

CLASSIC SCENE



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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
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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

A VW Beetle at Brodie Castle

Chair Bitty Sept 2015

Inver Models was appropriately housed in a tiny industrial lock-up. The models on view were very detailed, but the star was, not surprisingly, a car. Peter is heavily into Austin's and even turned up on the night in his own Austin 7 Fishtail – complete with a Highland Sunroof as one



wag named it. Originally a smoke vent I believe. Anyway back to the Austin models. The detail on these 1:43 scale vehicles is incredible and we marvelled at how all the bits were glued together without blobs of glue, fingerprints and the likes showing, which seems to be how mere mortals like us glue things together. Hats off to Peter. The other car that caught most peoples interest was the Austin pedal car. I am sure, if Peter had offered, a few members would have been delighted to go for a wee pedal round the workshop. But he didn't.

Back to the more mundane. Our Landrover is doing sterling work, carting tons of rubbish to the dump as we continue with our wee extension. The place is finally weather tight after having lived for 2 weeks with nothing more than a bit of plywood holding off the rain. Thankfully nobody took it in their mind to test how burglary proof the place was (not!)(phew). With all the building work going on I haven't had any time to look after the garden. And it shows as the place is getting rather overgrown. We missed out on the redcurrants as the birds got there first! And this year was the first year we actually had berries on the bush. In previous years the caterpillars got there first, stripping the bush before it could even flower. But at least we can harvest our strawberries, which are very late this year. Usually the strawberries are finished cropping by late July. This year we will still be picking them by early September.

This months meeting will be a run round Loch Ness. As I am writing this, the weather is sunny, with around 20 degrees Celsius. Long term weather forecast claims it will be dry for the club meet and I am going to hold the MET office to that. We meet up at the Council buildings on Glenurquhart Road at 7.30.

See you there,

Trish.

The DVLA and Historic Vehicles.

There has been much in various magazines and on line about letters sent from the DVLA to the owners of classic cars that are registered as Historic Vehicles. The article in Practical Classics seemed to think that all was doom and gloom and we are all about to be banned. The Octane magazine article went into a bit more detail and it would appear from their article that it was the owners of certain models of Bugatti's that had been singled out for these letters. Careful reading revealed that the cars involved had been built in such a way that the issue of an age related registration was in some doubt and as an age related registration could result in the car being registered as an "Historic Vehicle" and as such MoT and Excise Duty free, the DVLA were seeking clarification from the owners of the vehicle authenticity. The resulting flurry of cats and pigeons going in all directions can be imagined. Can you imagine your nice newly BUILT Bugatti once worth lots of silly money is now going to be issued with a nice new "Q" index plate. "It's a bit of an old banger mate. I'll give you £50 for it!"

The FBHVC web site has another long article on the subject and it would appear that just one or two Bugatti owners have cars whose age is in some doubt. The inference being that they were BUILT (My emphasis) up from spare parts or even newly constructed in Argentina and the DVLA are saying that they have a duty of care to the public to ensure that the correct and full tax is levied whenever possible. They further state that they have no intention of conducting an expensive witch hunt against every car registered as Historic.

The FBHVC newsletter, freely available on their website, gives more information and the background to age related registrations being issued. The Federation had arranged with DVLA for the issue of age related registrations to vehicles that were, for whatever reason, unregistered. This would cover the discovery of old vehicles in the back of barns etc whose registration had dropped off of the system or for the import of a foreign vehicle with no history in the UK. So far so good. But what if your car is made from bits and pieces collected over time and you assemble them into a car?

The car never existed in the first place so therefore cannot be a restoration in the sense that we use for "classic cars". It must therefore, be a new BUILT car and does NOT qualify for an age related registration, it must be given the appropriate registration applicable at the date of first registration. The case of a genuinely restored vehicle is much clearer. Callums Citroen is a good example. It was constructed by Citroen and used on the road from that time. Callum had to repair much of the car (And an excellent job he made of it), some new parts were undoubtedly used but it is still the car as originally made. Oracle magazine mentions a famous Bentley that had been restored and rebuilt many times over the years and although the car bore little resemblance to its first incarnation it did have a "continuous history". This principal was established at the High Court and the judge concerned said "the entity which started life as a racing car never actually disappeared" so the vehicle was "authentic". So Callum it would appear your car is safe! The Federation article says that although the DVLA were only originally investigating one or two vehicle's others have come to their attention. In my humble opinion trouble could be just over the horizon for some vehicles with an age related registration and, sadly, I think it could be those with "Custom Cars" and "Hot Rods". At the Dunrobin Show I was looking at a car which was probably based on a late 40's Fody, but it had a huge great V8 and either a Jag back axle or something beefy from a modernish van. To take the extra power it had either a much modified original chassis or even a new build chassis. So when was it built? In the 1940's or the 1990's. Even more cats and pigeons having a good fight. And if you run to building a Bugatti from spare parts and have an age related index and then you sell it as a genuine Bugatti, could that be interpreted as Fraud? Back in 1995 Lord Brocket was involved in faking the theft of some Ferrari's and allegedly altering them into something they weren't. He got 5 years.

STOLEN

From the Dunrobin Castle Classic Car Show



The owner of this Hardly Davidson had his engine stolen. Engines from the Hardly Davidson are much sought after for use as a boat anchor.

NEXT FIVE EVENTS

Date	Title	Venue	Details
29th Aug	Fortrose & Rosemarkie Classic Vehicle Show Meet Dingwall Auction Mart Car Park before 60 min scenic run then static display at Fortrose Academy IV10 8TW		
3rd Sep	September Club Run. Pub run round Loch Ness to Beaulieu Meet 7.30pm Council Car Park, Glenurquhart Rd		
5th Sep	Dingwall Car Show (Great Fail Maree) Dingwall. www.greatfeilmaree.org.uk From 10am. Parade at 3.30pm.		
6th Sep	Motor Mania at Grantown on Spey. www.grantown-motormaniaman.co.uk Registration Now Closed! 485 Vehicles Booked In. Late Entries on the day will allocated spaces outside the Square.		
13th Sep	Harvester Run 2015 "löchnessring" tba I.M.O.G.(Inverness Mini Owners Group) outing around Loch Ness with a boat trip from Fort Augustus. Meet 10am.		



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