

CLASSIC SCENE



February 2011

The Chairman's Bit

The annual auction was once again very successful with many hilarious and totally useless lots. Mind you I got myself a pair of work boots for two quid. All I need to do now is get some thick socks and grow a bit! Laugh of the night has to belong to Willie who bought a bolster seat and then had to suffer the abuse along the lines of "now being able to see over the steering wheel" Many thanks as usual to Bryan the auctioneer and to Ian for keeping track of the money.



The AGM is looming so it is time to review the past year for my annual report.

Our first visit of the year was to Highland Web Offset in Dingwall where we were shown the process of printing 'The Inverness Courier' from start (input from journalists) to finish (sending the papers out). In May we visited CC Coachworks in Cannich. I missed this but everyone said how interesting it had been. It even resulted in one of our members putting some work their way, but more about this next month. June saw us at Andy Findleys garages where a pleasant evening was spent reminiscing (for older members) and "what on earth is that?" (for younger members). In July we visited the Cairngorm Brewery and in August there was a scenic run to Whitebridge. September saw one of our most popular evenings driving each others' cars at Brockie Lodge. I think we may repeat that this year.

The year's events were rounded off in October when we were giving a talk by Inspector John

Smith of the Road Policing Unit. Another successful night.

Of course during all this time were the other annual events run by ourselves and other clubs/organisations. Drive it a Day in April was well attended (thanks to Callum and Miles) as was The Fortrose Show (thanks to John and members from the local area). The other events in Dingwall, Tain, Brodie and Grantown were also very well supported and deemed a success by all those who attended.

Of course, as the old cliché goes, a club is only as good as it's members and I am pleased to say we have had quite a few new members join this year. So now is the time to get involved, as we are always looking for new blood on the committee, or to help organise events, (or to be chairman). The AGM is your chance!

Michael

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This Months Meeting

Thursday 3rd February 7:30pm. Annual General Meeting
and Motoring Quiz Night at the North Kessock Hotel.

HIGHLAND CLASSIC MOTOR CLUB

Monthly meetings (1st Thursday of every month)

2011

February 3rd	AGM and Quiz Night—North Kessock Hotel
March 3rd	Visit to Charles Perrins' Garage and latest Project
April 7th	Visit to Control Tower at Dalcross Airport
May 5th	Black Isle Brewery Visit
June 2nd	Road run to Fort Augustus
July 7th	Drive Each others Cars Night—Brockies Lodge, Kiltarlity
August 4th	Scenic drive to Whitebridge via Foyers
September 1st	Struie Run to Edderton Arms
October 6th	Cheese Factory Visit—Ardersier
November 3rd	Visit to Whites Metal Detectors, Inverness
December 1st	Christmas Club Night

2012

January 5th	Annual Auction—North Kessock Hotel
February 2nd	AGM—North Kessock Hotel

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



After 31 years, Bryans arm is now permanently fixed in the 'Auctioneer' position

Local Events Diary

Here are some details of 2011 local motoring events that may be of interest to our members

April

- 17th 'Drive It Day' 2011. Local run in conjunction with the FBHVC to blow away the cobwebs. Meet at 10:30 on Stadium Road.
15th-18th Austin Rally—contact Liz Bligh on liz@westbeachnairn.com

May

- 7th Highland Historic Classic Commercial Vehicle Rd Run. Meet at Dalmore Distillery Alness at 9.00 a.m. approx, for run to Kyle of Lochalsh and a tour round the Isle of Skye to finish at Kings Arms Kyleakin. (Dinner B/B only £38.00)
Contact:- charlie.munro21@btinternet.com or TEL:- 01349882220
1st Forres Theme Day (New Date!)
14th Inverness Classic Vehicle Show.
27th/28th Riley Rally based in Strathpeffer

June

- 5th Fraserburgh Vintage Car Rally
11th Strathpeffer Market Vintage Day
19th Tain Vintage vehicle Rally

July

- 9th/10th 37th Scottish Transport Extravaganza at Glamis Castle
31st Knockhill Classic SpeedFair

August

- 14th Historic Wheelsl Rally, Brodie Castle.
27th Fortrose Vintage Vehicle Rally

September

- 3rd Dingwall Street Fair. Contact Donald Mackenzie 01349 861009
4th Motor Mania—Grantown on Spey

For Sale: 1983 Mercedes 230E Auto saloon.

Beautiful condition approx
112,000miles. A Reg plate.SORN
and garaged for last 2 years but will
MOT no problem. Was £1,550.
Phone number 01349 865474
Hugh Vaughan



Hi,

A bigger issue this month, with the AGM Agenda on page 10 and a couple of classics for sale sprinkled throughout.

Last months meeting was the annual auction, and I came away far lighter in the pocket than I had ever intended. The PowerFile has already been pressed into service and my wife greeted the wallpaper stripper with much delight (how do you remove the interior of a Dyane?)

This months meeting is the AGM (no more than 5 minutes hopefully) and the motoring quiz, compiled by Alice & Trish, so there's no telling what we're in for...

The Dyane restoration has reached a milestone as I've welded the floors in and have now run out of things to weld! Still, there appears to be lots to rub down and prime, so I'm not finished yet.



Drive-it-Day preparations are underway with a scenic run around the Beauuly Firth planned, with morning coffee at one of the hotels en-route. Watch this space for more developments.

Callum

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Norman Dewis Talk

Historic Wheels Club have arranged a return visit by Norman Dewis, legendary Jaguar test & racing driver, which will be held on Thursday 14th April at 7.30 pm at the Laichmoray Hotel, Elgin.

This was very popular last year so they have arranged a bigger venue and all are welcome. There will be a small door charge to defray expenses.

Further details from Darren McWhirter (01343) 569326 or mcwhirter69@live.co.uk



Miles's Meanderings

I was hoping that I could start with some good news about my recently acquired VW Passat but I can't! You may recall that it was given a pretty terminal diagnosis last month once a thorough inspection underneath had been carried out.

I decided to advertise it for parts on Gumtree, in the vane hope that someone might be able to at least make some use of its (few) good bits but my only response to date has been from some "nutter" in Dundee who had grand ideas of driving up to collect it and then carrying out the work required to return it to the road.

As he was only offering me a hundred quid for it and Highland Car Crushers are currently offering one hundred and fifty quid for a car (at the time of writing – prices my fall as well as rise!) I wasn't that tempted, however much I would have liked to think of it being fixed up.

The final nail was banged into its coffin when my Father-in-law asked me to examine my conscience and really think about whether the guy had sounded like the sort of chap that would carry out the (probably impossible) amount of structural work needed or was he more likely to be shoving bits of two by two into chassis legs and covering chicken wire and newspaper sills with copious amounts of under seal!

It was going to be a tough decision but thankfully one that I did not have to make when the bloke failed to appear and now won't answer his phone to me! So, if anyone can use the parts they are still available at the moment, minus the headlights as my Father-in-law has commandeered those for his Haflinger restoration (and if any of you have parts for one of those then we would really be interested!)

Talking of telephones and modern technology

(no, if you look carefully, I did mention a phone) I had to laugh recently when my younger Brother appeared, unexpectedly, on my doorstep looking for directions to my parent's house.

Now, let me explain; he lives in Glasgow and tours the World with various Rock Bands doing their light shows. He has all sorts of up to the minute technology at his finger tips from computerised lighting desks, that can be controlled using his i-phone, to all his various personal gadgets like lap-tops, and i-pods.

The reason that he didn't know where his parents now lived is because they had moved house since he was last up (about a year ago but then, hey, that's Sons for you!) so he had called on me because they had moved close by (too close if you ask me but then, hey, that's parents for you!).

Although, with all that technology available to him, why did he not just phone them, "surely he has their number (or mine)" I hear you ask! Yes but he couldn't because having down loaded an update for his i-phone the day before the infernal thing had stopped being able to make phone calls, and not just his i-phone, but all the i-phones that had been updated.

Serves them right; should have bought a Blackberry! (Unless you find the writing on the screen too small to read and have to resort to off loading it at the HCMC January Auction, eh!)

Behold the joys of modern technology, all of which has even made my Brother's Rock n' Roll lifestyle, well; a little less Rock n' Roll. Touring as a Rock Band nowadays seems to involve sitting on some luxury Tour Bus, updating your Face Book page with your lap-top and texting on your mobile phone whilst listening to an i-pod.

Gone are the good old days of booze and drug fuelled journeys in an old Mini van, or something similar, between remote half-filled village hall venues, having to stop at public pay phones to ask for directions while feeding coins into the slot and playing your own instruments in the back for entertainment!

I know that these experiences will definitely ring a bell with a few of our older, imbibing, musical Club Members; whether or not they remember them may be another question! (However, I am sure that I spotted Ranald, the other day, loading an Arnold Clark Peugeot parts van with some crates of Extra Strong Lager and a couple of guitars!)

All this leads me to believe that the modern Rock Star is more likely to be watching YouTube rather than doing anything raucous enough to actually end up on YouTube!

There are, however, some of the Old Rockers still out there. My Brother still regularly bumps into a few of the usual suspects, one in particular being the legend that is “Lemmy” of Motorhead.

While the young Australian band that he toured with recently would chill backstage using all their modern gismos, “Lemmy,” who is definitely “Old School” would apparently stand, pint-in-hand, next to stacked crates of Strongbow while repeatedly feeding coins into

a One-armed Bandit that follows him around the World on tour.

If anyone shouted through the dressing room door (these old rockers are quite deaf you know) “How are you doing Lemmy?” the reply was always “twenty quid up!” but then every half hour or so his Tour Manager would pop in with the key to the One-armed Bandit and hand him back the twenty quid that he’d just fed into it, so of course he was always “twenty quid up!” Apparently he has been the same twenty quid up for quite a few years now!

Surely, when it comes to cars, all this modern technology is neither that good for us nor really that necessary nowadays, take the following, for example. I remember being amused for a good few minutes, a couple of years ago, by the antics of an apparently new owner of a shiny new Mercedes.

I was parked outside the Contin Post Office doing paperwork when this chap pulled up to buy some thing from the shop. Now, six times this bloke tried to enter the shop but every time he was half way across the car park he would double back and check to see whether the doors of his car were locked and on each occasion, to his mounting frustration, they were not.

After his first few attempts, I noticed that not only did the doors seem to unlock each time he approached the Merc, but also, the wing mirrors seemed to retract every time he left it!

Now, I was about to suggest that it looked faulty and that he ought to return it and ask for his money back, when he did an even stranger thing; this was to take out of his pocket what looked like a credit card which he laid carefully on the wall next to door of the Post Office. He then returned to the car and tried the doors one last time. They were locked!

This was my (and presumably, his)



introduction to the new phenomenon of “Keyless Credit Card Entry” to a vehicle; what a daft idea! What was ever wrong with a KEY?

In the same vain of “if it ain’t broke why fix it”, I recently had to assist a rather bemused foreign holiday maker with getting under the bonnet of his hire car, so that he could top up the windscreen washer bottle.

I was parked outside the Inshes Tesco in Inverness doing paperwork (I seem to spend a lot of my days in car parks doing paperwork) when this Italian-looking chap appeared in a Ford Focus and proceeded to tear apart the dash board and rest of the interior of the car, while his gesticulating Wife and Mother-in-Law rifled through the owner’s manual and any other paperwork that happened to be in the glove box.

(Here now, there’s a point in fact, who wears gloves any more to drive a car, so why the hell



do we still get a glove box, when we are not even allowed a key to start the damn thing!?) It was only when the Italian fellow climbed out of the Focus and start poking around at the

front of the car, trying to prise open the bonnet and grill, did I cotton on to his predicament.

Being a Focus owner myself, it all suddenly became clear, so I strolled over to him, smiled nicely and pointed to the key in the ignition. He didn’t speak a word of English so I raised my voice and shouted for him to give me the key!

Then, to his utter astonishment, I swivelled upwards the “Blue Oval” Ford badge on the grill and inserted said key into the slot. I rotated it first one way and then the other, as indicated, and released the bonnet for him with a reassuring “click.”

Now, who the hell at Ford ever thought that was a good idea? Probably the same imbecile that designed the windscreen wipers to do that one final sweep, about three seconds after they have completed their wash-wipe cycle, thus undoing any good they had just done by smearing the removed road grime back across the screen!

Oh Lord, I’ve just thought of the worst case scenario! What happens if Ford gets bought over by Mercedes and the new Parent Company insists on introducing “Keyless Credit Card Entry” across the Ford range; we will neither be able to trust whether our doors are locked, nor will we be able to top up our windscreen washer fluid ever again because we won’t have a key with which to open the bonnet.

Unless.....

Some intelligent German Mercedes Engineer spots the problem and relocates the filler hole for the washer fluid from under the bonnet and into the redundant orifice in the dash board that we still insist on calling the “Glove Box!”

Sorted!

MILES

Letters

Ecurie Ecosse Lapel Badges

These are reportedly from a batch made using the original die presses and are in 2 sizes:

- 15mm Diameter with pin and Spring butterfly wing fastening
- 20mm Diameter with Safety pin fastening

They are priced at £15 each and can be ordered through Hugh Nicol at the Riverside Gallery 11 Bank St Inverness- Tel 01463 224781

If anyone would like to see the Badges contact James Campbell, Tweed Shop, Beauly Tel 01463 782239 (work) or 783939(home)



There are approx 12 of each size available

Highland Road Run for vintage/classic commercial vehicles, 7th May 2011

Entry for this event last year was 34. Seems to be even more interest for 2011,-First four were from Northern Ireland !! Another point of interest, my two lorries, the Dalmore distillery Commer) 1957, I restored during the winter of 2009/2010) and the old REO ex U.S. military, 1953, between them took home 19 trophies during the 2010 Rally season. The REO also winning its class in the SVVF Champion of Champions event.

I have not deserted the classic car scene altogether. Recently decided to take the plunge and have our faithful Morris Traveller(have had it for 20 years) restored at the Charles Ware centre in Bristol. Really was a case of " bite the bullet" but we now have a beautiful concours car which we will never part with.

The Ferrari 360 is still here, not old enough to be a true classic ,but still very good fun!!

All the other old classics which we had, I sold when we retired, Riley 1.5, Daimler Conquest, Austin A35, Daimler Sovereign, and not one of them stayed in the Highlands unfortunately. The 1941 BSA motor bike did, my neighbour across the road bought it!

Enough for now
Regards
Charlie Munro



HIGHLAND CLASSIC MOTOR CLUB

ANNUAL GENERAL MEETING

8.00 pm 3rd FEBRUARY 2011 North Kessock Hotel.

AGENDA

1. Welcome and Apologies.
2. Minutes of 2010 AGM (previously circulated in March 2010 "Classic Scene")
3. Matters arising from the minutes.
4. Annual Report.
5. Treasurer's Report.
6. Charity Donations.
7. Determination of Annual Subscription.
8. Election of Office Bearers: Chairman; Secretary; Treasurer; and 4 Committee Members (currently Roy MacGregor, Miles Vincent, Ranald Smith), Bryan McIlwraith (Membership Secretary) and Callum Beveridge (Classic Scene Editor and Web Master).
9. AOCB.

For Sale

1974 Automatic Triumph Stag for sale in French Blue with original engine and 87700 miles on the clock. MOT runs to September 2011 and taxed to the end of July 2011. Owned and (mostly) enjoyed by me for the last four years.

The timing chains were replaced at the end of 2009 at the same time as I replaced the electric fan with a new one from Kenlow. The battery is two years old.

A new radiator was fitted in 2010 together with a new viscous coupling and a Kenlow override switch. A new starter motor was fitted in May 2010. The engine absolutely does not overheat. The carbs need tuning and balancing.

The bodywork needs some attention which is outside my capabilities hence the reason for selling her. There is some surface rust and I think that the nearside wheelarch needs a welding repair. Both doors really need reskinning. As far as I know there is no structural rust.

Quick sale wanted hence the price £2500.00

Contact:

Mike Herivel 07766 714136 Muir of Ord



Out & About



*1955 Morris Oxford Series II seen in Shetland recently.
Amazingly, this vehicle is taxed until June!*



Fiat 126

If you're interested in further details of these vehicles, contact the editor for more info