



December/January 2012

Office Bearers & Committee

Chairman: **Trish Brown**

Tel: 01862 832337

brinta@btinternet.com

Secretary: **Alice Brown**

Tel: 01862 832337

alicejaneb@btinternet.com

Treasurer: **Ian Thompson**

Tel: 01463 790969

ian.judith@virgin.net

Committee **Alan Goff**

Roy MacGregor

Ranald Smith

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)

bm@invernessosteopaths.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

*A Herd of Moggies at this
years Grantown Motormanía*

The Chairman's Bit

The well attended VOSA talk started on a typical car club note, when I managed to derail the sliding doors to the room. This was expertly fixed by Brian and Roy, but with Roy ending up on the wrong side of the door when Brian managed to close them. I immediately received a lifelong ban from touching the doors again.



VOSA inspector Ian Brown was talking ten to a dozen, having a lot to cover before the inn closed for the night. A few amusing videos' and one very sobering one later we got into a discussion on MOT's (or the lack off) for cars build before 1 January 1960. But consensus held that even if you don't MOT your car, certainly the insurance companies will invent some inspection (@ £££) before you can get cover.

Alice and I met up with some friends the other weekend and did some sightseeing in the Central Belt. I fancied going on the Falkirk wheel but John has a fear of heights and the wheel lift up to the aqueduct was just too much. Ahh

well, there is always the play park! However, as it was rather cold that weekend, staff had drained the outdoor model of the canal. What spoilsports! Only the little digger in the kids play area provided us with some hands-on fun. We spend most of the afternoon on some nice walks around the Falkirk area, including a visit to the Antonine wall and a Roman fort. Lumps and bumps in the landscape for all intents and purposes.

Better results in the Transport [or Riverside] Museum the next day. That very same place visited by our esteemed editor recently. We spend a whole day wandering about the place, pushing any button

This Months Meeting

Thursday 6th December - Christmas meet at the Bogroy Hotel, Inchmore. 7:30 for 8pm.

that looked remotely pushable...

I didn't realise that cars on the front page of last months newsletter were actual life size cars, not models, until I walked underneath those very shelves. We had our picture taken in the period High Street photographers, then took a picture of the picture for our records. Played the Postie game (won by John), the Tea-Clipper race (won by Alice) and had good fun in the Sinclair C5 challenge - I actually managed to get to the finish. Never managed to get round the gift shop as in the end we got turfed out at closing time.

Like previous years, the December meet is our Secret Santa special at the Bogroy where we exchange gifts of a token value – no blue movies please! There will be a light buffet available for those perpetually hungry. And I promise to keep my hands off the doors.

As mentioned last month, with Callum on holiday until the New Year, there will be no newsletter for January. I am writing twice as much to make up for that. As you now know, Callum is also giving up

the newsletter editorship and I am expecting volunteers to come forward at our AGM to take over this exiting post. You have another 2 months to convince yourself that this is your next career move.



The North Kessock Hotel is closed for refurbishment so January's auction, probably most peoples favourite event on our calendar if attendance is anything to go by, will be at the Bogroy too. And just to confuse you, the auction is not on the first Thursday, it is the 10th January. This is your change to obtain "precious artefacts" desperately looking for a new owner – you know what I mean!

If I don't see you at the Secret Santa, I would like to wish you all a very merry Christmas and a happy New Year.

Cheers! **Trish.**

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

2013

January 10th	Annual Auction—Bogroy Hotel, Inchmore
February 7th	AGM and Quiz Night—Bogroy Hotel, Inchmore
March 7th	Tour of Kinkell Classics
April 4th	Visit to Dingwall Police Station
May 2nd	RNLI visit—North Kessock
June 6th	Scenic drive to Cromarty
July 4th	Inverness Treasure Hunt
August 1st	Scenic drive to Old Mill Hotel, Brodie
September 5th	Visit to HM Coastguard, Inverness
October 3rd	Visit to Wheel Specialist, Inverness
November 7th	Car Ergonomics Talk—Bogroy Hotel, Inchmore
December 5th	Christmas night—Bogroy Hotel, Inchmore

2014

January 9th 2014	Annual Auction—North Kessock Hotel
February 6th 2014	AGM and Quiz Night—North Kessock Hotel

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

For Sale

1992 (J) Toyota Celica Coupé 2.0 Gti,



**Blue, 104,000
Miles, 6
Months Tax, 1
Month MOT,
FSH. Will
Probably Need
Some Work
For MOT
(Brake Pipes &
Exhaust) Driv-
ers Wing Re-
cently Dented
(Not Shown in
Photo)**

New Baby Forces Sale

£350

Phone Gordon on 07941 184055 (Fortrose)

Editorial

Don't Panic - This months issue is reaching you a week early, due to other commitments in the run up to Christmas.

So, the next meeting will be the Christmas 'do' at the Bogroy, Inchmore on the 6th December. As I won't be around in December, the January meeting will be the annual Auction held, this year, at the Bogroy. This is a change to our usual venue due to refurbishment at the North Kessock Hotel. It will also be held on the second Thursday in January, the 10th, as the first Thursday is too close to New Year.

Your committee have come out of hibernation and put together a programme of events for 2013. These dates are not all confirmed yet and things may change around. Keep on eye on the website and in Classic Scene nearer the time.

The details of this years 'Drive It Day' are now available. We'll be meeting on Stadium Road on Sunday the 21st April followed by a short drive to the Bogroy for coffee and biscuits, then over the hills to



Drumnadrochit and on to Fort Augustus. The finish point this year will be the Dores Inn on the shores of Loch Ness.

As detailed in the last issue of 'Classic Scene', I'm retiring from the post of Newsletter editor and a replacement is now being sought. I'm happy to help out with any IT issues that the new editor may have, so don't be shy in coming forward.

The Dyane is shivering in the garage, although I now have 5 nice shiny wheels waiting for some new rubber in the spring.



The doors are almost complete, but I've given up trying to get them sprayed this year—I've run out of time procrastinating over the dull jobs in favour of fitting the interior, and any other more interesting jobs that have come along.

See you all in 2013

Callum

Local Events Diary

Here are some details of 2013 local motoring events that may be of interest to our members

April

21st 'Drive It Day' 2013. Local run in conjunction with the FBHVC to blow away the cobwebs. Meet at 10:30 on Stadium Road for a scenic run around Loch Ness.

May

5th Vintage Commercial Highland Road Run.. Contact charlie.munro21@btinternet.com

5th Forres Theme Day

11th Inverness Classic Vehicle Show.

12th Buckie Classic Car Show (see page 7)

30th-4th June Shetland Classic Motor Show & Tours

June

1st Kirkhill Gala Day

2nd Fraserburgh Vintage Car Rally

16th Tain Vintage vehicle Rally

29th Gairloch Gathering. Contact Douglas Gibson
douglasg@burach.org.uk

July

6th/7th 39th Scottish Transport Extravaganza at Glamis Castle

August

11th Historic Wheels Rally, Brodie Castle.

18th Dunrobin Vintage Car Rally

24th Fortrose Vintage Vehicle Rally

September

7th Dingwall Street Fair. Contact Donald Mackenzie 01349 861009

8th Motor Mania—Grantown on Spey

7th/8th Knockhill Classic SpeedFair

14th/15th Selkirk Rally

If you notice any errors or omissions, please let the editor know.



AN INVITATION TO YOU ALL FROM THE COMMITTEE

The DECEMBER meeting will be at The Bog Roy Inn (formerly The Old North Inn) on the old A9 on Thursday 6th December at 7.30pm and will be the usual informal Christmas gathering that we have all come to know and love over the past few years.

As well as your Festive Cheer you are requested to bring along with you a "Secret Santa Present." This should take the form of a gift wrapped item that will then be given out to one of the other Club members at random.

The item need not cost more than a pound or two and can even be something that you already have that is just gathering dust in your garage.

It can be something humorous or even just car related!

You will all then receive a gift in return and the hilarity will begin...or the wheelie bin will rapidly fill up! Either way the idea is just to add a little Christmassy twist to what has become a very sociable evening in our calendar.

Festive finger food has been ordered and all we need now is you lot.

So, whether you are one of the "Vintage Usual Suspects", a "Classic (Lesser-Spotted) Old Timer" or a more recently joined "Modern" Club Member we want to see you all there.

"Other Halves" Welcome....seasonal ties optional.

Drive It Day 21st April 2013



Every year National Drive It Day is purposefully held on the Sunday nearest to 23 April. Why? Because it commemorates the 64 cars that left London on the first day of the Thousand Mile Trial on 23 April 1900.

The Royal Automobile Club Thousand Mile Trial started in London and passed through Bristol, Birmingham, Manchester - travelled through Scotland - then passed back through more English locations until they were back in London again.

The tour lasted until May 12th and forty six out of the approximately sixty-five starting cars made it to the finish line.

There are loads of events happening all over Britain for National Drive It Day and just like all the people that turned out to watch a fantastic array of cars driving by in 1900, you can be part of the fun in 2013.

For 2013, the club will be holding a circumnavigation rally of Loch Ness.

The start will be on Stadium Road in Inverness and take us on a scenic route via Inchmore, Drumnadrochit, Invermoriston, Fort Augustus, Whitebridge and Foyers, finishing at the Dores Inn.



Miles's Meanderings

It has been pointed out to me that Miles's Meanderings has been missed lately from Classic Scene, well Okay, one person mentioned it at the last monthly meeting, (I last saw him being escorted around the back of the Bog Roy wheelie bins by a number of Club members wielding starter handles and scissor jacks) but neither being one to let down his adoring Public, nor needing much encouragement to perform, here I am again.

Anyway it's your own fault for not feeding Callum with enough alternative articles (anyone is allowed to contribute you know). If you're really lucky, as it is a double issue this month, I may be able to fill twice the space! Before I forget, it is of course the Christmas meeting this month, at the Bog Roy, so don't forget to dig out an appropriate Secret Santa Gift for distribution during the evening.

Anyone who has not come along to a December meeting before really should rectify that this time. It is a great social event with a larger than normal turnout of members and the added amusement of a random gift and mince pies.

In fact the buffet they put on is very good and even the quality of the gifts has improved over the years (especially since Tom seems to have run out of pre-loved Adult DVDs to sneak into Santa's Sack!) and it doesn't cost you any extra. So pick a designated driver and join us for a

Snowball or two.

I cannot believe its December already (and I'm sure I say that every year) I don't know where the time has gone. I do actually; most of it has been spent ferrying small children backwards and forwards across Inverness to various Sporting and Social events (Note from Editor; Delete inappropriate joke about feeling like Jimmy Saville's chauffeur!).



I did actually manage some of those journeys to be in a Classic car. I even have a dash mounted "DAD'S TAXI" sign that lights up so when said children are being picked up in the dark (well after my "Tea in front of the Telly time") they can find me in the car park amongst the sea of similarly displaced parents all vying for a quick exit.

I think my next Classic should be a Mk 1 Transit Minibus or similar, then at least I could take extra passengers and maybe even make a few quid from other nomadic parents frequenting the same car parks as me (and I don't mean the A9 Kessock

Bridge tourist layby!).

That reminds me, I must stop flashing my headlights in recognition of these other car park comrades; I inadvertently gathered quite a crowd around the Mini the other day when picking up outside the local Scout Hut!

I must admit that it is usually the Mini that is pressed into service if the wife's Focus is not on the drive because, although more than up to the job, the Scimitar really doesn't like pootling around town and is a darn sight more expensive to run than the Mini (plus I am told it "smells like an old car" which seems to be an issue).

The Scimitar is most at home charging up and down the A9, getting a chance to stretch its legs (and mine) and has done so a few times this year to various Classic Car shows and Club runs. I would say it hasn't missed a beat; but it did. Luckily though, it was whilst I was driving north to the Dunrobin Rally.

I say lucky because my breakdown cover had expired the week before and my father-in-law's garage is up there in Sutherland, so I didn't have to call in too big a favour!

There I was, cruising along the Kildary straight, behind Callum in his Burton, being held to a respectable pace by Alec Mann, towing his Jeep, in a growing convoy of interesting Classics when....well "Nothing!" No knocks or bangs, no judders or jolts, just no power!

I was able to fling the nose of the stricken beast into the car park of Ken's Garage, the entrance to which I had just reached, and rolled gracefully to a halt on the forecourt (memories of the 2009 Inverness

Classic Car Show flooding back into my mind; YouTube it!)



Why is it you always break down just where your mobile phone provider deemed it unimportant to provide a mobile phone signal?

Having borrowed a land line at the garage to ring said Father-in-law, I proceeded to describe, in as much detail as I could muster, exactly what had happened and what I thought was wrong, knowing that this would help him diagnose my problem and get me going again.

Armed with this information; he told me not to fiddle with anything and set off south towards me.

It was much later that I found out that when asked by one of his mechanics where he was going he had told them that I had broken down and when they then asked what was wrong with the car he had replied "F#ck knows!" (And I thought I had done so well).

Needless to say the Scimitar then fired up first go, with no sign of a problem, so

another call was made and the breakdown truck was stood down. He did, however, say that he would head towards me anyway as I continued north, as I say, with no sign of trouble; until it inexplicably stopped again just after the Dornoch Bridge!

As I coasted into the conveniently placed layby, a familiar little red Lancia pulled in behind me. Alan had kindly stopped to check that I was Okay. (Isn't it heart-warming when fellow Club members rally round in each other's moments of need?) I told him it would be fine, thanked him and sent him on his way.

This time, thinking that he would be worried, I called Callum's mobile to tell him my woes and why I had suddenly vanished from his rear view mirror at Kildary. He informed me that he hadn't noticed that I wasn't there until he pulled into the Square at Dornoch!!!

Anyway, the Scimitar yet again started first go and drove fine so I skipped the Dornoch leg of the Rally and headed for Golspie, passing my bemused Father-in-Law at The Mound.

I stopped for him to catch up and we swapped vehicles. Now there's something quite nice about following and watching your own pride and joy flashing along in traffic, cutting a dash amongst today's mundane moderns, until perhaps, when the mechanic driving it starts trying to make the fault do what of course it will quite happily do for you but never for him. I knew my thing could be quick but, blimey, I was struggling to keep up in a 3 litre Shogun!

Would you have ever thought that a £4 in-line fuel filter could cause so much trouble? It had been fitted when the car was done up because of crud in the fuel tank but then had been promptly forgotten about and hence not cleaned for five years, thus rendering the engine fuel-less when the final piece of crud jig-saw was sucked into place during the run!

It was then surmised that on stopping the vehicle for a rest when power was lost, bits of crud jig-saw had fallen away long enough for the car to run for another ten



miles or so. It has duly been replaced! The damn thing still has an idle control sensor problem and hunts for revs when started cold but hey ho, you can't win them all.

Talking of Christmas (yes I was; keep up) I have decided to ask Santa for an angle grinder so that I may, to paraphrase 'Er Indoors, "cut up that pile of junk in the front garden." She talks of course of my "Scimatow" trailer project (no vision). If you remember, Callum unveiled it in the October Classic Scene. It may not look much but the idea is to use the rear portion of this defunct Scimitar to fabricate a trailer to carry my Raleigh Chopper bicycles.

This was one of those hair-brained ideas that was put out there without much thought as to how it would all come together and then comes back to haunt you 'cos you told so many people that it was happening. No harm done, I needed to find a donor car first.

This was frighteningly easy. I knew of a car but didn't really want to lumber myself with a whole one, so I needed someone who only needed the front end of one; there can't be many of them about. Only the next person that I spoke to that owned a Scimitar! He wanted an engine and gear box for his project and was happy to cut the front end off. Oh well, luckily he wasn't in a great hurry so after he had rescued the victim back to his place he could take his time and I could pretend this wasn't happening.

He called twice over the summer apologising for the delay but I reassured him that there really was no problem but

then the unthinkable happened and he called to say that the front was off and it was ready to collect! Oh Cripes!

Here is where my faith in Club Members was re-born (I think) and I was supported in my moment of need. A phone call to Callum confirmed that he would ride shotgun with me to collect my new toy and a further phone call to Tom and Graham gained me the use of a trailer. Thank you. (I think)

Now I have heard many a tale of horror involving Club Members and the moving of cars around using trailers and, although I have a new found respect for anyone I now see towing anything, I am glad to say that I don't have a similar story to add to this folklore. I'll not be doing it again in a hurry though! (What am I saying? I'm building a trailer!)

Do you know, if anyone told us the right story about things that we were doing I'm sure nothing would ever get done. I mean, it was only when I returned the trailer that I had been towing using my Scimitar and I commented on how it had been like "the tail wagging the dog" that Graham told me that, yes, he would have only used something the size and weight of a Discovery to do the job!



Now, I had only ever towed my wee garden trailer down to the Inverness tip two or three times; boy was I in for a Baptism of fire. I don't know who was more scared on the A9 duel carriageway, me or the poor unfortunates trying to overtake me while I snaked along the slow lane.

And that was on the way down to Moy with the trailer empty!

On the return journey I chose a route down through Milton of Leys as there was no way I was being pushed down that steep hill towards Raigmore hospital (have you ever seen the Police car footage of the jack-knifing caravan going down there on "Police Camera Action"?)

I got more than I bargained for as well when I pulled the donor car from its resting place of eighteen months; three dead rabbits, a full wasp nest and a dead mouse, (plenty of space in these GTEs you know!) it was like a scene from the killing fields.

The decaying rabbits were left exactly where they had been secreted underneath the wreck of the Scimitar by the local Moggy (cat not Minor) and the dead mouse was easily removed along with its nest while the interior was being dismantled at a later date (and became a great source of amusement and interest for my seven year old son and his school friends; not so much for the girls that they know though!).

The wasps were a little more irksome. I had to resort to fitting a car cover (much to my neighbours' relief as it greatly improved the aesthetics of the whole

project) and then, every time I popped out to oil some troublesome bolts that were stuck, I preceded the whole operation by filling the inside of the car and car cover with wasp killer spray!



It took a fortnight to kill them all and it was about then that Callum admitted as to why he had been so enthusiastic to come with me to collect the heap in the first place (armed with his camera).

Next time his good wife gives him grief and moans about how many projects he has and why he needs so many doors for them, he can whip out a picture of my find and tell her that at least none of his look as bad as the thing that I now have sitting on my driveway!

See you at the Christmas Night.

MILES

For Sale (Due to lack of space)

1985 Opel Monza GSE

5-speed manual Getrag gearbox, Recaro interior. LCD Dash. Approx 100k miles. Many spares with car. Only a handful in the country with manual box. Very simple resto. Won't sell to Banger racers.

Metallic red.
Sorned

£500



Library Picture

1993 SAAB 2000 CSE

2000cc manual, Cruise control, Heated seats, One family owned from new. Genuine 45k miles - all MOTs to prove. VGC Metallic green

£500

Sorned

Tom MacKenzie
Kiltarlity
01463 741347



Library Picture

Out & About



Stash of classics