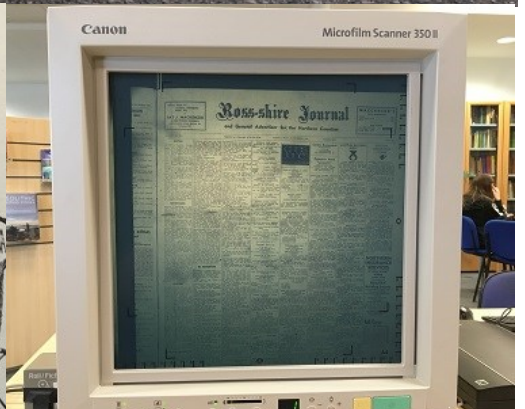


CLASSIC SCENE



40th Anniversary

April 2019



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The club has an extensive archive of
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Cover Picture

A Volvo C303 ex Swedish Army,

An Escort Mk1,

A Quiz night.

An old newsletter's cartoon Riley

And a Microfiche machine.

Welcome to the April Newsletter

This is the first all electronic issue and it has given me the chance for a small redesign. For historical reasons the old newsletters were written and designed on virtual A5 paper, pdf's created as A4 then printed into an A5 booklet. I am now writing on A4 which will be saved as an A4 pdf and if you wish you can print it out on A4 paper. Simple. (That was said for a bet.) Another advantage for me is that I am not limited to 12, 16, 20 or 24 pages for printing. Now I can go for seventeen! Or any number (who said zero at the back?) Anyway it makes my life easier. Even if it sounds dull.

I am still working away on our 40th anniversary special on (you guessed it) A4. I'm looking for memories or old photographs but I have learned that 1979 was 40 years ago (you may call me Einstein) and it's hard enough to remember last year. Please help if you can.

Outside the editors garage this month, the Mini dumped a puddle of petrol on the gravel. I eventually found time to have a look and found one of the new braided fuel hoses had gone soft and split. Apparently this isn't unheard of as there has been a batch of fuel hoses going around that react badly to ethanol in petrol. Don't be like me—buy fuel pipes that are suitable for modern fuels.

Mrs Editor and I were driving through Elgin a few weeks ago to see a small vintage tractor leaving someone's yard on a flatbed. A stocky man in a boiler suit sporting a large beard was waving good-bye to it with what I swear was a tear in his eye. I had complete empathy for him. It's amazing how attached we get to our projects and it was a cute wee tractor. I hope you enjoy the Newsletter.

Your

Editor

practical CLASSICS

I'm disappointed to report that we didn't make the final ten in the best car club competition, even though we really are the best. [Editors opinion.] We did make the runners up list though. Oh well.

By a hair's breadth...

Highly commended - the ten best of the rest

Boston Car Club (Lincs)
Classic Rover Club NI (Northern Ireland)
Coleshill Auto Breakfast Meet (West Midlands)
Glossop Vehicle Club (North Derbyshire)
Highland Classic Motor Club (Scotland)
Ipswich & Suffolk Mini Club
Norwich Classic Vehicle Owners Club
TVR Owners Club (Hampshire Branch)
Wiltshire V-Dub Club
Wirral Classic Car Club (NW England)

Chairs Bitty

We had a great time at the quiz night. 6 small teams took part, with the top prize being won by the WTF team. Various categories of questions from:

The days of car club yore - before 2018 when did we last visit the Moray Motor Museum? I remembered the year, but not the month.

On cars and TV – what truck did Rubber Duck drive? I can picture it, but name it..? pffff. As an aside, the film was on TV about a week later. Too late for this question.

General ignorance questions - where does Brum live? I am guessing it is some old car, but who's Brum?

Alan and I finished up in the middle of the pack when scores were announced. Respectable score I'd say. Many thanks to Mark for organising the quiz. And to Helen for keeping the scores.

The Audi's starting problems were traced to a faulty temperature sender and a faulty crankcase sender, which were duly replaced. There is another slightly longer running issue of coolant levels going down, especially after long runs. We've known about this for the best part of a year, but the drips are turning into a trickle. We have a suspicion on the cause, but this does require a bit of dismantling. Hence we decided to bring the Smart back out of our garage.

The Skoda too experienced a blip in reliability this month, when on a night out, Alice noticed the ignition warning light coming on. Fortunately she was only yards from her destination. On arrival, with the aid of a torch, diagnosis was easy. The auxiliary drivebelt as it is known was shredding itself and only a tiny sliver was still on the pulleys. It did mean a call out to the RAC for a tow home. Easy fix for our garage this time. It turns out that the tensioner had jammed, allowing the belt to flop around.

The weather is picking up slowly and I am keen to get back out in the garden again. There is a hawthorne that needs clipping, but with recent high winds I am not going up any ladder. The winter has been relatively mild. It is showing in the grass which was getting to epic lengths. Alice managed to find a gap in the weather to get out the mower and give it the once over. The lawn looking much better for it. Now to get a new reel for the strimmer so we can tackle the edges.



This month we are going to Bitz engine cleaning in Nairn. We meet up at Tesco in the retail park at the slightly earlier time of 19.00pm, so we can get to the place by 19.30pm.

See you there,

Trish.

Dundee Motor Museum

Jim Mackay

We took a two night hotel deal in the centre of Dundee with the purpose of visiting the V&A. As it turned out, a couple of hours was sufficient for us so we had a day in hand. Dundee Museum of Transport beckoned and it was just a short walk away.



It's a small but varied and interesting collection with Chitty the star attraction.

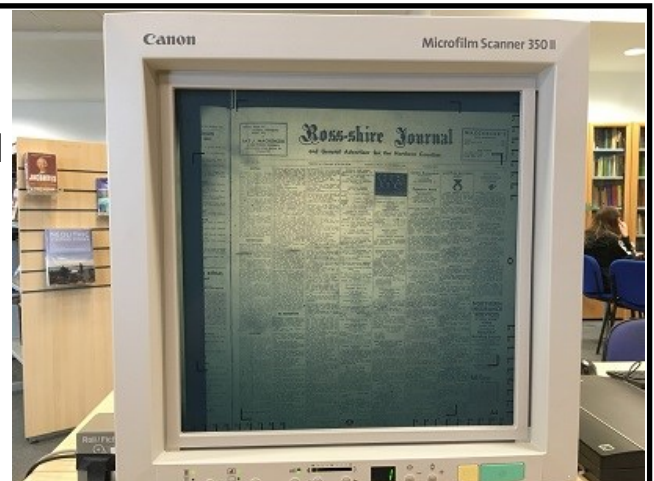
This one is on loan and is one of six replicas built. The engine is a 3 litre unit as opposed to the original 23 litre Maybach aero engine!

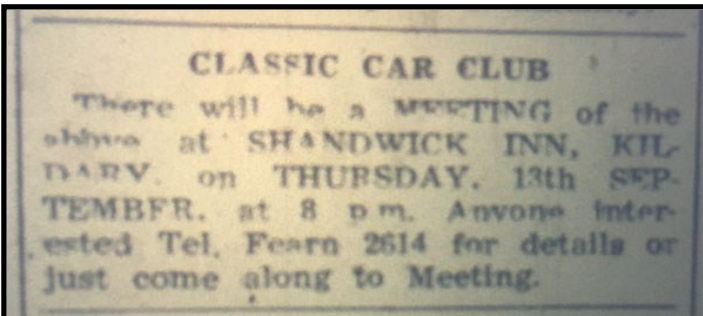
Some vehicles are outside so they are looking for bigger premises. Aren't we all!



Club Birthday Editor

This month I called up the Ross-shire journal editor to see if I could find the original advert for the founding of HCMC. He put me on to the microfiche archive at Dingwall library where I managed to book out a 35mm reel covering July to December 1979. After a bit of a head scratcher lacing the thing (it didn't help that the roll was on backwards and there were no instructions and the staff didn't know either) I went through every edition, sideways. The paper seemed to have mainly been a listings for events, notices and businesses so there was a lot to go through. I went through the larger adverts first starting with September. The image on the screen was sideways so I was getting a crick in my neck. No luck with September and so I started again from July. Still no luck. So disheartened I went back to September to look at all the small adverts, and bingo there it was.....





So our official birthday appears to be the 13th September 1979 and judging by the telephone number the advert was placed by Kelvin Skinner. As it happens, the 13th of September is a Friday. Does anyone fancy going for a meal at

the Shandwick Inn to mark the anniversary?

At this point I discovered a control on the machine that turned the display vertical. (Editor rubs neck in dismay.)



Marks Mega Quiz

Trish has already mentioned the quiz night where 6 teams gathered for Mark Wilson's long awaited quiz. I'm not usually a fan of quiz nights myself, but I really enjoyed this one. There was a slight wickedness to some of the questions and a good range of topics including trucks and tractors. Some questions had no right answer such as the newsletter section

which asked how many Minis and Beetles have featured since I took over as editor. Most people answered 'too many', but my team answered 'not enough' we all got points. The winners were the charmingly named 'What the F@ck' team and tradition dictates that they will set the quiz for next year. Well done them. How



kind and club spirited. The main thing was we all had fun and there was a luck dip prize bucket for all. Trish tried to give the empty box to someone to take home and bin. He then gave it to Bryan saying there's one prize left. As we left he was up to his elbow racking about in it.



Castle Leod picnic run 2007

Here are some photos taken at our last Castle Leod picnic organised by Bryan McIlwraith. Hopefully it's a taster of things to come this anniversary year. The weather looked good.



Pictures supplied by John Mackenzie

The Liver Run Alan Goff

Letter of the Month in

Classic and Sports Car Magazine

As a former Met. Police officer with 23 years of my 30 years' service spent in Traffic Division I read Ernie Jupps article with a great deal of interest as one of his cars I know very well, and I have a passing acquaintance with two of the others.

As a foot duty officer in the late 60's into the 70's on 'A' Division, I undoubtedly saw the Jaguar 'Charlie 1' frequently, as C Division was next door to us on 'Royal A', and the central

London Area cars would frequently assist on other Divisions, especially when the hold-up alarm went off at the Playboy Club in Park Lane! But I digress.

Move on a few years and I was by now living in Romford and at the Traffic Garage at Chadwell Heath, so again I probably saw Rover 'Kilo 7' on many an occasion. As Kilo 7 was an outer Division it was classed as an Area/Traffic car and was fitted

with the Mickey Mouse roof lights. And Ernie is right in saying that Charlie 1 shouldn't have the roof lights.

But onto Rover SD1 A536UJD, the camera car for the Liver Run. This was one of two cars used by myself and PC Les Crossland for training officers in the use of the Vascar/

Pilot Average Speed Calculators and both cars were the first to be fitted with the Provida Camera system linked to the Pilot Speed Calculator. On the day of the Liver Run for some reason I wasn't with Les, either a day off or more likely, at court. As for the run itself I knew all of the four Officers involved and there were several things that happened that were not part of the TV programme that followed, some of which were definitely not for public consumption. But with the passage of time can now be revealed.

The early kit fitted to the camera car was very bulky in comparison to modern dash



cams with various leads tucked out of the way. About half way into the run the microphone lead became detached from the camera so all of the 'sounds off', the sirens and R/T chat was dubbed in later. Bearing in mind the somewhat fruity language that took place it would have been bleeped out anyway! As the cars entered the City of London, they are picked up by two City of London Police solo's and they helped get them through the City and into the West End. As they head on to the Mall and Buckingham Palace, you can see one of the City BMW's pull over in a cloud of smoke with a completely blown engine! By now, Oscar, the Traffic Control call sign, are asking for ETA's as the time is getting tight because of the short life of the donor liver and the crew are then told 'If you don't get there by 12.30 pull over and dump it in a bin!' then some wag listening in on the R/T says 'Nah just fry it with some onions!' Police humour is very black and TraffPols are even worse. They then get another call from Oscar when there was about 8 to 10 minutes to go asking to confirm the ETA. By now they knew that it was highly likely that they would make it and had several minutes in hand. 'Good,' says Oscar, 'the surgeon is going ahead with the removal of the patients liver!' No pressure then! At the hospital the R/T operator in the car carrying the liver gets it out of the back of the car and heads into the hospital. And yes, Graham is a big lad. 6' 7" and about 22 stone, nickname Garth. He was expecting to hand it over to someone inside but two porters grab an arm each and run him down the corridor, into the operating theatre area and then straight in through the doors of the theatre itself. And got a very polite thank you from the surgeon.

So that's the story of 'my' Rover. So look after it please Ernie.



By popular request I reprinted an old letter from Gunn Gunn Swanson and Gunn, and it was well received. Here's another reminder of the fun.

*Gunn Gunn Swanson & Gunn
c/o The Public Bar
MacKays Hotel
Wick*

Dear folkies,

it is wi great sadness an a heavy heavy hert that I write till inform ye o y tragic demise o y proud Scottish land speed record holder. Burnt, folkies, burnt beyond all recognition y remains wis found lyin behind y public bar o y Far Bay Inn wan Sabbath mornin an foul play is suspected. Yes folkies y famous Impie van is no more.

It wis efter y annual buildin trades darts soiree an lap dancin night oot at y Bay Inn when things got oot o hand due till y final bein a whitewash when y Scrabster team o cooncil painters got hammered by an all wimen team o thatchers up from Chelmsford takin a work shop sponsored by y local enterprise board an a hell o a lot o drink was taken by all o y losers. Oot early in y first roond wis young Mackay as since gettin on y boat home from y Utter Hebrides he hes no seen a sober day, far less y numbers on y dart board. It's no y Automobile Association that he's needin till jine.

Still wearing y orange Dickies an y special anti-G boots (designed by an expert in cockpit ergonomics in Inverness) he hed boarded y ferry till Skye on y mornin efter y destruction o y late lamented Spirit an went back an fore across y Minch in y saloon bar on y boat for several days till he was caught tryin till launch wan o y lifeboats till go back an dig up Torquil's still, as he's money hed ran oot an he was needin more drink.

Now folkies when he wis first apprenticed till us as a plumber a few years ago we promised he's mither that we wid take care o him particularly on jobs in far off places like Scourie an Rhiconich an I thought that y Christian thing till do wid be till let him sleep it off oot y back o y pub in y practically fill-race Impie van. That waas y very last that wis seen o him an when we searched for him in y mornin there was no sign o he's big cast BMC belt buckle in y ashes. Ye see he hed never got over y Impie liftin y record an as he hesna been seen since y fire he is y cheillie in y frame folkies. It wis a nasty mean thing till do no least as she wis third party only an all y boy's tools wis in y back o her makin y loss even harder till bear by masel an y lads.

But y real tragedy folkies, is that she is lost till y nation an if y SNP wis till y fore she wid maybe hev been bought at a very reasonable price an sat alongside Stewart's racin carrie in y museum in Glasgow. But lost she is an we hed a bittie o a wake in Mackay's Hotel for her lastin a day or two wi a few o y local dignitaries an friends in attendance where y Rev Sinclair said a few wordies an later on we scattered some o y ashes on y site o y auld Newtons Garage in Dingwall where she wis bought fourth hand so many years ago. At least it filled in a few o y potholes. She even got a linie or two o' mention in y "Groat" an we got a few quid for y Dixon Bates jaw an ball hitch an that wis hergone. All thats left is an area o melted tar in a distant car park an a few memories. RIP.

What's till be done,

Gunn

P.S. They're both Puntos. Y BL cheillie fair fell for that wan !

P.P.S. Entry for yer caption competition :- "But it canna be a Punto Samantha, They didna do them in Sandglow".

JAG.

You can imagine my surprise and when I opened my mail and found this anonymous letter. Fair jumpin' fir joy, wiz I. (Ok, so I haven't quite got the accent!)

Miller, Sinclair & Sutherland

c/o Y Lounge Bar (we like wir comforts)

Pentland Hotel

Thurso

Dear Folkies,

Wir own wee clubbie, Y Blue Tractor, Green Stationary Engine & Multi Coloured Car Club , hes been going a while but no as long as y HCMC. I've been heerin yer clubbie es 40 years old an hit hes prompted me till put y pen till paper. Some o ye ill remember y exploits o Young MacKay, y plumber apprenticed till Gunn, Gunn, Swanson & Gunn an how he hed been vilified (not sure what hit means but hit sounds right) over y devastatin fire o y Impie van. Not just an Impie van but y Impie van holdin y Scottish Land Speed Record. In fact, I'll include an original copy of y article so's all y younger members can be brought up till speed (129.997 mph if I remember correctly). Anyway, Young MacKay laid low for a while an moved to oor business in Thurso as we wis lookin for a plumber at y time. What wi y NC500, we'll be lookin for more plumbers as hits been non-stop. Everyone up here wants till cash in on y boom an every kind o buildin hes been coverted intill airb&b accommodation wi water an toilets; sheds, summerhouses, lean-to's an henhouses. You'd not credit y injunooity o y locals. Now till get back to y story o Young MacKay and e Impie vannie, hit transpired that Dunky Polson was huvin a clear oot o hes shed an came across y box for y set o air horns fitted till y aforementioned Impie vannie an lyun at y bottom o y box wis a relay switch. Noo we all know hits included in y set for a very good reason but time wis o y essence as Spirit o Achavanich wis ready an there wis no time till lose. Y air horns hed been fitted withoot y relay, needs must when y devil drives. Now these air horns hed a big compressor as they needed a lot o puff to blast oot "Colonel Bogie" on y five trumpets an there wis problems wi y fuse. Y old trick o stuffing y cigarette paper into y fuse did y trick an hit held oot jist fine. Now folkies, you an I know this wis a recipe for disaster somewhere along y line an y old wirin wid fail an fail hit did at y back o y Far Bay Inn wi Young MacKay sleepin in y back. Fortunately, hes big cast BMC buckle absorbed y heat, burnt through hes Dickie boilersuit an wakened him up bangin hes head on y roof. Amnesia is a terrible thing an he wandered aboot for a while until y amnesia wore off or he sobered up, which ever. He panicked on seein y remains o y Impie an fled y scene. That folkies es how hit happened.

A lot o watter hes flowed doon y Thurso River since then, some o hit clear an some o hit murky. Fer istance, rumour hes it that y practically fill race Impie van which holds y Scottish Land Speed Record hes been advertised in Gumtree complete wi y original Dixon Bates jaw an ball hitch. I hevna seen it masel as the listin feenished early. I suspect Nicola Sturgeon snapped it up for propaganda headin into Brexit, mebee even for a quick getaway. Nuthin wid surprise me. I hope she doesna get y tar on her nice clothes.

Best regards, Wundy Miller.

Car and Coffee 10th March 2019

Amongst the usual suspects 'The North-East German Kollektiv' de-iced their Porsche, Audis and VW's extra early in order to convoy over from Aberdeen to appear at this months Cars and Coffee. That's some drive! I thought the Volkswagen Caddy pick up truck was particularly cool. There were plenty of Highlanders to keep them company.

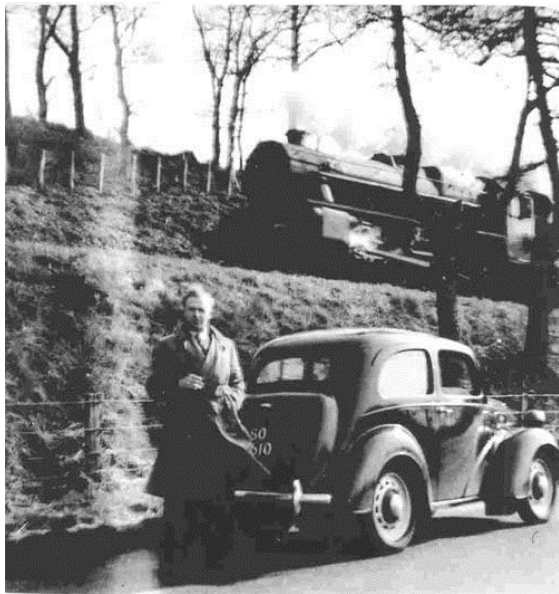


Picture Puzzle

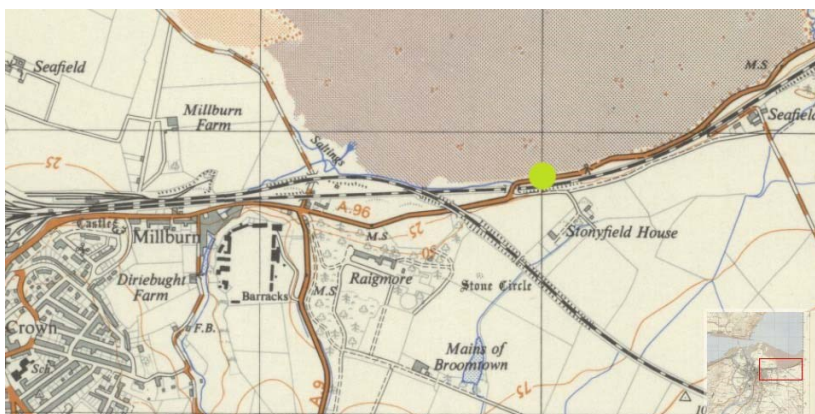
Chris Silver's challenge, was to identify the locations in his pictures from in or near Inverness. We had a couple of replies. Bank Street was fairly easy to get. When I saw the second picture I had a fairly good idea, as a few years



back I was exploring the old A96 Inverness approach on my bike. I took the dogs for a walk and I think I found the exact spot. You can see the same fence line in the trees.



The map below shows the spot. I was even luck enough to get a train picture.



Out and About

Jim Mackay

This Mk2 Cortina GT looked very sound. The Tea Pot was seen at the Quiraing on Skye in February.



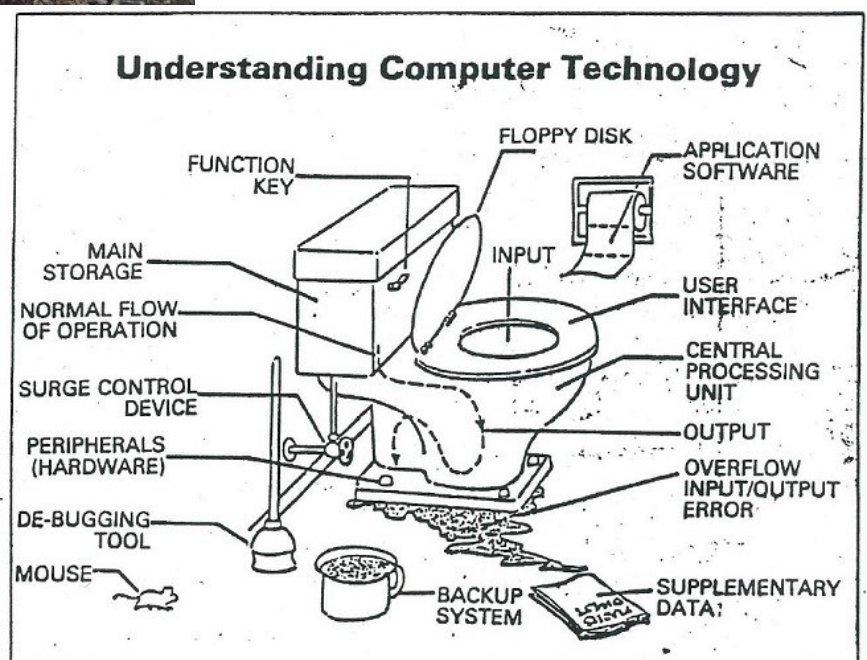
This nice BMW example was spotted in Dundee though I'm not sure about the wheel trims.

Cheers, Jim.



Now the newsletter is only available online, Jim found an instructive diagram from an old Newsletter to help explain some of the IT terminology.

Seriously though if you're having trouble reading the newsletter please ask for help.



LOCAL EVENTS

4th Apr 2019	Visit to Bitz engine cleaning.	Bitz Garage, Nairn	Meet up at Tesco in the retail park at the earlier time of 19.00 , or meet there at 19.30.
14th Apr 2019	Cars And Coffee - Inverness	Roller Bowl, Culdu-thel Rd. Inverness	Park up, buy yourself a hot drink and snack from Roller Bowl and the check out what's in the Car Park.
28th Apr 2019	Drive It Day 2019	Rollerbowl - Inverness	See club website to sign up.
2nd May 2019	Pub Run	TBA	TBA

Highland Classic Motor Club in conjunction with the Federation of British Historic Vehicle Clubs

Drive it Day

Sunday April 28th 2019—10:30

The 2019 route will start at Rollerbowl on Culduthel Road, Inverness and take us around the Beauly Firth via Kirkhill, Beauly, Muir-of-Ord, Marybank and Contin before stopping in Strathpeffer for refreshments. We'll continue on to Dingwall and Evanton before finishing in Alness for lunch.

To sign up for drive it day 2019, go to
<http://www.highlandclassic.org.uk/>
 and click on the 'Drive It Day' logo.

**Drive It Day
2019**

April 28th

(Click the logo)

