

CLASSIC SCENE

December 2016



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)
bm@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.

COPYRIGHT

Neither the Editor nor the Officers of the Highland Classic Motor Club are necessarily in agreement with opinions expressed in this magazine. Such opinions are entirely the views of the author and imply no recommendation by the Highland Classic Motor Club.

All rights reserved. Apart from any fair dealings as permitted under the terms of the Copyright Design and Patents Act 1988, no part of this magazine may be reproduced in any form whatsoever without the written permission of the Highland Classic Motor Club.

COVER PICTURE

"OK Jane, you press that big red button, I'll swing this end around and we can give Helen a bit of a splash."

CHAIR BITTY DECEMBER 2016

Last months meet was a good old fashioned pub meet with plenty of time to catch up with gossip and make new acquaintances. Although I wondered at one stage where Ranald and Brian had vanished too when they just as suddenly re-appeared a bit breathless admitting to going to the open mike session in the public bar and performing a song or two (*! missed that). When asked, they were surprisingly reluctant to treat the membership to a song. Maybe some other time. The Landie's worn trackrod ends have now been fixed. Alice declared that steering is much improved, even claiming that the Landie is quieter now as well. And promptly the Landie started hinting that its wiring **is** getting very old by exhibiting curious electrical failures and showing up decomposing braiding that vanish in a puff of dust when you touch or move the wiring. More worryingly is the hint of burning when the headlights are on. A replacement loom is one of these things on Alice's Landie wish list that is shooting rapidly up the priority list. We managed to find some time the other weekend to clear out the garage. It is surprising how quickly it fills up with stuff and when we really started looking at it, mostly junk we haven't got round to taking to the dump yet. One amenity visit later and the garage is ready to receive the Smart. Alice gave the car a quick last wash and we tucked her up into the garage for the winter. And just in time as the temperature is dipping to around freezing and the Council and Bear have started to put down liberal amounts of road salt. Whilst tidying the garage we also re-discovered our box with bits and bobs for the club auction night. The one that we couldn't find in January because we stacked too much stuff on top of it last year when we garaged the Smart. A bit wiser now, it is at the front of the garage, ready for the auction. But the auction is still some weeks away. This month we meet up at Inverness Raceway again for a little karting. There is the record to beat set by Chris Silver in April of a 28.72sec lap, which no doubt will be hotly contested. If you don't want to go karting, please come along as any race needs spectators. There will be nibbles available for all and, as this is our Santa night, Santa's helper will be on hand to re-distribute small car related (?) gifts we take along on the night. I will see you there for 19.30pm. And for those who can't make it to the meet, a merry Christmas all. *Trish.*



HIGHLAND CLASSIC MOTOR CLUB VISIT TO THE MORAYVIA SCIENCE & TECHNOLOGY CENTRE

On 1 September 12 members and guests ventured through to Kinloss for a guided tour of the "Morayvia Science and Technology Project". Set up to take forward work started by the Nimrod Heritage Group and preserve the last remaining Nimrod at RAF Kinloss, it is based at the former Abbeylands primary school site and brings together a number of disciplines from aerospace and astronomy, to technology and arts-related activities.

Our tour started in reception where we were greeted by Stan Barber, the unpaid CEO and split into two groups to look round the outdoor exhibits, one starting in the Sea King, the other in the Nimrod Fuselage Section.

Not being a museum, Morayvia are quite happy for you to climb in, on and through all of the exhibits they have and have a go at trying out the controls, fiddling with knobs and any amount of buttons. The Sea King SAR Helicopter is one of the most complete in "private" hands – most others are missing flying instruments, this one isn't. The ones that are missing have been replaced with realistic photographs, that have fooled some higher authorities who got in a bit of a tizzy thinking the Sea King had been sold complete with all of the "sensitive" instruments and software.

Volunteers were available to talk through the operation of the helicopter, any technical details, who sat where – apparently they are right hand drive, the Captain sits on the right unlike most other aircraft and what the various roles were in the aircraft. There were also a few stories of the innumerable rescues the aircraft and crew were involved in.

Moving on to the Nimrod front section we were again greeted by volunteers who took us through the aircraft from the front cockpit to the back nerve centre where all of the electronics used in the Cold War for submarine location and, if it came to it, destruction, were kept. Interestingly, the person in charge of the aircraft doesn't sit in the front left seat where your average budget airline Captain sits, the gaffer is in the back. The ones in the front are bus drivers, there to get the aircraft on site and keep it there to allow the techies in the back to find and if

necessary launch depth charges or torpedoes to knock it out Russian submarines using what looked like the latest X-Box console. Useless fact no 3, the aircraft control columns in the front have two buttons with wired shut covers marked "C" and "N". Visitors getting tours during the Cold War were told these were used to indicate if the crew wanted coffee "C" and no sugar "N". Now we can be told the truth, they were for conventional and nuclear weapon release. The bus drivers and the gaffer all had to request "no sugar" to drop off a nuclear depth charge and start Armageddon. Good game, good game.....

Around the Sea King and Nimrod are a Canberra TT18 cockpit, a Jet Provost Trainer cockpit, a Simon Gloster Saro Highlander Protector MK 2 4x4 RIV Airport Fire Appliance – to give it its full name - ex Benbecula, a Bedford RLHZ Self Propelled Pump, a Green Goddess in plain English – ex the Scottish Office and a Commer Commando Fire Engine - ex Harwell, all again open to climb in.

Having completed a tour of the outdoor exhibits - it was getting dark - we then returned inside for and Brian agreed, a comfortable seat in the planetarium. Stan returned to give a safety brief on what to do if the inflatable dome started to collapse, before taking us in to give us a whistle stop tour of part of the Solar System, the night sky around Kinloss as it was on the night and finally a rollercoaster ride.

All in all, having read some on-line comments and listened to those who were there, everyone seemed to enjoy the visit. As is usual, there isn't enough time in an evening to get anything more than a flavour for what is there and further visits will undoubtedly be needed to see everything and keep up with the ever-changing range of exhibits available. For those who missed out on the tour and are still interested, unfortunately you will need to wait until the Project re-opens in March / April in 2017, however there are more exhibits waiting to be discovered in the newly completed engine display area, which some were able to get a sneak preview of on the night.

We would all like to thank Stan and the rest of the volunteers, most of whom were serving air and ground crew on the aircraft they were guiding us round, so really knew their stuff, for giving up their time on the evening.

Mark Wilson

THE EDITORS MONTHLY RANT

Things are a little bit quiet at this time of year, our classics are in the garage while the Highland Council are busy salting the roads just to ensure that we have plenty to do to keep the rust at bay. But I found an interesting article in this months F1 magazine. F1 drivers, love or hate them, are usually fairly good on the track and taking into account the money they are paid, you would think that their taste in their own cars would be something exotic or expensive and probably both. There are a few classic's and a couple of "future" classics and there are some that can only be politely called uninteresting. And one or two that are downright bxxxxxy awful and one poor soul that doesn't even own a car!



First a couple of current and ex Ferrari drivers, Vettel and Massa have F40's. Massa keeps his in Monaco and uses it to pop out for a cup of coffee. Raikkonen has a Ferrari F12tdf (A turbo diesel? No surely not.) Perez has a 458. He says its 'something special'. As he is tipped to join Ferrari one day perhaps they will let him have a new one.



The two Red Bull drivers, Ricciardo and Max Verstappen have an Aston Martin Vantage each, definitely a future classic.

Three Classics next. Nico Rosberg heads the list with a Mercedes 280SL that he keeps in Monaco but is having a bit of a problem with it as he can't fit the baby seat in it! Hamilton has a Shelby Cobra that he keeps in California and no doubt sticks to the 65 mph speed limit. And finally Gutierrez has a BMW M1.



Another couple of future classics, Jenson Button has a McLaren P1, no doubt part of his retirement pension and Grosjean a Jaguar F-Type



Now things start to go down hill. At least Danny Kvyat hasn't got a car. A couple of Mercedes C63's belonging to Bottas and new boy Estaban Ocon and Nasr has an Audi RS6. Carlos Sainz has a VW Golf but at least it's a Gti. Nico Hulkenberg has Golf Tdi, "Its convenient" he says.



Jolyon Palmer has a Renault Twizy, but he has the excuse that he lives in central London, so no Road Tax and no Congestion Charge.

Kevin Magnussen has a Renault Talisman. No idea what one of those looks like.

But 1st prize for being in last place in this competition is the driver of a Honda Accord. "I keep it at home in Dubai and can use it every day and if I leave it at the airport for weeks it always starts first time".



And our winning loser is.....Fernando Alonso!

Ps. But he does have a collection of every race car and kart that he's driven.

CLUB EVENTS



Date

Venue

1st Dec 2016 Xmas Karting Night, Inverness Karting Raceway, Fairways. All HCMC Members Welcome to Spectate or Participate - bring a Secret Santa Present! Karting for those interested (£22.50 each). Limited Grid spaces so see Forum for Booking Details A.S.A.P! 7pm Start for Racing, Prizes and Present Giving, then Pub!

5th Jan 2017 January Auction Night
Old North Inn.

The "FAMOUS" Annual Club Auction Night 7.30pm. Clear out your garage of surplus car parts and related junk etc. and turn them into cash (with 10% to Club Funds). NEW RULES; If it does not Sell it will be Returned to You! - COME ALONG AND BID!!!
(SUBSCRIPTIONS DUE)

2nd Feb 2017 **Club AGM** Old North Inn
7.30pm. Next Year's Diary to be filled with help from the Membership on the night! So Your Attendance and Input is Requested.