

CLASSIC SCENE



November 2017



What a Super Cars And Coffee



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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

It's hard to deny these, 'erm, emerging classics, gave the October meeting of Cars and Coffee a little bit of an edge. The Café V8 car park was buzzing. And not just with engines.
Pictures by Aaron Goodall.

Welcome to the November Newsletter

As you may remember from last month's newsletter, Mrs Editor and I have had a nice holiday in Sicily and I kept an eagle eye out for some Italian classics. There weren't many. At one point the best I had was an old car ramp at a service station where it looks like you could fix your own car. What does that say about Italian build quality? I did find an Ape (Italian for bee) three wheeled scooter come truck but it was quite modern looking.

Anyway on the last day, sheltering from the rain (I know), I spotted an early 70's Mercedes W114 E class lurking in the shadows. (I had to Google it—I don't know my Mercs)



"Permesso permesso", I called, holding my camera up I was welcomed in and was shown these beauties. As I grinned like a fool I was led into the back and...



under a cover under a car ramp was this surprise. Just three of these Mini beach cars were ever built, based on an Innocenti Mini, by a coach builder named ORO. They were given the name 'Mini Mare' and this one is known to have been owned Ferdinando Innocenti himself, to drive to his yacht.



Happy classic motoring.

Your editor.

Chairs Bitty

It seems I wrote my last piece only a few days ago, but here we are again at the end of October. The days are getting shorter very quickly. I notice this most in the morning where it feels I've gone from getting up in daylight to driving into work in the dark in just days. And there are 4 more months of this to go.



The usual suspects turned up at North Kessock and after a brief discussion on pubs in the area, we decided to go to Munlochy instead. We haven't been there since they refurbished a year or 2 ago. The evening passed quickly with various tales and anecdotes, one of which was about the various phrases for walking your dog. This led to another one on amusingly shaped accommodation. You had to be there to appreciate the funny side of it.

You may have seen our Landie for sale in the magazine last week. It will come as no surprise to some of you that Alice got cold feet and has decided to hang on to her Landie for a few more years, [Very wise—Ed]. We sold our Merc and are now driving around in an Audi Allroad. As you may know we tend to buy at the cheaper end of the market and there is always a snagging list. We had hoped that the exhaust would hold out for a few months, but on the return from a trip to Wales it decided to part company just as we got to Lancaster. We tried several garages and were rather taken aback that nobody was willing to weld up the exhaust. Eventually we spotted somebody making stainless steel exhausts. The price was reasonable and after laying on the "we poor ladies are on our way home..." a little thickly, they agreed to do the work there and then. Thanks you guys at Westgate Tyres, Morecambe, for getting us back on the road within 3 hours.

This month's meet is a visit to the BBC studio's in Inverness. Unfortunately space is limited and the visit has had to be restricted to a fixed number of members, although Calum promised that if the event proved popular (i.e. over-subscribed), that it could be repeated.

Anyway, if I don't see you there, until next month.

Maybach DS8 Zeppelin: 8L V12, 200 hp.



The Maybach Zeppelin was the top Maybach model from 1928 to 1934. Named after the company's famous production of Zeppelin engines prior to and during World War I, it was an enormous luxury vehicle which weighed approximately 6600 lb. Replacing the DS7 in 1930 was the DS8. It had an 8.0 L (7977 cc, 486 cubic inches) V12 which made 200 horsepower at a fairly low 3200 rpm, putting the DS8 among the most powerful production cars in the world at the time. Depending on the weight of the coachwork, a top speed of 106 mph was possible.



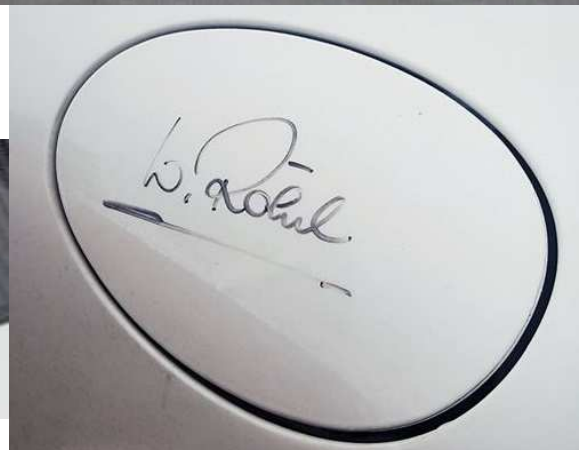
And why is this in the Newsletter? Because it came up in conversation and I didn't know about it so I thought you all needed to know about it too. (Plus I needed to fill a page.) A car like this was once spotted in the Inverness King-smills Hotel car park and it was broken down. A couple of club members got it running. We're helpful like that.



The Cars and Coffee meeting on Sunday the 8th of October was a bit special. A group of Ferraris, Porches, a Lotus and a Lamborghini turned up on a spur of the moment invite. They were on a road trip around the North of Scotland with a bunch of younger (than me) people following them to take photographs. One of them mentioned the Inverness Cars and Coffee event, so the next day after an early breakfast a quick drive, there they were, lined up outside the Café V8 at Henderson Road, slowly cooling down. They brought their entourage with them and there was a definite buzz in the air, as we were graced with the presence of racing drivers Max Chilton and Dario Franchitti.



After they left, cars kept turning up and their car spaces were filled by Aston Martin's and Mitsubishi Evo's. There were also a couple of interesting signatures on cars from some driving greats of the 1980's.





It wasn't all performance machinery, and there were over sixty cars on display with a good club presence. I had the Beetle, and Jessie had his Citroen Dyane representing the gentler side of motoring and as a fellow club member said of his own car, we could also have left at full throttle, but nobody would have noticed.

There is a recurring theme at Cars and Coffee. It is a good social event for petrol heads (no diesel sorry) of all churches and it is a great way to catch up with people you haven't seen for a while or blether to a complete stranger about Lancia Delta Integrales.



It was probably the biggest turn out to date, but there is more to come. The next event is Sunday the 12th of November and it is going to have a BBC Children in Need theme. Their slogan this year is, "Do your thing." And our thing is cars. Details of the event will be on the Cars and Coffee Facebook page and on the Club Website, so keep an eye open for it. It promises to be a good one.



Laigh o' Moray Vintage Association Charity Vintage Rally Sunday 24th September 2016



On arriving I think most people were quite stunned at just how long the grass was (see the photo of my Calibra emerging from it). A couple of weeks prior, attention from a flock of sheep would have helped or at least a silage cutter down the thoroughfares and the ring would have made a difference.



The 1919 Vulcan Charabanc (SK407) made me feel nostalgic, not because I was around 98 years ago, but because it was from my birthplace of Wick. It was giving people hurls around the show-ground later in the day.

The owner of the green Rolls Royce (ET7978) proudly demonstrated the precision engineering that made the engine so quiet and smooth.



There was some debate on the road legal status of the Ford 32B Roadster (GSV 318) given the exposed wheels.



And the Renault JNS (MIG 6841) drew a lot of attention.



There were also many other well turned out classics with the Citroen and the Ford Cortina catching my eye.

Douglas Leith

A Message from the Laigh o' Moray Vintage Association.

We had a great time and the weather didn't turn out too bad. A huge thank you to everyone who helped make the event possible, to all the exhibitors for taking their vehicles, and most importantly to the paying public for attending and helping us to support this years charity which is Logan's Fund. We hope you all had a good time!



Toyota **MR 2 for Sale**

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Spotted

By Trish and Alice

'We spotted a Saab 9-3x, the 4x4 ver-
sion at the weekend. Relatively rare
according to Alice. About 220 left on
the road according to "how many left"
website.'



During 2009 the 9-3X was launched at the Geneva auto show. The 9-3X is a four-wheel-drive XUV version of the 9-3 SportWagon.

The petrol 4x4 9-3X uses the most powerful four-cylinder engine in the 9-3 range, the turbocharged 210bhp 2.0-litre. Performance is around 0-60 in 8.2 seconds. Needless to say it comes with lots of toys and sure-footed 4x4 grip.

Me and My Car

Car: Bond Equipe
2-Litre GT

Owner: John East-
wood

Type: Convertible

Engine: 1998 cc
104 bhp (71 kW)
six-cylinder engine.



0-60: About 10.5 seconds.

Top Speed: 100mph

How did you get it? After seeing it advertised in the P&J, I travelled to Bridge of Don, bought it and towed it home to the Black Isle on an A-frame.

Tell us more about it: The previous owner had researched which was the best sports car to buy at the end of the 60's and the Bond Equipe was the top of his list.

What do you like about it? It's different. And the fibreglass body panels don't rust.

What makes it a classic? It is based on a Triumph Vitesse which is clearly regarded as a classic car, but only 841 2-litre GT convertibles were made so it's a rare classic.

What other cars do you own? Just a modern daily.

LOCAL EVENTS

28th Oct 2017	Winter Scale Model Show	Black Isle Show Ground	Scale model Show, Food and Craft Fair in aid of Marie Cu- rie. Details on Face- book. Classic Cars wanted for Display 10 - 4pm.
2nd Nov 2017	BBC visit	7 Culduthel Rd, IV2 4AD. Entrance off May- field Road	All places taken, sorry. If there's de- mand we can run this visit again.
12th Nov 2017	Cars And Coffee - Inverness	Henderson Road, Inverness	Children in Need Special
7th Dec 2017	Pub Quiz	Old North Inn, Inchmore	Pub night with mo- toring related quiz.