

CLASSIC SCENE



November 2010

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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
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Cover picture

*Malcolm Hopwoods Midge negotiating
Hardknot Pass.*

The Chairman's Bit

We had a really excellent talk last month given by Inspector John Smith of the Road Policing Unit which is based at Dingwall police station. Using pictures and video John described the work his unit carries out policing trunk roads in the Highlands. The part I found most interesting was the work they do investigating accidents. They cover the entire Highlands so even if there is a fatal accident out on one of the islands it is the Dingwall team that is sent out. Using GPS, tape measures and video technology they are able to piece together an incident to discover what happened and in what order and then apportion blame (where necessary). We then adjourned to the car park to inspect an unmarked police car to see how it was kitted out. When I joined this car club I never thought I'd end up in a dark car park kicking tyres around a Ford Mondeo! As a gesture of the clubs appreciation of John turning out in his own time we have made a donation (£100) to



The Police Dependents Trust.

I noticed salt on some roads for the first time today. It must be nearly time to wrap your pride and joy for the winter, although I can never resist a drive on dry sunny days whatever the season.

Michael

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Wanted

HI IM BUILDING A SMALL CAR FOR MY SON AND AM LOOKING FOR A
SMALL STEERING WHEEL HAS ANYONE GOT ANYTHING LYING AROUND
MAY BE 11 OR 12 INCH DIAMETER WOULD BE OK
THANK YOU
MATT TEL 01463 232107 AFTER 6 PM PLEASE

This Months Meeting

Thursday 4th November 8pm. Pub visit to the 'Duck' in
Conon Bridge

EDITORIAL

Hi,

Last months meeting was a talk by the Road Policing Unit out of Dingwall. An interesting night and some good questions from the audience (just as well the speaker was thick-skinned).



Last months caption competition was won by John Oliver...

"I'm sorry sire, I have

to fail you as your FuFu valve has miscarried allowing your exhaust to emit your fearful pollution into the atmosphere"

A bottle of wine will be winging it's way to you over the next few weeks, courtesy of Mr Mackenzie above.

We welcome a new member this month: Donald Mackenzie, of Crown, Inverness. He's just bought a Morris 1000 on Ebay and driven it back from Devon. I'm looking forward to see him at one of our club nights.

I unwisely decided to attend a rally in the Lake District a couple of weeks ago—you know—the Friday when it absolutely pished down all day. I had a few 'unhelpful' comments when waiting in a queue for fuel in Edinburgh with the rain bouncing off my head. Still, that's what this hobby is all about, and the car has almost dried out now.

This months meeting is a pub night at the



'Duck' in Conon Bridge.

Lastly, a request for those people with email access to sign up for the electronic version of this newsletter. Not only will you receive it earlier and in full colour with better pictures, you'll be saving the club the expense of printing and posting nearly 100 copies every month and you'll make my job a little less onerous every month!

Send an email to me below or visit the website and click on the link there

Callum

editor@highlandclassic.ndo.co.uk

For Sale

Peugeot 205 GL, 141k, sunroof
tax Feb 2011, MOT Apr 2011
offers
07804 598030



HIGHLAND CLASSIC MOTOR CLUB
Monthly meetings (1st Thursday of every month)

2010

November 4th	Club Night at the Duck—Conon Bridge
December 2nd	Christmas Meeting—Old North Inn—Inchmore

2011

January 6th	Annual Auction of motor memorabilia (junk) - venue tbc
February 3rd	AGM and Quiz Night—venue tbc

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

Caption Competition



A prize for the most amusing caption—send entries to the editor

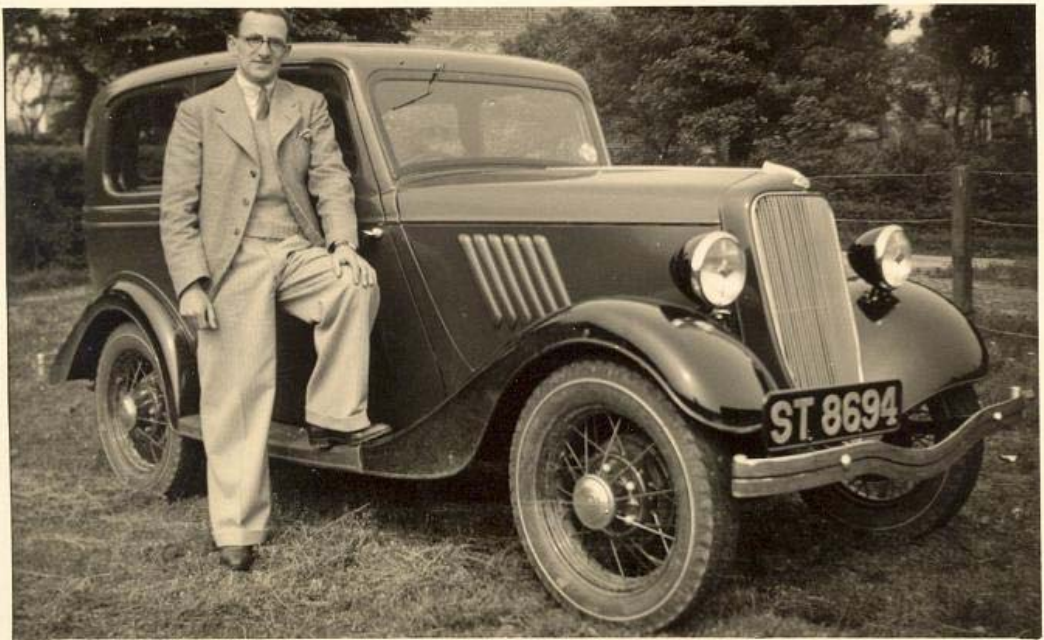
The Chemist's Ford Eight

The photo of ST8694 was provided by Mr. Campbell Ross of Inverness.

His father purchased the car from Macrae and Dick in Inverness around about 1936. Fresh out of college, Campbell's father became the local chemist in Lairg. The then Duke of Westminster who owned Lairg Estates became one of Mr. Ross's customers. The Duke thought it a disgrace that one of two professional men in Lairg (the other being the local doctor) did not own a motor car! As a result, Campbell's dad bought the Ford "Y" from Macrae and Dick's for approximately £100.

Some years later the family moved to Cromarty and the Ford came along with them. Mr. Ross used the car for about thirty three years before selling it on to a former Cromarty Lifeboat 2nd Coxswain Eddie Scott. It changed ownership for the very "lowly sum" of twenty five pounds.

Campbell wonders if the car is still around and would welcome any ideas about how to trace the car's history following his father's ownership.



Editor—A quick check on the DVLA computer reveals no record of this car. Is it sitting in someone's barn somewhere?

Healeys Leaving the Kingsmills for the last day of a Highland Rally



Prescott Hill Climb

Tim Boles, one of our club members, recently competed in the Bugatti Owner's Club American weekend of racing at Prescott Hillclimb for US cars

Tim, from Tomatin, was driving "Butch", a 600 bhp 1968 Chevrolet Camaro

Despite the horrendous weather on Sunday he managed to come third in his respective classic Classes on both days Pre 1971 Classics on Saturday and "Interesting Cars" on the Sunday.

One commentator said that in the conditions Tim Boles' Racing Camaro is quite possibly the worst car to try to compete with on such a tight circuit, with

so much power and so little grip.

Managing to overhaul a McLaren racing car with a 7 litre Chevrolet Big Block engine and which weighed considerably less than the Camaro- Tim Boles the driver commented "I might have gone even quicker if I didn't have to do a three point turn halfway up!".

The event featured "Flatheads"- Hotrods from the 1930s with Flathead Ford V8s, as well as the usual fair of Corvettes, a Dodge Viper, Porsches, Triumphs, and MGs. An Elvis impersonator was on hand as well as the only "Wall of Death" motorcycle stunt team in the UK, Daleks, Marilyn Monroe and various GIs.



Further Pictures of Tim in action can be found at:

<http://www.manxyanks.com/forum/viewtopic.php?f=3&t=13&p=60#p60>

Dyane Restoration

I thought it was about time I came clean with what I've been up to in the last 18 months or so. Initially bought as a source of gearbox parts, my latest 'project' is finally starting to take shape and is looking a bit more like a car now.



In April of 2008, I got a phone call out of the blue regarding a Citroën Dyane on the Black Isle that was looking for a new home. Having just taken delivery of a rotten 2CV from Kinlochbervie, I was reluctant to add another 'thoroughbred' to my already tight stable, but eventually, Bert Wigman and I duly drove over to inspect said car. It was far from perfect, covered in dirt and very rusty, but I negotiated a price based on its parts value alone, and returned the following week to remove it.

Having got it back home, I gave it a quick wash before 'hiding' it in the garage (my wife was away that weekend). What did surprise me was the general condition of the bodywork and the fact that the car was almost entirely complete.

Over the next year, whilst renovating part of the house, I formed a plan. The building of my Burton had only required minimal welding skills and

basic tin bashing, and I was keen to improve both skills. The bottom 2 inches of the Dyane was completely rotten and most of the replacement panels were no longer available. This, and my inability to weld decently, would present the sort of challenge that I was looking for. I also planned to replace the petrol engine with an electric motor and have a purely electric Dyane for short commutes around Inverness.

In April of 2009, I set about dismantling the Dyane and getting a better look at the job in hand.

A quick survey confirmed that both sills, floors, C-posts, Rear inner arches, front toe-boards and windscreen surround needed to be replaced.

The theory was, to drill the spot welds, remove the rusted panel, fold a new one out of steel sheet using the old one as a template, and then puddle-weld it back in again.

This was scuppered early on, as I found that some of the panels had already been 'restored' using filler, wood screws and pop-rivets. Also, the car was initially constructed fairly

haphazardly and any resulting 'gaps' stuffed full of seam sealer, making a non-symmetrical build! Some of the bodywork had entirely dissolved and much head scratching ensued. The seam-sealer used in production turns out to be hygroscopic and promotes rust in the joint underneath!

Bit by bit, the car is coming back together with a view to finish welding by Christmas and getting the mechanical side sorted out in the new year.

TBC



Out & About



TR7



Alpha



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

