

CLASSIC SCENE



August 2009

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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,
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Contents

- 3 The Chairman's Bit
- 4 Editorial
- 5 Event Diary
- 6 Miles Meanderings
- 10 For Sale
- 11 Highland Heaps

Cover picture

A very tidy TVR seen at Forbes

THE CHAIRMAN'S BIT

I have recently received a copy of a research report carried out by the FBHVC. This complements a survey of member clubs carried out in 2006 (before we joined) to profile the members, and their clubs, in the historic vehicle fraternity. Here are some sample findings:

Ownership and Use:

- The majority of owners (69%) consider their main vehicle to be in very good condition.
- Nearly 75% of owners buy their vehicles privately.
- 60% of owners belong to more than one vehicle club and 70% first joined a club more than 10 years ago. 44% of owners have been club members for more than 20 years.
- 68% of owners consider 'distance from home' an important consideration when deciding which events to attend.
- Engineers of various disciplines make up the largest group of owners.
- Over 60% of owners outsource less than 25% of work to professional restorers.
- Nearly 40% of owners say that they never use original parts from vehicle manufacturers. (perhaps that's because most of the original manufacturers no longer exist – mike).



Vehicles:

- 29% of surviving historic vehicles were manufactured before the end of 1940.
- The most popular preserved cars were manufactured by Triumph followed by Austin, Morris and MG.
- The most popular preserved motorcycles were BSA followed by Triumph and Norton.

As important as this survey is for a lobby group on our behalf, and the FBHVC are intending to repeat the exercise in a couple of years time, I don't think that they can include the most important fact, which is, what a joy it is to drive old motors and bikes around compared to most modern machinery.

Finally I would like to welcome new member Gordon Woodham from the Muir of Ord. Gordon has a 1985 VW Scirocco.

Michael michael.oz@btopenworld.com

This Months Meeting

Thursday 6th August 7:30 for 8pm departure
from the Tesco Inshes car park in Inverness for
scenic run over the hills to the Dores Inn

EDITORIAL

Hello,

Last month was a trip round the backroads and over the Struie to the Edderton Inn. Nice run and a beautiful night.

We're off to Dores this month. Meet at Tesco Inshes car park for an 8pm departure.

In prep for the recent Forres show, I had cleaned out the carb, blown out all of the jets and replaced the fuel filters after having perceived a slight loss of power on my return from Glamis Castle the weekend before.

On the way home, I still wasn't convinced that the engine was pulling as it should. With only 28 BHP to play with, even a slight loss of power is acutely felt. The car was able to achieve a good speed, but it seemed that there was only minimal acceleration to get there.

With the aid of an assistant, I found that depressing the throttle pedal fully was opening the first choke on the carb, but only cracking open the second! Further Investigation found that the accelerator pedal spindle was almost completely unscrewed from the pedal box. Having now tightened all of this up, I can now report that the car goes like a bullet (relatively)



and all is again well with the world!

In the next few weeks, I've got the Brodie Castle run as well as one of my own runs to Applecross. I've got 20 Citroen Specials congregating in Drumnadrochit on the morning of Aug 15th for a weekend run over the Bealach na Ba to Applecross and beyond. There's an eclectic mix of vehicles, and not a roof amongst them!

If you don't see me at the monthly meetings, you can write to me at the address inside the front cover, or email me direct at ClassicScene@bevs.org

Callum

HIGHLAND CLASSIC MOTOR CLUB **Monthly meetings (1st Thursday of every month)**

2009

August 6th	Road run via Dores Inn
September 3rd	Road run via Gun Lodge Hotel, Ardersier
October 1st	Club visit to Autohead Engineering
November 5th	Club Night
December 3rd	Club Night/Christmas celebration

2010

January 7th	Club Auction
February 4th	AGM

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

Local Events Diary

Here are some details of 2009 local events that may be of interest to our members

August

- 2nd Moray Muscle Show, Inchberry Hall, Mosstodloch
- 9th Historic Wheels Rally—Brodie Castle
- 15th Dunrobin Castle Vintage & Veteran Car Rally. Edward Mackay 01431 821296
- 15th
- 29th Fortrose Classic Rally and Fun Day
- 29th/30th Auto Spirit—Culzean Castle
- 30th Ford/Capri Show—Grampian Transport Museum, Afford

September

- 5th Dingwall Street Fair
- 6th Motor Mania—Grantown on Spey
- 19th Working Vintage Rally and Display, Daviot Fram, Nr Inverness
- 19th/20th Selkirk Rally
- 27th Roseisle Show. Call Danny Duncan 01667 455078 or Gordon MacKenzie 01343 541665

October

- 3rd/4th Fraserburgh East to West Commercial Run

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



A Bond Equipe Convertible seen at Glamis

Miles' Meanderings



Mini. And then you did it in a Mini! (Well Alex Mann did anyway.)

There does seem to have been different levels of success achieved using the old Mini as your courting venue, though. Graeme Jamieson seemed quite happy with his Minis (he had a couple in the mid eighties; an L reg. 1000 model and a sportier V reg. 1275) but later, having sold these on (what else would you have expected!) his Granny purchased one of those “revolutionary new” Mini Metro’s which he point blank refused to drive so as not to diminish his “street cred.” (For those of you not perhaps familiar with Graeme he is the chap now regularly seen piloting the immaculate beige Morris Marina Van! “Street cred” still intact then.)

Alternatively, Gary “Mobile Mechanic” Bates (from the local Mini Club; “MinisinInverness”) who was at the recent Tain Rally in his 60’s Mini, found his courting severely constrained by them and sold his Mini to fund a car with “reclining” seats! He only returned to the scene a couple of years ago while suffering a “mid-life crisis” which promptly led him to cut the roof off one and fit it with a 2ltr. Citroen engine. Some crisis!

Talking of people doing interesting and crazy things to cars, I did collar Matt “Hot Rod” Nixon but he claims not to

Well, last month you read about some of the mayhem that Minis have caused during the 50 Years since their conception and I promised that this month I would bring things a little closer to home, having gathered together a few tales from our own Club Members.

It seems that since being “conceived” 50 years ago the Mini it self has actually had an awful lot to do with “conception” ever since. It has definitely proved a popular, if not slightly unlikely venue for this event, or at least you lot have found it a damn good place to practise!

Minis have taken a major role in the courting habits of our Members (no pun intended!) with most of you having had, at some point, some reason to rely on one during these times. Whether it was to get to a dance or party to pick up women or to get home from a dance or party having picked up women or even to pick up women to take them to a party or dance many of you did it in a

have owned a Mini, although he has worked on many for other people. These experiences seem to have been what predominantly put him off ownership of one. I then wondered what was the nearest thing to a Mini that he had owned and he admitted to having had an Allegro, but maybe the less said about that the better!

Minis, as we know, came in all shapes and sizes and even with different Manufactures badges, but some that feature more heavily it seems than others in the Motoring History of our Club were the Vans and “Cool” Pick Ups. (I am sure that there are more than a few of us who wouldn’t mind being custodian to Dave Matheson’s stunning little example.)

Quite a lot of you, it turns out, drove Commercial Minis at work.

Mike McIvor was one of these. Working for an upholstery company, he had to lug all sorts of wonderful things around in his Mini Van, including rolls of carpet. These went on the roof rack, obviously, right up until the day that his rack and its load caused the rear corner of his van roof to collapse resulting in him being overtaken, rather alarmingly, by a rapidly accelerating six foot roll of Axminster on the Nethybridge to Boat of Garten road.

The Company Mini Van, he tells me,

also had a great advantage over saloon versions when it came to those parties and dances that I mentioned earlier because of its spacious rear load area that was uncluttered by seats. Seven or eight up in a Mini Van seems to have been the way to arrive at most social occasions in those days!

It did, however, all end in tears one night, when the van was seven up and travelling over a rather snowy Dava Moor. Mike was seated in the back of the van, leaning on the rear doors, with a young lady positioned between his out stretched legs when his over zealous and probably over the limit half-wit of a colleague managed to flip the van, at speed, on to its roof. Having travelled a fair distance up side down the vehicle finally came to a rest and it was at this point that Mike realised his trousers were getting wet. Fearing the worst, he shouted “Petrol, everybody out!” to which came a timid reply from in front of him “No it’s not....I’ve pee’d myself!”

This wasn’t the only accident Mike had in this particular van. On another occasion he had the misfortune (or is that misjudgement?) to throw it sideways into the straining post of a fence, only to be protected by the handy load of “Expanding Foam” that was crammed into the van around him!

Apparently, when it was finally sold it was two inches closer to the tarmac

than when it left the factory because of all the weight that the suspension constantly had to endure.

Someone else from the Club who had a bit of a mishap with a loaded Mini Van was Zak. Many moons ago, while in the employ of the old Ness Motors in Dingwall he was instructed by his Boss to deliver a new Anglia “Police” Van to Kyle of Lochalsh to catch the Stornoway boat. (Notice I didn’t say “Ferry” because this was so long ago that, to travel to Stornoway, vehicles were still craned off the dock and onto the boat.)

So having thrashed the Anglia for nearly three hours down the single track roads of Wester Ross from Dingwall, via Achinashen, to Kyle of Lochalsh, Zak finally arrived (and he assures me that he wasn’t even tempted to use the Blue Light to make up time!).

“But this is a tale about Minis” I hear you cry! Well, for his return journey Zak was to drive the old Mini “Police” Van that was coming off the boat, having finished its tour of duty. So off he set again at a rate of knots down the single track road or at least as fast as an aging Mini Van would take him. He was keen to get back as quick as possible to civilisation.

All was going swimmingly and he was fairly romping home, however, (and

I’ve encountered this problem myself) sometimes on these remote roads you don’t encounter another vehicle for so long that your speed creeps up and you forget to keep expecting to meet someone coming the other way, probably also travelling at a fair rate of knots! And that’s just what happened.

Well with the two vehicles careering towards each other there was a frantic pumping of brakes (no ABS in those days!) and a flailing of steering wheels as both drivers attempted to avoid each other and the inevitable collision.

However, the Gods must have been smiling down on them and in a cloud of dust and with a screeching of crossply rubber the forward motion of the two machines was halted and they came to rest just inches apart. Phew!

However, it was at this precise moment inside Zak’s Mini “Police” Van that a common phenomenon called “momentum” took over and anything not attached to the interior of said van rapidly headed towards the front of the vehicle. Unfortunately for Zak this also included a rather sizeable wooden crate previously situated at the rear of the load area that he had not really paid much attention to in his haste to begin his journey home.

Zak soon discovered that the wooden crate was temporarily home to an engine that was being returned under warranty to the manufacturer and that

the retiring Mini Van was a handy and obvious mode of transport for at least the first part of its journey.

So, the weighty missile shot forward and ploughed into the rear of Mr. Eastwood's driver's seat which, being an old Mini Van, was only connected to the floor with a hinge at the front and thus he was propelled with great force towards the windscreen and pinned there by the weight of the engine, his hands trapped in his lap by the steering wheel.

Now normally at this point, after having met another motorist in this way on a single track road, one of them would manoeuvre their vehicles into a position that would allow passing but it wasn't going to be Zak. All he could do was squeak his face from side to side against the windscreen in the vain hope that this would indicate to the

other driver that he was actually in need of a little assistance.

Eventually the rather gob-smacked driver of the opposing vehicle (but not as gob-smacked as Zak!) did realise this and came to his aid by opening the rear doors of the Mini Van and pulling the crate off him, thus allowing him to continue his journey East, probably at a more sedate pace.

I could continue too and in fact I will! Next month, when you can read how Jim Lorraine-Smith saw red! Gordon Murdoch got T-boned! And John Mackenzie encountered a man with a Bowler hat while on a "tow rope terror ride" behind Paddy!

Miles



For Sale...

Honda S200

after 6 exciting years, I think it's time for the Honda S2000 to move on. I'm only the second owner and it was registered December 2000 on an X. It has under 38k on the clock and has a full service history. It is taxed & mot'd until December. It's the usual spec : 237 bhp, 6-speed box, electric hood, air-conditioning etc. It's red-lined at 9k, hits 62 in 6.2 (so they say) and eats MX5s for breakfast. Did I say it's black with a black hood? By the time you read this, I'll have thought of a price. Phone Chris Silver 01381 621211 (evenings).



PS : regrettably, the Reg No is not for sale.

1993 Porsche 911 3.6 Carrera 2 Cabriolet

964 model, tiptronic, 72k miles, Midnight Blue, grey leather seats and interior. In original condition. FPSH + MOTs, new brake pads all round, new flexi brake pipes front, no rust, no problems. A good one, so you don't have to source down south. Bought 5 years ago from Portia Craft in London so everything is right. Only done 6k miles since. Alarm, Immobiliser, electric roof, good CD, good plate. Quite exceptional. Offers I.R.O. £17,000 secures. Garaged. Owner moving abroad.

Tel Angus Griffin
on 01463 715377
(Inverness)



Highland Heaps

Restoration projects spotted in and around the Highlands (*looks like the French Highlands this month!*).

A brave of Franco Classics—a '12' and a '16'



Unloved Renault Van

If you're brave enough to want to rescue one these 'heaps', contact the editor for more info



A proper car! A matchless engined Aero Morgan



Another Bond—a stunning 'Bug' seen at Glamis