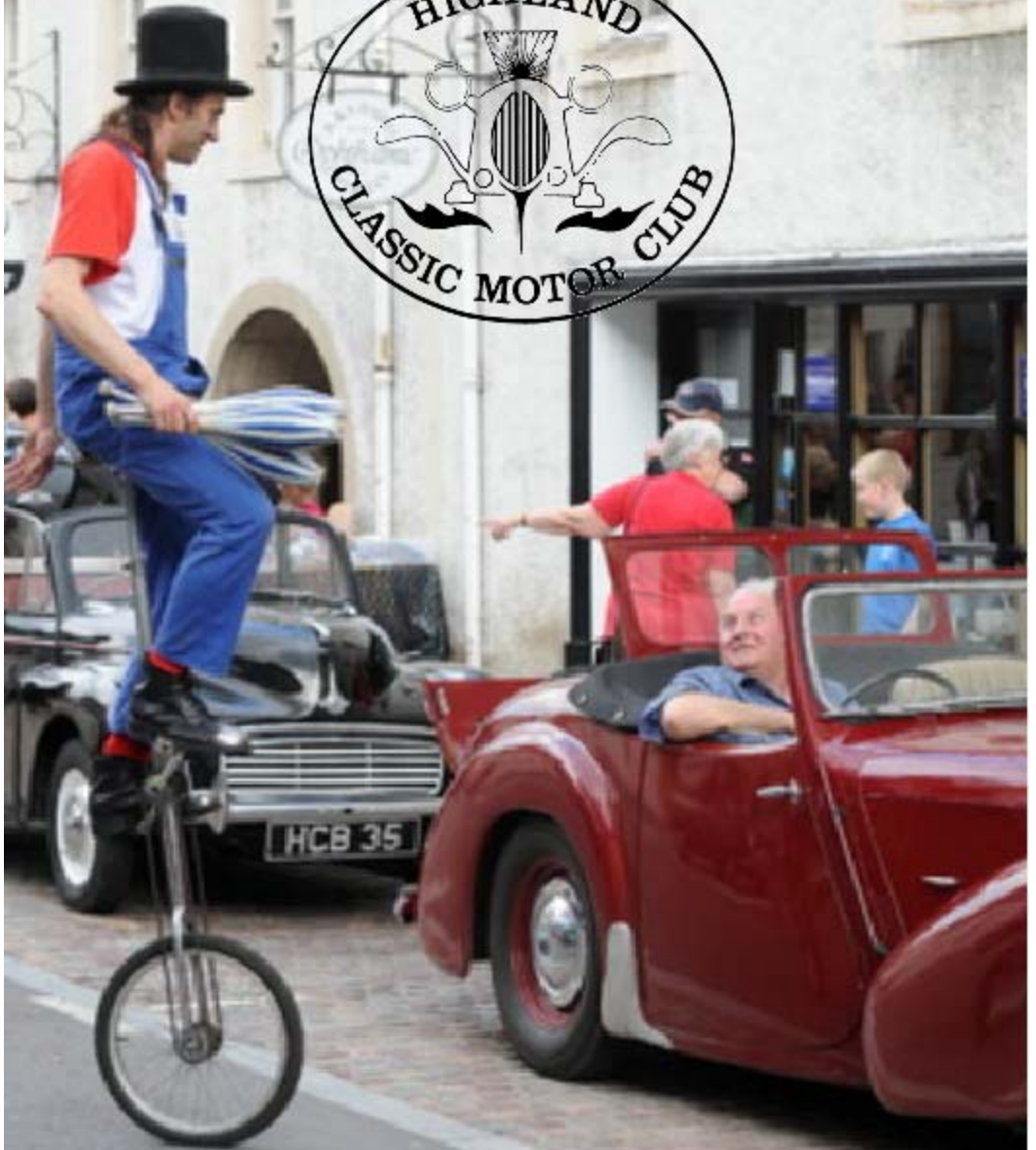


CLASSIC SCENE



June 2010

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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
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Cover picture

*Alex Mann's 1948 Triumph 1800 Roadster
at the Inverness Classic Car Show*

THE CHAIRMAN'S BIT

I missed last months visit to CC Coachworks at Cannich but by all reports it was a very interesting and well attended evening. I also decided not to attend the 'BID' classic car show in Inverness last Saturday but this was more than made up by the picture of Alex Mann on the front of today's (Monday) Press and Journal. It seems Inverness's Traffic Wardens have found new ways of handing out parking tickets!

Instead of the BID event I took the TVR out for a good long run in the sunshine. The car ran well, there wasn't much traffic about, and there cannot be many better areas to go for a drive in Britain than the Highlands. The only thing missing was not having a convertible to enjoy it all in.



Finally one new member to welcome this month; Tony Bluefield hails from Strathpeffer and owns a 1978 MG Midget.

See you all at Andy Findlays next week.

Michael
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SENIOR DRIVING

As a senior citizen was driving down the freeway, his car phone rang. Answering, he heard his wife's voice urgently warning him, "Herman, I just heard on the news that there's a car going the wrong way on Interstate 77. Please be careful!" "Hell," said Herman, "It's not just one car.. It's hundreds of them!"

This Months Meeting

Thursday 3rd June 7:30pm. Andy Findlays
Collection, near Ardersier (see editorial).

EDITORIAL

Hello,

Last months visit to CC Coachwork near Cannich was most interesting and well attended for such a small venue. How they manage to produce that quality of craftsmanship in such a small 'shed' is remarkable.

May saw the rescheduled Forres show, and despite the early date, it was well attended and blessed with great weather. Good to see so many new cars there.

A fortnight ago, we managed to 'dump' the kids for a weekend and headed up North for a spot of walking in the hills. En-route I spotted one of the most impressive convoys that I've seen—that of the Honda C50/C90 clubs 'John



O'Groats to Lands End' charity run. Approx 70 Honda scooters hogging the Southbound A9 near Golspie. I really felt for the lone rider I passed 5 minutes later trying to catch up...

Last Saturday saw the 2nd Inverness Classic Car Show and by all accounts it was well received.



This months meeting is at Andy Findlays House near Ardersier. See map below for directions. Don't forget the Tain Rally on Sun 20th June held on the Links.

If you can't wait that long, there's the Strathpeffer Vintage day on 19th June. It would be nice if we could supply a few cars for this morning event even if it is the day before Tain.

Remember, you can receive an electronic version of this newsletter ahead of everyone else by subscribing to an email-only version on our website:

www.highlandclassic.org.uk

Callum

editor@highlandclassic.ndo.co.uk



Local Events Diary

Here are some details of 2010 local events that may be of interest to our members

June

6th Fraserburgh Vintage Car Rally2
19th Strathpeffer Market Vintage Day
20th Tain Vintage vehicle Rally

July

3rd Gairloch Highland Gathering and Classic Car Show
10th/11th Scottish Transport Extravaganza at Glamis Castle
18th Knockhill Classic SpeedFair

August

1st Moray Muscle Show
8th Historic Wheels Rally, Brodie Castle.
28th Fortrose Vintage Vehicle Rally

September

4th Dingwall Street Fair. Contact Donald Mackenzie 01349 861009
5th Motor Mania—Grantown on Spey
18th/19th Selkirk Rally

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

HIGHLAND CLASSIC MOTOR CLUB

Monthly meetings (1st Thursday of every month)

2010

June 3rd Visit to Andy Findlays collection near Ardersier
July 1st Visit to Cairngorm Brewery, Aviemore
August 5th Scenic Drive to Whitebridge (Avoiding Black Isle Show)
September 2nd tba
October 7th Police Talk—Old North Inn, Inchmore
November 4th tba

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

For Sale

LISTER STATIONARY ENGINE
DOUBLE FLY WHEEL. EX-GARDEN SAW BENCH
GOOD ORDER

OFFERS TO MR. D. MACDONALD 01463 872747



Miles's Meanderings

Well I have to admit to you that I had a “moment” on the way to Applecross this week. No not one of those Senior moments that I know a few of you are prone to, but one of those “Castella Cigar moments” (cue music...).

Picture this; there I was wafting along the Achnasheen straights (well as much as a Renault Traffic will waft, more of a lollop!), Pink Floyd's “Comfortably Numb” 8 minute guitar solo is in full swing, I'm wearing Ray Bans and the sun is shining bright. I look left and thundering up the tracks to the top of the glen is the Royal Scotsman train, in all its burgundy glory, looking very majestic against its mountainous backdrop. I can feel the warmth of the moment building but then it gets a whole lot better.

Swivelling my eyes back to the road ahead, I am greeted with the awesome sight of about fifteen sports exotica approaching me at speed and in convoy. I could see a big grin on the face of each driver as they flashed past me while “stretching their legs” on the glistening, smooth, wide tarmac painted before them. Subsequently, I discovered that it was a group wealthy Londoners touring the Highlands in their toys. (Well, it must beat sitting in traffic on the M25 in your expensive, shiny motor, Guv!)



I had already cottoned on that they must have been fairly wealthy when the black Porsche GT2 passed me, pursued by a Lotus Exige and the stunning white GT3, quickly followed by a BMW, some roaring TVRs and a couple of Aston Martins (proper ones), all of which were being seductively followed by a fabulously orange Lambourghini Gallardo driven by its lady owner. What a moment!

I was even lucky enough to see them again a couple of days later in Tain. They were still turning heads but this time also frightening young children with

apocalyptic noise that they produced between the solid stone buildings of the High Street as they cruised through. Magnificent.

What was definitely “not magnificent” this week was my exit from Saturday's Inverness Classic Car Show. The day had been fine, it had remained dry and lots of people were out to see the cars. I'm not sure that there were as many classics as the organisers had hoped but then as there seemed to be very little organising going on before or during the event I wasn't really surprised!

The bonus of the day was that Glen, one of our younger and fitter (Passat driving) Club members, has got a summer job as a cycling tour guide on one of those three wheeled “Happy Tours” bikes that you may have seen holding up traffic around Inverness and he was giving free rides. That saved me no end of ear ache as it stopped my five year old from whinging too much about having to walk all day.

I do believe I wasn't the only one of our Club members to take full advantage of this service and I would be intrigued to see the video footage that he was seen taking on his complete circuit of the show, while hanging off the back of the slow moving tricycle, perhaps he will forward it to Callum and we can add it to the web site for viewing!

Hopefully though he was not filming the progress of the “Cavalcade” of vehicles up Church Street and on to Queensgate as that's precisely where my involvement in the parade was terminated by an electrical glitch in the Scimitar, much to the amusement of the crowd of spectators that had gathered in their hundred's on that particular corner!

Well, I say electrical “glitch” it was more like a complete failure of the ignition system, caused by a yet undetermined loose wire or dodgy fuse, which resulted in me rolling to a halt right on the corner of Queensgate thus impeding the progress of the fully laden MacBrayne's Bus behind me and also the Fire Engine and three Stagecoach Buses approaching from the other two merging roads which had already been held up for a length of time by the now rather un amused Traffic Wardens who were about to have to help push my stricken fibreglass go-cart out of the way!

My electric windows had also failed in the down position (and are still in the down position meaning that I've had to fit a cover to the car which, of course, means it's twice as hard to work on to fix the original fault) and this meant, that on Saturday I could hear all and every derogatory comment from the amassed crowds about "crap," "old," "unreliable" 70's cars but by all accounts I wasn't the only one having problems with their Classics at that moment, as being held for far too long in traffic by the organisers on a warm day, had led to a number overheating and Inverness was starting to look like the scene of a demolition derby!

Anyway, having rung my wife in order to get someone to come and collect the increasingly agitated five year old from the passenger seat of the Scimitar, I then proceeded to bother my Father-in-Law, on his day off, with how to get it going again. The recommended wire waggling and fuse fiddling actually seemed to do the trick so when all the gauges sprung into life I fired her straight up and shot off up Academy Street.....as far as the traffic lights by The Eastgate.

Luckily, as the electrics failed for a second time there was a gap in the traffic and I was able to swing the car into Marks and Spencer's shopping collection car park. Wow, that things heavy without power steering!

Having explained to the very helpful, if not a little persistent, Marks and Spencer employee that, "No" I really was not here to collect my shopping, I got back on the phone to redirect the rescue party on its way to for my passenger and to make the most of my new RAC membership. (Isn't it amazing what you can by with Tesco Club Card Points nowadays?) Oh, and I phoned the Father-in-Law again to see if he had any further tips for me. (He did!)

During this time, I also had to help push a fellow Classic enthusiast into the extraordinarily busy Marky's car park, from in front of the cue of traffic that had formed behind his disabled Ford Zephyr when it overheated at the same lights. I thought that I was having problems and I only needed to get to Lochardil but when I asked where it was he was headed he replied "Orkney!"

Twenty minutes later, though, he was on his merry way, having let his car cool on its own and having

let his kids cool with an ice cream. Now, why didn't I think of that?

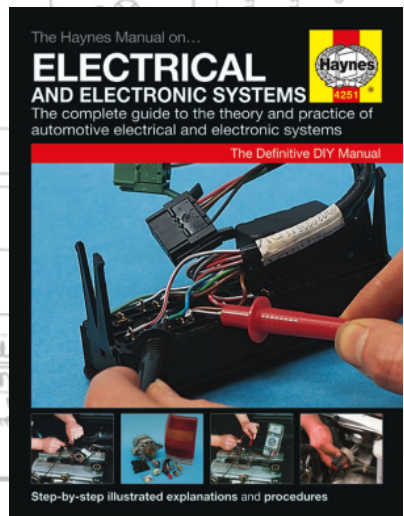
Soon, my Dad appeared and removed the hot child and I was left to continue poking wires and fuses with my house keys (don't ask!) until eventually, "Hey Presto" the power came back on and I was off again. (Why is it that when you are in a car that you know is potentially about to break down and you are trying to get home as quickly as possible without any sudden movements you always end up following some dodderly old fool that should have given up his driving licence years ago who hesitates his way along the entire route that you need to follow?!)

I was almost disappointed when I got home under my own steam and had to cancel the RAC. I was looking forward to getting my moneys worth from them again this year! (Do you know, one of the options on their computerised telephone system when you phone them is actually to cancel the call out to you that you've just made? There must be a lot of self fixing faults out there!)

And that further tip that my Father-in-Law gave me? Don't leave home again without some tools and some wire! Funny, that's exactly the same tip that Callum gave me last month on the Club night while he was lying in the gravel of the Cannich pub car park fixing my exhaust with a 2CV clamp! I really must return that soon in case he needs it.

Does anyone have an M7 ring spanner that I can borrow? Callum?

Miles



Retirement Ramblings May '10

On reading my last article, Irene reminded me that I had half a story so here's the other half. Irene, my wife, came with me to Aberdeen-shire to collect the Vitesse engine and on the way we spotted a Land



Rover for sale. My father had had a succession of Morris Minor pick-ups and he needed a replacement, preferably something that coped better with the muddy fields. This was just the vehicle, a 1958 Series 2, petrol (no starting problems) lwb, cab and tilt with folding side seats for 8. I bought it for £200 and

drove it away. It was a Sunday so I guess I couldn't organise details like insurance and tax. It did have a fine heater though so I was sorted. Irene, on the other hand, was suffering from the first stages of hypothermia in the Mini and we had to have a heater stop at Alness. I think that Irene elected to drive the easier of the two vehicles and, presumably, I thought that I'd make a better job of out-running the police had they become suspicious. No, it wasn't a V8 but I had the off-road option! Fortunately, I stayed on the road and "Scottie" gave many years of service down on the croft.

It's a long time since I've entered Samantha for a rally but the Austin one at Nairn organised by Liz Bligh was different. Staying at the Newton Hotel kind of swung things! I took Samantha out of the garage and she started first time, of course: a quick polish and she was ready. Coming into Forres, the propshaft started to vibrate. The cause wasn't obvious so we carried on to Elgin for a tour round



Johnston's (wool mill) which was very interesting. I checked the propshaft again and found one of the needle roller caps in the rear universal joint moving in the yoke. The rusty circlip had broken and the

metric, I cut an end of a big one and snapped it into place. A fine, temporary finish-the -rally and get-me-home fix which, no doubt, will be there for many a year to come.



remaining half was ready to fall out; right then, thinking cap on. No-one but no-one would be carrying that kind of spare so I headed for a parts department and came across Autosave who's manager used to work in the Inverness branch. Well, well, talk about landing on my feet! I bought a packet of circlips for £1 something and drove Samantha in. All the tools were made available and, as the circlips were

The Austin 7, three tens, a sixteen and an 1100 were joined by two more at the hotel, Peter's 7 and his daughter, Amy, in her 7. It was built by her father, of course, and he's made a superb job. It is the business; runs well on pedal power and can never suffer from propshaft problems!

The Sunday was National Drive it Day and we met up with members and their cars at the North Inn. It was a super turn-out and I caught up with everyone and their transport. Some left the car park very rapidly and others were more sedate. Happiest man must have been George with his TR6. I hope he has many years and miles of happy motoring. Of course, I wish that for all members of the HCMC.

Cheers, **Jim MacKay.**

Wanted

I am interested in buying a TR3A and I have been researching for a number of months through Magazines and papers etc. TR's seem to be fairly rare in the North and I have never seen one at any show locally. Can you give me some contacts please that may be able to point me in the right direction.

Many thanks,
Brian
brianhemming@btinternet.com



Highland Heaps

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



Ardersier Minx



Alness Antique



Ardersier Hilman



Culbokie Curio

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



Eddies Princess at Forres complete with door mirror!



Immaculate Riley seen at Forres