

CLASSIC SCENE



40th Anniversary

December 2019



MFR Mission Christmas with
Reliant the Scimitar



Classic Motor Show
2019 at the NEC



Man works
sewing machine

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Classic Scene is published on the Thursday preceding the monthly meeting. 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

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Cover Picture

A selection of images to reflect the contents of the newsletter. I'm trying to be like a proper car magazine, but it's not as easy as it looks!

Welcome to the November Newsletter

This month marks the end of the Ruby anniversary celebrations and I am posting out the Ruby Anniversary Newsletters to those who haven't managed to pick one up. Due to high demand from former members, we've pretty much run out, so if you accidentally get two could you let me know?

Due to shifts at work I was late for Alan Goff's talk at the Old North Inn November meeting. With almost perfect comic timing I arrived to hear the round of applause at the end. I could tell from the volume that it must have been good. I made the effort to attend so I could hand out more Ruby newsletters and there was a nice wee social chat afterwards. I have recently obtained a vintage Singer sewing machine to repair clothes, sails and car trim, and so began a lengthy and enthusiastic conversation about sewing machines with several members. Ian Thomson told us of when he broke Judith's one, but then replaced the broken gears and managed to re-time the mechanism. Impressive. And did you know you should adjust the tension so the threads cross over in the middle of the material? You do now.

In the editors garage this month progress was made on the Clio 1.2 which will be up for sale soon so if anyone wants a fairly cheap runabout get in touch. The Focus Mk1 (future classic) had a bit of rust treatment, some work for the MOT and a service. Mrs Editor and I took it on a holiday up near Ullapool and the old Mini got a shot in the garage as it was looking a bit damp inside. On holiday the Focus wiper linkage failed, and the easiest fix was to drive back home and swap for another car! After our break, I tried bigger and bigger pullers until the wiper arms came off with a crack, and then made a short term fix to the linkage. The long term fix has been ordered.

The next job was a look at the dampness inside the Mini which became (sort of) interesting. So water had got inside through the sunroof and the front carpet was wet. However the rear carpet was also wet and even once I took it out, water kept appearing. The floor pan is covered in factory applied bitumen which it appeared had slightly lifted and there were wee channels of water running around between it and the steel panel. I chipped away at it with an old chisel until everything looked dry. The Mini will have to spend winter outside as I have too many cars but it has an old custom shaped cover with cute pockets for the wing mirrors and thankfully I never did get round to finishing the paintwork.

Your Editor

Chairs Bitty

Thanks to Alan Goff for 2 trips through the past. The first one starting with letters found in his father's belongings, the second out of curiosity on family history. It gives these stories that bit more of a personal edge than any old TV documentary. I was surprised how much in the way of information and images are available on-line about the periods in question. We were amazed at some of the photographs capturing action at sea. As someone said: "and that in a time where there were no mobile phones with camera's". And we learned a bit more about Inverness too.



So the Skoda's abs ring got fixed with a replacement hub and is pottering along nicely again. The central locking is still playing up, although I've managed to get to the point where most of the time it will lock and alarm with the key. Sometimes it only locks and once in a blue moon I get ignored. There is no rhyme or reason that I can see and I've just accepted that this behaviour is a new quirk of the car.

The Landy sailed through its MOT again, but the mannie at the garage mentioned that the oil leak from the transfer box really needed to get looked at. I went round to the Longman for some oil seals and a gasket and the Landy was duly presented to the garage for the works. "A dream to work on" our mannie declared. On top of this work Alice decided that after 15 years the tyres were due for replacement. And rather than cross-lies, the wheels got graced with radials. Oh, so much quieter on the road and the ride a bit comfier too. With all that done, we are ready for winter.

This month we'll meet up at Rollerbowl for 19.30 and for those who feel like a bit of action, a few lanes have been reserved at £6 p/p. I've been cutting out 2 for 1 vouchers which we should be able to use per lane. If action is too much, do come along to cheer us on, or tell us how you could do better if only your hip/knee/arm..... As it is December, this night is also our Secret Santa night. Bring along a little present for good cheer.

See you there,

Trish.

LANCASTER INSURANCE

CLASSIC MOTOR SHOW

NEC BIRMINGHAM



Mid November saw me on my travels again – a flight to Birmingham Airport and the National Exhibition Centre where I met my youngest, Graeme, who had travelled up by train from Cheltenham, for a visit to the 'UK's biggest and best' Classic Motor Show over two days.

Well, where do I start – the show is vast, using six of the NEC halls and covering the area of over 15 football pitches – just overwhelming when you walk in (and that's with only one hall in view!)

The first hall was primarily allocated to dealers, perhaps about thirty of them, each displaying their 'showroom' of classics from exotic Jaguars, Porsches and the like down to everyday motors. A basic Hillman Minx, Arrow series from 1969 caught my eye – when was the last time you saw one of these? Then there was the Morris Minor 1,000,000 – one of 350 lilac painted with white leather interior to celebrate the first British car to exceed one million sales – just outstanding. On past some exhibitors from insurance companies to bespoke engineering companies we came to half a hall of Silverstone Auctions – 120 cars and endless automobilia for auction over two days. Entry to this site was by catalogue only (price £10) so not wanting to waste time/money we looked in from the perimeter picket fence. The highlight was an 1950 Aston Martin DB2 estimated at £390-450k but selling a huge range of vehicles down to the likes of a 1991 Peugeot 205 GTI 1.9 (£15-18k), all beautifully presented.



Into the next hall, primarily for specific car clubs, we passed through endless stalls selling tools, new parts for every possible make of car, second hand parts for anything (had fun impressing Graeme on my knowledge of rear light clusters from

saloons from the 60's), accessories, posters, books, wiring, carpets, paint, polishes, filler – you get the idea. One stall had a huge board showing samples of rubber door and window seals of every possible profile, all listed under their use on the various manufacturers. Furflex door seals, sold by the metre in red, green, blue, beige and black – just unbelievable. The car club stands stretched into the distance with huge numbers of cars – you could trace the history of most British models through their history with examples of every, say, Vauxhall Viva, Ford Zephyr/Consul or Austin 1800/2200/Princess. We spent half an hour with a member of the Opel Owners Club enthusing over his rebuilt Manta, just perfect, and an Ascona, the latter similar to my own car in the 80's. A brief discussion with members of the Autobahnstormers gave me some tips and a source of parts for my Senator. They were showing a Lotus Carlton and a 5 litre Monaro amongst others.



The Citroen stand had a great collection of their technology through the ages including several Traction Avants and perhaps the ugliest car in the world – the Ami 6 – so ugly that it is strangely beautiful. More makes at every turn, A40's, Rovers, Volvos, Fiats, Fords in their scores, Land Rovers, Rileys, Wolseleys – just about everything you can think of and many more that you can't. So much, that in reviewing the programme when I

got home I realised that there was so much I missed – maybe a visit next year then!

Onwards into yet another hall and the Practical Classics rebuild of an E Type on stage – we could have stayed there for longer but there was still so much to see that we did not wait long. I'm not sure if they completed it sufficiently to drive it off stage at the close of the show on Sunday.

I took so many photo's that they cannot be reproduced here in their entirety but have included some of similar cars owned by the HCMC stalwarts and some of interest to me. For Callum it had to be a yellow Citroen – there was a Dyane (in red) but the Merhari is much more interesting. The gold Scimitar and the blue Aston were





stunning and the military Land Rover might be handy for membership renewals. The sporting Sierra is for Calum [Payment is in the post—Editor] and the blue VX 4/90 is almost identical to the car I learnt to drive in (my father's was just one trim level lower, a Victor 2000SL). And of course, that Ami 6.



So, a great time was had by all, two days of nostalgia but simply not enough time to see everything. I can thoroughly recommend a visit – travelling arrangements are easy with the airport (and station) adjoining the NEC complex and accommodation is close by.

Richard Lashley

9th / 10th November

Out and About



On your editors autumnal break in Ullapool I spotted this lovely Volvo P1800S which looks like it is from the Netherlands. Certain members will know better than me. It was seen in the car park outside Tesco's. Where else?

A TALE OF TWO THERMOSTATS.

What's the difference between these thermostats?

Well, the one on the left isn't working, and is the cause of the overheating issue in the DB7. The one on the right is the replacement. A new one from an Aston agent would cost £56.73.

The one on the right is a Jaguar part supplied by SNG Barratt at £9.50

+VAT + carriage, about £15. So what is the difference? None. They are both Wax-stat 88 deg thermostats and are physically identical. The only difference is the price. It took me a while to track down the right part, but once again it just shows that there is a rip-off culture at the heart of the Aston Martin suppliers and I'm getting heartily sick of it. Owning one means you have to be a super-sleuth and be able to work out what other ordinary cars the parts came from. Mostly Jaguar, but some Mazda and one or two General Motors for good luck. I'd hate to think what it would cost if you just meekly took the car back to an Aston agent for everything!



Bryan

Miller, Sinclair & Sutherland,

c/o Y Lounge Bar,

Pentland Hotel,

Thurso.

Weel Folkies, Y tractor pullin hes come to a stop meantime. Young MacKay es still recovering an Trader clutches are like hen's teeth. Wattie hes started preparing y combine for y harvest an y B450 es stored in y shed once more, still wi y leakin fuel tap an y battery removed for use on y electric fence.

Young MacKay hed been lookin for a cheap kitchen sink on Gumtree when up popped a "for sale" ad for a Hillman Imp. Spellin hasnae been hes strong point an predictive text can throw up anything. Now chieillies you are not going to believe this but it wis a vannie down en y central belt, not any vannie but y vannie wi y land speed record. He recognised y Dickson Bates towbar which he wis intimate with during a past therapy session wi Big Rhoda, hes second cousin wance removed. Hit looked like Nicola ruined wan suit too many wi y tar an, wi y intended alliance wi Labour, hit wis not deemed wise to hev such a high profile vehicle. She hed decided to sell y vannie an look for a council house to fit in so till speak. Young MacKay recognised y historical importance o' this Impie despite hit beatin hes Spirit O' Ardvannich all those years ago an pit in a cheeky offer which wis accepted. Hit wis pit intill service towin a tandem axle trailer bought at y Dingwall Mart.

As ye know, we're very busy fittin oot all y extra NC 500 accommodation and we've y contract to lay a water pipe to y proposed rocket launch site at Y Moine which, as we all know, es at y back o' beyond. We wis on site fightin wi y pipe an y midgies when a

transporter arrived wi a rocket to test oot y suitability o y site. Noo, hits no every day we get up close an personal wi a rocket especially up here North o' y Ord. Not to miss an opportunity we slapped a Miller, Sinclair & Sutherland sticker on y side, not that we wis needin more business mind. Hit wis a big rocket an very impressive but wi y wund we get here hit wis swayin a bit. A steadyin rope wis quickly attached to y nearest anchor which wis y Impie vannie wi loaded trailer. Young MacKay started her up to tighten y rope an y practically fill race engine roared intill life throwin oot a burst o' flames from y stainless steel exhaust. We all knew that instant what wis going to happen an we all scattered before y rocket took off. Young MacKay wis half oot y door an hes Dickie boilersuit wis ripped off as y Vannie went skywards minus y rear subframe, practically fill race engine, Dickson Bates towbar an y tandem axle trailer. Y insurance company wis not going to believe this wan and Young MacKay wis despondent as hes Dickie boilersuit wis clean on that day.

Rumour hes hit that y Impie Vannie es orbitin at 18,000 mph which takes y Scottish record to new heights so till speak.

Best Regards, Wundy Miller.

Cars and Coffee

Hopefully it hasn't escaped your attention that at Cars and Coffee in November we were collecting toys and donations for Moray Firth Radio's Cash for Kids, 'Mission Christmas' appeal. It only took an hour to fill our 'Reliant' to the roof. Incredible!



Delivery has already been made to the MFR Cash for Kids Headquarters but don't fret, if you didn't make it along we will be doing it all again on Sunday 8th December at Rollerbowl to gather a few more Gifts.



There were a lot of regular cars but this month I am featuring a Renault Clio because that's what I have been working on recently and I have quite enjoyed it.





Bryan's Stag made it along again now resplendent with working overdrive and not needing the services of Mark's vibrant breakdown van. Whether you like your engine rumble in V8 or opposed two, we had it covered.



Hopefully we'll see you in December. If you can't make it Miles will also be collecting donations at the Club Christmas do on Thursday 5th December. Remember new toys, unwrapped, or money.

Pat Smith Rally Driver talk at Historic Wheels Club

The HWC have been exceptionally lucky to organise ex rally driver Pat Smith as their guest speaker on the 13th February next year.

Pat will recall her competition years from 1950-1991 and her most interesting account of participating in an 'all woman' entry in the 1970 World Cup Rally from London to Mexico. The meeting is open to members and non members and great attendances means more meetings like this in the future. For non members, please contact HWC to arrange a place.

February 13th 2020 at the Moray Motor Museum, Elgin. Arrive at 7 for 7.30pm.

Dream Garage

In response to last months dream garage suggestion Alice Brown was quick to send in her suggestion.

Here is my dream garage:

1. Land Rover 88
2. SAAB 99 EMS
3. Rover P6 3500s
4. Opel Ascona 400
5. Maserati 3200 (Maserati engined version)
6. Lancia Stratos
7. Ferrari 458 Italia Spider
8. Ford Escort RS1600 Mk1
9. Smart Roadster Brabus
10. Porsche 911 Carrera 3.2

Alice

My response would be, yep, yep but turbo, maybe, yep, maybe, couldn't fit in one, prefer a 308 because of Magnum, yep, got a Mini instead, and 911 3.0 SC for me. But then I still can't get my list under 32 and it keeps changing. — Editor.



Tickets now available for Historic Wheels Club John Cleland event at the price of £15/head (free of charge to members). Message their Facebook page, or contact Darren McWhirter on 07834422815. Numbers are limited for the 14th March at the Laichmoray Hotel so don't delay.

Why not be a traitor to HCMC and join their club for £20 per annum and you and your partner can go along at no cost? I bet they have a better newsletter.

LOCAL EVENTS

5th Dec 2019	Xmas 10 Pin Bowling Night	Meet in Rollerbowl for 7.30pm	All HCMC Members Welcome to Spectate or Participate - Bring a Secret Santa Present! We have reserved a number of 10 Pin Bowling Lanes, so the more the merrier. Approx- imately £6 per head. Meet in Rollerbowl for 7.30pm. Re- freshments available at the Bar.
8th Dec 2019	Cars And Coffee - Inverness	Rollerbowl, Culduthel Rd. Inverness. 10am to 12 noon	A quiet Social Event for all Car Enthusiasts. Park up, buy yourself a hot drink and snack from Rollerbowl. Featuring collections for MFR Cash for Kids Christmas Mis- sion.
14th Mar 2020	Talk by touring car legend John Cleland.	Laichmoray Ho- tel, Elgin. IV30 1QR	Tickets now available for His- toric Wheels Club John Cle- land event at the price of £15/head (free of charge to members). Message their Fa- cebook page, or contact Dar- ren McWhirter on 07834422815.
13th Feb 2020	Pat Smith will recall her competition years from 1950-1991 and of participating in an 'all woman' entry in the 1970 World Cup Rally from London to Mexico.	Moray Motor Museum Elgin IV30 4DE	This Historic Wheels Club meeting is open to members and non members. For non members Please contact us by pm to arrange . February 13 at Moray Motor Museum 7-7.30pm