

CLASSIC SCENE



January 2012

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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.

Archivist

Ranald Smith

The club has an extensive archive of information relating to all aspects of classic car ownership including technical advice etc. To access this, please contact the archivist, Ranald Smith, at Hawthorn Cottage, 2 Burn Road, Inverness IV2 3NG
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Cover picture

Sunbeam Talbot Alpine
Rally entrants 2011

The Chairman's Bit

I've recently received a research report on the British historic vehicle movement carried out by the FBHVC (and which our club took part in). It is concerned with; The economic and social benefits for the United Kingdom arising from interest in the preservation and use of vehicles that are over 30 years old."

The data was received from 4 sources - specialist traders; subscriber clubs; museums; and individual enthusiasts and some of the key findings were as follows:

- The historic vehicle movement generates business worth £4.3 billion a year in the UK of which nearly £1 billion comes in from overseas.*
 - Over 28,000 people earn some or all of their living serving the historic vehicle movement.*
 - 57% of businesses surveyed have been trading for more than 20 years.*
 - Over 850,000 vehicles made before 1981 survive and 82% of these are used no more than twice a month.*
 - Historic vehicles are responsible for no more than 0.24% of overall vehicle mileage.*
 - 31% of historic vehicle owners have a household income of less than £25,000.*
 - 68% of historic vehicles are valued at less than £10,000.*
- There are 4.5 million person-attendances per year at FBHVC club activities alone.*
 - 66% of traders are concerned that increasing regulation will hamper growth.*



Makes you think doesn't it.

Hugh Finney has contacted me to tell me that Andy Findley is very ill and is currently receiving treatment in Raigmore hospital. I'm sure everyone will join with me in wishing Andy a speedy recovery and our thoughts are with him and his family at this stressful time.

All that remains is for me to wish everyone a Happy New Year and see you all at the auction where some stunning bargains are sure to be had!

Michael

This Months Meeting

Thursday 5th January. Annual Auction at the North Kessock Hotel from 7:30

HIGHLAND CLASSIC MOTOR CLUB

Monthly meetings (1st Thursday of every month)

2012

January 5th	Annual Auction—North Kessock Hotel
February 2nd	AGM and Quiz Night—North Kessock Hotel
March 1st	tba
April 5th	Visit to Moray Motor Museum
May 3rd	Tour of Kinkell Classics
June 7th	Road run to the Altguish Inn
July 5th	Scenic drive to Coul House via Meig Dam
August 2nd	Scenic drive to Whitebridge via Foyers
September 6th	Visit to the Glen Ord Distillery

(Further details to be published in 'Classic Scene' prior to the individual meetings)

Dyane Restoration (Part 5)

The last entry in the Dyane Saga saw the car bodywork re-assembled for tweaking before being sprayed in primer. Since then, I've invested in a 2.5hp compressor and have been busy trying not to poison myself.



The spraying has had to be put on hold due to the drop in temperature (I did suggest that Christmas Day would be a good day to fire up the compressor, but the look I received suggested otherwise!)

In the meantime, I've removed the chassis from under the shell and got on with the job of building the rolling chassis complete with suspension, brakes and fuel. This completed, I could finally mount the body tub for the final time, allowing me to roll the shell around and gain access to the offside, which has been trapped at the far end of the garage since 2008!

Next job is to etch and fill all remaining bits and when the weather improves, put some colour on the car. I'm looking forward to having it finally painted, when I can then get on with rebuilding the interior.



Then there's only the gearbox, engine, driveshafts, roof, wheels, all four doors, tailgate, glass, carpets, etc etc. Why! I must be almost finished!

Callum



Editorial

Hello,

We've pretty much confirmed all of the club night events for the 2012 calendar, with just a couple a couple to sort out. The trip to Kinkell Classics in May should be very interesting, as they'll have completed their building work to provide a one-stop vehicle restoration service.

We've got a number of light night road runs planned on some of the UK's best motoring roads as well as a museum visit and the obligatory distillery visit.

In addition, we've got a couple of daytime events planned which kicks off with the 2012

Drive It Day. This will be held on Sunday 22nd of April and will take the form of a short run around the local area. This is an opportunity for the public to be made aware of the number of older vehicles still regularly used on the roads, and has grown over the past few years to become quite a large event. I would encourage everyone to blow the cobwebs off your cars and bring them along on the day, even if only to the starting venue on Harbour Rd.

Last month's meeting was the Christmas bash at the Old North Inn, Inchmore. It was a good chance to chat to fellow members over a bite to eat and a drink. The Secret Santa went down without any embarrassment this year.

A reminder that club regalia can now be bought in Inverness at the Highland Schoolwear shop in Academy Street. They can embroider the HCMC logo onto almost any of the garments they sell, so now you can go in and try things on before



you buy.

Also, a reminder that club subscriptions run from January to Dec, and are due now. The best way to pay is by Standing Order (on the back cover of the December Issue). Please fill in and send direct to your bank or alternatively, subs can be paid at the Jan or Feb meeting. Please bring cheques for £15 payable to H.C.M.C. Please note that we are trying to avoid cash payments (as there is inevitably confusion over at least one every year!)

This month's meeting is the annual auction of motor memorabilia (and all unwanted junk) at the North Kessock Hotel. Be there at 7:30 sharp else you may end up bidding on something upon late entry...!

If you've not yet taken the plunge, you can subscribe by clicking the link on the front of the club website:

www.highlandclassic.org.uk

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Local Events Diary

Here are some details of 2012 local motoring events that may be of interest to our members

April

22nd 'Drive It Day' 2012. Local run in conjunction with the FBHVC to blow away the cobwebs. Meet at 10:30 on Stadium Road for a short run around the local area.

May

6th Forres Theme Day

31st-5th June Shetland Classic Motor Show & Tours

June

2nd Kirkhill Gala Day

3rd Fraserburgh Vintage Car Rally

17th Tain Vintage vehicle Rally

30th Gairloch Gathering. Contact Douglas Gibson
douglasg@burach.org.uk

July

8th/9th 38th Scottish Transport Extravaganza at Glamis Castle

August

12th Historic Wheels Rally, Brodie Castle.

19th Dunrobin Vintage Car Rally

25th Fortrose Vintage Vehicle Rally

September

1st Dingwall Street Fair. Contact Donald Mackenzie 01349 861009

2nd Motor Mania—Grantown on Spey

8th/9th Knockhill Classic SpeedFair

15th/16th Selkirk Rally

If you notice any errors or omissions, please let the editor know.

Losing My Motoring Cherry!

My first wheels were... Well, they were attached to a red Austin Healey Sprite MkIV. The year was 1974, and this was a 1971 Sprite, which came complete with noisy first gear, and lots of fun! The car actually originated in Cornwall, and I think the owner moved up to Scotland for work related reasons. It was being advertised VERY cheaply for some reason – perhaps because the red paint was suffering a bit from exposure to sun, and had gone a bit “matt” in places.

Several years worth of enjoyable ownership followed, which saw a group of us barrelling around Scotland in a collection of Glasgow – based MG's of all shapes and sizes.

Unfortunately, this came to an (almost) final halt one night on the road out to Drymen, where I went round a corner too ambitiously, slid on leaves, turned upside down, and landed about 20 ft into a field – still upside down! How I escaped without any marks or injuries, I'll never really know. (The roof was down at the time, incidentally). The only damage was noticed several weeks later when the clothes I had been wearing that night turned to dust, presumably due to battery acid or

similar dripping onto them (I think the battery was at the rear of the engine compartment, close to the position where I ended up inside the car.

The Sprite was towed back to Glasgow, and underwent a gradual return to operation, initially with a bright blue one piece glassfibre bonnet / wing set up, but eventually back to full metal again. With a respray and many other small repairs to dents and missing trim, it was back on the road later that year.

The car provided almost totally reliable fun transport for several years afterwards, including trips up North to Wick / down South to London/ all around the middle bits – but always with a noisy first gear! And don't let anybody tell you they are only two seaters. We managed 6 one night with the roof *closed*, in a memorable (and totally illegal) trip down Glasgow's Great Western Road!

According to the DVLA website, the



car still exists today - although exactly where, I don't know.

Afterwards, there followed a 1966 MGB in Old English white – a great car, took it around Europe one year, along with several trips down to the Brighton area to see friends. We moved from Glasgow to Wester Ross about 23 years ago, and the car came up here with us. Luck didn't smile on it though, and a lack of adequate storage space coupled with other interests (children and work, mainly) meant that it eventually ended up in a semi knackered state near Inverasdale, where it may still remain today. Whether it still has a 70's Alfa Gtv parked on top of it or not, I don't know!

Interesting wheels through the years since then have been three 2CV / Dyanes, 2 Austin Ambassadors, Mini Clubman, a smoky but very capable Maxi, Volvo 240, a Mini Moke lookalike (a Scamp) and now onto the fourth of a run of Alfa Romeos. The current one is a 3.0 GTV – had it nearly three years now, wonderful car to drive with probably the best engine I've ever sat behind. Oddly enough, it comes from Cornwall as well, just like the original Sprite all those years ago.

Favourite memories from many years interest in Classics now, include once being a passenger in a Ferrari Daytona and later in a Jaguar XJ12 doing nearly 130 at night along the Helensburgh – Gareloch road, driving a Mercedes



300SEL 6.3 (*fabulous machine*), and experiencing the handling abilities that only a Mini can offer – something that most modern youngsters can only dream of!

*Finally, we had a number of classic and interesting vehicles along to Gairloch last year at our “Gairloch Gathering”. We'd like to boost the numbers this year, and would welcome any members along on the day – it's our local Highland Games, basically, and there's stalls / entertainment / evening dance and beer tent etc. Hopefully some of the members and friends can come along – the date is **Saturday June 30thexcellent weather a certainty! Contact me on douglasg@burach.org.uk if you would like to take part.***

Douglas Gibson