

CLASSIC SCENE



September 2008

Office Bearers & Committee

- Chairman: **Michael Osborne**
Tel: 01463 871473
michael.oz@bopenworld.com
- Secretary: **Ian Nixon**
Tel: 01349 866178
irf_nixon@hotmail.com
- Treasurer: **Ian Thompson**
Tel: 01463 790969
ian.judith@virgin.net
- Committee **Roy MacGregor**
Jim Lorrain-Smith
Ranald Smith
Miles Vincent

Membership

Bryan McIlwraith

Renewals should be sent to Bryan at 72 Lochalsh Road, Inverness IV3 6HW
Tel: 01463 222839 (work) 01463 741632 (home)
Bmcilwraith@osteopath-highland.co.uk
Please let Bryan know if you have an email address

HCMC Homepage

www.highlandclassic.org.uk

Webmaster - **Ian Thompson**
ian.judith@virgin.net
Tel: 01463 790969

Editor

Callum Beveridge
47 Old Mill Lane, Inverness, Highland
IV2 3XP Tel: 01463 231787
Email: ClassicScene@bevs.org

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 Hawthorn Cottage, 2 Burn Road, Inverness IV2 3NG
Tel: 01463 236459
Ranaldsmith@btinternet.com

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 of 1988, no part of this magazine may be reproduced in any form whatsoever without the written permission of the Highland Classic Motor Club

Contents

- 3 The Chairman's Bit
- 4 Editorial
- 5 Event Diary
- 7 Lifescan event
- 8 Under My Bonnet
- 12 Miles Meanderings
- 14 Highland Heaps

Cover picture

A 1953 2.5 litre Riley RMF seen recently at Brodie Castle

THE CHAIRMAN'S BIT

The Chairman's Bit

I'm beginning to think that I am becoming jinxed at the club nights. Last month's run was going well, a pleasant run up Strathconon, the weather fairly clement, the car running smoothly, until. Until we reached a T junction and the engine died. I say died but you could still hear the fuel pump merrily ticking away accompanied by a strong smell of petrol.

On closer inspection fuel was pumping out of the air intakes of the weber carb. I decided to switch it off. Luckily (see? still being positive) our destination The Achilty Hotel was in sight so after a short pause to let the excess fuel evaporate I managed to get it started again and limp into the car park. Time for a beer.

After a pint I decided to try and get home and found I could keep the engine running by revving the dog's bits off it and keeping it in lower gears. This led to an exciting drive home especially whilst behind a police car in Marybank. Turns out the float was jamming up due to a worn needle valve so after buying a service kit from



Dellorto and a 'how to' book from Haynes we are back on the road ready to try again.

Talking of the run Charles Perrin brought his wonderful new E Type out for an airing. It looks superb, I'm sure in better condition than when it left the factory. I commented later to Bryan that the wheels on it were probably worth more than my TVR. He thought I was overvaluing my car!

This Saturday is the Fortrose Fun Day (if you get this by Saturday) and next months meeting is another short run so fingers crossed I will see you there.

Michael

This Months Meeting

Thursday 4th September at 7.30pm

Meet at Inshes Tescos car park, Inverness for a scenic run via Wester Drumashie to the Dores Inn, by Loch Ness

EDITORIAL

Hello,

It's Wednesday night, and I've got 400 pages to print, fold, staple and stuff before tomorrow's first postal collection—and I'm already on my third beer!

It's been quite a busy month what with my own run up to Durness accompanied by a ragtag bunch of Citroen specials and the recent Historic wheels to Brodie Castle. This started at Gordonstoun School—a very impressive setting. In fact, it was so good, that a couple of our club members turned up the week before just to check it out!

The next few weeks will be busy with Fortrose fun day this Saturday, and for once, the forecast actually looks good. After that, there's Dingwall Feil Maree followed the next day by Motor Mania in Grantown.

September's going to be a busy month with the Roseisle event now confirmed for Sunday 21st, the day after the Lifescan event. Currently, we have seven cars confirmed for this event with room for just a few more. See



page 7 for more details.

There's a bit of a Riley theme to this issue, from the front-cover picture of a very tidy RMF seen at Brodie, to a RME for sale in Alness on page 11. Hopefully, now that Ranalds Riley is up and running again, we'll see that at Fortrose this weekend.

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.

Callum



A Rolls Royce spotted at the Rhiconich Hotel recently

Local Events Diary

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

August

30th Fortrose Fun Day
31st The Thirteenth Duff House Vintage and Classis Car Day. D.A.Wilson e-mail: info@wilsondefence.com Tel.01261 819831 Entry Form and Fee deadline 1st July.

September

6th Dingwall Street Fair—Great Feil Maree
7th Motor Mania—Grantown on Spey
20th/21st Selkirk Rally
21st Laigh o' Moray Vintage Association's rally and family fun day at Inchkeil Steading, Roseisle. Tel Danny Duncan 01667 455078 or Gordon MacKenzie 01343 541665
27th/28th Fraserburgh East to West Commercial Run

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



A brace of Austin Healeys spotted at a Ness-side Hotel

I have a friend in Cumbria who is trying to find information on this car it is a 1925 Rover 14/45 or 16/60 it was bought in Inverness a couple of years ago from a Norman MacFarlane and he bought it thirty years ago from Len

Morrison, both live or did live in Inverness. does any car club member remember the car or have information.

John MacKellaich



Club Regalia

AVAILABLE NOW!

Sweat Shirts

Polo Shirts

Fleeces

Exclusive Club Wear available now in a dazzling variety of colours, all at give away prices. These wonderful garments will make you the envy of all your friends and neighbours. Strangers will ask for your autograph, and beautiful members of the opposite sex will hurl themselves at your feet and beg for sexual favours (honest!) They're warm too.

See **Bryan** at next meeting to order yours!



The club has been invited to take part in a fun day event that Lifescan are holding for their employees and families which will take place on The Black Isle Showground on Saturday 20th September.

They would like 20 classic cars to be on display for visitors to look at. Other activities taking place include laser clay pigeon shooting, archery, Velcro wall, paintballing, showcases of local community groups, 5 a side football, a range of free rides, and a mini craft and food fare.

Lifescan will provide 2 lunch vouchers per car and those who will want to bring children there is a limit of driver plus 1 adult and 2 children per car (this is the same limit as Lifescan are applying to their own employees).

As we are limited to 20 vehicles we will have to apply a first come first served for entries.

Contact Callum (01462 231787) if you're interested in attending.



UNDER MY BONNET

Let's get this out in the open right away. I collect everything, always have, long, long before collecting things became fashionable. It has much to do with simply retaining everyday things which most people throw away. For example I have every single postcard that has been delivered to my house since I was about five! Why I hear you ask – very good question indeed.

So it is with things motoring. Now most 'proper' collectors will tell you, quite correctly, that early on one must specialise, that you cannot hope to collect everything. Unfortunately I have never heeded this advice. My love of all things relating to motoring and motor sport is all encompassing and this is reflected in my collections. I love all cars (well nearly them all) and this is why I absolutely loathe the one marque obsession prevalent in the old car movement, the snobbery and smugness evident where the object is to denigrate other peoples' choice of car rather than accept the variety on offer.

If you accept the definition of quality as fitness for purpose, then both the Citroen 2CV and Ferrari Dino are both superb cars, just don't waste your breath trying to compare them. Anyway I feel I am getting sidetracked again. What I am getting round to is that because over the years I have collected so much material relating to motoring I have often had cause to ask myself just what am I going to do with it all. I have over 1500 motoring books in my library, plus hundreds and hundreds of workshop manuals and parts manuals, some of them factory publications, handbooks, sales brochures, race and event programmes, posters, badges, promotional items, enamel signs, AA memorabilia, old tools and garage equipment, in fact anything and everything to do with motoring.

I also have thousands of car magazines, and apart from Motor Sport (complete from 1948) and Autocar I have complete runs of all the ones I take. About ten years ago I found myself acquiring doubles of magazines so with no specific purpose in mind I started carefully cutting out all the articles and filing them in plastic sleeves. I suppose I did have my own reasons at the time but over time I have, almost by default, built up a huge body of information. I was helped early on when club member Dave Gander gifted me his own collection of articles.

As the collection grew, inevitably I began to split it down into different sections and often used to feel, as I still do - what is the use of all this information – it should be available to other members of the club. That is why my name appears on the inside cover of the magazine. I don't know who termed the phrase archivist, it certainly wasn't me, and it does seem a bit over the top. I did write a

piece some years ago in the magazine explaining what the 'archive' consisted of, but for the benefit of newer members and those who might have forgotten, a word of explanation might be helpful.

Over and above my books, manuals, brochures and magazines (which can be accessed through the indices) I have now got in addition literally thousands of individual articles in plastic sleeves and in large A4 binders, covering the following subject headings :-

- **Marque A-Z** - buying guides, road tests, restoration articles, marque histories
- **Group tests** – comparisons between various cars
- **Sports Racing Cars** - marque histories, individual cars, driving impressions
- **Racing Cars** - as above
- **Famous personalities** – designers/engineers/drivers/artists
- **Events** – races, shows, e.g. Grand prix, Goodwood Festival of Speed etc.
- **Project cars** – restoration series on popular makes e.g. Stag, Jag Mk 2
- **Book Reviews**
- **Technical queries** – all those readers queries/tips of the trade/helpline type of articles
- **Technical articles** as below
 - Engine – famous engines/rebuilds/applications
 - Gearbox – manual/automatic
 - Suspension – all aspects
 - Transmission
 - Brakes
 - Bodywork – repair/metalwork
 - Bodywork – painting/preparation/lead loading
 - Bodywork – glass fibre

Welding – all types

Interior – trim/seats/headling

Interior – refinishing woodwork

Electrical – all aspects – dynamo/alternator/starting motor/battery

Carburettors/fuel injection

Rewiring car

Wheels and tyres

Number plates (correct type for year)

Concours preparation

Chrome/nickel plating

Product tests/comparisons

Book reviews



I could go on and on. You would be surprised what information has been gathered, particularly if you have a mainstream car. If for example you are needing information on the Lucas fuel injection system so beloved of Triumph owners, I have loads of articles explaining the system and how to work on it.

I am not for one minute suggesting that this is the answer to all your prayers, and there is no substitute for experience and hands on involvement. If you are looking for a workshop manual for a Sheffield Simplex then look elsewhere. If however you are about to buy a car and are needing information quickly to bring you up to speed on a particular model then I may be able to help. To give you an example. A member recently requested information on the Citroen DS. I was able to let him have access to over 20 articles covering all aspects of the car. If you are planning a Jaguar E Type then I have over 200 articles plus innumerable books. The information does in the main cover classic cars. Although I do have information on newer cars it is not, as yet, so comprehensive.

One point to emphasise. I will not, repeat not, lend out my own books/material. There is a simple reason – over the years I have lent out items, tools and almost without exception they have been returned damaged, (some not at all) or I have to go grovelling to ask for the stuff back. I will however let people see the stuff and will happily photocopy any information at cost.

If you have any queries or have any suggestion as to how I could improve the ‘archive’ please get in touch.

Obviously this is ongoing, - work in progress. If you have any magazines etc you would like to donate to the cause I would be most grateful. I can assure you

I would never dismember anything of value, financial or intrinsic.

Ranald Smith

This month's sad fact:

A few issues back I explained that the Ro in Rostyle wheel signified the firm Rubery Owen, who made them, and I asked how many British cars you could remember which had them as original equipment. To the best of my knowledge (oh all right the magazine I found the information in) there are 10

Ford Cortina 1600E, Rover P5B/P5B Coupe, MGB/MGB GT, MG Midget, Jensen Interceptor, Hillman Avenger, Sunbeam Rapier H120, Vauxhall VX 4/90, Vauxhall Firenza, Ford Capri.

Sales and Wants

For Sale

A lovely 1950 Riley RME 1.5 litre.

Superb condition and with a vast amount of documented history going back to the original delivery note and invoice, when the car was delivered to the first (lady) owner—in Gibraltar.

She owned the car for 51 years!

Lots of details and loads of info.

Call 01349 882220 or 0788 432 4099



MILES'S MEANDERINGS—TORRIDON OLYMPICS



So The Olympics have been and gone. Did anyone notice that for 16 days the “Parliamentary Channel” on Freeview was turned over to Sport to help accommodate the inordinate amount of coverage that seemed to be required? (Well, there was in the region of 300 BBC Journalists over there, maybe they all needed 15 minutes Airtime each!)

Imagine the horror of those tuning in to their favourite Channel and finding nothing to watch but hour upon hour of a bunch of Over-Paid, Past-Their-Prime, Memorable-For-Very-Little, Jabbering Half-Wits repeating themselves repeatedly while shouting over a barrage of Neanderthal Chanting to state the Bloody obvious.

On the other hand, no change there then!

There were some highlights though (and not just in Sue Barker’s hair). That American swimmer getting the eight “Golds” was fairly amazing, if not a little predictable and Robot-like, quite like him really, but it was the

Jamaican, Usain Bolt, that caught my attention (someone should name a sports car after him).

You know how you remember exactly where you were when great moments in History occur (i.e. Kennedy getting shot, the Twin Towers and, for a few of our original members, things like the Magna Carta) well, I saw him take “Gold” and blow away the 100m World Record, but I was working when he was due in the 200m Final. However, as luck would have it, five minutes before the Race, I finished a job just across the road from one of Inverness’s Premier Independent TV Shops and dashed over to catch it Live, or so I thought.

I had just barged into what must be the only place in the World selling TV’s that doesn’t actually have one switched on. Even Tesco’s has 50 of the Dam things going at any one time!

So, not only did I miss the incredible Live 200m Final where Bolt again blew away the opposition and the World Record, I had to pretend to be interested in buying an over-sized, over-rated and over-priced TV while being chastised for 15 minutes for daring to have previously invested in an all-in-one DVD CD FREEVIEW TV that actually does me alright, thank you very much!

Not a lot of people know this but I have

something in common with Usain Bolt and his incredible feat over 200m. I too was recently timed over a 200m distance at speed; unfortunately it was while leaving the Maryburgh Roundabout heading west and by a fine upstanding member of The Northern Constabulary (well standing behind a tree ¼ of a mile up a farm track anyway!).

I didn't even break any records; my only reward was 4 points and a hefty picking of my pockets. Apparently a new HCMC Club record was set in secret recently following a Club Evening by a courageous member of our crew who took one for the Team.

Well, actually, as it happens, he was the first to venture south from the Tore Roundabout and it was only a secret because none of the rest of us spotted him sat in the back of the unmarked Police Car! (A "06" Bronze coloured BMW Estate I believe).

Anyway, when I was briefly delayed at Contin that day (Yes it took him that long to finish his Doughnut and catch up with me) I was on my way to Torridon to work and finished earlier than expected so I was able to take the time to drive to the end of the road, something that I had wanted to do for a number of years. (And, if I am really lucky, it may just be a road that not even the well travelled Mr. Mackenzie has ventured down before).

And what a road! Now I love the road to Applecross but imagine it with no other traffic, no barriers, Oh and nothing at the end of it! But believe me it more than makes up for that (you can always take a flask of tea like the Volvo drivers!) The views are to die for, especially if you concentrate more on them than the single-track.

Just find Torridon by turning left at Kinlochewe or right at Kishorn then drive through the village and up the hill. The journey to the end is a spectacular series of climbing bends and hairpins more than able to challenge most of your chariots, followed by a flowing decent down the coast side to the hamlet of Lower Diabeg.

There may be nothing at the end but a beautiful bay and a few houses, but the whole way there your rear view-mirror will be giving you tantalizing glimpses of your route back, making the hike to the end all the more worth it. It is a completely different experience on the return leg.

- Miles



Highland Heaps

Restoration projects spotted in and around the Highlands.



Some of the vehicles at the recent Brodie Castle event

