

CLASSIC SCENE



August 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,
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Cover picture

A Busy day at the Tain 2010 rally.

THE CHAIRMAN'S BIT

Unfortunately I was unable to make last month's meeting due to family business in England. I was driving around the M25 on the Thursday evening thinking to myself that I would much rather be up in The Highlands being shown round a brewery! By all accounts it was an interesting evening with a good turnout. Thanks must go to Zak for organising the trip.

I've been giving the TVR a bit of TLC these past couple of weeks. The windows have always been very reluctant to wind up and down so I decided to strip the doors to see what was going on (only one at a time – even I'm not that stupid!). There is absolutely nothing sophisticated about old TVR mechanicals so I soon had it all in bits, relined the window channels, added some rubber seals here and there and put it all back together and it actually all worked. In fact the driver's window almost works too well, it's so easy I am now frightened it will drop down on its own accord. To celebrate my success I decided to go for a drive and duly pulled in to the Shell garage in Beaulieu



to fill up. I wandered back outside after paying to the sight of petrol dripping fairly quickly on the forecourt under my car. A quick look underneath and I discovered that the filler hose had split and was leaking when I had brimmed the tank. There was only one thing for it, so I drove off into the sunset as fast as possible to get the level back down again. The joys....

There is one new member to welcome this month. Neil MacDonald lives in Inverness and owns a 1969 Reliant Scimitar. Welcome Neil.

Michael

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This Months Meeting

Thursday 5th August 7:30pm. Scenic run to Whitebridge. Meet at Tesco Inches carpark in Inverness

EDITORIAL

Hello,

For those that missed it (where were you all?) the recent Glamis Motoring Extravaganza saw some of the club members enjoying the tinwork. A word of warning though—don't park your classic under any of large trees—especially if it's as windy as it was!

Some amazing cars and some to inspire me to complete my current 'restoration'.

Last months trip was to the Cairngorm Brewery. Despite leaving early, I still managed to miss the start, but an excellent trip was had by all (I'm still drinking mine...)

This months events include the ever popular Historic Wheels run to Brodie Castle—a Grand Day Out if you've never had the chace to take part. Also this month is the Fortrose Rally—entries direct



to John.

This months meeting will be a scenic run to Whitebridge (avoiding the Black Isle Show). Meet at Tesco Inches car park for 7:30.

I'm organising a Citroen Specials rally again this year—based around the Cairngorm area. We're planning to alight on Grantown on Motorman day and I've spotted a nice grassy area on the high Street which should accommodate us all! See you there!

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

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

2010

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)

Local Events Diary

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

August

- 1st Moray Muscle Show
- 8th Historic Wheels Rally, Brodie Castle.
- 15th Dunrobin Castle Rally. Further details available from Edward Mackay tel. 01431 821296
- 28th Fortrose Vintage Vehicle Rally. Details from website of John Mackenzie.

September

- 4th Dingwall Street Fair. Contact Donald Mackenzie 01349 861009
- 5th Motor Mania—Grantown on Spey
- 18th/19th Selkirk Rally
- 26th Roseisle Show—Inchkeil Steading—Danny Duncan 01667 455078

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

Dunrobin Castle Vintage Car Rally



This involves a road run that starts in HELMSDALE at 10.30 am sharp and then calls at the car-park in BRORA, heads south to EMBO and DORNOCH and finally arrives at DUNROBIN CASTLE in GOLSPIE for judging and an afternoon of entertainment. £5.00 per vehicle includes lunch for the driver. Late Entries can just pay at the Organiser's Car on the day.

Sunday 15th August 2010

2pm

Miles's Meanderings

My bit in the May 2010 issue of Classic Scene told you all about my naff purchases from the Alford Motor Museum Auto jumble (I've used my rotating orange warning light twice now, don't you know!) but what I didn't tell you about was the, for once, rather sensible item that I finally invested in earlier on in the year, even if the delay in its purchase was probably the main reason for its requirement. All will become clear.

I had seen the advertisement for the "In-Car Dehumidifier Bag" at the end of last year, in one of those annoying catalogues that seem to drop out of every car magazine that you buy today.

I find them most annoying because they look so inviting and I seem to waste an age perusing them and desperately trying to convince myself that I really would use a "Rapid Ringer Mark 2" to dry my "Big Chamois" even though I've never actually dried my car after cleaning it, or that my life really isn't complete without "Hog Ring Pliers," a "Carbalancer" and "Panel Flangers".....Oh God, you Triumph owners have got all of those haven't you?

Watch out or next it will be those "Zipped Furry Slippers" from the back of the Sunday Times Magazine. Oops! Now I've offended all the MG owners in the Club. Oh well in for a penny.....

Anyway, back to my "Miracle 1 Kg Moisture Absorbing Bag". I had been thinking of buying one for awhile but was finally swayed to its purchase after finding that I had a furry steering wheel in the Scimitar and before you

start, no, I didn't get it out of a Halfords bargain bin. (They only had Pink ones and the Dice hanging from my rear view mirror are Black. It just wouldn't look right!)

It all started one evening last winter at about 9pm when the temperature had already dropped well below freezing (I know this

because I have a very useful "Auriol Indoor Weather Station" with radio controlled outdoor sensors that I sent off for from some catalogue that fell out of a magazine that I was reading one day!) when my Father-in-Law rang to say that he needed transport to get him back up the road because he'd lent his to someone else. This is not an unusual occurrence in our house.

Well the Scimitar's gear box had been sounding like a bag of old bolts towards the end of 2009 so it seemed logical to give him that as it needed to go north for further investigation (and subsequently a new 2nd hand Sierra box.) So, in the dark and the cold, wearing only my (proper) slippers, I set about breathing life into the old Reliant.



It hadn't been run for about a month and the first indication that anything was wrong was when I climbed into the driver's seat and drips of water were coming from the sun visor. I did the natural thing and pulled it down to have a look.....depositing about a pint of freezing water straight into my lap! At least the seat didn't get wet.

Then the damn thing wouldn't start, much to my neighbours' annoyance and as I turned it over and over and over again I realised that drastic action was needed.

Most of a can of WD40 sprayed over everything under the bonnet seemed to do the trick actually and the lumpy V6 burst into life, along with one of the four head lights. Earthing problems, what earthing problems?

The Beige Beast did get him home though but not necessarily in comfort, as apparently the driver's seat was already quite wet from before, even if I did save it from a further drenching. (I wonder if a "Rapid Ringer Mark 2" would have helped?)

Once in Sutherland the rather damp GTE was thankfully garaged for the duration of the arctic

winter that befell us. Unfortunately, it was with its doors and windows firmly shut and inside a regularly heated, south facing garage for an undisturbed period of about three months.



Hence the furry steering wheel (and headlining) that I discovered when I called in one day to see the old girl early in 2010.

Now my auto jumble purchase of that "Saunders Leave-A-Vent Window Ventilator" doesn't look so daft now, does it?!

My furry headlining has also recently benefitted from the spontaneous purchase of a "Prolectrix Eco Force Steam Cleaner"

from....no, not a catalogue....Oh Okay, you got me; it was from the Catalogue Clearance Shop in Dingwall (where Woolworths used to be.) Anyway I must go; I've been dying to try out the "One Grand Chrome Polish" that's just arrived in the post from "Frosts", it's for rubbing on my Chopper don't you know. (Now that's another story!).

I still haven't found out what my mauve "Tragonic" light is for though!

MILES



Retirement Ramblings August '10

I was tidying up the wheels of our van as part of the annual “keep the rust at bay” when I noticed that one of the tyres was made in South Africa. I hadn’t realised that we were importing tyres from there so curiosity took me round the other four; France, Germany, Korea and Argentina! Yes, these tyres are better travelled than I am and, yes, I do have an assortment of makes but only four; Continental are made in Germany and SA and I have one of each. It doesn’t stop at tyres either. The wheels are different, same size but different. I knew there were two types from swopping wheels about from my spares van but then a third was introduced when I purchased one from Tom who, incidentally, knows a thing or two about VW LT35 vans. I thought that they were the result of supersession but that was proved wrong when I spotted two Sprinters together, both 06 plates and sporting different wheels. Correct me if I’m wrong but, as I recall, a Morris Minor wheel was the same from start to end of production. The tyre which I bought from Tom was

made in Slovakia! If I have steering problems on the van I’ll blame the tyres all wanting to go home.

Some time ago Bryan offered to take me a run in the Aston but I know these Aston types often say these things without meaning it, it’s a sort of in-built superiority that goes with the Aston purchase, old boy. I was just back from some time with my grandson in Spain and I was in the middle of reclaiming the garden from the rampant grass when Bryan phoned to ask if I was going to the club meeting at Cairngorm Brewery. This was furthest from my mind I admit and I didn’t really want to turn my back on the grass lest it got the better of me! A run in the Aston had something to do with my change of mind however; stuff the grass, bring on the Aston! Bryan agreed to come up to the house which saved me the embarrassment of hunting for him in, say, the Coop car park. I mean “Which Aston is Bryans?” He appeared on time I suppose because his car or his car clock is fast and he manoeuvred the fat



tyres on to the drive. I wonder if they are made in different countries? I suppose not. On hindsight, I should have asked him to roll my grass. Aye, it's easy to be wise



afterwards. Blue! Yes, that sets the car off adding to the quality. Cream leather armchairs, what else? Cill badge in door aperture, of course. Superb sound, nothing less from a straight six. Firm suspension, surprised that James Bond would have put up with that but then he didn't do 30 in a 30 limit, in Inverness. Fast? Well the speed was deceptively fast so it doesn't hang about then? Everything comes together at speed, built to motor on. Rear view mirror? Yes, with a white van permanently in it!

Bryan turned off at the Carrbridge junction to get some driving road and pushed on. I could see that he wasn't familiar with the road and white knuckled a few corners. I was quite relaxed but I know he was thinking "what if?" But, hey, Bryan this car is not about raw speed and blowing the white van away. Buy yourself an Impreza or a Evo for

that. Your car just needs to sit in the car park to beat the white van and most cars as well. At rest, it oozes quality and hints at mind blowing performance. It looks like a car that has been sculptured with beautiful and timeless lines. Irene summed it up when she said of the DB7 "What has happened to modern car design? That's what cars should look like." I imagine that Clarkson would say something like "An Aston is like a beautiful ornament on the mantelpiece but the difference is you can take it down and *play* with it."

We were first at the brewery so maybe the car was fast after all or maybe it was just the clock.

Cheers, **Jim MacKay**.



Out & About

Blue classics spotted in and around the Highlands.



Mk1 Ford Escort



Triumph Spitfire



MG Midget



Caterham 21

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



Jowett Jupiters seen at Dunvegan Castle recently



'The Bean Tin Special' - Stunning Riley creation seen at Glamis