

CLASSIC SCENE



March 2008

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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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Contents

- 3 The Chairman's Bit
- 4 Editorial
- 5 Event Diary
- 8 Under My Bonnet
- 10 Highland Heaps
- 12 Club Regalia
- 12 AGM Minutes 2008

Cover picture

Chris Silver's Bristol 411 Series 1 at Fortrose last year

THE CHAIRMAN'S BIT

The AGM did not raise any major issues but there are a couple of changes to The Office Bearers and to the committee. Alan Grant has had to stand down from the committee due to work commitments and our thanks go to him for his help. His place is taken by Miles Vincent. The vacant editor's position has been filled by Callum Beveridge and if you are reading this then his first issue is out! I know it has been said before but the best way to keep the newsletter fresh is for members to support Callum by sending in articles. So if anything unusual has happened to you lately (and it's printable!) or if you have seen or heard anything interesting, write it down and send it in, it doesn't matter whether the article is short or long I'm sure Callum will find room for it.

The annual quiz passed off without too much controversy although I did manage to make a couple of mistakes with the picture section (sorry Angus!). The overall winners were the team comprising Chris Silver, Jim Lorrain-Smith, Ray Quibell and new member Liz Bligh. The best caption competition was won by Charles Perrin. I also liked Miles' suggestion but



as he won it last year..... I would like to thank John MacKenzie for doing the bulk of the work in setting the questions.

Finally, a note for your diaries. The FBHVC has been running an annual 'Drive It Day', where member clubs all get out in their cars to raise the profile of the historic vehicle movement. This year's day is Sunday 20th April and we intend to organise a run for that day. This is a good reason to get our cars up and running after the winter lay up. Full details to follow next month.

Michael

This Months Meeting

Thursday 6th March at 7.30pm

A visit to the Arnold Clark body shop at the
Peugeot dealership at 36 Harbour Road,
Inverness

EDITORIAL

Hello,

This is my first edition of 'Classic Scene' and I'd like to start with a request. To make this newsletter a better resource for club members, I'd like to ask members to send in information on local events and suppliers which they think would benefit others. It could be the name of a local parts supplier that you've used, or a trimmer or just about anything which is car related. I'll use this to compile a directory of local trades.

To start the ball rolling, I've created a local events guide (opposite page). The FBHVC 'Drive It' day will take place on the 20th April, and the club is going to organise something for that day. If you think I've missed out some important dates on the calendar, so please let me know ASAP.

Miles has volunteered to create a monthly 'Route Guide' which give some of us an excuse



to enjoy some lesser travelled roads. Watch out for the first one next month

I'm hoping to resurrect 'Me & My Car' in the next few months, so be prepared to answer some questions if you see me with my camera

If you don't see me at the monthly meetings, you can write to me at the address inside the front cover, or email me direct

Callum

An Italian man walked into a bank in New York City one day and asked for the manager, to whom he explained that he was going to Italy on business for two weeks and needed to borrow \$5,000.

The manager told him that the bank would need some form of security for the loan. The Italian handed over the keys to a new Ferrari parked on the street in front of the bank. He produced proof of ownership and everything checked out. The bank manager agreed to accept the car as collateral for the loan.

The bank's manager and staff all enjoyed a good laugh at the Italian for using a \$250,000 Ferrari as surety against a \$5,000 loan. An employee of the bank

then drove the Ferrari into the bank's underground garage and parked it there.

Two weeks later, the Italian returned and repaid the \$5,000 and the interest, which came to \$15.41. The manager said, "Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a multi-millionaire. Why would you bother to borrow \$5,000?"

The Italian replied: "Where else in New York City can I park my car for two weeks for only \$15.41 and expect it to be there when I return?"

Ian Nixon

Local Events Diary

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

March

April

- 15th 8-Ball Rally—Aviemore to John O'Groats. 2CV rally of Britain—Stage N4
16th 8-Ball Rally—John O'Groats to Ullapool. 2CV rally of Britain—Stage N5
see <http://www.rosalyn.me.uk/eightball> for more details
20th FBHVC "Drive-it" Day. Details to follow in next magazine

June

- 1st Fraserburgh Vintage Car Rally
8th Knockhill SpeedFair
15th Tain Vintage Vehicle Rally

July

- 12th/13th Scottish Transport Extravaganza at Glamis Castle
13th Forres Theme Day

August

- 3rd Moray Muscle Show
10th Historic Wheels Rally—Brodie Castle
23rd/24th Auto Spirit—Culzean Castle

September

- 7th Motor Mania—Grantown on Spey
13th Dingwall Street Fayre
20th/21st Selkirk Rally
27th/28th Fraserburgh East to West Commercial Run

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

My wife and I were sitting at a table at my school reunion, and I kept staring at a drunken woman swigging her drink, as she sat alone at a nearby table.

My wife asks, "Do you know her?"

"Yes," I sighed. "She's my old girlfriend. I understand she started drinking right after we split up those many years ago, and I hear she hasn't been sober since."

"My God!" says my wife. "Who would think a person could go on celebrating that long?"



DOES THIS HAVE TO BE ABOUT CARS?.....

A contribution is required for the Newsletter they said, so I thought maybe a "Route of the Month" would be a good idea as I travel the Highlands ever which way, however, having been off work for two weeks I've only really been the ½ mile to Tesco on three occasions and that may not be the enticement that you need to pull the cover off your Classic yet. Although, one time was via Callum's home in Drakies, a detour of at least ¼ mile but with him living in a cul-de-sac it may put the dampers on that route for those of you driving lumbering 50's things with no power assisted steering!

Talking of lumbering 50's things, isn't the new Jaguar XF just the reason to continue driving a Classic, perhaps from that era, or is it just me? Our team at the AGM Quiz genuinely guessed the picture of it's nose to be that of a Skoda!

There will be a "Route of the Month" taking in part of Inverness in a couple of months because it's "Drive it Day" again soon. This is when we should all jump in our Classics and drive them to prove to this Government that we are a force to be rectumised (sorry I mean "recognised" - damn this spellcheck!)

On the other hand maybe the route that day should be via Tesco's, as they seem to have more power and influence in Inverness than any other authority, let alone this Government. Maybe Tesco's would take notice of a dozen Classic Cars driving past their petrol pumps and NOT filling up whilst waving two fingers at the security cameras. Then we could carry on to Elgin and fill up with the cheap stuff!

Anyway, rant over, like I said, I've been off for two weeks, so I decided to fill my time constructively and organised for a new project to fill my drive. You may remember that I sold the Porsche and have this space in front of my garage (yes it is Miles writing this drivell - keep up!) So with no offers forthcoming from my appeal to you all for a new toy the SKIP duly arrived. And NO I haven't taken leave of my senses and bought Tom's Marina in my desperation for a new Classic, although he has threatened on more than one occasion to have it delivered onto my driveway undercover of darkness whether I like it or not! (Worryingly though it is actually starting to appeal to me - please help me someone.)

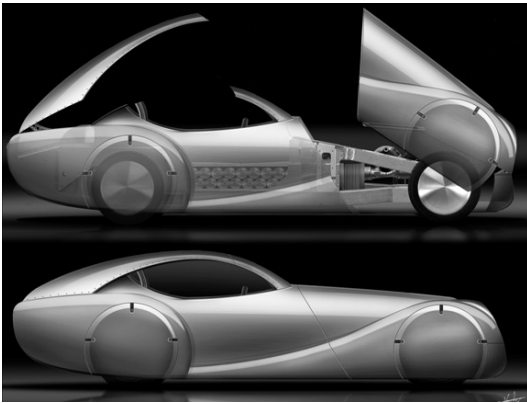
At least filling the skip with the junk from my garage may actually allow me to carry out any of the inevitable works on whatever future Classic I happen to end up with comfortably inside.

On this subject I was recently given an invaluable piece of advice by a highly respected senior member of our club. "Work out what the Hell you actually want in the drive and you may eventually get what is right for you." I am trying to stick to this and would like, if I may, to return the favour by offering some well meaning advice in return..... "Get a SKIP!"



The Morgan LifeCar is a concept car due to be launched at the Geneva Show in March 2008.

The LifeCar’s purpose is to demonstrate that a zero emission vehicle can also be fun to drive. The combination of performance, range and fuel economy will allow a sporting driver of the future to demonstrate a concern for the environment.

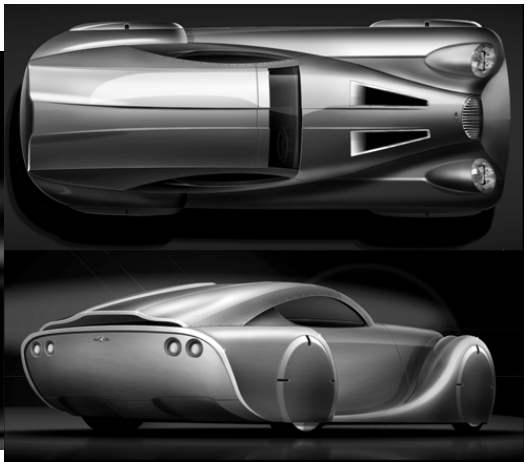


Going far beyond the incremental adaptation of traditional car designs as seen in current hybrid vehicles, it will demonstrate that a new step in vehicle architecture is enabled by the use of a fuel cell hybrid power train.

The approach is one of whole system design in which the architecture is generated from the characteristics of the fuel cell, in a light-weight vehicle coupled with a high hybridization level.

This combination will minimise the fuel cell cost and provide the fuel economy for a 200 mile range.

An objective of the project is to lower the entry barriers for a vehicle powered by a hydrogen fuel cell.



Core to the success of the project will be collaboration between partners to achieve system-level innovation in the design.

The collaborators are Oscar Automotive, Cranfield University, QinetiQ, Oxford University, Linde AG and Morgan Motor Company.

UNDER MY BONNET

I'm willing to bet that most of us have one kicking around in the garage, tucked away in a drawer somewhere, or maybe even proudly attached to your classic car. I'm talking about the AA badge, you know the one I mean, the domed type with yellow background, probably from the 1950's or 60's. Quite common you might think. I have a biscuit box full of them, most of which, apart from Dad's and my own (am I really that old !) were acquired from scrapyards and car boot sales over many years. Worth a bob or two - eh? Pretty scarce these days? When last did you see one?

Well, what most of us perhaps don't realise, and I certainly didn't, is that AA badges of this period, say the fifties and sixties were, and are, anything but rare. The very first AA badge was issued in March 1906 and members were charged a hire, in 1906 remember, of 5 shillings for a brass badge and 7 shillings for a nickel-plated one ! These early badges were issued because it was necessary to have a means of identifying members to the cycle scouts so that they could be warned about speed traps. So what changes !!

Anyway if we fast forward to 1945, the AA badge was completely redesigned and the domed version with yellow background was introduced, on 8th October to be precise (I told you I was sad). There were two sizes, the larger one for cars and a smaller version for motor bikes, introduced in 1952 (just to prove that I am sad) I had always made the assumption that the number on the badge related to your AA membership number, and I was aware that the badges remained the property of the AA and had to be returned when membership ceased. Hands up anyone who has returned one.

Actually the numbers on the badges signify the age of the badge, and it is possible therefore to date your AA badge from the number. In general terms the allocation of serial numbers is as follows :-

1 to 999999	1906-30
A to P suffixes	1930-45
RST suffixes	1945-56 (flat motorcycle badges)
WXYZA suffixes	1956-67 (domed motorcycle badges)
OA to OZ prefixes	1945-57

1A to 9A prefixes	1957-9
1B to 9B prefixes	1960-1
1C to 9C prefixes	1962-3
1D to 9D prefixes	1964-5
1E to 9E prefixes	1966-7

The new style square badges were introduced from February 1967 and were not numbered at all. It is not possible therefore to date them, and the badge was issued as a straight sale, not a hire fee.

Another thing to consider when haggling for an overpriced, battered AA badge at an autojumble is that these badges are not rare. During the ten year A-E series *two million* badges were issued, and a further million and a half were issued between 1945 and 1956. In other words roughly 50,000 badges were being issued every three months, or approximately 500 per day !

So get into that garage and start searching !

Ranald Smith



"Sometimes I think we're fighting a losing battle."

Highland Heaps

Restoration projects spotted in and around the Highlands.
(Apologies if your 'pride and joy' is featured here!)



VANDEN PLAS BOGOF



AUSTIN SIX SINKING



POPULAR HOOD ORNAMENT



IMPERFECT PREFECT

If you're brave enough to want to rescue one these 'heaps', contact Miles for more information

HIGHLAND CLASSIC MOTOR CLUB ANNUAL GENERAL MEETING 7th February 2008

The Chairman welcomed everyone to the meeting.

1. Apologies:

Apologies were received from Mr Randal Smith and Mr Alan Grant.

2. Minutes of 2007 AGM.

The minutes were passed as an accurate account of the 2007 AGM.

3. Matters Arising.

There were no matters arising from the minutes.

4. Chairman's Report:

The Chairman's Report and Review of the year had been previously circulated in the current edition of "Classic Scene". The Chairman did not add to this except to say that he had enjoyed all events and hoped that the members had also done so.

5. Treasurer's Report.

The Treasurer reported a surplus of £27,42 for the year. The income and expenditure analysis was circulated indicating a balance of £2088.65 held in bank accounts.

6. Determination of Annual Subscription.

This had been discussed and passed at the EGM on 06.09.2007. The revised figure to be £15.00

7. Newsletter.

Firstly the Chairman proposed a vote of thanks to Chris Silver for his sterling work over the years in producing the Club Newsletter. Callum Beveridge agreed to take over as Editor and a plea was issued to members to contribute. Several present agreed to assist in various ways.

8. Election of Office Bearers.

The Chairman advised the meeting that of the current Committee Chris Silver and Alan Grant wished to resign and he proposed Miles Vincent, seconded by Ian Nixon. There being no objections Miles was duly voted to the committee. It was pointed out that the Classic Scene editor is also a Committee position.

9. AOCB.

1. Callum advised that the Drive It Day which is sponsored by FBHVC is scheduled for 21st April.
2. Chris stated that many members were unaware of the 2008 Tain Rally and details will be posted in the Newsletter as will those for Drive It Day.
3. The meeting was reassured regarding insurance cover at outside events. Cover provided under the auspices of the FBHVC.

There being no further competent business the meeting was declared closed at 20.17hrs.

Ian R F Nixon
Secretary.
09.02.2008 .

Club Regalia

AVAILABLE NOW!

Sweat Shirts

Polo Shirts

Fleeces

Exclusive Club Wear available now in a dazzling variety of colours, all at give away prices. These wonderful garments will make you the envy of all your friends and neighbours. Strangers will ask for your autograph, and beautiful women will hurl themselves at your feet and beg for sexual favours (honest!) They're warm too.

See **Bryan** at next meeting to order yours!