

CLASSIC SCENE



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.

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COVER PICTURE

Ford Fiesta XR2.
One of the better Dagenham
Dustbins

Castles and Classic Cars

The classic car show season is well and truly up and running at the moment and it seems that each one involves a visit to a castle. I can't think of a better place to hold a car show than that, sure beats a soggy field somewhere. The last two shows were at Brodie Castle and Dunrobin Castle with Cawdor Castle thrown in as a collection point before the trip to Brodie. It was my first visit to the show at Brodie Castle and it was a good show as it seemed to have a lot of cars I'd never seen before. Perhaps its location makes it an easier journey for those travelling from further east and south. Star of the show for me was the Fiesta XR2 shown on the front cover. It was apparently bought by a lady in Essex (where else could it have come from!) who frightened herself so much when she drove it for the first time that she put it in her garage and there it stayed for at least the next ten years. It only has 14k on the clock so it looks as new as the day it was locked away.

Another that caught my eye was the red sports car pictured on the Brodie Castle photo page. Any guesses? Answer on the back page, but according to the website www.howmanyleft.co.uk (←Why does it do that?) there are none of them on the road or SORN'd.

The only problem that arose at Brodie was the jobsworth on the main gate who wouldn't let in any cars that hadn't been booked in, but there was enough room in the "Late Entry" area of the show for lots more cars. The car park became an alternative car show for the late arrivals. As with many cars shows, the enthusiasts who want to exhibit their cars have to pay the organisers an entry fee for the privilege of doing so, so why turn cars away? If the jobsworth had an iota of sense and my slightly devious approach to life he could have let the cars in at a fiver a time and made his beer money for the night.

Dunrobin seemed to be down on numbers again. Perhaps the same cars winning the same prizes each year has something to do with it. Having said that Callum took a third prize with his Citreon Dyane, so well done Callum. All that hard work is paying off.

BRODIE CASTLE



The Mystery Car. What is it? Answer on the back page, but a couple of clues. The company also made air to air missiles and an F1 car!



A Letter to the Editor



Some of my recent "Editors Bits" have been deliberately provocative for a couple of reasons. Firstly to try and stimulate members to write in and at the very least to help me fill some of the otherwise vacant space in the newsletter and secondly to try and promote some interest in the Club online forum. So thank you very much to Paddy Walsh for taking the bait and replying. Sorry I had to insult your pride and joy somewhat.

Dear Alan,

As probably the Club's worst attender, I thought I should join in more now that I am retired but I read in the July newsletter that my car may not be suitable because it's not a "classic". It is a Morgan: 1992 so not very old but in its defence a bouncy ride, antiquated front suspension and iffy weather-proofing should earn it some points for impracticality.

How to define "classic"? If your vehicle needs more attention to run than a cheaper, more practical and efficient modern alternative, it's probably because it is a classic, to you if nobody else.

Morgans have an ash body frame, by the way, they never had a wooden chassis.

Kind regards,
Paddy Walsh.

Many thanks, Paddy, for writing in defence of your Morgan. Any chance of writing a small piece about your car and why it obviously works for you? Or putting some photos on the Club Forum?

HCMC Events

Date:

5th Sep 2013	Visit to Wheel Specialist, Shore St. Inverness
3rd Oct 2013	HM Coastguard, The Harbour, Inverness
7th Nov 2013	Car Ergonomics Talk—Bogroy Hotel, Inchmore
5th Dec 2013	Christmas night—Bogroy Hotel, Inchmore
9th Jan 2014	Auction Night, North Kessock Hotel
6th Feb 2014	AGM, N. Kessock Hotel (Don't turn up late!)

THE PRESIDENTS CHAIR

BITTY

September 13



With the glorious summer weather we've had so far it was a bit of a downer to see fog on Brian's regularity run. But we all coped admirably still spotting most of the clues. And by the time we got to the end point at the Covenanter's Inn it had started to clear up, leaving us with a nice evening to do a bit of tyre kicking on Calumn's Dyane. I think the regularity run was also the first major outing for Calum's Dyane - nice paintwork by the way. According to Brian's official figures, we were driving too slow! And here I was worrying that we were going far to fast.

This month I have been mostly avoiding working the garden, instead taking advantage of the sunshine to just laze around. This hasn't stopped the grass from growing and every time I plan to get out the mower, the weather (conveniently?) decides to turn to rain. It was therefore a nice surprise when I came home on Friday to find that Alice had done the job instead.

Back to the real issues of keeping cars on the road. Alice has decided to tackle our Landie by replacing the various rubber seals around the tub and roof. The Repairs Operations Manual calls for a specialist tool to push the rubber into its channel, which we of-course don't have. With some searching around the house, we discovered that a pan grid from the kitchen does just as well. It does turn into a 2 man job, but once we worked out how to pull the grid most effectively, the back window was fitted within minutes. Now for the tub and roof.

I believe that we have a new member this month Calum Pearson, with a '69 VW Beetle and a classic in the making '90 Peugeot 205 GTi. Welcome.

This months meet will be a visit to The Wheel Specialist on Shore Street, Inverness. Details on times should be elsewhere in the magazine. See you there.

Catalina display in the Cromarty Firth



There is next to nothing on this page for a reason.

I have nothing to put on it.

The club has many members but it is the same 3 or 4 who send me articles for the newsletter.

The club membership cannot sit back and do nothing but rely on those same people every month.

Send me nothing and that is what I will put in the newsletter.

Mystery Car.

It's a Matra-Simca Murena. With 3 abreast seating years before McLaren and the Fiat Multipla.



Matra F1 car. 3.5 litre V12. I have seen one of these race at Brands Hatch a good few years back and the sound from its engine drowned out every thing else including the Ferrari's. Go to YouTube for some glorious V12music.

Matra Magic II AAM.

Definitely not a little Simca engine in this nasty little beasty.

