

CLASSIC SCENE



February 2021



Club Officials

Chair: **Trish Brown**
Tel: 01862 832337
chairman@highlandclassic.org.uk
Secretary: **Bryan McIlwraith**
Tel: 01463 222839
secretary@highlandclassic.org.uk
Treasurer: **Ian Thompson**
Tel: 01463 790969
treasurer@highlandclassic.org.uk

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

Webmaster

www.highlandclassic.org.uk
Webmaster@highlandclassic.org.uk

Editor

Calum Pearson
Bowersburn, Croftnacreich,
North Kessock. IV1 3ZE
Email: editor@highlandclassic.org.uk
Classic Scene is published on the
Thursday preceding the monthly meet-
ing. 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
Hawthorn Cottage, 2 Burn Road, In-
verness IV2 4NG. 01463 236459
ranaldsmith@btinternet.com

Copyright

Neither the Editor nor the Officers of
the Highland Classic Motor Club are
necessarily in agreement with opin-
ions expressed in this magazine.
Such opinions are entirely the views
of the author and imply no recom-
mendation by the Highland Classic
Motor Club.

All rights reserved. Apart from any
fair dealings as permitted under the
terms of the Copyright Design and
Patents Act 1988, no part of this
magazine may be reproduced in any
form whatsoever without the written
permission of the Highland Classic
Motor Club.

Cover Picture

After Bryan's map quiz last month
here is a copy of my Inverness OS
map from 1976.

I find it very interesting to see and
vaguely remember how it was.

Welcome to the February Newsletter

Normally you might say no news is good news but not if you're the newsletter editor. There is very little to report because there's been very little we can do. If only leaded four star petrol fumes were the answer to this pandemic we could drive around saving people.

In this wave, those of us near Inverness and Easter Ross are more exposed to the dreaded virus than ever before so be careful out there. This month I lost out on a couple of tasty online marketplace purchases, a rock 'n' roll camper bed and a Ford Focus Mk1 (had to get it in there didn't I?) spare or repairs, because I was reluctant to travel especially outside the Highlands which would be a bit naughty. I was more reluctant than some folks as SOLD! and SOLD! But not to me. Think of the money and infection I saved though.

Well it's been cold out there. I know it's winter and it happens every year but I haven't got a heated garage, but did have some essential MOT prep to do on the old Golf daily driver. Brake discs are normally an easy job, but not when the protective grease has solidified and won't wipe off. Even a scraper struggled. I would show you a picture but it was so cold my phone crashed every time I tried to open the camera. I was delighted when for about an hour the temperature rose from 0 degrees to a balmy 1.5. It's surprising how much harder jobs are in the cold, both mentally (Can't be bothered. Want to go in.) and physically (It really, really hurts when your hand slips and hits something. My toes have frostbite. My fingers have stuck to that brake disc.) But still, it's dry and it's indoors. In the olden days (OK '80s) I had no choice but to work outside in the snow if I wanted to fit that new Mini driveshaft. Oh, the sufferrrrring!

I've noticed a useful side effect to the frost though. Some of my cars are wintering outside this year. I was going to buy a dehumidifier but I found a frozen wind screen works just as well. All you have to do is scrape the ice of the inside periodically.

There's not much else to report. I have started painting the VW van but it's been a bit too cold. I found keeping the paint inside the house until it's needed and heating the panel up with a pair of floodlamps helped. There's not been much driving activity. Too salty. Too lock-downy. Still it's going to get better and we will be out on a spring run before you know it, then planning some summer shows, won't we? Yes we will! Won't we? (louder this time please) YES WE WILL!

Your Editor

P.S. Don't forget the AGM on Zoom -Thursday February 4th 07:30 PM

Chairs Bitty

Here we are, Christmas done and dusted and a few weeks into the new year. Our first zoomie of the year was a catch up chat of "what did you get for Christmas", "how did you spend your time", "what is that you are drinking", "who's won Bryan's brain teaser" and other bits and bobs. It may only be an hours entertainment chopped into two half hours by zoom, but just having these random chats makes me feel a lot better afterwards.



In some ways the lockdowns are changing my habits too. I am less likely to grab the phone to call my siblings and more inclined to make a video call. It gives me the opportunity to show things, like the freshly baked bread from the bread machine or the oven mittens that I crocheted (in a very green manner by using left over bits of wool, making for a colourful item). And yes, we made a pizza too. On one such call, my sister had to laugh as we still have our Christmas tree up. I had to explain we are not the only ones with the decorations and lights still going. There are 2 others on our street and a few more elsewhere in the village. I am not sure if this is turning into some competition to see for how long we can hang in there before we give in and tidy it all up again. I feel however that at this time of year, the lights look friendly and I may just leave them running for as long as we have dark(er) nights.

All is quiet with our fleet. I can't remember any little niggles, but then again we don't get out much anymore. To relieve some boredom Alice went to start the Landy the other day to see how it was doing. Whilst pumping up the fuel she noticed ice on the block, probably from repeated condensation dripping of the bonnet. Minus 4 degrees, first flick of the key - vroom. Reliable old technology. The weather has not been inviting us to take the Smart out, but we did hear about an owner who drove 600miles to Skye in their Smart the other day. After getting a lot of stick for this it turned out that he was a locum and was asked by the NHS to cover at one of the gp practices on the island. I just hope he had a negative test before he left.

Anyway, the carrots, well at least the ones that I know about, have been consumed. So have the red beets, but there are still a few small leeks left. It is quite a long period of cold weather that we have and I hope that come spring time there will be less pesky bugs around. I haven't done anything in the garden, bar looking at it and somehow I don't think much is going to happen this month either.

That brings me to this months meet, which as you all know is our club's AGM. If you have any ideas about things we could be doing this year, then please join the meeting and tell us. I certainly hope that we will be able to take our cars for a spin round the block come May time, so ideas are needed for routes. Or if you really can't make it to the AGM, drop an email to one of the Committee members with your ideas. I haven't heard of any committee member being keen to resign, but if you have an interest in joining the Committee, magazine editing or web-mastering do pipe up.

It is a zoomie thing, but our meetings are in half hour chunks. If we haven't finished with the AGM or we are having too much fun when the half hour is up, we rejoin the meeting to continue the fun.

See you there,

Trish.

Out and About



Our favourite spotter Jim Mackay has been out and about in the Longman and spotted this 1967 Ford Anglia (ESO298E) next an Audi Coupe a Jag and what is that beige/yellow one? I can't make out the reg but it could be an FSO Polonez.



I know what this one is though. What I used to call a Ford Crapie but one must not disrespect someone's cherished classic and who am I to judge anyway? I'm just jealous as it's worth more than a Ford Sierra. (Ba..boom.. Just got it a mention.)

Seen on Facebook Market place

1970 bond bug for sale. Fully restored to a high standard and lucky If done 10 miles since been restored. No MOT at present but will mot if a deal is made. Any question or want more information get in touch will listen to reasonable offers. These cars are only increasing in value and getting rare to find No time wasters genuine interest only. Viewings can be arranged.



As a consequence of a small but entertaining error in last months quiz, founder member Dave Charles got in touch to ask about said error.

What a bonus! We now have a picture and an update.

"Hi Bryan, I still have my rally Imp but of course no rallies! Custom building a new stainless exhaust for it. I have had the Austin 7 saloon out a couple of times in 2020 but again, no shows to take it to. Bought a boat tailed Austin 7 sports racer in the Autumn but haven't been able to drive it yet.

Glad to hear you are still busy on the Stag etc

Cheers,
Dave. "



Also seen on Facebook Marketplace same seller as the bug.

1969 mk2 Cortina 1.3 column shift for sale.

Imported to UK in 2014 from Brazil. I purchased this as a road going project due to needing painted as paintwork isn't the best. Bonnet had a dent in it but is now held down with bonnet pins so either needs dents sorted in bonnet or new bonnet for it. Solid shell next to no rust being an import so good starting point if wish to put in a bigger engine and got the tunnel to convert to normal gearbox if wanted to. It has bench seats front and rear and is a good running car. Selling due to not having time to get near it to get it painted or the other wee jobs done. Used a few times since purchased and not missed a beat.



So you think *you* have battery problems?

A friend of mine was telling me of his woes with his very modern BMW, it's battery charging system and the cold winter weather. Not so long ago, we could just jump start our car if the battery went weak or flat but with many moderns that is no longer the case. Jump starting may have unexpected and costly consequences, particularly in BMW and Mercedes-Benz vehicles.



In this BMW the ECU optimizes battery charging. The alternator is only turned on when it's required by a combination of battery voltage and driving conditions otherwise the alternator will freewheel until the demand goes up or the battery charge has been depleted far enough. This is all in the name of efficiency, economy and even improving full throttle power.

This is all managed by a microchip the negative battery cable talking to the ECU. If the battery loses charge while stationary the system will shut down auxiliary power to try and keep enough charge to start the car.

This worked well in my friend's car until the minimum charge left in the slightly aged battery didn't take into account a sudden frosty night and the car repeatedly struggled to start and the computer demanded the car was left to idle, which my friend suggests is illegal where he lives. A normal battery charger is known to cause damage so he bought a modern AGM (Absorbent Glass Matt) compatible one but that wouldn't charge his battery either. He was advised to take it into a dealer to get it fixed. You can't just throw in a new battery as it must be registered in the ECU with the type and the capacity to enable the right algorithm for current management. It cost him £382 for a new battery and the coding. I've bought whole cars for less.

Ed: This is a very second hand story and so not fact checked but there are similar stories to be found on the interweb. In any case it's another example of modern cars being too clever for their own good. Give me something simple I can fix myself any day.

Donald Healey And The Austin-Healey History



Donald Mitchell Healey (3 July 1898 – 13 January 1988) was a noted English car designer, rally driver and speed record holder.

Born in Perranporth, Cornwall, He studied engineering. Barely 16 when WW1 started, he volunteered in 1916 for the Royal Flying Corps (RFC) and earned his "wings" as a pilot. He went on night bombing raids and served on anti-Zeppelin patrols and also as a flying instructor. Shot down by British anti-aircraft fire on one of the first night bomber missions of the war, after a further series of crashes he was invalided out of the RFC in November 1917 and spent the rest of the war checking aircraft components for the Air Ministry. After the Armistice he returned to Cornwall, took a correspondence course in automobile engineering and opened the first garage in Perranporth in 1920.

Healey found rally driving and motor racing more interesting than his garage and its car hire business and used the garage to prepare cars for competition. He first entered the Monte Carlo Rally in 1929 driving a Triumph 7 but in 1931 Donald Healey won the Monte Carlo Rally driving a 4½-litre Invicta and was 2nd overall the next year. Now in demand as a competition driver he sold the garage business, moved to the Midlands to work for Riley but soon moved to the Triumph Motor Company as experimental manager. The next year he was made technical director and responsible for the design of all Triumph cars. He created the Triumph Southern Cross and then the Triumph Dolomite 8 straight-eight sports car in 1935 following his class win, and 3rd overall, in the 1934 Monte Carlo Rally in a Triumph Gloria of his own design. Triumph went into liquidation in 1939 but Healey remained on the premises as works manager for H M Hobson making aircraft engine carburetors for the Ministry of Supply. Later in the war he worked with Humber on armoured cars. Donald Healey was keen to begin making his own cars, planning post-war sports cars with colleague and chassis specialist Achille Sampietro.

In 1945 he formed with Achille Sampietro and Ben Bowden the Donald Healey Motor Company Ltd basing its business in an old RAF hangar at Warwick. Their first cars were expensive high quality cars.

Healey's first car appeared in 1946, the Healey Elliot, a saloon with a Riley engine, developed by Dr J.N.H Tait. Following his Triumphs it won the 1947 and 1948 alpine rallies and the touring class of the 1948 Mille Miglia.

Next was a high performance sports car, the Healey Silverstone which appeared in 1949 and was so successful it led to an agreement with an American company Nash Motors.

In 1949, Healey established an agreement with George W. Mason, the president of Nash Motors to build Nash-engined Healey sports cars. The first series of the 2-seaters were built in 1951 and they were designed by Healey with styling and aerodynamic input from Benjamin Bowden. The same all enveloping theme was used by Bowden on the Zethrin Rennsport one year later. The Nash-Healey's engine was a Nash Ambassador 6-cylinder, the body was aluminium, and the chassis was a Healey Silverstone. However, Pininfarina restyled the bodywork for 1952 and took over the production of its new steel body.

A Nash-Healey was driven by Donald Healey at Le Mans in 1950. Team members Duncan Hamilton & Tony Rolt's car finished 4th overall after suffering serious mechanical damage when hit from behind by a brakeless Delage. Donald Healey also drove a Nash-Healey in the Mille Miglia 1950 to 1952. He finished 1st in class in over 2000cc open category and was presented with the Franco Mazzotti Trophy Coppa Del Mille Miglia. Co driving with Nash.

Donald Healey wanted to produce a comparatively inexpensive sports car with 100 mph performance. He developed the Austin-Healey 100 using an Austin instead of the Tait developed Riley 2.5-litre engine and gearbox displaying it first at the October 1952 Earls Court motor show in London. The Morris-Austin merger had brought on BMC's decision to phase out the (Morris) Riley unit. His new factory, Cape Works, could not supply the demand so instead the Austin-Healeys were manufactured under a licensing arrangement by British Motor Corporation at their Longbridge works. A total of 74,000 Austin Healey 100s were built, more than 80% for export.

At that time Nash and Austin were working together on the project which became their Metropolitan

Donald Healey formed a design consultancy in 1955, one of the results was the Austin-Healey Sprite which went into production in 1958

The production arrangement with BMC ended in 1967. In 1970 Healey became chairman of Jensen Motors with the enthusiastic backing of key US based Austin-Healey distributors. This was a long and fruitful relationship for Healey, in part because Jensen had been making body shells for Austin-Healey since the 1952 demise of the similar Austin A40 Sports. Healey's first project with a Jensen was re-engineering the Jensen 541S with a V8 engine in 1961, the resulting car being a personal favourite of Healey's. Ten years later, Healey helped design the Lotus engined Jensen-Healey together with Lagonda designer William Towns, to replace the Austin-Healey, which BMC were discontinuing.

He bought the 27 acres Trebah Estate, near Falmouth, Cornwall in 1961 and carried out many ambitious projects there, including the building of commercial greenhouses to grow orchids and a project to build air/sea rescue inflatables. He demolished the concrete covering of the beach of Polgwiddden Cove (a D-Day invasion launch-pad) and used the salvaged material to surface a steep track from the house to the beach. He sold Trebah in 1971. His son, Geoffrey, born in 1922 and a former pupil of Warwick School, wrote several books about the cars and one about their partnership.

13 January 1988, Donald Healey died in Truro, Cornwall at the age of 89.

Donald Healey Motor Company

The business was founded in 1945 by Donald Healey, a successful car designer and rally driver. Healey discussed sports car design with Achille Sempietro, a chassis specialist for high performance cars and Ben Bowden, a body engineer, when all three worked at Humber during World War II.



Healey's new enterprise focused on producing expensive, high-quality, high-performance cars. It was based in an old aircraft components factory off Miller Road in Warwick. There he was joined by Roger Menadue from Armstrong Whitworth to run the experimental workshop. In later years they also had a now-demolished showroom (formerly a cinema) on Emscote Road, Warwick, commemorated by a new block of flats called Healey Court. The cars mainly used a tuned version of the proven Riley twin-cam 2.4-litre four-cylinder engine in a light steel box-section chassis of their own design using independent front suspension by coil springs and alloy trailing arms with Girling dampers. The rear suspension used a Riley live axle with coil springs again. Advanced design allowed soft springing to be combined with excellent road holding. Lockheed hydraulic brakes were used.

When it was introduced in 1948, the Elliott saloon was claimed to be the fastest production closed car in the world, timed at 104.7 mph over a mile. The aerodynamic body design was the work of Benjamin Bowden and unusually for the time it was tested in a wind tunnel to refine its efficiency. This was the start of aerodynamic styling for reduced drag, that culminated in Bowden's last UK offering, the Zethrin Rennsport. In 1949 the most sporting of all the Healeys, the Silverstone, was announced. It had a shorter chassis and stiffer springing and was capable of 107 mph. It is now a highly sought after car and many of the other Healeys have been converted into Silverstone replicas. These cars had numerous competition successes including class wins in the 1947 and 1948 Alpine rallies and the 1949 Mille Miglia.

Donald Healey Motor Company was finally sold to the Hamblin Group, although Healey Automobile Consultants and the engineering parts of the company remained in the hands of Geoffrey and Donald Healey.

Nash-Healey

Government planning and controls required any substantial expansion of production to be for the export market alone. So in 1950 Healey built the Nash-Healey using a Nash Ambassador engine with SU carburettors and Nash gearbox. Initially the 3848 cc unit was used.

The Nash-Healey is a two-seat sports car that was produced for the American market between 1951 and 1954. Marketed by Nash-Kelvinator Corporation with the Nash Ambassador drivetrain and a European chassis and body. The Nash-Healey was the product of the partnership between Nash-Kelvinator Corporation and British automaker Donald Healey.

In 1952 the car was restyled by Pinin Farina and subassembly began in Italy. With body construction transferred from Healey to Pininfarina the larger 4138 cc engine was fitted. A racing version, built with a spartan aluminum body, finished third in the 1952 Le Mans 24-hour race.

Nash Motors became a division of American Motors Corporation (AMC) in 1954. Nash delayed introduction of the 1954 models until 3 June and discontinued the

convertible, leaving just a slightly reworked "Le Mans" coupé, distinguished by a three-piece rear window instead of the previous one-piece glass. Production ceased in August. A few leftover 1954s were sold as 1955 models.

In 1956, American Motors introduced its first V8 engine. In 1957, AMC bored its new V8 to 327 cu in (5.4 L) and used it in the last year of AMC's luxury offerings, the Nash Ambassador, and Hudson Hornet.

Austin-Healey

Healey judged a cheaper sports car marketable in large numbers was needed to save the business, one that would fit between the MG and Jaguar cars then selling so well in USA. Working in with his eldest son Geoffrey in the attic of the family home, Healey designed a two-seat roadster employing numerous low-cost Austin components, the Austin-Healey 100. Austin chief Sir Leonard Lord was so impressed when he saw it on the Healey stand at the 1952 Earls Court Motor Show he offered to make it in his own factories under the name Austin-Healey.

The result was a 1953 a joint venture which created the British Motor Corporation to manufacture the Austin-Healey marque. The 100 evolved into the highly regarded and collector coveted 3-litre Austin-Healey 3000, followed by a diminutive 950cc Austin-Healey Sprite, known affectionately as the "frog-eye" or "Bugeye".

Commenting on the 3000 after Donald Healey's death The Times observed: "The big Healey's brutally firm ride, heavy steering and engine so close it would roast a driver's feet never detracted from the superb, timeless styling and classic proportions."



Jensen-Healey

When production of the Austin-Healey 3000 ended Donald Healey opened discussions with Jensen Motors, who had built the bodies for Healey's Austin-Healey cars. The largest Austin Healey Car Dealer in the US Kjell Qvale was also keen to find a replacement to the Austin-Healey 3000 then became a major shareholder of Jensen. Donald Healey became a director of Jensen Motors in 1970 and a result of this was the Lotus-engined Jensen-Healey which appeared in 1972. The Jensen-Healey was developed in a joint venture by Donald Healey and Jensen Motors.

The oil crisis hit Jensen Motors hard, greatly damaging the sales of its very large V8 Interceptor model and thus degrading its financial condition as a whole. The Jensen GT was then hurriedly brought to market, requiring massive labour expense and taxing the firm's budget even further. By 1974 Lotus was able to supply the required number of engines and production reached 86 cars a week but despite this, the overall situation proved to be too much for the company, which, amid strike action, component shortages and inflation, proceeded to liquidate in 1975 and then close in May 1976.

Cars



Production Numbers

The final Healey car of this era was the G-Type using an Alvis TB21 engine and gearbox. This was more luxurious and heavier than the Riley engined models and performance suffered.

Type	Engine	No.	Year
Healey Westland Roadster	2443 cc Riley 4 cylinder	64	1946-50
Healey Elliott Saloon	2443 cc Riley 4 cylinder	101	1946-50
Healey Sportsmobile	2443 cc Riley 4 cylinder	23	1948-50
Healey Silverstone	2443 cc Riley 4 cylinder	104	1949-50
Healey Tickford Saloon	2443 cc Riley 4 cylinder	222	1950-54
Healey Abbott Drophead Coupe	2443 cc Riley 4 cylinder	77	1950-54
Nash-Healey	3848 or 4138 cc Nash 6 cylinder	506	1950-54
Healey G-Type Roadster	2993 cc Alvis 6 cylinder	25	1951-53



Healey Silverstone

The Healey Silverstone is an open two-seater road / racing sports car, or in the USA roadster, that was made by Donald Healey Motor Company. The Silverstone had headlights behind the grille to make it more aerodynamic. It was designed to be a dual purpose "race and ride" car. It also had a 104 horsepower 2.5-litre Riley I-4 engine and four speed manual transmission. The Silverstone had a top speed of 110 mph and a 0-60 time of 11 seconds, which rivalled other cars

The Silverstone was made at a factory in Warwick, England. They were hand-built and only 105 were produced. When the British government doubled the purchase tax on (luxury) cars in 1948, The result was the Healey Silverstone production ended in September 1950 when it was replaced by the Nash-Healey.



Nash-Healey Cars

Production 1951–1954. A total of 507 production Nash-Healeys were built during its four-year model run: The Nash-Healey registry has a total of 520 entries including prototypes and race vehicles.

- 1951 – 104 (roadsters) lhd N-Type plus 1 rhd G-Type G525 (An additional 30 cars were sold with Alvis or 3 L Healey engines.[10])
- 1952 – 150 (roadsters)
- 1953 – 162 (roadsters and coupes)
- 1954 – 90 (coupes only)



The Jensen-Healey Sports Car

The Jensen-Healey was a British two-seater convertible sports car produced between 1972–1976 by Jensen Motors Ltd. in West Bromwich, England. A related fastback, the Jensen GT, was introduced in 1975.

Launched in 1972 as a fast, luxurious and competent convertible sports car, it was positioned in the market between the Triumph TR6 and the Jaguar E-Type. The 50/50 weight balance achieved by the use of the all alloy Lotus 907 engine led to universal praise as having excellent handling.

Various engines were tried out in the prototype stage including Vauxhall, Ford and BMW units. Donald Healey designed this new Jensen-Healey using Vauxhall components but it was unable to comply with the emission standards set in place in USA. He resisted offers from Saab and Ford to produce a new sports car. Colin Chapman of Lotus offered, and Jensen accepted, his company's new 1973 cc Lotus 907 dual overhead cam, 16-valve all-alloy engine. This setup puts out approximately 144 bhp (107 kW), topping out at 119 mph (192 km/h) and accelerating from zero to 60 mph in 7.8 seconds (8.1 seconds for the emission controlled U.S. version).

Hugo Poole did the styling of the body, the front and back of which were later modified by William Towns to take advantage of the low profile engine and to allow cars for the U.S. market to be fitted with bumpers to meet increasing U.S. regulations. The unitary body understructure was designed by Barry Bilbie, who had been responsible for the Austin-Healey 100, 100-6 and 3000 as well as the Sprite. It was designed to be easy to repair, with bolt-on panels, to keep insurance premiums down. In 1973, United States Government-mandated rubber bumpers were attached. In 1974 "5mph" bumpers were required.

In total 10,503 were produced (10 prototypes, 3,347 Mk.1 and 7,146 Mk.2)

This Donald Healey article was shamelessly borrowed from the internet. Healeys have come up a few times in the newsletter in the last 12 months or so, and when I saw this, I thought "great article - steal it!"

I found it when I was doing a bit of personal research. I have a well worn story of my Dad's old Riley RME with it's high compression head and sodium filled exhaust valves. A while ago I posted this on a forum a while ago and the only reply was that **Donald Healy Motor Company** were tuning these 2.4 litre engines and that some of their kits made it into road cars, a sort of up market Downton tuning kit to use a Mini analogy. If that was the case and it seems quite possible, it does mean that my Dad's old Riley was something special. He said it could easily go over 100mph, though stopping was another matter as it suffered from terrible brake fade. It's such a shame that it was found years later rotting in someone's front garden.

Bryan's Map Quiz

Bryans quiz got a decent response and the first in with the correct answer (boustrophedon) was our very own chair wifie, Trish Brown. Congratulations. (Editor unclenches teeth.)

Perhaps I shouldn't have been using this 1976 map from before the bridge, though you can see route of the new A9 marked out. Though I'm from Elgin originally (don't hold it against me) we had many holidays up north, particularly at a friends house (not very) near Rogart. We loved the ferry, and I find it strangely ironic the we now live just off the old B9161 at Artafallie, so in the '70's we would have often driven past my road end, a family of 6 in a yellow Renault 6, or an Austin Maxi (the engine once fell out of that one!) perhaps a bit of Abba on the cassette player to stop us squabbling. Ah nostalgia, it's not what it was.



HCMC February Club Night

A.G.M. Thursday February 4th 07:30 PM

By Zoom. In 40 minute time slots. Keep the link handy so you can rejoin.

<https://zoom.us/j/99959202902?pwd=eDRuOUtZMERKZIZ5bXJJUEhFMWpNdz09>

(Cut and paste into your favourite web browser.)

Followed by...

Quiz Night

(Callum Beveridge as quiz master)



Remember - in a long held club tradition if you don't turn up you might get elected to a post on the committee.

HCMC March Club Night

Thursday March 4th 07:30 PM

By Zoom - details to follow.

Former presenter Donnie Mackay will give a talk on what was Scotland's only TV Car Show 'Air an Rathad' which will be '*s math sin*' (from which the English word smashing is derived). Don't worry long term petrol head Donnie can talk very, very well in English.

Many of the cars featured are the same ones from Top Gear of the period and there are tales to be told if we can get round the non-disclosure agreement. This is a great chance to find out what happens behind the scenes of any car programme, because they're all the same really. Plus Donnie can talk very, very well.