

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

The driver of this steam traction engine?
Callums daughter!

Minutes of Committee Meeting held on 10th September 2013 at the Bog Roy Inn.

Present: Trish Brown, Alice Brown, Alan Goff, Miles Vincent.

Apologies: Bryan MacIllwraith, Ian Thompson.

1) Mailing List

After some discussions it was agreed that the current system whereby Bryan lets Callum know about new members in addition to Trish is working well and needs no further tinkering. Miles raised the issue of letting members know if a last minute change to a meeting or going for a run and how best to let the members know. It was agreed to ask Callum to add another button to allow Alan to send a custom email. Miles also stated the website forum is vibrant and the best place to get the latest information regarding shows runs etc.

2) Programme for 2014

Date	Event	Where
9 th January	Auction	BogRoy Inn
6 th February	AGM & Quiz Night	BogRoy Inn
6 th March	Pub Meet	
10 th April	Pub Meet	
1 st May	Visit to be confirmed	
5 th June	Mystery Pub Meet	
3 rd July	Run to the Aultguish Inn	Aultguish Inn
7 th August	Pub Meet	
4 th September	Drive to pub	
2 October	Talk (to be confirmed)	BogRoy Inn
6 th November	Talk (to be confirmed)	BogRoy Inn
4 th December	Santa Special	BogRoy Inn

3) Newsletter

Alan asked for more input and articles for the newsletter, otherwise there will be more blank pages.

Meeting closed 21.30

Introducing Calum Pearson

I am the new member referred to in last week's newsletter. I was offered the chance of a job in Glasgow this summer and took it to be closer to my family and the hills. Moving home with a selection of old cars in various states of disrepair is a difficult proposition. My beloved Sierra XR4x4 had been waiting for me to fit a new head gasket and now there was no time so it had to go. Sold on eBay to a man from Lincoln!



It was a case of head ruling the heart, which wasn't helped when I was told shortly after selling that my job transfer had been cancelled. The envelope of cash was still warm so what could I do to cheer myself up? eBay motors that's what. And only 1.5 miles away was a Peugeot 205 GTi 1.6. I'd had one before which I regretted selling so I went, just for a look. One cheeky offer later and this was mine. Best of all it actually goes. And then the job was back on and I had another car to move north but one with TAX and MOT. Meanwhile back at my soon to be abandoned 4 car dream garage lay the 1969 VW Beetle



1300 that I had spent 7 years fixing up (restoring is perhaps too good a term) for my wife's 40th and no I didn't finish it in time. I had lined up an affordable respray, which I was saving up for because I couldn't afford it. Now there was a deadline so it was done on borrowed money, and I have to say I was very pleased with the result. A quick service and I was prepared to drive it 200 miles up north to a friend's barn in Moray for storage during the move. A day was arranged, and with a car full of spares, road rescue insurance and an escort (well a Focus) driver behind, off we went. Having only driven the Beetle a few miles around town since the rebuild, what could go wrong? I was oddly paranoid about wheel nuts so a Machine Mart breaker bar checked them before we set off, and again at Perth, and Aviemore, and then just north of Aviemore disaster struck!!! There was a strange but slight vibration, so I slowed down, then a scary vibration, accompanied by an emergency stop with tyre smoke and I was glad I had fitted those disc brakes. The car was down at the back and a hurried investigation showed

the near side wheel at an odd angle and only one wheel bolt left! The other three weren't to be found, so the other wheels donated one each. After more tightening I decided to carry on slowly with regular checks, and we got to Elgin without further mishap. I was so relieved that the newly painted bodywork had survived undamaged and was left wondering about my wheel nut paranoia. Did I subconsciously suspect something?

So what happened? The wheels had been refurbished and powder coated by a "reputable" company so I thought their work could be trusted, however use of Google and retrospective common sense suggests the mating surfaces between the wheel and the bolts and the wheels and the brake drums should be left bare.



The next moving problem was the old Mini. It didn't drive or have an MOT or anything and although it had an engine, half of it was in the boot and the rest in boxes. AnyVan.com to the rescue and a brilliant guy called Stevie from Edinburgh came to the rescue and the Mini was delivered hassle free to my parents outside Elgin. I had hoped my nephews wouldn't think it was a play-thing. Wrong! But at least they have good taste in cars now.

So after a troublesome move north and the loss of my dream garage was it time to get sensible and maybe reduce the number of projects as my new job seems to be taking up more of my time? Yes, until I was offered this Land Rover. Sold! Well it was cheap, and it's red. It just needs err... tidying up, and chassis repairs, new brakes, and a clutch, but the engine runs well. I'm not an expert (yet) but I believe I need twin cylinder front drum brakes possibly off a Series 3 or 90/110 to improve the terrible standard brakes. Anyone know of someone selling a set?

I hope to meet up in person over the coming months. Calum. (One L for distinction between Callum Beveridge – I should have picked a better name for the Forum)
Written from a house near a field somewhere between North Kessock and Munlochy. P.S. Is there a Gary Bailey in the club? I think I might have gone to school with you.



GRANTOWN ON SPEY MOTOR MANIA

The annual Granttown on Spey Motor Mania continues to grow and must now be the biggest classic car event in the Highlands and maybe even further afield. The entry for this years event was limited to 500 cars and on the day over 480 actually turned up. The weather wasn't too inclement apart from the strong cold wind which caused the organisers a problem at the end of the day. Were in not for prompt action they may well have had to inform air traffic control if the booking in tent had achieved take off speed! So congratulations and well done to the event organisers and we shall see you next year.



When did you last see a Datsun?



De Nationale Oldtimerdag (the National Classic Car Day)

We were on holiday this year in the Netherlands and this event was on at the time we were there. The event was originally for American classics and the roots of the event can still be seen with a very large number of American cars there, but others are making an appearance notably MG's and Triumph's. Just wandering about was fascinating, as the DAF museum had a display showing rally cars, truck and Dakar Trucks. There was a couple of stalls with car parts, but mostly they consisted of books about cars, such as handbooks, repair books, histories etc. Mind you if you wanted a new cylinder head for your V8 Stag there was a matched pair for sale!

One of the interesting cars was a Mk1 Cortina estate, but not quite as I remember my first car. This had a Sierra Cosworth underneath, engine, running gear and was used as a rally support car!. One I did like was the MkII Cortina 1600E Estate in lovely condition. Modified with a 5 speed Sierra gearbox in it, but still how many do you see of them on the roads these days especially here!

Other entertainment was also laid on with fire truck doing their thing, Catalina's flying about, just like at Nigg the other month, except this Catalina was doing bump and runs on the water, Impressive.

If you are in the Netherlands in the middle of June this event is well worth a visit.

Alice Brown





The Mystery Car. What is it? Answer on the back page, but a couple of clues. The company also made a Grand Prix car with a V12 engine.



Your Editors Monthly Rant



First off a big thank you to those who responded to my frantic plea for items to put in the newsletter. I now even have a small backlog saved for next month. In particular a big welcome and thank you to Calum Pearson who recently joined our happy but slightly mad and eccentric crowd. Calum (with one 'L') introduced himself on the web-site forum and I rather cheekily asked him to tell us a little about himself and his cars. Well not only did he write an excellent introduction but he included some photos as well. Now if a few more of you could do something along the same lines.....

The front cover is from the Roseisle Vintage Rally. Callum went along and from his brief comments on the website he thoroughly enjoyed it. When his daughter then had the opportunity to drive a steam traction engine I wonder who had the biggest smile. Dad or daughter. I'd put my money on Callum, he would have enjoyed it but he was the proudest dad there to see his daughter on the footplate.

This morning (Thursday 26th) on Chris Evans Radio 2 show a caller told us about his wish list. "I wish I'd checked the oil this morning and the engine wouldn't have seized!" A few newsletters back I included a photo of a Rolls Royce Griffon engine on a trailer. It's part of a show that some ex Rolls technicians give at air shows. After running this engine and the Merlin they allow the now slightly deafened crowd to have a closer look. The Griffon was covered in oil, it was leaking from everywhere. "How much does it use?" I asked. "It uses, loses and burns 8 gallons an hour!"

HCMC Events

Date:

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

There was a fair turnout for last month's visit to The Wheel Specialist. With the aid of his Blue Peter "this is one I prepared beforehand" Kenny and his team showed us the various stages in the refurb process. It gave me an appreciation of the amount of hard labour that is involved in prepping the wheels ready for painting. At least one club member was impressed enough to make an appointment for refurbishing the wheels on his car that very evening. Alice too made an appointment to smarten up the Smart wheels a few days later. With the continuing good weather we may be showing them off at the next meet.

There has been not much progress on the Land Rover front. Just been too lazy to remove the roof and tub and get the tarpaulin out. But after a stint on our garden shed (the roof has now been re-felted) our tarpaulin has seen better days, but nothing that some gaffer tape can't fix. With plenty to trim and shape in the garden simply not got round to this. Or at least that is my excuse.

We had a committee meeting during September where we discussed next year's calendar. We did decide to take it a little easier and pencil in a few pub visits. Minutes of the meeting have been posted on our website with the newsletters and also on the club Forum. By the way, if you are looking for that last minute "what is happening", our website and Forum are the place to look.

This month's meet is the visit to the Coastguard in Inverness (next to the marina I think). It promises to be another interesting evening, so make sure you are there on time.



This email plea for help from Gordon Stewart.

Sun, 15 Sep 2013 21:23:09 +0100

Subject:

Engine!

Would you know of anyone, or alternatively be able to put a question in your next newsletter asking for anyone with knowledge of Villiers Engines to contact me?

My Bonser Truck has a Villiers Mark 40 HS, Four-Stroke; 395cc engine and it's a pig of a thing to start. I've done everything I can think of to get it to start easier, but to no avail.

Any help would be very much appreciated!

Regards,

Gordon J Stewart

I've suggested fresh petrol as the modern unleaded fuel goes "off" very quickly or failing that thumping it with a big lump of 4x2. The engine still won't start but you might feel a bit better afterwards.

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FOR SALE

MGA spoked wheels (set of 4 available) in need of a coat of paint, also a single and pair of 1 1/2" SU carbs.

These belong to a work colleague who wishes to sell them. all came from his previously owned MGA.

If anyone is interested in making an offer ask them to contact me on 07748656627 up until 6.30pm and weekends on 01456450403.

Many Thanks

Roy Macgregor



Mystery Car.

It's an Auto Union 1000SP. Looks as if the Ford Thunderbird played a part in its styling. Pictured below, the Auto Union Grand Prix car.



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Roseisle Vintage Rally



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