

CLASSIC SCENE



October 2011

Office Bearers & Committee

Chairman: **Michael Osborne**
Tel: 01463 871473
michael.oz@btopenworld.com

Secretary: **Ian Nixon**
Tel: 01349 866178
irf_nixon@hotmail.com

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

Committee **Roy MacGregor**
Ranald Smith
Alice Brown
Miles Vincent

Membership

Bryan McIlwraith

Renewals should be sent to Bryan at 72 Lochalsh
Road, Inverness IV3 6HW

Tel: 01463 222839 (work) 01463 232144 (home)

Bmcilwraith@osteopath-highland.co.uk

Please let Bryan know if you have an email address

HCMC Homepage

www.highlandclassic.org.uk

Editor

Callum Beveridge

47 Old Mill Lane, Inverness, Highland

IV2 3XP Tel: 01463 231787

Email: editor@highlandclassic.ndo.co.uk

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

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Cover picture

Fortrose Rally 2011

The Chairman's Bit

The end of August saw another Fortrose classic car rally and again there were over 100 cars entered. Most turned up at the Dingwall start point and enjoyed a bacon butty and a bit of serious tyre kicking before following the scenic route to Fortrose. The rally had already survived a move to a new site then had to contend with the Gala Fun day (which the rally is part of) cancelling the event on Thursday. After a few frantic phone calls and much running about the rally went ahead and was deemed a great success by those who attended. Thanks must go to the organisers for keeping it all together and to higher powers for keeping the rain off!



for stopping was to get breathalysed by a passing patrol car! I should also note that the police car show absolutely no interest in what had happened. Any further comment might be libel.

The following Sunday I drove TVR-less down to Grantown for Motor Mania. The weather was glorious and I spent a few hours wandering around looking at the assorted vehicles and eating the odd ice cream! It's a great day out even if you are not entered.

Our September meeting was a enjoyable run to the Edderton Hotel over The Struie . The evening was going fine until on the journey home my passenger Ian commented on how bright the lights were. I was just agreeing with him when suddenly all the lights went out and the cabin filled with smoke! Miles was following and just managed to stop in time as I had become invisible. It turned out that the headlamp switch had failed meaning all lights were on which was too much for the wiring. All the following cars had by now pulled over to see if they could help (thanks guys) but a special thought goes to Ian Beaton whose reward

Finally I would like to welcome new member Douglas Gibson from Gairloch. Douglas owns an Alfa GTV and has several classics over the years. He is also the organiser of the "Gairloch Gathering" so maybe we can set up a run to next year's event in June.

Michael
michael.oz@btopenworld.com

This Months Meeting

Thursday 6th October. Run to the Struy Inn. Meet at the square in Beaulay for 7:30.

HIGHLAND CLASSIC MOTOR CLUB

Monthly meetings (1st Thursday of every month)

2011

October 6th	Run to the Struy Inn
November 3rd	Visit to Highland Windscreens
December 1st	Christmas Club Night

2012

January 5th	Annual Auction—North Kessock Hotel
February 2nd	AGM and Quiz Night—North Kessock Hotel
March 1st	Visit to SGL—Muir of Ord
April 5th	Visit to Moray Motor Museum
May 3rd	Tour of Kinkell Classics
June 7th	Road run to the Altguish Inn
July 5th	Scenic drive to Coul House via Meig Dam
August 2nd	Scenic drive to Whitebridge via Foyers
September 6th	Visit to the Glen Ord Distillery

(Further details to be published in 'Classic Scene' prior to the individual meetings)



***Only the French could come up with something like this...
a Citroën Ami6 Berline***

Hello,

Last months meeting was a fairly uneventful scenic run to the Edderton Inn. Uneventful until our Chairman's car decided to self-combust on a very fast stretch of the A9 in complete darkness. Miles miraculously managed to avoid rear-ending him, and I got To play with my Hazard warning lights yet again! Does anyone know a good electrician?

August and September were a busy month Rally-wise. The Fortrose Rally kicked off on the last Saturday of the month despite the gala committee cancelling the Gala and trying to cancel the Rally. It all came good in the end, with good weather and a great venue—so much better than the ‘traditional’ playing fields. Next year, I’ll make an attempt to turn up on time!

During that rally, I got chatting to a guy who was admiring Johns Austin special. He seemed vaguely familiar, but I just put this down to him being a regular at this event. When he wandered round and saw my car, he was even more surprised that me, as it turns out that we had met at the 2CV world meeting in the middle of France only 3 weeks before. What are the chances of that! He’d only come to Fortrose as a day-off on a bus tour of the highlands, in the hope of seeing some dolphins at Chanonry.

I managed to get to the Dingwall Street Fayre for the first time, but had to leave just before the heavens opened! No—I didn’t have divine insight -I had to collect Daughter #2 from riding lessons. Again, a good selection of vehicles with lots of local support.

The next day was the Grantown Motor Mania, and true to form, it was a gorgeous day as ever. Chas Perrin got to test all four brakes on the ‘Beast’ on the way there, when I turned right unexpectedly. A nice day, with a great variety of cars on display. This event is consistently



good and I’m surprised that more club members don’t make a day of it.

The committee have met recently and knocked together a provisional programme of events for next year. If you want to see anything added to this, please get in touch.

Following last months ‘cull’ of the mailing list, I’m only posting half the number of newsletters that I was. However, I know that more and more of you are contactable by email, and it would help greatly if you would consider subscribing to the electronic version of this newsletter. This will not only save the club money and help the environment, it will also make my monthly task that much easier. You can subscribe by clicking the link on the front of the club website

This months meeting is a scenic run to the Struy Inn. Meet at the square in Beaulay for 7:30.

Callum

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www.highlandclassic.org.uk

Dyane Restoration

My last Dyane instalment gave the impression that I was ready to paint, and the car would be all finished by now. How wrong can you be?

I came across more than I expected in the bodywork department. Firstly, all four wings needed stripped back to bare metal and without exception, all needed welded and beaten back into shape. This included the 5-piece front inner wings for which I had to make new panels.



The bonnet wasn't any better, with countless rust scabs and a disintegrating back end. Replacements are thin on the ground, and a second-hand one wouldn't be any better than the one I have, so there was nothing for it, but to cut the back two inches off the bonnet and let in new metal. This also gave me the opportunity to re-design the hinges so that they weren't natural water traps any more.

With the bonnet in primer and rubbed down, I fetched the last bit out of the greenhouse—the front chassis frame, grill and valance. Both the frame and valance needed welded repairs and the valance had three holes cut-out and patched as well as a new bottom corner.

Next job was to prepare the replacement chassis for a Dyane shell. This chassis came off a terminal 2CV6 and needed a bit of surgery to suit the Dyane battery tripod and front wing support. Most of this has now been



completed and I've temporarily mounted the tub on the chassis with all four wings and bonnet to check panel fit and shut lines.

Again, the chassis threw up some obstacles, such as not allowing the bonnet to close onto the front wings, but a spell with the grinder and the welder soon brought things into line once again.

Next job is to do some final tweaking of the panels, dis-assemble everything and get busy painting (haven't I said that before?...)

Callum



Fortrose Rally Pictures



Out & About



Citroen M35 rotary Engine Prototype



Nice Riley

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