

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

Maserati BiTurbo spotted on holiday in Sicily in the village where some of the Godfather film was made.



MALAWI !!!

For those not present at our AGM and Quiz night, this was the answer to the tie breaker which won the Committed Team the quiz. Well done to Jane, Alan, Alice and me. Also a big thank you to John MacKenzie and Charlie Perrin for organising the quiz. As usual, some of the answers were hotly contested, but the standing rule: the quiz-master is always right – even if they are wrong, prevailed. In line with “tradition”, the Committed Team will present next year's quiz.

As promised, members were treated to a slice of my apple pie (with a dollop of cream) on arrival. I didn't manage to break the record for the shortest AGM, with discussions around the electing a new Newsletter Editor and what shall we do next month, the AGM took up the best part of 20 minutes. Alan was a good sport and accepted the nomination for Editor. And yes, he got an extra LARGE slice of my apple pie.

A number of new members joined our club in the past weeks. Hello to Brian Mackay, Ali Locke, Gordon Mackenzie and Grant Anderson. We look forward to seeing you and your cars at our meets.

The planned visit to Kinkell Cars was cancelled again at short notice. Charles Perrin stepped into the breach and our March meet will be a visit to his garage for a change to look at his newly bodied Jaguars. As there is limited space at his house we will assemble at Inshes for car sharing. See elsewhere in the magazine for further details.

Trish.

The Editor's Bit.

Welcome to my first attempt at the newsletter. I hope that with practice and your help I can try to emulate Callums excellent work over the last few years. I can only put in the newsletter what is sent to me, otherwise I will fall back on lots of boring old Police stories which usually involve an unhealthy obsession with happily discussing body parts over dinner. In an attempt to glean some inspiration I had a look at some of the earlier copies that are on the club website and in the very first edition that I looked at was a story of a Ferrari owner using his car as a security for a small bank loan over only a week or so. At the end of the week he returns to the bank repays the loan with a small amount of interest. When the bank manager queried this the Ferrari man says that while the bank was looking after his car for him, he was away from town on business and where better to park your car than in the banks own car park and cheaper than the airport. Well as a very young Traffic Pc a story going the rounds was of a lady in Mayfair who's car was regularly removed by Police into the car pound in part of the underground car park in Park Lane. It was always there for a couple of weeks at a time incurring a storage fee of £5 per day. Eventually one of the PC's in the pound asked the woman why her car was so regularly in the pound. "Where else in Mayfair can I leave my car in a warm, dry car park, guarded by the Police for £5 a day! So please help out with anything you might consider suitable.

And finally. Never turn up late for the AGM.



Caption Competition



"So sorry to trouble you sir, but if you don't mind me asking , but could you, in the nicest possible way, consider yourself to be under arrest and, if it's not too much trouble, could you please make your own way to the station?"

There might be a prize for the best caption. And it might be whatever was leftover from the auction night!

This Months Meeting

Thursday 7th March - 2013.

Visit to Charles Perrin's garage to view his Jaguars. Meet at Inshes Tesco at 7.30 pm for car sharing as parking space is limited.

HIGHLAND CLASSIC MOTOR CLUB
ANNUAL GENERAL MEETING
7th February 2013-8.00pm
Bogroy Hotel, Inchmore

Present.

Trish Brown, Jane Goff, Alan Goff, Callum Beveridge, Charles Perrin, Mark Wilson, Chris Silver, Ranald Smith, Ron Wynton, Miles Vincent, Ian Thompson, Alice Brown, John Eastwood, Brian MacIlwraith, Derek Darnell, Jim Lorrain-Smith, Liz Bligh, Grant Anderson, John MacKenzie, Tad Baecker, Matt Nixon, Gordon Woodham, Alan Gordon.

The Chairman welcomed everyone to the meeting.

1. Apologies.

Apologies were received from Ian Nixon and Alex Mann.

2. Minutes of 2012 AGM.

The minutes were passed as an accurate account of the 2012 AGM. Proposer Chris Silver, seconder Ron Wynton.

3. Matters Arising.

There were no matters arising.

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 stated the club had a good year and thanked Mike Osbourne for his time as Chair of the club.

5. Treasurer's Report.

The Treasurer reported a balance of £2559.17 at the end of the year. The income and expenditure summary were circulated and will be published in the forthcoming Classic Scene Magazine.

6. Determination of Annual Subscriptions.

This will remain at the current figure of £15.00.

7. Election of Office Bearers.

The Chairman announced that Callum Beveridge has resigned from the post of Newsletter editor and this post is now vacant. After discussions Alan Goff was nominated for the post by John Mackenzie, seconded by Miles Vincent. There were no other nominations and Alan goff was elected as Newsletter editor. All other officers were re-elected unopposed. All Committee members were also re-elected unopposed.

8. AOCB.

Jim Lorrain-Smith informed the meeting that he has a contact willing to give a talk at a meeting of the club on F1. It was agreed that Jim should pursue this with a view to holding this talk at our March meeting.

Callum Beveridge informed the meeting that the club has now purchased an event tent, which can be used at rallies the club attends. There being no further competent business the meeting was declared closed at 8.20pm.

Alice J.Brown. Secretary. 08.02.2013.

HIGHLAND CLASSIC MOTOR CLUB

INCOME/EXPENDITURE 01/01/12 TO 31/12/12

Subscriptions (76@£15)	1140.00
Proceeds from Auction Evening	53.66
Moray Motor Museum visit	105.00

TOTAL **£1298.66**

EXPENDITURE

Postage/stationary – Newsletter	306.38
Prizes/presentations meeting expenses	316.92
FBHVC Membership / Insurance	182.80
SVVF Subscription	30.00
Drive-it-day Expenses	139.00
Moray Motor Museum visit	165.00

TOTAL **£1140.10**

SURPLUS/DEFICIT FOR YEAR **£158.56**

Cash in bank @ 1/1/13

Bank of Scotland Current Account @1/1/2012	£2400.61
Plus	£158.56
TOTAL @ 1/1/2013	<u>£2559.17</u>

Dyane Electrikery



It's been ages since the last Dyane update and so I was going to write about the last 18 months of progress – getting the chassis built, get the tub mounted, getting everything painted and even getting the engine started for the first time. I was going to pepper the article with photos, and links to youtube videos, which would have told the story of a gradual rebuild of the car to the point that I could start and drive it around. I was going to mention the countless hours that I've spend welding doors and then flattening primer back with 500-grade wet&dry in pouring rain (keeps the surface clean), snow (last weekend), midges (has it really been that long?) in readiness for final paint. I was going to talk about buying a 'spare' car last summer and the day I spent stripping it of all useful bits. I was even going to talk about having made a 'finishing' list of tasks, which is getting shorter night by night. I was probably going to suggest that the car would be finished in time for Drive It Day on the 21st April this year.

That was, until last night.

Last night, I decided to do something about the marginally legal rear lights. Citroen, in its wisdom, chose to illuminate my aging Dyane with a 4 watt bulb per side, which also acts as the number plate illumination. This is the same size of bulb used to provide a glow by which to read the instruments at night (not that there are many instruments on a Dyane). Now this is next to useless after 30 years of corrosion and voltage drop across the loom. The fix, is to run a wire from the tail light to the stop lamp, with a suitable wire-wound resistor to dim the stop lamp, and a silicon diode to prevent the rear lights illuminating (and the front sidelights) every time you stamp on the brakes. This, is all very well in theory, so I searched the spares box for various bits

and a silicon diode to prevent the rear lights illuminating (and the front sidelights) every time you stamp on the brakes. This, is all very well in theory, so I searched the spares box for various bits and pieces and soon had the requisite bits soldered together to simply plug into the rear loom. It was during this operation that I might have accidentally shorted out one of the 4w rear bulbs with a resulting gloominess from the rear. OK – simple enough – change the fuse and all will be well again. Except, that none of the fuses had blown!

OK – consult the photocopied wiring diagram that's been stuck to the inside of the car since I painted it a year ago. 1 fuse (I've only got 4) should have blown, but it hasn't. Out with the AVO to check where I've got voltage. 12v into the light switch, 12v out of the light switch, 12v into the fuse, 12v out of the fuse, but 0v into the instrument binna- cle. It would appear that I've got a 'broken/melted/duff' wire somewhere between the optimistically called 'fuse box' and the interior of the car. That'll be in the bit thick bit of the loom that goes through the bulkhead. That bit that's a b****r to get out, the bit that requires the entire switchgear to be disconnected and fed through the grommets one at a time!

I could of course, just run a single wire from the fuse and bypass that part of the loom, but the inquisitive little boy inside me wants to know what's happened and why. I need to have confidence in such things as I don't want to find myself in deepest France with no electrics! That will be the same inquisitive little boy who used to dismantle all of the kitchen appliances at home to see how they worked, and how many would go back together again without the requisite number of parts and still work!

Well, I guess I know how I'll be spending my Saturday and April 21st doesn't seem as far away as it did yesterday....

Callum



Standing start 1/4 mile? 3.7 seconds.

Terminal velocity? 337mph.

Welcome to the world of Top Fuel Dragsters and Funny Cars



So what is a top fuel dragster and what on earth is a funny car? As most American cars run on dead straight roads there is little need for a car that can go around corners, so why bother building a race car that can handle. Drag racing started in the 50's from someone saying "My car is faster than yours" And most challenges were thrown down while waiting for the traffic lights to go green. Give it a few years and cars were being built for use on old airfield runways and became more specialised. Then along came nitro-methanol and Top Fuel was born. Now for a few facts

- One dragster 500 cu. in. engine makes more power than the first 10 rows of an F1 grid. 7000+hp.
 - Under full throttle, a dragster engine consumes 1½ gallons of nitro methanol fuel per second.
 - The supercharger takes more power to drive than many Ferrari's, about 450 hp.
 - Dual magnetos apply 44 amps to each spark plug. This is the same output as an arc welder.
 - Spark plug electrodes are totally consumed during a pass. After ½ way, the engine is dieseling from the compression plus the glow of exhaust valves at 1400 degrees F. the engine can only be shut down by cutting off the fuel.
 - One cylinder of the engine produces more power than an F1 car. 750hp.
 - That a Top Fuel dragster accelerates to 100mph in 0.8 second.
 - It consumes 4 to 5 gallons of nitro methanol fuel during a quarter mile run, equivalent to 16 to 20 gallons per mile. And uses 10 to 12 gallons for a complete pass, including the tyre burnout and reversing back to the start line.
 - The engine is stripped down after each run and is almost completely rebuilt with new pistons, rings, valves and spark plugs.
 - The engines have no cooling system at all. Engine blocks are solid aluminium.
- And if all the equipment, engines and tyres are already paid for, and for once NOTHING BLOWS UP, each run costs \$1000 PER SECOND. Engine start, tyre burn out and one 1/4 mile run takes about 30 to 35 seconds.

Funny Cars

The first Funny Cars came about from cars that were in "Stock" i.e standard configuration. To get better traction some racers started to move the body rearwards on the chassis to get more weight over the back wheels. At this time nearly all of the American car manufacturers were involved in the sport, so their cars got wilder and wilder.



Now the cars are no more than a short wheelbase, front engine top fuel dragster. The bodies are one piece fibreglass, hinged at the back end. The driver gets in when the entire body is lifted up at the front. The roof panel is a simple escape hatch hinged at the front and not secured in any way. If these cars get a bit sideways the roof panel will open up or even rip off , allowing the driver to get out. When it eventually stops. Most of these big beasts need more room to stop than they do to get up to speed.



And when the engine lets go.....





Lamborghini Countach



Lamborghini Gallardo