

CLASSIC SCENE



March 2011

34IV

Office Bearers & Committee

Chairman: **Michael Osborne**

Tel: 01463 871473

michael.oz@btoopenworld.com

Secretary: **Ian Nixon**

Tel: 01349 866178

irf_nixon@hotmail.com

Treasurer: **Ian Thompson**

Tel: 01463 790969

ian.judith@virgin.net

Committee **Roy MacGregor**

Ranald Smith

Miles Vincent

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

Copyright

Neither the Editor nor the officers of the Highland Classic Motor Club are necessarily in agreement with opinions expressed in this magazine. Such opinions are entirely the views of the author and imply no recommendation by the Highland Classic Motor Club

Membership

Bryan McIlwraith

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

Tel: 01463 222839 (work) 01463 741632 (home)

Bmcilwraith@osteopath-highland.co.uk

Please let Bryan know if you have an email address

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

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.

Contents

- 3 The Chairman's Bit
- 5 Editorial
- 7 Event Diary
- 8 Dying for Dyane
- 9 Miles's Meanderings
- 11 AGM Minutes
- 12 Out & About

Cover picture

Atlantean Double-decker

The Chairman's Bit

As I was away on holiday and missed the AGM I would like to thank Ian Nixon for standing in as chair and to Alice and Trish for compiling the quiz, which I have heard was a bit difficult (no, I'm not saying who told me that!) but very enjoyable. I would like to welcome Alice Brown to the committee as well as Graham Jamieson but as I write I'm not sure if he knows it yet! I was also pleased to hear that the proposal to pass on some of our bank surplus to local charities was approved unanimously.

The nights have begun to slowly draw out now so it will soon be time to charge up the TVR's battery - I've never been very organised in storing the car over the winter, it just gets parked up sometime in October, a cover chucked over it and I never think about it again until March, which means as usual the clutch will be stuck again. Still, it gives me a month to get it going before the 'drive it day'.



One new member to welcome this month. Mike Urwin lives near Cannich and has an interesting mix of 70's British sports cars, a 1974 Stag, a 1974 Jenson Interceptor convertible and a 1970 MGB roadster. I've never had the enviable task of deciding which car to take out! Welcome Mike.

Michael
michael.oz@btopenworld.com

If anyone is interested in rescuing a 70's ATLANTIAN Double Decker Bus give me a ring, it's "getting in the way" at one of my customer's premises and he'd love to see it going to a good home (either that or he is going to have to work out how to get it to a scrap yard!)

MILES

Mobile 07780956248



This Months Meeting

Thursday 3rd March 7:30pm. Visit to Chas Perrins Jag Special. Meet at Inches Tescos, Inverness for 7:30



Inverness Vehicle Show

Inverness Vehicle Show - Date Set for 2011

Inverness BID are delighted to announce that the date has been set for the 2011 Inverness Classic Vehicle Show - Saturday 14th of May 2011.

This will be the third year of this event and once again BID will be filling the city centre with an interesting range of classic vehicles. These will include motorbikes and commercial vehicles.

The vehicles will be displayed in the High Street, Church Street and Falcon Square and entertainment will run throughout the day too. The event runs from 11am to 3pm.

At 3pm all the vehicles parade through the town centre with the final leg of the parade down the High Street itself - a fantastic finish to a great family event.

Entertainment is family orientated with plenty to keep children amused of all ages. It's a great day out for everyone.



Editorial

Hi,

The AGM & Quiz night went well—with no fights or surprises. Unfortunately, no-one came forward to take over the newsletter, so it looks as if you're stuck with me for yet another year (anyone fancy an editorial apprenticeship?)

Preparations for the Inverness Classic Vehicle Show appear to be well underway, and one of the organisers will be joining us on Drive-It-Day to talk to some of the owners. I'll be looking for volunteers to give Melanie a lift from stop to stop during the day (who's got a spare seat?)

Speaking of Drive-It-Day, we've now finalised the route and come up with a plan which will see the cars assemble on Stadium Way, Inverness before driving to the Old North Inn for morning coffee. From there, we'll make our way through Beaully and Muir-of-Ord to North Kessock via Redcastle. We'll finish at the North Kessock Hotel who can provide refreshments.

For this years Tain Rally, a bunch of us are going to enter as a 'club' rather than individual entries. This means that we can all park up together and have a gazebo with chairs set up with the club banner etc. The downside (if there is one) is that the vehicles will not be judged at the event. If you wish to join us as part of the club entry, please let me know so that we can give the organisers some idea of the space that we'll need.

This months meeting is a visit to Chas Perrins place to kick tyres on his Jaguar special which was commissiond following



our visit to the Cannich bodyshop last summer. As parking is very limited, we are going to meet up in Tesco Inches car park where we can stuff as many people into as few cars as possible.

My own special has been chilling its tyres on the drive for the last few weeks as its been displaced by the Dyane which lurks in the garage and reminds me of the futility of trying to prevent iron oxidising! More elsewhere in the newsletter.

I've received a letter from John Oliver inviting all club members to join in the festivities of the Sunbeam Talbot Alpine Rally over the weekend of the 2nd/3rd July this year. Saturday will see a road run around Loch Ness followed by an evening Ceilidh at Bogbain. Sunday will be the rally day. More details from John nearer the time.

Remember, you can receive this newsletter electronically, early, in full colour and do your bit to save the planet. Subscribe via the club website...

www.highlandclassic.org.uk

Callum
editor@highlandclassic.ndo.co.uk

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)



The days before the Kessock Bridge

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



Mr. Allen Swift (Springfield, MA.) received this 1928 Rolls-Royce Pica-dilly P1 Roadster from his father, brand new - as a graduation gift in 1928. He drove it up until his death last year.....at the age of 102!!!

He was the oldest living owner of a car from new. He donated it to a Springfield museum after his death. It has 170,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition.

That's approximately 2000 miles per year...

Dying for Dyane

Despite the inclement weather, progress has been made on my 70's French 'classic' with the floors now welded in, the shell fabrication is almost complete.



The result of a late-night eBay browse saw the purchase of an underseal gun and I duly plumbed it into a diving cylinder before unleashing a litre of black rubbery stuff collected from the shelves of MacGregors Industrial Supplies (I can spend all lunch in that shop and not get bored!). I got a bit carried away, and have now undersealed the entire bottom of the car, the garage floor, the neighbours cat and one of the kids bikes!

Attention has now turned to the 'consumable' items on these cars—namely, all four wings. The front offside wing was worst—so I started there. There were a couple of dents to remove, but further exploration revealed filler where there ought not to be filler, and the quick job quickly turned into nothing of the sort. I've spent over two weeks on this now, panel beating the dents out, replacing part of the headlamp surround (rusty) and

generally straightening and welding splits. The inner wings were being held together with copious amounts of green paint (presumably a previous 'restoration' technique) which flaked off to reveal even more rust.

Still, I wanted a project to improve my fabrication and welding skills, so I can't complain—I just need to get on with it and slowly work around the entire car.

I also bought some two-part etch primer from MacGregors, which I was told I could brush paint. This turns out not to be the case, so I have to come up with a spraying solution. As it's also lethal to living beings, I need to press my ex-fire service BA set into use. This connects to a diving cylinder and provides clean fresh



air via a full-face mask. Problem is, that I can't breath and spray at the same time—not enough pressure. So this will take a bit of co-ordination which will either result in a patchwork car, an asphyxiated painter or both!

Perhaps this will be my last report.....

Callum

Miles's Meanderings

So, own up then, who has been beavering away in their garage during the winter months and actually made some tangible head way restoring some previously crusty Classic?

No, me neither! Although I have managed far more regular visits to that end of the garden this year than before, but mainly to remove the sodden “Dehumidifier Bag” from the Scimitar for drying. It is working though, no furry steering wheel this time.

I did have Grand Ideas of doing more to the poor thing this winter but as I pointed out a couple of months ago the Scimitar fills the garage from one end to the other and it has been way too cold for standing out in the driveway tinkering with its “Derriere”.

I hear that even Callum has taken the odd day off this winter from piecing together his Dyane Jigsaw because of the chill in his garage, although, if mine was actually attached to my house, I know that I would have the up and over door firmly shut and the door to the house firmly open for a bit of heat and not the other way round! Making sure that the wife doesn't notice may be a little more difficult though.

I did make one investment in that direction, however, in the form of some

“Rigger Boots”. I'd always fancied a pair for chucking on when I needed to pop out of the house for all those little jobs that us blokes always seem to have to do. You know the sort of thing; bins, recycling, coal, logs, blue box, brown bin and that's before the snow arrives and you have to start clearing paths, cars, driveways and feeding the birds! Very useful they have been and stopped me having to tie laces every fifteen minutes.

I even read a letter in this month's Practical Classic magazine from a chap extolling the virtues of “Rigger Boots” and the warmth of them. He actually goes as far as to say that they are more comfy than slippers (which they are) thus his time is spent more in his garage working on his car than sitting around his house wishing that he was (I can only guess that he lives down south and either has a larger garage than me or a smaller car!).

They are not perfect, though, by any means, as I am sure Callum will vouch having driven us home in -12 C. after the December Xmas Night at the Old North Inn, whilst wearing his. I think he went home and poured a kettle of hot water into them just to thaw his feet out enough to bend them out of the boot shape that they were frozen into (and no we were not in his Burton)!

I too have also discovered a flaw with them (although it may have more to do with the width of my garage than with the boots themselves), on a number of occasions, while squeezing down the side of the Scimitar to retrieve stuff from the shelves in front of it, I have become firmly stuck as my “Rigger Boots” have wedged themselves between the rubber tyre of the car and one of the numerous half full cans of paint that I seem to collect down the side of the garage.

Why I keep so many cans of paint with only a dribble in the bottom I shall never know, we never seem to paint a room the same colour twice and if we did I’m blown if I can remember which out of the kitchen and the bathroom is “Harvest Yellow”, “Sunshine Yellow” or white with a

“Hint” of yellow!

They all look the same on the tin but by heck it looks awful when you touch up using the wrong one, a problem that I am sure that more than a few of you have experienced when trying to match a newly painted panel with the rest of a car that has had a thirty year head start at fading in the sun (must have brought up from down south!)

My “Rigger Boots” are here to stay though, so that will give me an excuse to rid the side of my garage of some of those useless cans of paint. (Anyone wanting some cheap paint to paint, say a Citroen Dyane with, no wing will be the same colour but it’ll look lovely in “Something Yellow!”)

MILES



HIGHLAND CLASSIC MOTOR CLUB

ANNUAL GENERAL MEETING

8.00 pm 3rd FEBRUARY 2011 North Kessock Hotel.

The Secretary welcomed everyone to the meeting and stated that the Chairman was on holiday.

1. Apologies:

Apologies were received from Michael Osborne Graham Jamieson and John MacKenzie

2. Minutes of 2010 AGM.

The minutes were passed as an accurate account of the 2010 AGM. Proposer Tom MacCallum, seconder Chris Silver.

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 Secretary did not add to this. .

5. Treasurer's Report.

The Treasurer reported a surplus of £3041.72 for the year. The income and expenditure summary was circulated.

6. Charity Donations.

In view of the healthy balance the Committee proposed that 2 donations of £500.00 each be made to Highland Hospice and the Munlochry Animal Sanctuary. This was passed unanimously.

7. Determination of Annual Subscription.

This will remain at the current figure of £15.00

8. Election of Office Bearers.

The Secretary and Callum Beveridge stated their desire to vacate their positions but as there were no takers for the post of Secretary and as Callum is too valuable to Committee they will remain. Alice Brown was elected, proposed (Tom MacCallum), seconded (Secretary). Graham Jamieson was proposed by Jim L-S, seconded Chris S. The Secretary was asked to contact Graham to confirm his acceptance of post. Allan Gough was asked if he would consider serving. He said next year will be the soonest he will be available.

9. AOCB.

There being no further competent business the meeting was declared closed at 20.01hrs.

Out & About



Black Isle SAAB



A brace of 'exotica'!

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