



October 2023



Club Officials

Chair: **Trish Brown**
Tel: 01862 832337
chairman@highlandclassic.org.uk
Secretary: **Bryan McIlwraith**
Tel: 01463 232144
secretary@highlandclassic.org.uk
Treasurer: **Ian Thompson**
Tel: 01463 790969
treasurer@highlandclassic.org.uk

Membership

Bryan McIlwraith
Renewals should be sent to Bryan at
67 Lochalsh Road, Inverness IV3 8HW
Tel: 07821 260774
01463 232144
bryanmcilwraith@gmail.com

Webmaster

www.highlandclassic.org.uk
Webmaster@highlandclassic.org.uk

Editor

Calum Pearson
Bowersburn, Croftnacreich,
North Kessock. IV1 3ZE
Email: editor@highlandclassic.org.uk
Classic Scene is published on the
Thursday preceding the monthly meet-
ing. Please send articles by post or
email to addresses above.

Archivist

The club has an extensive archive of
information relating to all aspects of
classic car ownership. To access this
please contact Ranald Smith at
Hawthorn Cottage, 2 Burn Road, In-
verness IV2 4NG. 01463 236459
ranaldsmith@btinternet.com

Copyright

Neither the Editor nor the Officers of
the Highland Classic Motor Club are
necessarily in agreement with opin-
ions expressed in this magazine.
Such opinions are entirely the views
of the author and imply no recom-
mendation by the Highland Classic
Motor Club.

All rights reserved. Apart from any
fair dealings as permitted under the
terms of the Copyright Design and
Patents Act 1988, no part of this
magazine may be reproduced in any
form whatsoever without the written
permission of the Highland Classic
Motor Club.

Cover Picture

All nine of these cover pictures ex-
cept ONE are related to articles in
this newsletter. If you're bored you
might try to match them up. If you
spot the exception you will have
Aced it. The winner gets a free
newsletter next month.

Welcome to the October Newsletter

It's been another month of family related duty for your editor so I haven't been out to play much. Most of this month's newsletter has been borrowed from other people's adventures. I think last month I complained about not getting any car work done but obviously with a fleet of old relics that wasn't going to last.

The first problem was the VW Van. I prepped it for the MOT by fixing the advisories from last year, and was fairly confident. However while bumping it up the kerb (aka MOT parking area) at the Longman test centre, the power steering started making a terrible screeching noise. I needed a pass and I now feared a fail. 3 hours later though I got the good news, the pump was only an advisory. The power steering did work, but the van sounded like an old milk float. I needed it to help me old Mum move into her new wee granny house and to shift my Dad's old crap (as seen in January's auction.) I tried fresh fluid in vain hope, but a new pump was required £250-£300 for an OEM one. That's why I bought a replica part 2 years ago (yeah yeah). Fortunately this time there was a used one on eBay for a much more reasonable £50. I found replacing it the second time round much more difficult than the first, possibly due to impatience. A few hours later it road tested perfectly. After new oil and a filter and F'in van was back on load lugging duty.

Mrs Editor and I needed a wee break so we ended up in Perthshire near Alyth, which is near Blairgowrie. Mrs Editor booked it and I didn't expect much, but it was really lovely. The directions to our lodgings were a little vague. "After 500m turn left." it said. But there were two similar roads about 20m apart! We took the first one which seemed fine but deteriorated badly. The Skoda Fabulous was well laden down and there was gentle rubbing on the raised centre of the old farm track. Nothing bad, but on arrival there was a gentle drip, drip of diesel at the back. I drove one side up a disabled ramp and stuck a bucket underneath. The tank had four plastic bungs in the metal tank with little nipples on (why?) and one of those nipples had cracked. A trip to our only neighbour Calum (I'm Calum, no I'm Calum!) produced a gun of silicone sealant. Not ideal but the first coat application stopped the drip and primed the area for a second coat when dry, then two more. Job done and it's still like that!



I did a strange thing this month. I sold a car. I have no strong attachment to my 205GTi even though it looks great, so it got sold to a pal at Loch Ness Restorations where it now resides. There wasn't much heartbreak and I now have a lot more space

in the garage, and my life. I think it was one of those jobs I just wasn't going to get round to and I do actually feel better for selling it. I hope that feeling doesn't catch on.

Your Editor

Chairs Bitty

You may have spotted that we were not at Brockies last month. We took a wee break from our day to day life, you know, putting your feet up and reading a good book, paddling in the sea, loads of small walks, that kind of thing, and all this at the Costa del Galloway. It obviously was good weather here too – the grass has grown quite a bit, which someone's cat likes too, as there are several deposits in the garden (blegh).



Now this little break down south turned out quite fortuitously. For the decking I wanted to buy some new fangled adjustable feet, as sold by one of the diy stores in the Longman. Sadly the Inverness branch does not stock them. You can't order them online for delivery either, because the Inverness branch does not stock them. Then I spotted that the Dumfries branch did have a number in stock. A phonecall later and a box of these feet were kept back for us, duly collected when we arrived on the Costa del Galloway.

Roadworks appear to have been completed at Deephaven, nice smooth piece of road now. Our back road has been swept and line painted, although the person doing the line painting has not managed to keep a straight line. First time our neighbour drove down the painted road he was wondering whether he was getting very tired as the lines appeared to be weaving. No, both the centre line and outside lines do wander a bit. The sidelines move from right on the edge to about a foot from the edge. Centre line similiary is unable to stay on seam between the car-riageways.

And just when all this is done, along comes that Highland Broadband crowd and start digging up the village. I wonder if they are going to repair the pothole when they come down our street. The Council helpfully swept all the roads in the village, resulting in a few new potholes on our street. One of them has gone from a nuisance to crater within no time.

This month we are visiting the Moray Motor Museum. The garage downstairs is always a unique opportunity to see work in progress on car restorations. We are traveling in style in a period bus, but to ensure a place on the bus you must register – see our club's website. If you want to make your own way, meet us in Elgin at 7.30pm. Note that you do need to pay the £15 entrance fee on the bus. Please bring the correct amount.

See you there.

Trish

September Club Night

I was working away for the Drive Each Others Cars night at Brokies Lodge, near Kiltarlity. However I did get a message form home telling me about localized lightening and extremely heavy rain.



Reports from the scene say it got dark all of a sudden, but at least the rain was warm...a perfect night for an open top Burton kit car. The journey home was a splash fest and there was a compromise between keeping windows open to aid de-misting and keeping them shut to keep the spray out. That is of course if you have side windows. I'm almost glad to have missed out but I'm sure you all had a splashing time.

Wheels of Nairn

Saturday 23rd September



I wasn't able to make this show but I'd love to know who owns the black Sierra. Ed

Dunrobin Rally

Sunday 17th September

There was a great turnout for the unofficial Caithness And Sutherland Vintage And Classic Vehicle Club "Dunrobin Rally."

Here are some pics from their morning pitstop in Brora and then their final park up at Dunrobin Castle later in the day.

Everyone seemed to have a great time, despite a few showers along the way, and hopefully today's triumph will guarantee its permanent return to the local Classic Vehicle Event Diary for years to come.



Cars and Coffee

Sunday 10th September

This month's Cars and Coffee morning was a little different. It was a fundraiser to help with Rollerbowl's collection for Macmillan Cancer Support. As we've said before, charity work is practically embedded into the Classic Car scene, (see Beaulieu to Beaulieu later) and HCMC have helped a significant number of charities over the years. This time it was nice to work with Rollerbowl's own charity appeal and with the added benefit of strengthening our bond with our hosts.

There was a limited Number of the original and official "CARS AND COFFEE - INVERNESS" stickers available and people brought cakes or simply made donations.

Thanks to a high turn out we managed to raise £800 which is very impressive for a couple of hours on a Sunday morning.



Beaully to Beaulieu

Monday 18th September

If like me you're a reader of Practical Classics you may have spotted them talking about Craig Cheetham making a charity run from Beaully to Beaulieu, as they share a name but obviously not the spelling. Richard Lashley managed to find him.

"I met with Craig Cheetham from Practical Classics in Beaully this afternoon, as he started his charity run in aid of Aortic Dissection UK and Ireland, to the National Motor Museum in Beaulieu. Bit of a rush – I only found out at 10.30am he was leaving today despite having contacted the magazine twice earlier. My earlier info suggested he was leaving on Wednesday – but better late than never! You will see that his mode of transport is a 1995 Rover recently saved from the scrapheap, MOT'd last Thursday and re-MOT'd Friday following the fitting of new front brakepipes!



What a really nice guy – he tells me that he has bought a property in Beaully for renovating as a retirement home in a number of years time, so is a fairly regular visitor. Apparently he has a P38 Range Rover stored in Nairn when he's not at home here. He was asking what the HCMC was doing at Christmas time and I gave him a very brief idea of our activities. I did suggest he joined the club – which he thought was a great idea – he particularly liked the idea of evening runs during the summer months. He was heading for the Lake District tonight and the near the south coast tomorrow for meeting with the National Motor Museum staff on Wednesday. I made a small personal donation to the charity – I wonder if the Club or members may wish to donate, which can be done online at justgiving.com/page/craig-cheetham-beaully2beaulieu

For the future, I'm sure he might be willing to present a talk to us - 'Tales from Practical Classics' possibly, at one of our winter meetings, if the timing was suitable." Richard



And he made it! Beaully to Beaulieu, including the drive up made it a 1,276 mile journey and donations topped £1500 and it's still growing.

Craig says he met some wonderful people, and was overwhelmed to have raided 150% of his target.

"Amazing. Thank you all so much. I couldn't have wished for a better birthday present." Craig

If you want to find out some more, you can read about it in Practical Classics, though I can tell you Richard doesn't get a mention. On this occasion. Editors have to be ruthless sometimes!

THE CARS IN MY LIFE

Nicol Rainy-Brown

Last month I touched on the beginning of my love affair with the motor car. As I continue with this series of anecdotes (Editor permitting), I will endeavour to keep the narrative in chronological order. [Unlike the Editor.] However, this intent may well fall by the wayside if my somewhat dodgy memory is jogged into an interesting story.

After the Alvis, came a brand new 1955 Humber Hawk (mark VI) Estate car; a rare beast. This 5 door estate car had the same overhead cam, straight four, 2267cc engine as the saloons, with a four speed manual box. As a young nine year old, I delighted my father by comparing the Humber to a Rolls-Royce!

How would a nine year old know? Well, sometimes when the family needed a taxi, the local firm would

arrive at the door, with a 20-25hp Rolls-Royce; there were no other "taxis". These cars were powered by a 6 cylinder 3669cc engine, and were made between 1929 and 1936. I remember that on the rare occasion when there was an emergency, the rural Bobby abandoned his official police bicycle and requisitioned a taxi. Yes, you've guessed it; he would arrive in a Rolls-Royce!

Meanwhile, at home, the fleet was increased with the purchase of a Ford Thames 300E 5cwt van; (1954-1961). This vehicle had Ford's side-valve 1172cc engine. This was a short term vehicle as a brother took over ownership after passing his test. (Followed by a very large Humber!)



My own first purchase was another Ford Thames; but that's a different story for another day.

Next time, the Hillman Husky, and a chilly day in a Standard Vanguard Six Estate.

Nicol.

DAUPHINE,

ONE of the prettiest cars ever built, the Renault Dauphine is a vehicle which inspires strong reactions from different people. Some drivers like it, others claim it to be skittish.

Its virtues are reliability coupled with a peppy performance and economy. The overhung weight of the rear engine makes the tail likely to slide in the wet—though breakaway point is easily sensed—but gives excellent traction on slippery climbs.

The Dauphine's power unit is a 30 b.h.p. water-cooled 845 c.c. o.h.v. four-cylinder engine. There is a choice between three- and four-speed gearboxes; and a Gordini version with a tuned engine giving 40 b.h.p. is also produced. This invariably has a four-speed box.

Inherent faults on Dauphines are mainly in the bodywork and the electrical systems. Body panelling is of thinner gauge metal than is usual and the car is consequently rather more vulnerable than most to denting. In addition, premature rusting is often experienced and the chromium plating is not of the best.

The 6-volt lighting system, too, is not wholly satisfactory. Some of the earlier cars have sidelights incorporated in the headlamps which are too dim to be safe for driving.

Maintenance. As the Dauphine is not equipped with an oil filter it is vital that oil changes should be carried out regularly at the recommended interval of 1,500 miles. The car is extremely sensitive to its tappet adjustment, and when making the settings the engine must be completely cold. The carburetter flange nuts also tend to work loose unless they are regularly tightened.

Improving performance. A number of tuning kits are available for the Dauphine. They include twin-carburetter conversions; modified cylinder heads; and special camshafts. Handling can also be improved by lowering the rear suspension, and by gearing-up the steering.

Accessories. Most commercially-produced accessories can be adapted to the Dauphine, and it is possible to employ some of the more luxurious Gordini items.

SPECIFICATION

Engine: 845 c.c., 4 cyl. o.h.v.; bore 58mm. x 80mm. stroke; C.R. 8:1; 26.5 b.h.p. (net) at 4,200 r.p.m. **Gear-box:** 3 speeds; floor change; all synchromesh; ratios: 4.5, 7.8 and 16.1:1. 4 speeds on Gordini. **Brakes:** Hydraulic, drum. **Suspension:** All-independent coil, front and rear. **Tyres:** 135 x 15. **Tank capacity:** 7 gal. **Dimensions:** 12ft. 11in. length, 5ft. width, 4ft. 9in. height, 6in. ground clearance. **Boot:** 7 cu. ft. **Weight:** 1,433lb.

Acceleration: 0-30 m.p.h., 7.4 secs.; 0-60 m.p.h., 35.8 secs.

Maximum speed: 67.5 m.p.h.

Touring consumption: 45 m.p.g.



Farming Yesteryear

Jim Mackay

Farming Yesteryear at Scone scored with the good weather. I've given you all the lorries and a selection of the rest! The rare Classic Estate and the Austin 8 cwt Pick-up are both for sale! I've just realised, and very remiss of me, that I haven't included any tractors or stationary engines! Cheers, Jim.



And some classic cars...



Out and About



On a recent trip to Findhorn I spotted this 1989 Lotus Esprit 2.2 parked at the side of the road. It looked amazing in my opinion.

On a trip over to Stornoway I saw this 1988 Cavalier Mk2 SRi130. Back in the 80's when I was but a lad, this was a very desirable car. Even the standard 1.6 and 1.8s went well. Nowadays even kids are running about in much more powerful cars.

After last months rant about MG's, I turned up at work to find one parked in what is nominally 'my' space and I had to wedge the van in the gap at the end. Grr.

Bryan came round to show me his latest acquisition, a 51 plate Porsche Boxster in very nice order. Well done the Bryan for splashing out on a quality car for two. I sent this image out entitled "Just trying it for size" with no other info. Back came two replies, one from my nephew who said " Nice, snap it up. YOLO". That's You Only Live Once, as if you didn't know! The other reply was from my son-in-law who has been a Boxster fan for ever. "Needs a roof" to which I replied "Just press the button". Back came the response "And you get a Porsche in a tent. Still needs a

roof". Brilliant, I'm still amused days on. Is that the ultimate put-down? Cheers, Jim

[Boxsters are incredible value for money and if I had the space/time/money I'd buy one. Unfortunately Mrs Editor who likes all my current cars, doesn't like a Boxster. With or without a tent. Your Editor.]



This issue has a lot of pictures in it because of all the events to be covered. This has gobbled up all the 6MB of file size that I have so I have decided to leave the Dingwall Rotary Club show for next month, as with the onset of autumn I'm bound to be lacking content.

Editor

HCMC Events

5th Oct 2023 Moray Motor Museum Visit Moray Motor Museum Meet at the Inverness Retail park for Bus transport to and from the museum. You MUST register to guarantee a seat on the bus (limited).

See front page of website. <https://www.highlandclassic.org.uk/public/events/mmm23.php>

The entrance fee for museum (£15) will be collected ON THE BUS. Please try and bring correct money, thanks.

8th Oct 2023 Cars And Coffee - Inverness. Rollerbowl, Culduthel Rd. Inverness. 10am-12noon. A Quiet Social Gathering of 20th Century Classics plus interesting Sportscars, Supercars & Bikes.