

CLASSIC SCENE



November 2023

MORAY MOTOR MUSEUM



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Cover Picture

Moray Motor Museum
1954 Lagonda V12

Welcome to the November Newsletter

Your Newsletter has gone all green this month, but don't worry not the climate type of green but British Racing Green after our trip to The Moray Motor Museum, and all their fantastic period racing cars in BRG. I remember the going to the museum as a younger man, and it was a different beast then full of classic family cars and less racing exotica. There are still some interesting road cars but the attention grabbers are the historic racers for sure.

I have a problem. My knowledge of classics from the 50's and earlier isn't great. It's an age thing. My knowledge of motorsport memories from that era is even worse. James Hunt is about where my personal recollections start and it's a shame because it's a golden era of skill, bravery and beautifully engineered cars. I might have to read up on it.

Bentley, Tojeiro, Cooper, Brabhams, BRM, ERA, Jensen Healey, Aston Martin, Lagonda, Nash, Jaguar, Bristol, Lotus, Ecurie Ecosse, such evocative words and that's before we get into the drivers.

No 'Out and About' this month as it's been weather for being indoors. Fortunately your editor has a garage and has been indoors fixing front suspension on the old emerging classic. I'll leave you to ponder what car that is but hopefully it will be out and about on the 15th November for the Practical Classics visit.

I've been having thoughts about the future of this newsletter. As you probably know, I've been doing it for sometime and I've gently been trying to get out of the editors chair for a couple of years. I do kind of enjoy it but it's a time thing. So I have an idea. Newspapers have an editor and a pool of correspondents such as...

- Chair (Big tick!)
- Club Night reviews
- Show Reviews
- Upcoming Events
- Cars and Coffee review
- Historical Motoring Articles

What would be required would be to 'file your copy' by a certain dead line. The copy would be a Word document written in Tahoma font size 14 - which has been the club font for decades. Photographs need to be resized to about 450 pixels wide or around 50kB included separately. I seem to spend hours just resizing pictures to fit. There is also the benefit mixing up the content styles. One to think about before the next AGM.

Your Editor.

Chairs Bitty

The wheels on the bus went round and round and took us to Elgin and back. Not the old McBraynes bus I was expecting, but a small luxury coach. A very comfy trip. Moray Motor Museum is a treasure as always, with small changes in line up ensuring that there is always something new to look at. In the garage/workshop below, my favourite was the DS23 in a lovely blue colour. Also admired was the desk and matching chair. There is still some debate whether it was just one very large cowhide or several smaller ones that made up the leather inlay on the desk.



In the past month there has been some very wet weather. We seem to have avoided the worst of it, although on Saturday the A9 was shut near Invergordon because of flooding. We used the rain to see whether there was any water leaking into the Smart. When we were in Edinburgh last month, we discovered that the carpet on the passenger side was sodden. You could literally squeeze the water out of the 2 inch foam backing. Rest of the car was dry. The carpet has been out of the car for a few weeks now to dry out. But we can't find where the water is getting in. All that rain, and the car is staying bone dry. A good thing of-course, but very puzzling as to how the carpet got so wet. The now dry carpet has gone back in.

With the bad weather, we decided to take the Landy for our weekly shop. Just as well as there were some substantial puddles across the roads. Surprisingly, the regular puddles on our backroad were not as bad as expected. The A9 had more substantial ones. But with the Landy, you can just splash through the lot. We were patting ourselves on the back for our decision for taking the Landy as the Merc, with all its fancy electrics, would not have made the trip in one piece.

Our Merc is having gremlins of the electrical kind. In the space of a few days the performance of the fan has gone from excellent to non existing. At this time of the year, not having a fan is not an option as you can simply not get the windscreen demisted (hurray Landy with its heated windscreen). And it is rather cold in the car unless you can get some speed up and get ram air through the heater. It will be another visit to our mannie at the garage to have a look at this.

This month we are having a re-visit to the rail depot in Inverness. I am looking forward to it, because we ended up missing the last visit. Details about where we meet up are elsewhere in the magazine.

See you there.

Trish

Moray Motor Museum

Michael Fraser

After a coach run through to Elgin we joined up with those members that had made their own way there and started the tour of the Moray Motor Museum and the downstairs workshop.



The tour started in the upstairs Museum where the cars on show covered a wide range of motoring history from a 1904 Speedwell to a Mark 2 Golf GTI exhibiting the progress in vehicles and vehicle technology over a short period of time. The Lagonda V12 and the video of its successful exploits at Goodwood seemed to catch everyone's attention. The race prepared Austin A35 also attracted attention.

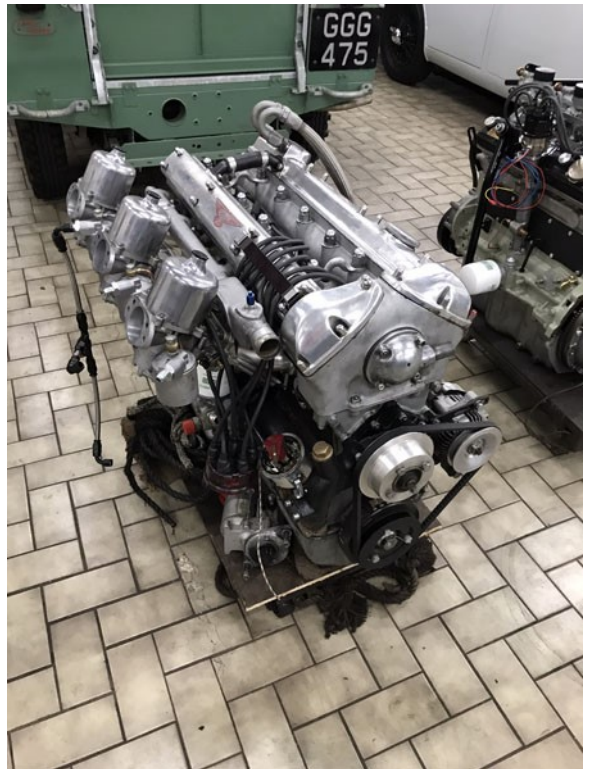


The downstairs workshop was opened and we all proceeded downstairs to see the vehicles there. There were a considerable number of Jaguars but with a Land Rover and a RHD Citroen DS also there. The original and unrestored E Type Jaguar was in lovely condition for a car of its age. It was also interesting that the Jaguar XJC had a cloth interior rather than the usual leather interior. The C type Jaguar was started up and its sound filled the entire workshop. The 1920s Rolls Royce wedding car was a sizeable machine although its tax disc holder did suggest it was a member of the micro car club!



After the usual "What would you take home?" discussion, [Tojeiro Jaguar –Ed] the visit ended with Darren McWhirter giving a short talk on his racing experiences.

Thanks to Daren and the Moray Motor Museum for hosting us and to Bryan for organising the visit.



Cars and Coffee

The rain didn't put too many people off and there was a decent turnout at this month's meeting. Well done to everyone who braved the elements and came along for a good blether at Rollerbowl, Inverness. Great morning. Remember even if there are less classics during the dark and salty season, it's still a great opportunity for a car related social. Don't be lonely this Christmas! Bum bum bum bum.

Speaking of Christmas, our November and December Meetings we will again be collecting new, unwrapped toys and gifts for MFR Cash For Kids "Mission Christmas" so keep an eye out for bargains and sales over the next few weeks so that we can pack the van for them once more. It's a great cause.



Strathspey Steam Gala

Richard Lashley

Here are a few photos of the Strathspey Steam Gala that was held on the 16th and 17th September in the presence of the Flying Scotsman which was in light steam but as a static display at Boat of Garten on those particular days. We had actually travelled behind it from Aviemore to Broomhill and back the previous day and it was in operation the following weekend.

It should also have been in operation on the 30th September and 1st October but had a minor bump on the 28th (into the very expensive Belmond carriages which were visiting the Strathspey) and withdrawn for safety checks. I would imagine this is a financial disaster for the Railway – such a shame.



The Gala was great – all of the traction engines, steam lorries and a steam car (the pale blue one in the photos) were in steam and drove up through Boat of Garten at the end of the day along with just a few classic cars and lorries with internal combustion.



Richard.

THE CARS IN MY LIFE

Nicol Rainy-Brown

Last month I promised that the next tale would concern a Hillman Husky and a Standard Vanguard Six Estate. However there are some other stories that perhaps should be told in chronological order; namely the 'school' experiences. From the age of nine I was 'educated' at a private boarding school, not far out from London. Amongst the staff cars were a Ford V8 Pilot, an early split-screen Morris minor, and an Austin A40 Sports.

I can never be described as an academic; and I would do anything to avoid the drudgery of sitting in class! As a result, as I grew older, I found myself responsible for, amongst other duties, marking out the cricket nets, and running track; spring cleaning the Chapel; and, you've guessed it, cleaning cars. Two vehicles in particular, a Bedford Dormobile minibus, and a gorgeous black 'Derby' Bentley.

Early one summer, after 'lights-out' I heard the sound of a car, on the gravel driveway, drawing up under our dormitory window. I slipped out of bed and went to the window, drew back the curtain just enough to see, and hopefully not be seen. Low and behold, parked in the driveway, was this beautiful 'Derby' Bentley.

The headmaster was giving it a good looking over, prior to driving off, presumably for a test drive. I retreated to my bed. From then on, for what seemed like months, a procession of beautiful Bentleys came up that driveway. A particular favourite was a grey model; "please buy this one", I prayed; why? Well it had an Edinburgh registration; that would remind me of our Humber Hawk; both cars carrying a 'WS' plate

Moving on; eventually a lovely black Bentley graced the driveway on a permanent basis. My job was to clean it; never had a car and child had such a devotional, emotional relationship. Travelling in it was pure ecstasy. Happy memories.

Looks like the Standard and the Hillman will have to wait a bit longer.

Editor: Picture stolen off the internet for illustrative purposes.



D.K.W. JUNIOR

DESPITE its diminutive size—the 40S version has an engine of only 741 c.c., and the 800S an 800 c.c. unit—the two-stroke D.K.W. is a lively performer which offers ample room for four. It could, perhaps, be described as "the car with the least". Its three-cylinder engine dispenses entirely with valves and valve gear; has no water pump; utilises a simple form of fuel pump actuated non-mechanically by the changing pressure in the sealed crankcase; and in place of a distributor has three contact-breakers actuated by a cam on the crankshaft nose.

Lubrication can be by a 40:1 petrol mixture, or by means of a Lubrimat throttle-controlled oil pump which feeds oil to the engine according to the throttle opening and the load.

Apart from the irregular idling which is a normal two-stroke characteristic the D.K.W. has no particular shortcomings. It is, however, a car which has to be driven on the brakes to some extent, as there is little inherent braking power in this type of engine unit.

Also, the air for the interior heater is drawn in over the engine and the exhaust pipe by means of the fan which serves the cooling system. For this reason it is vital that no leaks should be allowed to develop in the manifold joint, or at the junction of the manifold with the pipe.

Maintenance. Mechanically speaking, there is little enough to maintain, and the only job which needs to be done regularly on the engine is to clean and gap the 18mm. sparking plugs.

On the chassis, the setting of the front torsion bars should be examined from time to time, since with use these tend to settle. Work on the transmission is limited to greasing the clutch cable—these have been known to snap if allowed to operate dry—and adding oil at 18,000-mile intervals to the constant-velocity joints on the front-wheel drive shafts.

Improving performance. Each two-stroke engine requires individual tuning, and few respond to "bolt-on" kits. The British concessionaires can, however, undertake to tune these engines.

Accessories. These include wheel trims; a half-horn ring; and a parcel shelf net.



SPECIFICATION

Engine: 741 c.c. 3 cyl. 2 stroke; bore 68mm. x 68mm. stroke; C.R. 7.2:1; 34 b.h.p. (net) at 4,300 r.p.m. **Gear-box:** 4 speed; front wheel drive; column change; all synchromesh; ratios, 3.6, 5.4, 8.6 and 14.5:1. **Brakes:** Hydraulic, drum. **Suspension:** Independent torsion bar front; torsion bar controlled dead beam rear. **Tyres:** 5.20 x 12in. **Tank capacity:** 7½ gal. **Dimensions:** 13 ft. 0½ in. length, 5ft. 2in. width, 4ft. 8in. height, 7½ in. ground clearance. **Boot:** 14.9 cu. ft. **Weight:** 1,540 lb. **Acceleration:** 0-30 m.p.h., 6.3 secs; 0-60 m.p.h., 30.5 secs. **Maximum speed:** 75 m.p.h. **Touring consumption:** 38 m.p.g.

Dingwall Classic Car Show

The Rotary Club of Dingwall "Classic Car Show" was a great success way back on Saturday 2nd September. I held this article back for space reasons, and now it's nice to reminisce about the nice weather and light we probably didn't appreciate at the time.

The car show is part of the Rotary Club's Feil Maree which is their relaunch of an old 19th century street gathering re-designed to give fun to young and old and many different attractions. It runs from 11am to 3.30pm at Cromartie Car Park, Dingwall.

A handful of our membership made the trip and saw many lovely Classics and all their owners getting the craic.

"A very enjoyable day out, well done to everyone involved in organising it."



HCMC Events

Thursday 2nd November. **7:00PM** Club Night visit to the Scot Rail Engineering depot. This is very impressive, especially if you like your engineering big. It's a privilege to be allowed inside.

Access via a gate into the depot, behind Kwik Fit, off Longman Road. The motorised gate will be opened and there is a car park in the depot.

Note the earlier time of 7:00PM

Sunday 12th Nov 2023 Cars And Coffee - Mission Christmas. Rollerbowl, Culduthel Rd. Inverness. 10am-12noon. It's time for our usual Christmas charity. Bring along an unwrapped toy suitable for children, and help turn some youngsters Christmas day around.

Wednesday 15th November. A day out with Practical Classics. Email james.walsh@practicalclassics.co.uk to find out more. A number of us have already. Promises to be good whatever the weather does.