

CLASSIC SCENE



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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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Cover picture

*Jowett Javelin at the 2011
Inverness Car Show*

The Chairman's Bit

About 20 hardy souls turned out for the AGM which proceeded in its normal orderly and fairly rapid fashion. As I mentioned last month Ian has stepped down from his position as secretary and this post has now been filled by Alice Brown. Alan Goff has joined the committee so I would like to take this opportunity to welcome him on board.



The annual quiz went really well with just the right mixture of stuff someone like me may have heard of and things that only an anorak would know (not at all like me). I did win something though even if it was made wood and is used in the kitchen! Thanks to must go to Ranald and Bryan for compiling the quiz this year. Great fun.

anyone tell you that TVRs aren't reliable!

One new member to welcome this month; Gordon Stewart is from Fortrose and owns a 1961 Bonser (google it) and a '92 Celica. Lots of you will know Gordon from his part in organising the Fortrose Rally.

I finally got around to fixing the melted wiring on the Grantura and have now fitted relays into the lighting circuits to hopefully curing the problem of failing switches once and for all. Then the normal amazing thing happened, it started second time and even the clutch wasn't stuck on. Not bad as it's kept in an open fronted garage with no cover on it and hasn't moved since the beginning of September. Don't let

Michael
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This Months Meeting

Thursday 1st March. Pub night at the Bogroy (Old North Inn), Inchmore from 7:30

HIGHLAND CLASSIC MOTOR CLUB

Monthly meetings (1st Thursday of every month)

2012

January 5th	Annual Auction—North Kessock Hotel
February 2nd	AGM and Quiz Night—North Kessock Hotel
March 1st	Club night at the Bogroy (Old North Inn), Inchmore
April 5th	Visit to Moray Motor Museum
May 3rd	Tour of Kinkell Classics
June 7th	Road run to the Altguish Inn
July 5th	Scenic drive to Tomich
August 2nd	Scenic drive to Whitebridge via Foyers
September 6th	Visit to the Glen Ord Distillery
October 4th	Titanic Evening
November 1st	tba
December 6th	Christmas night—venue tba

2013

January 3rd 2013	Annual Auction—North Kessock Hotel
February 7th 2014	AGM and Quiz Night—North Kessock Hotel

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

Rover Rescue

I currently own a car I never thought would be considered a classic until I attended a classic car event and saw examples older than mine! Sadly it has now grown too old to be used as a practical car and may not currently pass a MOT in April. I am very loathed for it to be broken up as scrap however and would be delighted if one of your members would be willing to take it for merely the cost of the petrol in it and the tax. It is a '97 reg Rover Coupe, one of the last of its line and the last mass manufactured British car we ever made in this country (unless you count the MGs which were effectively body kits).

It's basically still a good runner, that Honda engine just keeps on going and going, but corrosion seems to make my garage think it needs body work - too expensive for me.

I tried to find contacts for the Moray clubs as well such as the "Historic Wheels Club" but without luck. Since the car is at the garage and my insurance is about to lapse I would be keen to hear from anyone interested as soon as possible.

Andrew Smith
ulysses.hood@googlemail.com



Editorial

Hello,

Last months meeting was the AGM and quiz night. We were suitably entertained with questions on all aspects of motoring, but thankfully, without reference to buses!

As you can see, no-one jumped at the opportunity to take over as editor, so you're stuck with me for another 12 months.

The weather appears to be warming up a bit—almost enough to resume painting. With it, comes a number of rally applications through the letterbox.

The Inverness Classic Vehicle Show is on again this year, and Saturday May 12th is the date. Get your forms in sooner rather than later.

Before that, we have 'Drive It Day' to blow away the winter cobwebs. We're repeating last years formula of coffee and biscuits at the Bogroy (Old North Inn), before continuing along the same route as last year, but going on to Munlochy, Avoch and Rosemarkie before reaching our final destination at the Royal Hotel in Cromarty.

Meet on Stadium Road from 10am for a 10:30 departure.

In this months issue we have another instalment of 'losing your motoring cherry' recalling Ron Kings early motoring memories on page 7, as well as help on registering an unusual Czech built Zetor tractor on page 14.

The AGM minutes can be found on page 15 for all of those members who were unable to attend

The March meeting will be a pub night at the recently renamed 'Bogroy' Hotel (Old



North Inn)

The Membership Secretary reports that there is a Standing Order being paid in the name of Durnall. Unfortunately we don't know who this is being paid on behalf of, so please contact Bryan to let us know whose sub is being paid!

Following on from last years Tain rally, I'm proposing to organise a 'club entry' again. This time, we'll be practised with the gazebo and should get it up in under the hour! If anyone's interested in joining us, please let me know asap.

I'm pleased to report that I'm now printing and posting less than half the number of newsletters that I was 12 months ago. This makes my task much less onerous and saves the club a small fortune in printing, envelope and postage costs. Thanks everyone!

If you've not yet taken the plunge, you can subscribe by clicking the link on the front of the club website:

www.highlandclassic.org.uk

Callum

editor@highlandclassic.ndo.co.uk

Local Events Diary

Here are some details of 2012 local motoring events that may be of interest to our members

April

22nd 'Drive It Day' 2012. Local run in conjunction with the FBHVC to blow away the cobwebs. Meet at 10:30 on Stadium Road for a short run around the local area.

May

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

6th Forres Theme Day

12th Inverness Classic Vehicle Show.

31st-5th June Shetland Classic Motor Show & Tours

June

2nd Kirkhill Gala Day

3rd Fraserburgh Vintage Car Rally

17th Tain Vintage vehicle Rally

30th Gairloch Gathering. Contact Douglas Gibson
douglasg@burach.org.uk

July

7th/8th 38th Scottish Transport Extravaganza at Glamis Castle

August

12th Historic Wheels Rally, Brodie Castle.

19th Dunrobin Vintage Car Rally

25th Fortrose Vintage Vehicle Rally

September

1st Dingwall Street Fair. Contact Donald Mackenzie 01349 861009

2nd Motor Mania—Grantown on Spey

8th/9th Knockhill Classic SpeedFair

15th/16th Selkirk Rally

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

Losing My Motoring Cherry!

In 1960 I was an Unattached Officer of Customs and Excise (U.O.) working in Dover. I had always been interested in sports cars, albeit that I learned to drive in 1955, through National Service commitment and low pay for probationers in the Civil Service it wasn't until the summer of 1960 that I had sufficient prospects and collateral to lever a loan for car buying purposes out of the Manager of the National Provincial Bank in Dover.

Motor Sport magazine had been preferred reading, cover to cover, for many years and poring over the adverts, Toulmin Motors and other purveyors of classic cars as well as Bill Boddy's editorial comments had been interesting and informative. However, 1960 was the age of the fibreglass bodied "specials" like the Ashley GT. A sleek modern bodyshell with underpinnings derived mainly from Ford. So it was that I went up to London's west end to a Mews garage in Maida Vale to cast aside my long held interests and aspirations - to spend my loan on a "special". Well! What a disappointment

that was! The best on offer for my £200 was poorly finished, had stark interior and although advertised as "1958" when I finally managed to prise the log-book from the salesman the truth was revealed. It was still registered as a 1938 Ford 8.

Fortunately, as I walked away from that deal, I chanced upon another showroom with a classic car on display. A red MG TC complete with tan coloured hood, tan tonneau cover and side-screens neatly stowed in a little compartment in the rear of the cockpit. The red leather upholstery was in reasonable condition and it drove well. Everything looked in pretty good order for a thirteen year old car. Needless to say it was over my budget at £280, but we came to an understanding for cash. The London traffic even then was pretty horrendous and so, for another cash consideration we arranged for their driver to deliver it down to my 'digs' in Maison Dieu Road in Dover. The 1947 Morris Garages Type C Midget finally came into my possession in July 1960. At the time I thought the car was wholly original, however I came to realize that the Lucas tail/stop lights on the rear wings must have been an addition by a previous owner. Although it sported a Glasgow registration number I never found out how the car came to be for sale in a London showroom. In fact, as was probably the case with most twenty-odd year olds in those days, I made no enquiries as to its provenance, I just enjoyed owning it and driving it.

The duties of a U.O. covered every aspect of the Customs Landing staff responsibilities and the Excise



Officers' stations throughout the U.K. We acted as relief for permanent staff absences as well as providing extra assistance for seasonal workloads. As the Regulations required that a strict control be maintained over vehicles being temporarily exported and later reimported a large number of Officers were needed in Dover to document cars booked on the recently introduced roll-on roll-off (Ro-Ro) ferries operating across the Channel. The A.A. and R.A.C. assisted their members in completing necessary two-part U.K. Forms or Carnets de Passage, but, the pace was hectic as sailing time approached. So, while we needed to identify every vehicle by its Registration Number before validating the Form and allowing the car to proceed to export, some joker would slip in a Form made out as a tractor or a horse and cart. Woe betide the poor U.O. who fell for the trick as every export Form with its validation was checked against the ship's outward manifest after the sailing. Fingers were pointed!

On the import side reimported cars with properly validated documentation posed no problem and the only hold-up was in respect of personal baggage as every car was stopped and the occupants interviewed by Waterguard Officers. However, importations could get very interesting for Landing Staff if, for example you were a British Champion racing driver who had the loan of a European Monarch's very expensive car of foreign manufacture and felt it was not necessary to lodge a deposit of the appropriate Customs Duty and Purchase Tax before driving it up to London. Or you were a (largely skint!) member of the BAOR and had recently purchased a large German car to transport family and household back to UK on home posting. "You want to keep my car? You'll have to

take the wife and kids too!"

Although based in Dover, the MG took me all over Kent. Breweries in Maidstone, Royal Naval Dockyard in Chatham, Isle of Grain Oil Refinery, Rochester for shipping in The Medway. Excursions to vintage cider manufacturers (Oh you came in your car, I'll let you sample the product. The last guy fell off his bike when he left the yard and we had to haul him out of the ditch!) Probate of small estates on Saturday mornings in the Excise office. Throughout the country there were officially recognised U.O. 'digs' and so groups of young men would be cast together and rivalries arise. I felt that I would beat a colleague's TR2 if I stripped off the air cleaner and balanced the carburettors as well as gapping the plugs and points. I nearly did, but broke a half shaft in the process. It was called an expensive 'draw'. By the time I got the car back after the axle repair I was posted away from the 'digs' and so the air cleaner and associated intakes to the carburettors were lost.

That was when I was sent to Norfolk for the winter Sugar Beet Campaign. As Customs Duty was imposed on imported sugar and molasses, so an Excise presence was required at Beet Sugar factories in the UK to safeguard the revenue position. The M.G. had two close shaves during that period. Roads in Norfolk were very straight for a long distance and then came a sharp right or left hand bend at the end. Drainage ditches ran along the sides of the roads and these were deep and usually rather wet. I was driving late one evening when I realized that the steering wheel was loose in my hands. It turned but the front wheels didn't respond. I braked and the car veered to the left, hit the verge and lunged across the road, hit the verge again and

returned to the left hand side, negotiated the verge and plunged into the deep and overgrown ditch. Fortunately the ditch was dry and I had the hood down. I have never exited a car more quickly and looking down from the safety of the verge, it seemed that the M.G. had parked itself in the broad bottom of the ditch. There was no apparent damage as my braking had caused it to go in slowly, but, recovery looked pretty tricky. I phoned the A.A. from a nearby cottage and described where the car was. Nothing could be done until the following day so I got a taxi back to the 'digs'.

The next morning I got a phone call from the A.A. – they couldn't find the car! The foliage had crept back over the ditch during the night and completely hidden it from view. However, recovery was achieved with little damage. A new steering column and box were required and the moral of the tale is that an owner should always check the pinch bolt on the steering drop arm in case it literally drops off at an inopportune moment.

The other 'dodgy' occasion arose as I drove towards Kings Lynn from its Sugar Factory in very dense fog. I was keeping to the middle of the road even though I could see a single headlight coming towards me. Only a motor-bike I thought and carried on until a second headlight was switched on and I was in the path of a massive twenty ton sugar tanker. Low speed and skin of the teeth saved the day.

My next transfer was to the Dundee area. Having been brought up in Cupar, Fife this was home territory for me and gave me the opportunity to meet up again with old school friends who had an interest in cars. Another TC, a J2, a frog-eye and a Sunbeam Talbot 80 spring to mind. Again

it was the whole gamut of Customs and Excise work. "Spitting" bales of jute at Dundee docks. Meths Spirits checks at St Andrews University and Entertainment Duty verification at the New Cinema. Weighing the contents of tea chests at Kirkcaldy and brewing the mandatory pot of tea to test the truth of the declaration. Two incidents stick in the mind regarding the Kirkcaldy Excise. One was accompanying the Officer to witness the annual check-dip of the only bonded whisky cask (circa 1926) remaining in Auchtertool warehouse. The other was returning to the MG in Kirkcaldy Railway Station car park to find a note under the windscreen wiper, written in red biro "I like your car but I don't like your badge". I presumed this referred to a Young Conservatives sticker that had been on the windscreen when I got the car. Discretion being the better part of valour it was removed forthwith.

Most of the work involved DCL distilleries and warehouses in Fife and Perth as well as distilleries in Brechin and Pitlochry.

It was around this time that the slab petrol tank developed a seepage that turned into a pretty bad leak. Before I was fully aware of the seriousness of the problem, I had parked the car in my pal's parent's garage and over the car-wash drain. Overnight the drain got contaminated with petrol and there was a real panic the following morning in case someone lit a cigarette....!

However duty called and I had to travel north to Brechin with a slightly porous tank

Brechin has several memories. There was the Distillery Manager, the most gentlemanly of men, who would open the Excise Office door at precisely twelve

noon and declare "Gentlemen, the sun is over the yardarm!" This was his invitation for the resident Officer and me to join him in a pre-prandial dram in cut crystal glasses and to discuss matters of the day until 12.30 when we dispersed for lunch. Another concerns the leaking petrol tank. I was explaining my predicament to a local garage man and enquiring the possibility of getting another slab tank locally when he said he could mend it. I told him I had tried PetroPatch and other "cures" but to no avail. However, I think he said it would weld if he filled the tank with water first and I was to come back that evening to collect the tank.

At five o'clock I returned to find a bent and battered piece of red twisted metal and a damaged garage roof. To keep mobile, the pipe from the petrol tank was disconnected and we lashed a 5 gallon jerry-can with a spigot in behind the spare wheel mounting. A short hose to the pipe made a surprisingly effective and leak free temporary repair. I had to resort to Exchange and Mart to get a replacement tank. The garage helped with the cost of the second-hand tank but it was painted green. Fortunately it was sound and the bodge-up jerry can was consigned to the dump. I offered to let the garage blow it up, too – but once bitten twice shy, as they say.

From Brechin I was sent to Pitlochry to cover the vacancy that had arisen at The Blair Athol Distillery. I remember that the Manager there had a very elegant Humber Hawk that was maintained in pristine condition. This Excise station included Edradour Distillery which at that time was the smallest working distillery in Scotland. So, I covered the two areas until the replacement Officer arrived from the South. In his E-Type Jaguar no less! He saw my car and commented that he used to have a TA for racing but now

had an XK120 in racing trim garaged at Thruxton. His wife and family would be arriving later in the Mark Ten! My well-used MG in shabby red with a green slab tank was definitely out-classed in such company. As he settled in, I was able to spend more time at Edradour and prevailed upon the manager there for the use of an empty cask store to paint the car. The local hardware store was able to provide several large tins of red Valspar (the local ladies had apparently taken an aversion to painting their doorsteps that season) and a selection of brushes. The best that could be said of the result was that it looked "fresh" and at least it was all the same colour. A wee bit like the Forth Bridge, maybe- and, it might be said, with similar 'tide' marks.

I used to buy petrol from the garage opposite the Blair Athol Distillery and the owner approached me one day wondering if I wanted a pair of tyres for the car. They were the right diameter but had a broader profile. The price was good and there was sufficient clearance under the rear wings to accommodate them. It was "quite the thing" to have oversize tyres on the rear, so a bargain was struck. It was only after they were fitted that I asked how he came to have a pair of nineteen inch tyres available. "Oh they came off the hearse!" I am pleased to say that the bad luck that was supposed to adhere to anything to do with such vehicles didn't affect the M.G.

I returned to Fife and stayed with my parents in Cupar for a while. It was a very hard winter with deep snow. Working at Windygates Distillery meant a long haul up the Garlie Bank to Craigrothie and over Hill of Tarvit to Kennoway. With snow heaped high on either side of the road and slush coming up through the floor boards, getting to the warehouses in time to open the Crown locks for the start

of the day's work was a cold and uncomfortable experience. Fortunately, the big wheels bit through the snow and slush so progress was reasonably rapid. One snowy day, unfortunately, I overtook our local insurance agent who was proceeding very tentatively in his new Mini. I think he tended to hold that incident against me when I approached him for insurance later in the year. The hard weather and salt took its toll on the bodywork and the off-side cockpit panel corroded badly. Kennoway had a scrapyard and it had been the norm for older cars with leaking sunroofs to have an aluminium patch screwed over the hatch. I got one of these patches for a few shillings and cut a replacement from that. A few brass woodscrews secured it to the ash frame. (Valspar time again!)

I rented a lock-up garage having decided that the XPAG engine was in need of overhaul. Thus the head and the sump came off for the fitting of new piston rings, shell bearings, valves and valve springs. Working in restricted space on an ash floor with no electric light or power was less than enthralling and seemed to go on forever. I still required transport and so an Austin A90 Westminster NSP 700

was acquired.

I learned that I was to return to Dover at Easter 1964 and, as I had married the year before, the logistics of distance, domesticity, a wife and two cars did not compute as we say nowadays. The MG was complete and running but was languishing in its lockup. So, I advertised it in the Dundee Courier for £150 'as seen'. The chap who came to view it was from Perth and worked for General Accident in the head office there. He bargained me down to £120 which I thought would be a good 'windfall' for married life in a new location. Then it transpired he could only afford to pay that amount at £10 a month for a year! Maybe the luck associated with the tyres had something to do with that deal. I never saw the car again after that.

On looking through my MG 'Treasure' Box, I find that the only memorabilia of that period are

1. a framed cross-stitch picture of a red roadster
2. the boxed 1/32nd scale plastic model TC in red that I never had time to make up
3. a crude cardboard press-out toy model of a roadster resembling a TC

The TC was a car of character. It had to work hard for me, but it always performed with style. Motoring became more mundane after that.

It is a matter of some amazement to me that FGA 784 was found to be alive and well in 2008. The car must have been through better and more caring hands than mine in the intervening forty-five years (see picture left).



Ron King



Inverness Vehicle Show

Inverness Vehicle Show - Date Set for 2012

Inverness BID are delighted to announce that the date has been set for the 2012 Inverness Classic Vehicle Show - Saturday 12th of May 2012.

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.



Miles's Meanderings

Well, it has taken three years to do so but I finally got off my backside and managed to complete the assembly of my "Engine". Purchased at the end of 2009 the thing has sat about mine like the proverbial Albatross around my neck, one of those things that never seem to gain a tick next to it, however many "To Do" lists it ends up on.

It just sat there taunting me every time I happened near it, tripping me up every time I tried to pass it, but now it is done, "Ticked Off!"

It was not as complicated or as time consuming as I feared it would be, I just needed to settle down and tackle the thing logically with a few clear hours ahead of me and minimal interruptions.

It's a four stroke, so nothing too extreme for my first attempt, I started by just carefully laying all the components out on a nice clear surface and made sure that I could identify them all easily, numbering helped quite a lot.

Next came the tools, those needed were extradited from their dusty resting places and assigned strategically within the chosen assembly area for speed of access and utilisation.

Then, after one last, reinvigorating, mug of Nescafe Gold, a couple of chocolate Hobnobs and with some Pink Floyd on the I-pod, I knuckled down to the job in hand. I was a blur, in a flurry of activity not seen since the last time I had to knock up a deadline imminent "Miles's Meanderings" for Calum, due of a complete lack of club inspired content for "Classic Scene," I

grabbed my tool and harmoniously meshed component after component together.

Pistons joined connecting rods, which were then fitted onto the crankshaft, this assembly then found its way into the cylinder block which, after the fitting of a sump pan was dropped onto the lower crankcase.

Next were valves and springs, rocker arms and shafts, cylinder heads and blocks, closely followed by the camshaft and a rocker cover. A timing belt made its way onto an idler pulley and this all gained a cover.

I think I finished the Hobnobs about now but I was on a roll and nothing would stop me now (not after three years of procrastination!).

I pressed on with only an inch of cold coffee to sustain me, hoping beyond hope that the wife would notice and send over a small child with a food parcel to me (or at least a bacon sarnie and some fresh coffee!).

The lump got bigger and the pile of bits got smaller. I was making headway.

I was now fitting water pumps, distributors and spark plugs and then I adjusted the timing. The dipstick slotted in nicely and then the inlet manifold/throttle body assembly adorned the side, followed by the exhaust manifold.

Then, finally, I arrived at that special moment, which I am sure a number of you have experienced before me whilst enjoying the same levels of nervous euphoria and excitement, when you get to start the engine for the first time!

I took the plug on the end of the distributor wires and slid it into the battery box then I pressed the red “Start” button and it worked.

....it says “10+ Years” on the box. Beat that!

MILES.

Pistons rose and fell, fans turned and spark plugs lit I could see it all happening through the transparent block. Clever. I could even hear the “sound of a real engine starting!” Poetry in motion. I did that, I was so proud.



My Haynes “Internal Combustion Engine” model was complete and it had only taken since Christmas 2009....

Zetor Appeal

Dear Sirs

I wonder if you can help me? I have just had given to me, my father’s 1968 Zetor tractor after a 2 year restoration! This tractor is a very rare 4wd one and is incredibly light= goes anywhere

My father had it from new and it languished in a barn for ages. My guys wanted to restore it for me- and they delivered it this weekend after 3 year restoration for my birthday. The polish guy who built it, Daniel Janeczko, loves Zetors and grew up with them

He did an amazing job. My late father and mother would have been proud to see it back! See

<http://www.flickr.com/photos/59577851@N03/6405700267/in/photostream>

Anyway I have found the original Green Log book but DVLC require a letter from a classic tractor club stating that what is in the log book is correct- i.e. year etc?

Can anyone help here? (if so I will send you copy of the Logbook)?

Many thanks and Kind Regards

Tim Boles

Tel +44 (0) 1808 511 208

Email: tboles@strathnoon.co.uk



HIGHLAND CLASSIC MOTOR CLUB

ANNUAL GENERAL MEETING

2nd February 2012 - 19.47 hrs. North Kessock Hotel

Present.

Trish Brown, Jane Goff, Alan Goff, Callum Beveridge, Charles Perrin, Ray Quibell, Mark Wilson, Chris Silver, Ranald Smith, Ron Wynton, Miles Vincent, Ian Thomson, Alice Brown, John Eastwood, Ian Nixon, Michael Osborne, Brian MacIlwraith.

The Chairman welcomed everyone to the meeting.

1. Apologies.

Apologies were received from Willie Murray.

2. Minutes of 2011 AGM.

The minutes were passed as an accurate account of the 2011 AGM. Proposer Chris Silver, seconder Alice Brown.

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. .

5. Treasurer's Report.

The Treasurer reported a balance of £2400.61 at year end. The income and expenditure summary was circulated.

6. Determination of Annual Subscription.

This will remain at the current figure of £15.00.

7. Election of Office Bearers.

The Chairman announced that Ian Nixon wished to resign from post of Secretary and thanked him for his work during his tenure. The Chairman advised that Alice Brown had declared an interest in the job and duly proposed her for the position. Miles Vincent seconded and Alice was unanimous elected. Alan Goff was elected to the Committee, proposed by the Chairman, seconded Alice Brown.

8. AOCB.

There being no further competent business the meeting was declared closed at 19.53hrs.

Ian R F Nixon. Secretary. 4.02.2012

Drive It Day 2012

Sunday April 22nd

Meet at 10:30 on Stadium Road, Inverness



Over the last couple of years, "Drive It Day" has provided an opportunity for many member clubs to hold events in support of FBHVC's work.

The Federation of British Historic Vehicle Club is most grateful for this support and urges organisers to remember that the purpose of "Drive It Day" is for us to be seen and appreciated by the public. This years "Drive It Day" takes place on Sunday, 22nd April.

To show support for this event in the North of Scotland, the Highland Classic Motor Club is organising a run. We'll be assembling on Stadium Road outside the HSBS building at 10.30 am and then departing at 11 am for a route that takes us around the Beaulieu Firth with a short stop-over for coffee at the Old North Inn, via Fortrose, Rosemarkie and ending at the Royal Hotel, Cromarty. Those that want a shorter route, can make their own way directly to Cromarty.

For further details, contact The Highland Classic Motor Club via Michael Osborne on 01463 871473 or see www.highlandclassic.org.uk



www.highlandclassic.org.uk

