

CLASSIC SCENE



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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 Hawthorn Cottage, 2 Burn Road, Inverness IV2 3NG. 01463 236459
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CLASSIC SCENE

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.

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COVER PICTURE

Triumph TR3 (?) spotted in Dunfermline.

CHAIR BITTY FEBRUARY 2014

Our January auction was a riotous as ever, raising £27.30 for club funds. This year's big sale went to Brian's telescope (very car related) snapped up by Roy for a mere £20. Brian claims that in Inverness he is not able to see any further than next neighbours walls (!). I did mention last month that we were on the lookout for a replacement tv and one of our members came up trumps offering us a 27" widescreen just days before the auction. As it happened, a tv turned up at the auction too, but being rather bulky there were no takers.



I have kept my New Year's resolution and just yesterday (27th Jan) finished with the loft insulation. Today Alice and I spend most of our time going through the various boxed stacked in the second bedroom to see what actually has to go back in the loft and what **really** should get turfed out. As a result, the dining room is now full of stuff either for the skip or the charity shops. We should have done this earlier as a number of auctionable items were uncovered. Oh well, they just have to keep until next year. The bedroom is tidied up, cleaned & vacuumed and back into normal service. I am knackered now and need to go back to work for a rest.

The past year has been a very busy one for the club. Lots of visits were organised and you will remember these ones:

- 1 – Dingwall Police Station, no-one arrested or cautioned
- 2 – RNLI North Kessock tall stories of derring do.
- 3 – A foggy regularity run to Auldearn which meant we were going too slow.
- 4 – The Wheel Specialist. Watch out this summer for the refurbished Smart wheels.
- 5 – Coastguard, who eventually had to chase us off so they too could go home

And after all that running around, the Committee decided that we should take things a little easier this year. So expect to see more pub meets this year. As always, if you have any ideas for a visit, just raise it at the AGM.

Which brings me to this month meet, our AGM and quiz night. As we like to get on with the quiz please be on time (7.30pm at the North Inn) so we can get the official bit out of the way promptly.

Cheers
Trish

HIGHLAND CLASSIC MOTOR CLUB ANNUAL GENERAL MEETING

Old North Inn, Inchmore
Thursday, 6th FEBRUARY 2014 at 7.30pm.

AGENDA

1. Welcome and Apologies.
2. Minutes of 2013 AGM (previously circulated in March 2013 "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, Ranauld Smith, Alan Goff), plus Bryan McIlwraith (Membership Secretary) and Callum Beveridge (Web Master).
8. AOCB.

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This months mystery car. And its not a Ford Cortina Mk IV.

For Sale :



Trailer : approx 7' x 4', 750 kg, steel (not-galvanised), wooden floor, drop tail. Built by A J Grant, Inverness & dated 1992. Complete with jockey wheel & electrics. Good tyres. Good, solid trailer but needs some welding to axle & general TLC. £150 ono. Contact Chris Silver.

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REMINDER

Subscriptions now due. £15.

If you have internet banking pay direct to HCMC

Acc. No. 06013653 Sort 80-92-26.

Remember to put a reference (eg Surname and initials).

or

pay by cheque to HCMC and post to; BRYAN MCILWRAITH,
72 Lochalsh Rd, Inverness. IV3 8HW

or

pay at February meeting (cheques if possible).

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An Invitation from the Historic Wheels Club

I am organising a presentation on Evans waterless coolant at the Historic Wheels Clubnight on Thursday 13th March at 7.30 pm at the Laichmoray Hotel Elgin. If any of your members are interested, they would be very welcome to attend.

Alan Gibb

WANTED



FOR VARIOUS ASSORTED CRIMES, SCAMS, DECEPTIONS, PASSING GOODS OF DUBIOUS QUALITY AND AGE, AND MANY OFFENCES OF EXTORTING SUMS OF MONIES FROM THE HONOURABLE MEMBERS OF HCMC.

BRYAN “BONE BENDER” McILWRAITH

A (NOT VERY LARGE) REWARD WILL BE PAID TO ENSURE THAT HE CONTINUES TO PLY HIS ACTIVITIES ON FUTURE OCCASIONS.

Annual Highland Classic Car Club Garage Sale

(Held in a Pub)



The annual garage clear out sale was held on the January club night giving everyone a chance to clear some rubbish and to replace it with someone else's. There were some star items, mainly an astrological telescope (Sorry about that) that I would gladly have tried to bid for if I hadn't gone and bought one only a week or so before. So as my old foot pump was on its last legs (The jokes won't get any better) I successfully bid for a nice new single cylinder foot pump and felt very pleased at the bargain price, only for Bryan to then produce from his box of goodies a TWIN cylinder pump for the same price. GRRR!



CLASSIC CAR LEGISLATION

REPLACEMENT OF ROADWORTHINESS TESTING DIRECTIVE WITH A REGULATION

While looking through the FBHVC website newsletter archive I came across the above little beauty. It's EU speak for a change from suggested good practice to a law. The original suggested "Directive" from Brussels would have seen all sorts of restrictions placed on our classic cars, from limited mileage to the above on roadworthiness. The limited mileage got thrown out but the roadworthiness part went forward. As originally proposed it would ban any 'Historic Vehicle' which had been altered or parts changed from the original specification. The FBHVC and others, including a sympathetic DoT, successfully argued that current UK regulations should remain unchanged. But the definition of 'Historic Vehicle' remains and it would appear that 'Custom Cars and Hot Rods' may have problems. The EU definition of a 'Historic Vehicle' originally contained the following gem: - "In original state and has not sustained substantial changes.....of its main components such as engine, brakes, steering, suspension or body". I changed the shock absorbers on the Lancia with modern Koni's, under the proposed legislation this could have made the car unroadworthy because the Konis were not to the original specification. So what chance would you have with a sit up and beg Ford Popular with a big V8 and Jaguar rear suspension? So again the FBHVC and the DoT pushed for a more sensible description of 'Historic Vehicle' and it is as follows:-

30+ years old

No longer in production

Is preserved and maintained in historically correct condition and has therefore not undergone major changes in its technical characteristics.

So the Lancia is safe with its new shock absorbers and I can go ahead at some time and update the ignition to an electronic system. But it would appear that the 'Custom Car' owners have a fight on their hands. The DVLA are aware of the situation and they have a leaflet, INF 26, for guidance on kits cars and cars that have been substantially modified.



The Editors Monthly Rant



Via the club web site Callum has been made aware of an invitation from Practical Classic Magazine of a photo shoot to be held on Wednesday 12th February and they are looking for some classic cars to turn up. It could be a good opportunity to promote the club and prove that life does exist north of Watford. The location will be either Dores/Loch Ness or North Kessock. Contact Callum for more details. In a similar vein I have been asked by Gavin Grant of the Inverness Culloden Rotary Club if we can help out with a display of classic cars on their fund raising boat festival to be held on Sunday 22nd June at the Inverness Marina. Some of you probably know Gavin from the Moray Training Centre as he gave the safety lecture on grinding wheels a few year back which was the first club event I went along to.

HCMC Events

Date:

6th Feb 2014	Old North Inn AGM and Quiz Night—Old North Inn 7.30pm SHARP! (Don't be late!)	
6th Mar 2014	Pub Night TBC	Pub Night
10th Apr 2014	Pub Night TBC	Pub Night
27th Apr 2014	'Drive It Day' Inverness To TBC Local run to support	

A MIXED BAG FROM DOUG GIBSON

Looking back at 2013, we have now completed year 4 of Alfa 3.0GTV ownership – and to date, there have been so few issues with this, it's almost embarrassing. Bar of course, the fuel consumption, which is frankly horrifying! The famous Alfa "Busso" 3 litre was conceived in a time when fuel costs were not really something that you worried about – you needed petrol, you went out and got some.

The car itself remains a delight it's fast, comfortable, and almost 100% reliable. The only recent glitch was on a trip down to Perth & Edinburgh, and wasn't actually the car's fault at all – I went to put the phone charger into the relevant socket (which is on a console behind the gearlever, and therefore points upward), whereupon the top of the charger fell off – the wee fuse inside fell out – and went straight into the socket accompanied by a discreet blue flash (the electrics were on at the time). Cue multiple failure of several items! But none serious, and it was pouring down outside, so we waited until later to replace the fuses affected. Which are all located in some dark corner above the drivers kneecap, and pretty inaccessible without multiple contortions.....

But apart from that, the story over winter so far has been repair / replacement of a door mirror, a new boot badge / lock (*again, a multiple contortion item*), and so far, at least – a single trickle charge.

But one of the most interesting parts of that trip down south was a visit to East Fortune airfield – well worth going to, and even Mrs G enjoyed the day. Concorde – a Vulcan – Lightning – Spitfire (a "clippy" Spitfire, even)



several other famous aircraft including a MiG 15 – and lots of side attractions to do with the airfield history. Then the Scottish Seabird Centre, at North Berwick. Once more, well worth a visit. However, the other target that day was a pre-arranged visit to PK Supercars, in Cockenzie. This is a family run business specialising in the servicing – as per title – of "supercars" ie Maserati / Ferrari / Lamborghini etc. Not just moderns, either. But they specialise in Maserati, and have an excellent reputation that has been built up over the last few years.

Our visit was 50% curiosity, 50% purpose, as we have always been tempted by a Maserati as a replacement for the Alfa, but had never been afforded the opportunity to actually see / touch / ride in one. This *was* that opportunity! Phil & Kirsty Kyle wife gladly gave up a half hour or so of their time to talk us through the pros and cons of Maserati ownership, and even took us out for a wee "blast" in a 90's Maserati 3200. The end result of all this wasn't actually *quite* as expected, however.



Now, I'd give a lot to have the famous "Trident" sitting in the driveway – far more than any Ferrari or Lamborghini (*Note: I haven't mentioned the word "Aston"...that's another story*). But actually, compared to the Alfa, it was a very, very close run thing. A SWOT analysis of the two would reveal that while the Maserati impressed with its power, comfort, and (surprisingly) air of *quality* - it also felt just a bit too big and bulky as a full four seater, and servicing costs would be way ahead of the Alfa. The Alfa is nearly as quick, has a gem of an engine, and actually, I prefer the looks. Would it have been the same had we driven the Maserati 4200 (with a Ferrari V8)? Can't tell. Interestingly, the 4200 has chain drive instead of belts, so regular timing belt replacement goes out the window – Phil commented that he has *never* had a 4200 fail on him. The potential costs of that don't bear thinking about!

So, while Maserati ownership is still a future possibility, it's not an immediate one. Oddly enough, if you go online and look at various owners forums, it's a very common step to move from Alfa to Maserati – both represent terrific "bangs for bucks", and well, there's a lot in common. Italian, renowned designers (Giugiaro for the Maserati – Pininfarina for the GTV), beautifully presented engines that sound great, cars that really involve the driver, and so on. And during the entire journey, lasting about ten days, how many other GTV's did we see? None. Not a bean. Nada. I think registration figures (certainly for the 3.0) are now down in the low hundreds, and enough of them won't be regular drivers. But ours should be on the road for a while yet.

And I mentioned that PKS don't just "do" moderns – while we were there, they had a Ferrari TestaRossa in for some work, and outside, there was a rare Maserati Karif awaiting attention....and for a complete contrast, a Fiat 500! Past visitors have included a Lancia Flavia, Porsche 928, Alfa 75 and others.



Finally, this year's "Gairloch Gathering" will be on Saturday July 5th at Big Sand campsite – the group playing that night will be "Skippinish". As usual, we hope to get a number of cars up / across / over if possible. Last year's Gathering eventually numbered around 40 vehicles by the afternoon, including a Vauxhall Droopsnoot, Fiat 500, the Dalmore lorry, and a good selection of everything covering 7 decades of transport. Perhaps we'll see you then? Meet up at Gairloch Harbour for 11am. Hopefully, two years worth of "sort of ok" weather are behind us, and we can get back to three years ago, which had "superb" weather!

Details from myself on douglasg@burach.org.uk. Alternatively, speak to me on "Drive it day" or perhaps at the Inverness show, which (all being well and time off work) we intend being at. Have a good 2014.

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LOCAL EVENTS 2014

Sunday	27th April	National Drive It Day
Saturday	14th June	Kirkhill Gala Day
Sunday	22nd June	Tain Vintage Rally
Saturday	5th July	Gairloch Gathering
Sunday	17th August	Dunrobin Castle
Sunday	7th September	MotorMania Grantown on Spey

If you know of any other events that you can recommend please pass the details to the editor for inclusion in the Newsletter Diary.

The Mystery Car. De Tomaso Longchamp. I've seen one and it really does look like a Mk IV Cortina, you just have to squint a little bit!

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