

CLASSIC SCENE



November 2018

MORAY MOTOR MUSEUM



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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

At Moray Motor Museum.
1962 Ecurie Ecosse Tojeiro-Ford
1959 Lister Jaguar
Jaguar XK120

Welcome to the November Newsletter.

In tribute to our visit to the Moray Motor Museum, the cover of this Newsletter has gone racing green. It was a very interesting visit and if you like Classic Motor Sport with a Scottish twist it was hard to beat. There was a lot to take in with a lot of facts to squeeze into this Newsletter and I hope I've got them right! There was so much that I've decided to split the article into upstairs this month and downstairs next month.

It is much the same with Callum Beveridge's update on his second Citroen Dyane restoration. There was too much to fit into this edition, so more on that next month. Something to read in the darker evenings.

We have a lovely 'My and My Car' at the back of this issue. If you would like to feature in a future edition, please, please send your in piece in to editor@highlandclassic.org.uk

In your editors garage this month it has mainly been MOT repairs for the daily drivers with a successful MOT for the erm, neo-classic Ford Focus Mk1. It was starting to show a bit of brown stuff underneath so it has been abraded, treated, painted and waxed and then got an advisory for excessive underseal on the rear (newly replaced) brake pipes. It seems they like to be able to see them to test them which I suppose makes sense.

While I'm on about MOTs again. It was interesting to hear Darren McWhirter of Moray Motor Museum's view, that it was madness not to have an MOT and it's only going to take one bad accident involving an MOT-less classic for there to be a backlash. They MOT all their cars that go on the road.

Happy Classic Motoring,

Your Editor.



A nice we Austin A30 was spotted heading over the Kessock bridge and approaching the Longman roundabout.

Chairs Bitty



The wheels on the bus..... As we made our way to the retail park there was a green mini bus behind us. Hmmm we wondered, is that the bus for tonight? Yes it was. A very good turnout on the night, but then the Motor Museum is always a popular night out. The bus was fully booked. We already decided to take our car anyway, which was just as well as we ended up taking 2 passengers. And we were not the only ones going by

car. This year the museum owners made an extra effort. We got a guided tour of the museum, with little background stories for each of the cars.

Car wise things are relatively quiet, although my Skoda is going into the garage for a new clutch. The new windscreen was fitted last week – wow what a difference, I can see. Amazing how you don't notice the accumulated chips or scratches until you have a windscreen so clear that it looks as if there is nothing there. I noticed that I have been giving drivers dark looks if they overtake me on junctions, half expecting that they may throw up stones. All in the spirit of protecting my new windscreen of course.

The weather this month has been reasonably benign to us. I finally decided to tackle the woodwork on our little extension. The paint on the west facing side was starting to flake, mainly because of a crack in the woodwork. It has now been sanded, primed and painted and I hope it will be good for another 4-5 years.

Alice took advantage of the weather this weekend to grease up the springs on the Landrover in readiness for the winter. The Landie went for its MOT this month and passed with flying colours. Didn't do that many miles this year, just a meagre 500 odd.

Another reminder of the additional evening's entertainment that the club is organising for you in December. It is a social evening so take along your partner. There will be music, nibbles and other entertainment and details should be elsewhere in the magazine.

The planned visit to RimTech fell through. However, our fellow member Richard went the extra mile and managed to arrange a visit to the Wheel Specialist on Shore Street instead. Usual time 19.30pm.

See you on Thursday.

Trish.

An update on my current Citroen project. Everything was going fine – I replaced the front parcel shelf then welded in the new bulkhead, and thought I was making good progress.



I then made the mistake of turning the shell over to get a good look at the bottom – big mistake!



Given the paltry sum of money I paid for the car, I didn't feel it necessary to get my knees dirty actually looking under it before sealing the deal. This was to come back and bite me big time. I retired indoors at that point for a large tumbler of Laphroig...

That was over 3 years ago and since then I've not done much to the car, but in the last few months, I've got interested in it again. I've dismantled the rear end of the car – panel by panel, mostly made new panels from Zintec sheet and re-assembled it - bit by bit.

The car been 'restored' before - destroying much of the original structure. What was there, was rotting away leaving piles of flaky rust behind.



Work has started on the sills...

Will this car be saved or scrapped?

Find out next month.

Editor

MORAY MOTOR MUSEUM

Club Visit

Thursday October the 4th 2018

After our coach ride from Tescos car park, we assembled at the Moray Motor Museum, Bishop Mill, Elgin, paid our dues and were split into two groups to visit the upstairs display area or the downstairs garage area. Our groups host was Darren McWhirter, who is very involved in historic racing. He showed us around and took us into a world of Ecurie Ecosse, Tojeiro, Lister and Lagonda.

The Upstairs Display area

This luxury Daimler was owned by the local Christies family. It was the car to have before Bentleys came along. It had two bodies, one for winter and one for summer. When it was brought back to Morayshire, it was discovered that the Christies still had one of the bodies hanging up in their garage. An elderly local man remembered getting a lift on the running boards and said, 'It was known as the car without an engine because it ran so quietly.'



In the same area was a Renault AX and an Austin 7 commercial van 'Which is OK if you like that kind of thing,' said our racing host.

Further along was a Bentley 4.5 litre 1929 Sports version with a 6" shorter chassis, a Fraser Nash BMW 328, 1937 sourced from Newton Mearns Glasgow, and then a Jaguar SS100 chassis No.8 so known as 'old number 8.' It was a private entry in the 1936 Alpine Rally, which it won, then track raced, developing a drilled chassis then a supercharged engine. It has the right chassis and is very original.



The Settrington Cup, Goodwood Revival

2TUF Number 8 is an Austin J30 pedal car. Young Callum McWhirter endured 8 weeks of training and then won the 2018 race. It is a serious event with RAC scrutineering for correct bearings, pedal crank stroke or other illegal modifications. The video of the race on Facebook has had 16 million views. Hopefully this link will work.

<https://www.facebook.com/Goodwood.Revival/videos/232598134102285/M5NjA2MzA4MDA2MzoyMDY0NzgzMzczNTQxMzE0/>



Next to the pedal car we have another but more standard red Jaguar SS100 with wings and an intact chassis.

The Blue car is a 1963 AC ACE fitted with a 2 litre Weller engine which is a 1919 design. Darren thought it was better than Bristol engine fitted in some later models.

677 DAR is a Tojeiro-Bristol which was raced at Ingleston, and now competes in historic events. It weighs around 8-900 Kg and has nearly 400hp. In historic class racing, tyres are the weakest point in it's performance. John Tojeiro was a racing car designer of the 1950s and 1960s. He was most famously associated with the Ecurie Ecosse team, (both names that featured regularly during our visit,) and for designing the chassis of the AC Cobra.

The chassis of 677DAR was donated from the owners Aston Martin Lagonda V12 race car which we will come to next month.



XK120 roadster NAU660 'Is a hot rod!' Raced by Darren McWhirter with performance figures 0-60 3.5secs, 0-100 7secs and a 175 mph top speed. It has a full race engine and is thought to be the fastest XK120 in existence.



The 1959 Frank Costin 'Lister' Jaguar (Number 45) was built to compete in Le Mans but the organisers made it a 3 litre class allegedly just to annoy Jaguar and it wasn't that competitive a car. Later rules allowed a 3.8 litre engine and the car was transformed. Darren described historic racing at Le Mans as, 'OK in the daytime, but night-time was scary. You can't see much ahead at 170mph on the Mulsanne straight, surrounded by trees and no lighting. You can't even see the instruments.'



The Talbot Sunbeam Supreme 90 - 1955 on the left was one of the McWhirter families earlier restorations and boasts one of the finest paint jobs in the museum. On the right is an Austin Nash Metropolitan. 'If you like that sort of thing.'



This XK120 was originally a Glasgow car and was well known on the Scottish Motorsport scene, particularly the Bo'ness Hill climb, Scotland's first purpose built motor sport venue. The car has moved around. Scotland to Hampshire to Australia and then owned by a South African living in Japan. Darren McWhirter managed to trace the car and bring it back to Scotland. Former Ecurie Ecosse driver, Ian Stewart drove it at Bo'ness in 2012 for a display drive but being a racing driver managed to stove in a rear wing on the track.

As well as racing cars, Darren has a love of old Land Rovers. This restored Series 1 has been used on off road trials though the drivers said they felt a bit like Wallace and Gromit. Once more aggressive tyres were fitted though, it managed to out drive more exotic, snorkelled off-roaders, much to Darren's delight.



This was my favourite exhibit, a 1962 Ecurie Ecosse Tojeiro-Ford. Originally it had a Buick engine then a Ford V8. It was raced by Jackie Stewart for Ecurie Ecosse and the design is a forerunner of the GT40.

The Gull wing doors were designed so that drivers could get in and out while wearing their helmets. Oh, and it is very fast.



This 1929 Rolls Royce Phantom 1 is a 'Maharajah' car. It was built for hunting in India. You could stand up in the back and it came with two huge lamps attached to either side. Lamping for tigers anyone? It has a 7.5 litre straight 6 engine.

There was a BMW 3 wheeler showing an interest in quirkier cars, and an AC Aceta. Darren said, 'It doesn't go far' meaning it's not nice to drive.



Towards the end of the museum level tour was an XK150 restored by Tom McWhirter, originally a Glasgow car. The upholster done to a very high standard by a polish man who stayed in the Moray area after the war. Apparently

he had hands like shovels from working leather. The AC Cobra 259 is quiet, all low rev torque and is deceptively fast. There was also a Jensen 541, an E-type jaguar originally an Inverness car, and a Ford Granada also an Inverness car kept in immaculate condition by it's previous owner.





Who remembers the Ecurie Ecosse (Scottish Stable) Commer Transporter, or had this as a toy? The real one has been restored and makes appearances at historic racing events. The downstairs garage will be in an article next month. If you've never been to the Moray Motor Museum, it's a must see and well worth the trip.



Cars and Coffee @ Rollerbowl



Sunday October 14th

Despite a poor forecast the rain held off and it was another successful turn out with over 100 cars visiting the Roller Bowl car park. Here are some pictures to show just a selection of cars that came along.



Laigh o' Moray Vintage Rally – Roseisle

Graeme Bremner

Another early start for this show, I picked up my father-in-law and then it was a leisurely run through to Roseisle with the weather improving the further east we travelled. Having never been to this show I didn't know what to expect but upon arrival the cadets were in full show with a warm welcome, directing us to the car area and we promptly parked up and set to finding some breakfast!



The show promptly filled up and soon the gates opened to the public. Our first stop was to the steam engines, with my father-in-law being an engineer he was in his element and you have to just stand in awe at these goliaths moving around the show ground, fantastic smells, coal dust and grease, what's not to like!! It's been a while since I have been around steam powered vehicles but memories came flooding back and it definitely won't be my last time!



Once I finally found where to register (I mistook the enormous Ferguson Tractor Club tent as registration) I got the car all set up with its info sheet and of course the HCMC leaflets and it was off to see what other exhibits were on show. A fantastic array of machinery both agricultural and commercial were on show and was fantastic to see that it all still worked, just goes to prove these things were built to last!!



Overall I really enjoyed this show, great array of exhibits and I even managed a wee run around the show ring to get the car even more attention. I will definitely be back to this one and again would highly recommend it to anyone next year.



More Photos can be found on the HCMC Facebook page.

<https://www.facebook.com/HighlandClassicMotorClub>

Christmas Night
1st Dec, Inchmore Hotel.
7.30 PM

**Club members (and partners) are invited to our special
Christmas night**

**Music, Nibbles,
Dancing Girls*, Secret Santa.**

**Only £5 for an amazing evening
Limited places, give names to Bryan**

***Maybe not**

Me and My Car



Car: 1972 Fiat 500L

Owner: Mike Packer

Type: Family Car of the People 1957

Engine: 500cc air cooled, 22bhp

Performance: 0-60 only with downhill or wind assistance. Cruises happily at 50 on the flat.

How long have you had it: I bought it locally in September 2018 after it had been dry stored for 15+ years. After owning a 500 in 1976 that didn't survive I had to have one again.

What work have you had done: Thankfully it was MOT'd before purchase but the paintwork was poor. A back to bare metal re-spray was carried out locally and the replacement and addition of trims lost over its life.

What do you like about it: It's incredibly small and uncomplicated. Fun and challenging to drive without synchromesh.

What makes it a classic: Italian styling from the 50's

What other cars do you own: 2014 Alpha Romeo Guilietta, not a classic.

Note: In 2006 the Fiat 500 was voted the "world's sexiest" car by Top gear Magazine with "the allure of the wholesome and uncomplicated" (I have a P&J press cutting.)

Events Calendar

1st Nov 2018	Visit to The Wheel Specialists	26 Shore Street, Inverness, IV1 1NG	The Wheel Specialists at Shore Street, Inverness will be very pleased to do demonstrations of their work for us. Meet at 19:30 NOTE THE CHANGE OF VENUE!
11th Nov 2018	Cars And Coffee - Inverness	Rollerbowl, Culdu-thel Rd. Inverness	10am to 12 noon. Park up, buy yourself a hot drink and snack from Rollerbowl and the check out what's in the Car Park.
SATURDAY 1st Dec 2018	SPECIAL EVENT! HCMC Christmas Party Ceilidh	Old North Inn, Inchmore	This is an additional Club event on the first Saturday night of December 2018. Full details inside this Newsletter. Food, Music, Entertainment, and Car Pooling for travel.
6th Dec 2018	WW1 Moray Firth Area Naval Talk	Chanonry Sailing Club, Fortrose IV10 8TP	Exclusive HCMC Naval Talk in the comfort of the Chanonry Sailing Club, St. Andrew's Walk, Fortrose. Meet 19.30.

Always remember to check the website for the latest details. Events can change at short notice.