

CLASSIC SCENE



AUGUST 2013

CLUB OFFICIALS

Chairman: Trish Brown
Tel: 01862 832337
chairman@highlandclassic.org.uk
Secretary: Alice Brown
Tel: 01862 832337
secretary@highlandclassic.org.uk
Treasurer: Ian Thompson
Tel: 01463 790969
treasurer@highlandclassic.org.uk

ARCHIVIST

The club has an extensive archive of information relating to all aspects of classic car ownership. To access this please contact Ranald Smith, at Hawthorn Cottage, 2 Burn Road, Inverness IV2 3NG. 01463 236459
ranaldsmith@btinternet.com

MEMBERSHIP

Bryan McIlwraith
Renewals should be sent to Bryan at 72 Lochalsh Road, Inverness IV3 6HW
Tel: 01463 222839 (Work)
01463 232144(Home)
brn@invernessosteopaths.co.uk
Please let Bryan know if you have an email address.

HCMC HOMEPAGE

www.highlandclassic.org.uk &
Webmaster@highlandclassic.org.uk

EDITOR

Alan Goff
48 The Cairns, Muir of Ord, IV6 7AT.
Tel: 01463 871114
Email: editor@highlandclassic.org.uk

CLASSIC SCENE

**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.

COPYRIGHT

Neither the Editor nor the Officers of the Highland Classic Motor Club are necessarily in agreement with opinions expressed in this magazine. Such opinions are entirely the views of the author and imply no recommendation by the Highland Classic Motor Club.

All rights reserved. Apart from any fair dealings as permitted under the terms of the Copyright Design and Patents Act 1988, no part of this magazine may be reproduced in any form whatsoever without the written permission of the Highland Classic Motor Club.

CONTENTS

Yes there are some contents
this month.....

BUT I COULD DO WITH A LOT
MORE.....Please.

COVER PICTURE

Citroen Dyane back on the road

The Mammoth is not extinct

When Callum sent me the photograph of the Maybach my mind immediately went to a little heard of and rarely seen motorbike of German and Dutch heritage. Ever heard of a Munch Mammoth? (Not Munch as in crunch but Moonch) Never heard of it? I have actually seen one back in the 70's but as there is possibly only one left in the UK its unlikely I'll see one again. Here it is with a potted history stolen... acquired from an old edition of Motor Cycle News.



When it comes to classics they don't get much rarer - or wilder - than the Munch Mammut (or Mammoth in English). Unveiled at the 1966 Cologne show, the Mammoth was the creation of German engineer Friedl Munch, whose dream was to build the most fantastic motorcycle in the world. With financial backing from American workshop-manuals millionaire Floyd Clymer, he arguably achieved just that. Using an 1177cc four-cylinder NSU car engine, the Mammoth produced 88bhp (amazing power for the time) and was good for over 130mph - a full two years before Honda's first CB750/4 superbike.

Over the next decade some 450 examples of the handmade superbike were built but of these only around 200 now exist; a collector in Germany has 30, a Frenchman 18 and 20 more are in a museum in America.

NEWS, VIEWS AND UPDATES FROM THE EDITOR

First let's get the weather out of the way. Jane summed it up beautifully. "About time, we've waited five years for weather like this!" Sunshine brings out all manner of good things; classic cars (especially yellow Dyane's), lots of flora and fauna, (we have buzzards nesting in a tree at the back of our next door neighbours garden), Tornado's (Of the RAF type, one screeched over the top of the house yesterday, and the lucky buggers flying in it are actually paid to do that, I'm very jealous) and insects (see Callum's final instalment when he painted the Dyane).

Last month I tried to provoke a bit of interest from my dislike of all things Morgan and I raised the issue of look alike kit cars. Are they classics if they are only a few years old? If like me you think a classic should have at least a little bit of age, then a new Morgan is no more a classic than a new VW Golf. Now have a second look at the cars seen at the Golspie Gathering. The Austin Healey 3000 looks great. But it's not a Healey 3000! It's a Sebring. A quick visit to their website reveals that they are a modern car complying with all the latest legal requirements, modern engines ranging from a 6 cylinder Nissan to a 5000 cc Chevrolet V8, and a plastic composite body. (Posh word for fibreglass?) So is it a Classic Car? Not yet in my book and possibly never, but its still a good looking car.

Onto other matters. The date for VEL exemption has been pushed back a year to 1st January 1974 but the Lancia still misses out by a few months. In addition any vehicle on a SORN will not have to renew it each year as the SORN is now open ended. Just prior to the Lancia's annual visit to Alexander and Mackay for its MoT I thought that not only would I complete the usual checks on lights etc, I would check and if necessary adjust the steering and idler box. The steering had felt a bit "sticky" lately and when I took the filler cap off of the box I could see why. At least the lost oil should stop any thought's of rust on that side of the car! British fuel suppliers have dismissed reports that potentially corrosive 10% ethanol petrol will go on sale this year. An investigation by Classic Car Weekly found that none of Britain's largest retailers, including BP, Total and Shell had plans to introduce E10 fuel.

Various photos of an (almost) automotive nature to help fill an otherwise empty page.

A Triumph 2.5 PI for Brian: a very nice Ford Yank Tank;
Supermarine Spitfire Mk IX; Rover 3500 SDI that I have driven;
Now that's what I call an outboard motor. Rolls Royce Griffon



LOCAL AND CLUB EVENTS GUIDE

AUGUST

1st **Regularity Run. Meet Culloden Battlefield Car park at 7pm sharp.**

11th Historic Wheels Rally, Brodie Castle

18th Dunrobin Vintage Car Rally

18th/19th MG Car Club's European Event.

Visiting Drumnadrochit between about 1pm and 4.30 pm on Sunday 18th August and Monday 19th August.

31st Fortrose Vintage Car Rally

September

1st Grantown Motor Mania

5th **Visit to HM Coastguard, Inverness**

7th Dingwall Street Fair. Contact Donald Mackenzie

01349 861009

7th/8th Knockhill Classic Speed Fair

14th/15th Selkirk Rally

22nd Roseisle Rally

3rd Oct 2013 **Visit to Wheel Specialist, Inverness**

7th Nov 2013 **Car Ergonomics Talk—Bogroy Hotel, Inchmore**

5th Dec 2013 **Christmas night—Bogroy Hotel, Inchmore**

9th Jan 2014 **Annual Auction—North Kessock Hotel**

6th Feb 2014 **AGM and Quiz Night—North Kessock Hotel**

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

La Presidente's monologue

What glorious weather we have. It did leave our garden gasping for water after we went away for a weekend, but this has been set to rights with the daily sprinkling using the watering can. I am now looking forward to picking the strawberries, which are starting to ripen nicely. Not so our red currant which got completely munched during the time we were on holiday. Not a single leaf left on it, just a skeleton with the odd berry left on it - grrrrr.

The good weather was also present for our Treasure hunt / road quiz and we had a reasonable turnout, with 2 teams taking advantage of the holidays and enlisting the help of their younger generation. I have been told that some teams were spotted driving up and down the road to ensure no clue was missed. Just goes to show the dedication exhibited by the competing teams who were obviously in it for the win.



I am impressed with everyone's scores as I thought it would be a little bit more difficult. It was in the end a very close race. With a winning score of 61 out of 62 points, team Wilson gets top marks. Congratulations to Mark and his wife who took that little bit more time to go round the course - and it paid off. The wooden spoon is for our, Webmaster who put in a very valiant effort taking the quiz on his own.

Top effort to Jane Goff for counting the passing places between Redcastle and Charleston.

Our merc (the grey one), which did a sterling job during our 3 week holiday in June has now decided to give up the ghost. We weren't expecting it to get through the MOT in September anyway since I already put a hole through the sill (very nicely taped up and painted) and the underside is in a poor state. However, last week the right front ventilated brake disk decided to separate into 2 disks. Luckily I just pulled away from a junction and was still going relatively slow, but it was a scary episode nevertheless. If anyone needs some spares from a C250d.... Its got a very good engine/gearbox.

This month is the regularity run, so no speeding or cruise control! Meet up at 7.00pm at Culloden Battlefield visitors car park.

Trish.

GAIRLOCH GATHERING

After receiving an invitation to the Gairloch Gathering a few hardy souls ventured north to attend the Classic Car section of the gathering. In view of the weather just prior to and after the event we needed to be hardy. It was darn cold and the rain held off...but not for long! At the show I met a colleague from work and mentioned to her the poor weather and she said, "Well it might be cold but that has its advantages. NO MIDGES!" I was running a bit late to get there so was "pushing on" a bit en route and Wow! What a road. The Lancia embarrassed several modern cars as I exploited the characteristic of all Italian cars. There are only two positions for the accelerator pedal. On or off! And never let the revs drop below 3000 rpm. The tiny 1300cc V4 engine has the bottom end pulling power of one of those midges mentioned earlier.

But onto the show. Initially only about 20 or so to start with but later in the afternoon a large convoy of classic's arrived and resulted in a fine turn out for the gathering as pictured below. And the star of the show was the little red Fiat. It immediately drew lots of admiring looks and a young lad was heard to say "I've actually driven one of those.....on my computer but that's the first one I've seen for real".



ZEPPELIN SPOTTED IN SCOTTISH HIGHLANDS



Callum came across this broken down in Inverness last week - a Maybach Zeppelin DS7/8 Landaulette. He managed to source some spares for the German owner and was treated to a run around Inverness on the test drive. Give way at rounabouts - not this car! It makes lots of grinding and popping noises and numerous backfires - apparently all running fine!

Editors Note. Callum sent this to me with the suggestion it would make a good cover picture. Yes indeed it would but I think Callum may be a bit too modest. His success with the Dyane is in pride of place on the cover and on the back page.

The Joys of Summer – birds, bees and yellow paint!

Having watched the thermometer since the start of March, you'd have thought that when it climbed above that magic 10 degrees, there would be cause for celebration. In fact, it didn't stop there, but continued to climb and presented warm dry weekend days, perfect for the next stage in my Dyane restoration Saga – the final painting.

I've spent all autumn and winter, cutting and welding doors. Multiple coats of filler primer, guide coats and flattening paintwork have ensued. I've endured midges, snow and freezing conditions all to get me to a warm weekend in April when the sun was shining, the wind had abated and the kids had gone out for the day.



Perfect. I got the compressor fired up, got the gun cleaned, put my painting jig onto the back lawn, got suited and booted and started to mix a litre of Citroen finest 1970's yellow – AC333 Jaune Mimosa. What could go wrong? A light mist coat with a 15 minutes interval to allow it to go tacky, then on with the colour.

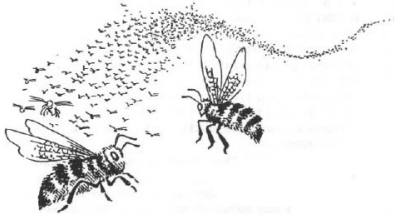


I did the edges of the doors first, then parallel overlapping lines horizontally at first, then vertically, keeping the gun the same distance from the work. It went on with a bit of orange peel which soon flattened into a perfect glossy surface. The sun even came out and shone brightly upon me – an omen from the gods?

All the months of spraying guide coats and flattening back with 500 grade wet & dry appeared to have paid off. The lawn had taken on a lovely yellow hue, it was still only mid-afternoon and the beers were cooling in the fridge. The sky was clear, the wind non-existent. All I had to do now was to wait for 30 minutes before I could move the door into the garage and start on the next one.

That was when all hell broke loose.

Every winged insect with a 5 mile radius appears to converge on my back garden and the lovely bright yellow door-shaped 'flower' that had magically grown over the last few minutes. I watched as flies, bees and all manner of hellish flying beasts landed in my beautiful paintwork and started walking across its surface, dragging their feet like petulant children across my swage lines!



Like a cat on newly laid concrete, I had bumble-bee foot prints around the window frame and all manner of now yellow critters hardening into the finish and they were definitely not going to 'buff out'.

There's a lot to learn when restoring a car. This project started off as a 'spares' car- fit for parts only, but then I thought I could use it to gain some new skills. I thought I could use it to improve my 'thin metal' welding skills, my panel beating skills, my fabrication skills, even my painting skills.

But that's just the start of it. There's the planning skills, time-management skills, the 'stomping around the garden in a red boiler suit, rigger boots, half-mask, goggles and hat - shouting expletives' skills. As I said – lots to learn.

Perhaps the most important skill is to be able to stand back from a situation and make a rational objective decision – the sort of situation such as Donald Mackenzie phoning you up and pointing you in the direction of a rusty, rotten French bit of automotive engineering that's only suitable for the crusher.

Needless to say, if I ever embark on such a foolish venture such as this again, I'll be leaving the painting to the professionals.

P.S. Does anyone want to buy a compressor?

Callum

HIGHLAND HEAPS BUT NOT THIS CLASSIC RESTORATION



The Dyane is back on the road and looking perfect. Well done Callum! And to pass its MoT test first time shows how well you have restored the mechanicals as well as the bodywork. Don't worry about the speedo, just plug in a cheap SatNag.

Now what are you going to do in your spare time?

Could I suggest an Italian sports coupe with a magnificent racing pedigree, well known as being years ahead of its time. And notorious for rust!