

CLASSIC SCENE



July 2012

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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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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.

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Cover picture

A Forres Fordson

The Chairman's Bit

I popped up to Tain last week, not in the TVR unfortunately but in my far more exotic van. The weather wasn't being very kind but there was still a good turnout of vehicles including Alex Mann in his latest Jeep project. He assured me that this one was definitely his last restoration but I don't believe that for a minute. I also had a blether with a few TVR owners who had driven up from the Central Belt which made me feel even more guilty for not bringing my own car from thirty miles away. Oh and I had an ice cream to make it feel like summer!

I would like to welcome two new members this month, Julie Board and Jim McCue. Julie has a 1971 Austin Mini 1000 and a 1960 Morris 1000, whilst Jim owns a 1970 Austin 1000 pick-up and a 1978 MGB GT.

As most of you will know I am resigning my post as Chairman as I will shortly be moving away from The Highlands. This, I can assure you, is not because Mr Salmond



has asked me to leave! I do intend to keep my membership running so I can try to combine any visits back with a club event.

Which just leaves me to thank committee members past and present for the help and advice they have given me (whether I wanted it or not!) and to wish whoever takes my post good luck in the future. It's a great club.

Michael
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This Months Meeting

Thursday 5th July. Road run to the Tomich Hotel,
Strathglass. Meet in Drumnadrochit for 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	Road run to the Altguish Inn
June 7th	Scenic drive to Whitebridge via Foyers
July 5th	Scenic drive to Tomich
August 2nd	Tour of Kinkell Classics
September 6th	Visit to the Glen Ord Distillery
October 4th	Titanic Evening
November 1st	Visit to VOSA—Inverness
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)

Highland Classic Motor Club
Notification of Extra Ordinary General Meeting

There will be an Extraordinary General Meeting of the Highland Classic Motor Club to elect a new Chair owing to the resignation of the current Chair Michael Osborne.

This will be held on Thursday, 5th July at the Tomich Hotel at the end of the scenic drive scheduled for that day

Members wishing to stand as Chair should inform the Secretary of their intension to do so.

Alice Brown
Secretary
Highland Classic Motor Club

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Editorial

Hello and welcome to the July issue of Classic Scene.

I missed the recent Tain Rally, but hear that it wouldn't have been much fun without a roof of some kind! I spent an enjoyable weekend in Perthshire hooning around with a bunch of Citroen Specials instead.

I also hear that some of our members graced the Fraserburgh Rally with their presence and lifted some silverware. Congratulations—I can't wait to see this one.

Last months meeting was a scenic drive to the Whitebridge Inn, where most people managed to take the wrong route! Hopefully, you'll manage better this month.

With Mikes imminent departure (deportation), we are holding an Extraordinary General Meeting this month to elect a new chairperson. All interested parties should contact the Secretary using the details at the foot of the previous page.

Our Membership Secretary, Bryan has been back in touch regarding some discrepancies in subscription payments. If you have paid your subs in cash to him in March, April or May, can you please get in touch. Contact him on 01463 222839.

There's a plethora of rallies coming up in the next few weeks, Runrobin, Brodie Castle, Dingwall and the Fortrose Rally. Entries are now open for Fortrose and an entry form can be downloaded from the club website.

I'll just manage to squeeze in a day at the Glamis Motoring Extravaganza next weekend, if the logistics of ferrying children



around the country allow it. Hope to see some of you there.

This months meeting is a scenic drive to the Tomich Hotel where we'll hold an EGM. Meet at the car park in Drumnadrochit for 7:30,

We've got another 'Motoring Cherry' article—this time from Roy Macgregor—he of the mammoth Riley restoration project. If anyone wishes to share their early motoring memories, please get in touch.

On the home restoration front, the Dyane is coming together with a successful engine start and more painting completed. Things are finally going back together and it all magically seems to mostly fit. Perhaps it might just be finished this year.

Got to run - I've got a Dyane to fettle!

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
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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.

13th Buckie Classic Car Show (see page 7)

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.

My First Car

I was brought up in Glasgow, where my father was a motor mechanic, originally in the British workshop and later Mercedes Workshop manager. Because of this background I spent a lot of time under the bonnet of a Car of one sort or another.

My dad, after his motorbike years, had Austin 8, 10 and 16 followed by a Ford Consul Mk1, column gear change and Bench front seat, and this is what I learnt to drive in and passed my test in.

My first two hour lesson, was spent driving the car backward and forward between the two sliding workshop doors into a narrow lane. The doors were closed to the width of the car, plus 6" each side (150mm for Younger readers) and I was expected to drive out and turn round and return back thru stopping 6" from the furthest workshop wall then do the same thing again only in reverse gear, and so on, for the full lesson. I certainly knew the width and length of the car and how to use the clutch before going out on the road.

When I passed my test my dad made it clear that I was not going to get the use of his precious consul.

The house we lived in was a tied house, attached to the Garage where he worked, I spent many weekends in the workshop with the mechanics working on cars and going out on breakdowns so put the word round with them that I needed a cheap car.

They did not disappoint, an Austin A30 in Black was presented, the

owner thought the big ends had gone and the mechanics did not disagree !!, I could have it for £15.



It was washed and polished to showroom condition before being presented to my parents for approval. I must point out at this juncture that I was still at school and my only income was my milk round on a horse and cart, and a paper round straight after, before cycling to school.

They agreed and helped me pay for the one thing I had not budgeted for , the Insurance, and I was now able to drive to school.

This car lasted for a couple of years before the big ends eventually did go, and the floor separated from the sills. My next vehicle was an Austin Seven Mini NGB



707, nicknamed the Boeing by my classmates. This was hand painted with Dulux brilliant white gloss with a black stripe, long before Starsky and Hutch.

Next was another Mini which I spent a fortune on, reconditioned the engine, re-sprayed it

turquoise Blue metallic, singer chamois seats, benalite grill, electric aerial and 8 track tape player from a Merc and deep pile carpets. Unfortunately I wrote it off within a few months.



This was followed by an MG 1100 which I sprayed Blue and it lasted a few years before the inevitable rust claimed it. This was followed by a Triumph Herald 1200 saloon, it had a faulty gear box which I stripped and repaired just in time to sell it as my father gave

Time to calm the driving down a bit, a Singer Gazelle estate car, that would do the Job. Back to the Bench front seat and column gear change. Some ex school mates by this time had formed a band and thought it would make a great vehicle for transporting the gear. So began my Roadie period, that car went all over, from Port Patrick to Oban and Aberdeen to Cambelltown.

Next up my father found me a DKW (Audi) F102, 3 cylinder 2 stroke with roller bearing crankshaft for £20. The previous owner had forgotten to fill the oil reservoir with Oil (the oil and petrol mixed in the carburettor from separate tanks). This car came with a good spare engine, which

me his old Mercedes Benz 220S 6 cylinder left hand drive car. Spent my honeymoon camping round the highland in this car. I spent a few years of pleasurable motoring in this car before swapping it and some additional money for my dads 190 Merc which I also enjoyed but was always frightened something expensive would go wrong so I eventually swapped it for a Triumph Spitfire, sprayed it bright Yellow. Next came a Triumph Toledo which is the vehicle I owned when I moved North 32 years ago. I sprayed it Yellow, (this must have been my mellow yellow period) with a Black back to the boot lid, changed the Dash for a Dolomite out the scrap yard and Stuck on a Vinyl roof, presto a poor mans Dolomite Sprint.



These were followed by what I refer to as more and more modern vehicles like Mini Clubman, Mini Metro and Ford Fiesta with one exception a Dutton Kit car which I restored to see if I had the patience for something a little more challenging like possibly a Riley.

I don't think you ever forget the 1st car and the times you had in it, trips were an adventure in those days, not the predictable arrival of today!!

unfortunately did not fit the engine mounts of the car, so I had to fabricate adaptor engine mount brackets.

HAPPY MOTORING

Roy