

CLASSIC SCENE



February 2013

Office Bearers & Committee

Chairman: **Trish Brown**

Tel: 01862 832337

brinta@btinternet.com

Secretary: **Alice Brown**

Tel: 01862 832337

alicejaneb@btinternet.com

Treasurer: **Ian Thompson**

Tel: 01463 790969

ian.judith@virgin.net

Committee **Alan Goff**

Roy MacGregor

Ranald Smith

Miles Vincent

Membership

Bryan McIlwraith

Renewals should be sent to Bryan at 72 Lochalsh Road, Inverness IV3 6HW

Tel: 01463 222839 (work) 01463 232144 (home)

bm@invernessosteopaths.co.uk

Please let Bryan know if you have an email address

HCMC Homepage

www.highlandclassic.org.uk

Editor

Callum Beveridge

47 Old Mill Lane, Inverness, Highland

IV2 3XP Tel: 01463 231787

Email: *editor@highlandclassic.ndo.co.uk*

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
Tel: 01463 236459

Ranaldsmith@btinternet.com

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Cover picture

*The Slochd in winter, many
moon ago...*

The Chairman's Bit

A happy new year to you all.

It was nice to see so many of you in December and the food wasn't bad either. We must have been all very good last year. Santa, looking suspiciously like one of our committee members, delivered some quality gifts at our meeting.

January's auction was a big success raising over £50 for club funds. The standard of goods was of the usual variable quality, with some "freebie's" and the odd quality item. The highest bid was £25 for 2 cans of 5/40 fully synthetic oil (unused!!)(metric). Our auctioneer was at his jovial best, keeping us all in check despite some double entendres. Thank you, Brian, for a really entertaining evening.

As a result of the auction, we are now the proud owners of a massive tv – it weights a ton at least! - after Alice put in a foolish bid in an effort to raise the price. Just as well we had the Land Rover with us that night. It has been installed and just!! fits on the shelf.

Here is a "woman driver" experience for you. On Boxing day Alice and I decided to go walking up Fyrish. It being a cold day, Alice jumped in the merc to start defrosting, etc. A few seconds later she switches off the engine and pops up the bonnet. At which point I remembered the low oil warning light had come on last time I drove it into work on Christmas Eve -



whoops! Not surprisingly it earned me some dark looks. This is where having an orange "your oil level is a bit low" warning light comes in useful, rather than the red "you've just run out of oil" warning lights on most cars. The merc survived the experience, just dumping a puddle of oil on the driveway. As it turns out the joint connecting the pipework to the oil cooler had given way. We are presently waiting for our local garage to fit the new oil cooler.

It appears to be "traditional" to give some kind of overview of the past year and here is what have been my highlights:

- 1 - Trip to the Elgin Motor museum. The proprietor organised a feely bag competition, the winner being our esteemed Titanic mogul (who else...).
- 2 - The run to the Aultguish Inn. A little wet even for those who claim they go too fast to be rained on.
- 3 - The run to Whitebridge. Where Alice

This Months Meeting

Thursday 7th February - 2013 AGM and motoring Quiz night at the Bogroy Hotel, Inchmore. 7:30 for 8pm.

and I turned up at the wrong supermarket and ended up having to hare it down the road, which in our Smart was good fun.

4 - **The** Titanic event.

5 - oh yes, and getting elected to chair the club.

Inn. I will remind you again that Callum is giving up the newsletter editorship and I **am** expecting volunteers to come forward. In return you will receive a larger slice of my apple pie. See you there.

Cheers! **Trish.**

Our next meeting will be the AGM and Quiz night, again at the Bogroy/Old North

Club Regalia Update 2013

LOOK GOOD AND PROMOTE YOUR CLUB!

NOW it is SO much easier to equip yourself with your own choice of HIGHLAND CLASSIC MOTOR CLUB embroidered Regalia.

NO LONGER do you have to wait for a BULK ORDER to be organised!

NO LONGER do you have to GUESS YOUR SIZE!

NO LONGER do you have to choose from a LIMITED COLOUR CHOICE!

NO LONGER do you have to choose from a LIMITED ARTICLE RANGE!

BECAUSE NOW IT IS D.I.Y!

MAKE YOUR CHOICE - PLACE YOUR ORDER - AWAIT YOUR ORDER - COLLECT YOUR ITEM!

All that you have to do now is visit the "HIGHLAND SCHOOLWEAR SHOP" on ACADEMY STREET, INVERNESS.

Stuart, the shop Proprietor, is now holding the pattern for the HIGHLAND CLASSIC MOTO CLUB logo and is able to apply it to an extensive range of clothing from T-SHIRTS to SWEATSHIRTS to POLO SHIRTS to HOODIES to SOFTSHELL JACKETS to FLEECEES to CASUAL JACKETS to GILETS to WELL, JUST ABOUT ANYTHING - EVEN ONTO HATS – IF ENOUGH OF YOU WANT THEM!

The easiest way to make your choice is to visit his supplier's website www.ralawise.com have a good look around and narrow your choices down (don't be too specific at this point as there are a few materials that may not take the embroidery!) then call in to see Stuart and discuss your order with him, he's a very helpful chap, he will then order your item and when it arrives he will add the Club Logo and it will be ready to be collected as arranged.

DO NOT WORRY if you cannot choose from the Ralawise offerings because Stuart also has many other suppliers available to order from!

EXAMPLE PRICE LIST NOW AVAILABLE ON OUR WEBSITE www.highlandclassic.org.uk under the "FOR SALE" Banner on the HOME page.

IT MAY NOT BE INSTANT BUT IT IS A LOT EASIER THAN BEFORE – SO GET CHOOSING, GET ORDERING, GET WEARING!

HIGHLAND CLASSIC MOTOR CLUB
Monthly meetings (1st Thursday of every month)

2013

January 10th	Annual Auction—Bogroy Hotel, Inchmore
February 7th	AGM and Quiz Night—Bogroy Hotel, Inchmore
March 7th	TBD
April 4th	Visit to Dingwall Police Station
May 2nd	RNLI visit—North Kessock
June 6th	Scenic drive to Cromarty
July 4th	Inverness Treasure Hunt
August 1st	Scenic drive to Old Mill Hotel, Brodie
September 5th	Visit to HM Coastguard, Inverness
October 3rd	Visit to Wheel Specialist, Inverness
November 7th	Car Ergonomics Talk—Bogroy Hotel, Inchmore
December 5th	Christmas night—Bogroy Hotel, Inchmore

2014

January 9th 2014	Annual Auction—North Kessock Hotel
February 6th 2014	AGM and Quiz Night—North Kessock Hotel

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

2013 AGM

HIGHLAND CLASSIC MOTOR CLUB
ANNUAL GENERAL MEETING
Old North Inn, Inchmore .
7.30 pm 7th FEBRUARY 2013
AGENDA

1. Welcome and Apologies.
2. Minutes of 2012 AGM (previously circulated in March 2012 "Classic Scene")
3. Matters arising from the minutes.
4. Chair's Annual Report.
5. Treasurer's Report.
6. Determination of Annual Subscription.
7. Election of Office Bearers: Chairman; Secretary; Treasurer; and 4 Committee Members (currently Roy MacGregor, Miles Vincent, Ranald Smith, Alan Goff), plus Bryan McIlwraith (Membership Secretary) and Callum Beveridge (Web Master).
8. AOCB.

Editorial

Kia ora and welcome to my Last edition of 'Classic Scene'.

I'd like to say that the last five years has flown by, but as I now spend all day in front of a computer at work, it's very hard to switch one on in the evening and get back to work. Thanks to all of my past contributors and phone callers, and especially to Chris, who manages to make the envelopes appear just in time, as if by telepathy. It's been much appreciated.

As detailed in the last issue of 'Classic Scene', I'm retiring from the post of Newsletter editor and a replacement is now being sought. I'm happy to help out with any IT issues that the new editor may have, so don't be shy in coming forward.

Last months meeting was the Annual Auction, from which I managed to come home with a selection of interesting items. The Jelly Boobs went down well with the guys at work, although the adult join-the-dots remains in it's packet for a rainy day. It was good to see Andy Findlay back with us again. The auction wouldn't be the same without a 'surprise' bottle!

The last newsletter contained an error in the date of the 2013 Fortrose Rally. This will be held on the 31st August this year - the last Saturday in August.

This issue has a distinctive kiwi theme to it, and I'm glad to report that there's a healthy interest in preserving everyday cars amongst all of the new Japanese imports. I only saw once 2CV in 4000km of touring - but I did manage to see the same once twice, in two different towns.

There have been some changes to the website recently with the addition of an



admin area to allow multiple people to updates the events calendars etc. There's also a new discussion forum. If you haven't been on-line recently, have a look.

I managed to exercise the Burton recently with a 'raid' to the highest pub in Scotland in the village of Wanlockhead. It happened to be in the weekend that the rest of the UK was being covered in snow, but I saw remarkably little on the 550-mile round trip. Good to see Bert and Jesse also made it there in their Acadiane.

Our March meeting was going to be a visit to Kinkell Classics, but that has been indefinitely postponed, so we'll come up with an alternative venue in due course. Keep an eye on the website, or wait until the March 'Classic Scene'.

This months meeting will be the AGM and Motoring Quiz night at the Bogroy, Inchmore. As with all previous AGMs, the formal business of the evening should only take but a few minutes, so don't be put off coming along.

See you on the road somewhere...

Callum Callum@bevs.org

Local Events Diary

Here are some details of 2013 local motoring events that may be of interest to our members

April

21st 'Drive It Day' 2013. Local run in conjunction with the FBHVC to blow away the cobwebs. Meet at 10:30 on Stadium Road for a scenic run around Loch Ness.

May

5th Vintage Commercial Highland Road Run.. Contact charlie.munro21@btinternet.com

5th Forres Theme Day

11th Inverness Classic Vehicle Show.

12th Buckie Classic Car Show (see page 7)

30th-4th June Shetland Classic Motor Show & Tours

June

1st Kirkhill Gala Day

2nd Fraserburgh Vintage Car Rally

16th Tain Vintage vehicle Rally

29th Gairloch Gathering. Contact Douglas Gibson
douglasg@burach.org.uk

July

6th/7th 39th Scottish Transport Extravaganza at Glamis Castle

August

11th Historic Wheels Rally, Brodie Castle.

18th Dunrobin Vintage Car Rally

31st Fortrose Vintage Vehicle Rally

September

7th Dingwall Street Fair. Contact Donald Mackenzie 01349 861009

8th Motor Mania—Grantown on Spey

7th/8th Knockhill Classic SpeedFair

14th/15th Selkirk Rally

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

Losing My Motoring Cherry

In the beginning, Most of you know me from having Rovers and SAAB's in the past before I moved on to Merc's but in the beginning my motoring journey began by driving my dad's Wolseley 18/65 (landcrab) as a learner.

My journey as a car owner was slightly more up market, a 1967 British Racing Green Jaguar 3.4litre S type. This was a car "recommended" to me by one of my work colleagues in the Coal Board in Edinburgh.



£30 he said to me and I thought that was a bargain, the alarm bells hadn't been fully tuned in at this stage (1975), so with a couple of friends we went over to Dunfermline to pick up this car. The body and the interior were in reasonable condition, but the engine wouldn't start, have you ever tried to push a Jag on to a trailer without the use of a winch, not recommended if you've got a dodgy back. But what a doddle to get it back off the trailer!

The fun started when after the we flattened the battery trying to get the engine to start, we towed the Jag behind a fork lift and high speed, bouncing around and waiting for the right moment to dump the clutch and wait. Usually this resulted in locked back wheels and a sudden stop. However, on rare occasions the car started and so long as the revs were kept at 3000 the engine ran. These were the days where I hadn't yet learnt to heel and toe so the hand brake was used to stop the car, with the inevitable sideways slide to a stop.

The funny noise we heard when the engine finally fired which in my innocence I

thought was normal, my friend diagnosed as a very bad noise. Piston slap coupled with very worn bearings. This explained why the plugs kept getting smashed after any length of time.

This was all well and good, but thoughts turned to getting the car on the road and the issues carefully ignored, such as insuring a 3.4 Jag when you've not passed your test, the engine needing a rebuild, an MOT, road tax, etc. the economics were on the ouch side, or oh bl**dy hell.

By now I was taking more driving lessons and this took priority over the Jag and sadly after only a few very short months the Jag was consigned to the great scrapheap in the sky.

Miss this car still to this day, but in those days well that is another story. The Jag was replaced by a car that worked, but on the other end of the market, a 1966 dark blue Ford Cortina Mk1 1500 Super Estate.

I had learnt my lesson and the Cortina cost me £200 (1975) and had a 3 month warranty with it.

Alice



Passing Ford Fairlane



Immaculate Holden Premier spotted in Arrowtown



Queenstown Moggy



Whittunga Daily Driver



Rangiora ADO13



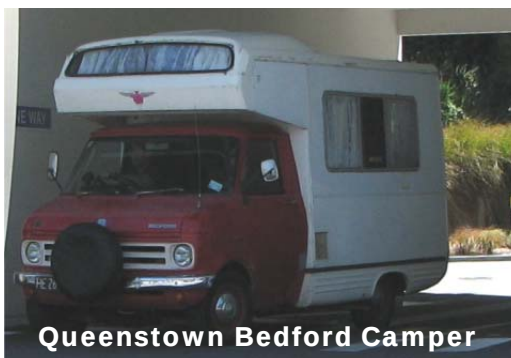
Akaroa Holden Kingswood



Akaroa Fiat 500



Mata Mata Austin at Hobbiton



Queenstown Bedford Camper



Greymouth MGB (nice plate)

Drive It Day 21st April 2013



Every year National Drive It Day is purposefully held on the Sunday nearest to 23 April. Why? Because it commemorates the 64 cars that left London on the first day of the Thousand Mile Trial on 23 April 1900.

The Royal Automobile Club Thousand Mile Trial started in London and passed through Bristol, Birmingham, Manchester - travelled through Scotland - then passed back through more English locations until they were back in London again.

The tour lasted until May 12th and forty six out of the approximately sixty-five starting cars made it to the finish line.

There are loads of events happening all over Britain for National Drive It Day and just like all the people that turned out to watch a fantastic array of cars driving by in 1900, you can be part of the fun in 2013.

For 2013, the club will be holding a circumnavigation rally of Loch Ness.

The start will be on Stadium Road in Inverness and take us on a scenic route via Inchmore, Drumnadrochit, Invermoriston, Fort Augustus, Whitebridge and Foyers, finishing at the Dores Inn.



Living In Classic Car Heaven

I think that's a fair enough claim in many ways. Imagine living in a city, yet owing a classic Ferrari / Aston that really wants to be blatting along beside Loch Maree through stunning scenery, or driving up the “bealach” road to Applecross for a lunchtime stop at the Inn. The obvious solution? Take it on a long weekend up this way, and give it some “wellie” - clear those carbs out! And each year, that's exactly what many classic owners do.

Over the years, we been privileged to see a huge range of classics over here, from Vintage Rolls Royces through 60's Alfas and Maseratis, to modern classics such as the regular outings from groups of Lotus Elises



and MX5's. The absolute pinnacle of this probably came around on the May Bank holiday of (2009?), when the Rolls Royce Silver Ghost owners club outing



arrived in the Wester Ross area at exactly the same point in time as the Ecurie Ecosse tour!

For nearly an entire day, we had the complete range of machinery driving up and down the Loch Maree road in brilliant sunshine – from the beautiful Ghosts themselves, to the ultra rare Aston DB4GT Zagato and a fantastic sounding Alfa Giulia TZ (*the occupants were actually wearing headphones in order to converse, it was that loud!*)

In this article, are a few of the machines that have travelled through here, and occasionally stopped off. Do you recognise them all?

We've also a number of interesting residential vehicles! There's a surprising amount of cars and commercial vehicles behind garage doors or in sheds – as proof of this, the annual “Gairloch Gathering” has often attracted a good showing, and last year we had around 30+ vehicles from a set of 1930's Austins right up to an almost brand new Nissan GT-R, along with a superbly turned out Landrover Fire truck and several Volkswagens. There's no rule that says a car must be more than 40 years old or whatever – modern and “*will be*” classics



are equally valid!

(The 2013 Gathering is on June 29th - why not contact the author on douglasg@burach.org.uk and come along for the day?).

Further afield, and as a first timer at the Inverness Classic day last year, I was really surprised at the breadth of vehicles shown. In particular, the Honda S800 –



I remember one of these screaming past me on the A9 many years ago, and thinking what a wee “racer” it must feel like inside its diminutive cabin! I think I was in a 1971 Sprite at the time. It was winter, we were driving to Carrbridge to see friends for a

weekend, and we had a terrible leak which was gradually covering the floorpan in several inches of freezing slush slush etc . The solution? Take one screwdriver – bash several times through floor to make drain holes! Not terribly subtle, but the car was becoming undriveable so something had to be done. The other Inverness cars that particularly impressed were the Austin Princess, Lotus Excel, and (oddly enough) the red Ford Mustang. I'm not an American car fan, but the car had “something about it” - I wouldn't have minded a go! I also see from pictures in the magazine that there's a



Clan Crusader around somewhere. I remember having a ride in one a long while back as a schoolboy – absolutely tiny little thing, but I was very impressed with it.

There's always new cars to be found, of course, and I discovered only recently that my own Alfa 3.0GTV is NOT the only 3.0 around - there's





by simply following the picture back to their website it came from, as I had forgotten to “clean” that up!

So there we are. It's now January 7th, and Spring is a distant speck on the horizon, but edging closer. The

also one in Contin, which I have never seen before, despite travelling the road for over 25 years now! So what surprises can we perhaps get over to Gairloch later this year?

Finally, hopefully, some of my interest has rubbed off on both boys, and things are guardedly optimistic there....if you see a Peugeot 306 Cabriolet in Inverness, that's the eldest one, Ruairaidh! (As far as we know, it's the only one around town – but correct me if that's not the case!) I've set him various ID tests over the years, and he usually manages to identify the vehicles correctly, although he did cheat slightly once

season loometh. As ever, and due mainly to work and play, I remain largely unable to get along to meetings etc, which are obviously held in Inverness and surrounding area. But maybe one day. And if any of you are ever over this way, give us a shout.

Douglas Gibson

douglasg@burach.org.uk



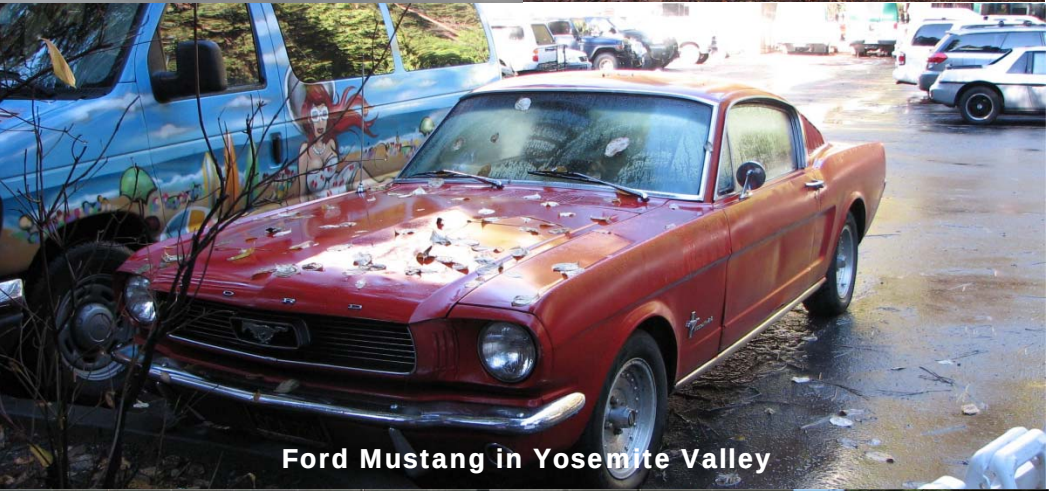
Out & About



A real Mickey Mouse car at Anaheim



A neglected Pontiac



Ford Mustang in Yosemite Valley



Beautifully Restored Cadillac