

CLASSIC SCENE



December 2025



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The club has an extensive archive of
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Cover Picture

A nice Christmas picture with it's
green and red motif.

Welcome to the December Newsletter

Well, this was going to be a short newsletter with nothing much to say, but thanks to the contribution of others, we have a couple of (in my opinion) stand out contributions, and not to forget the regular contributions that make this newsletter worthwhile producing.

I found myself with a little bit more time on my hands this month and thought I would finally get that Panda out of the garage to make room for the next project, but some DIY demands and some personal family issues slowed that down. However I have nearly finished 3 corners and the end is in sight. I have even been to the Muir of Ord scrappy to find replacement carpet for the carpet I accidentally set on fire while welding. That was quite an alarming mistake – it was surprising how quickly it lit up. Still, no harm done apart from my personal pride, and some plastic encrusted welding gloves.

While I was at the scrappy I watched a superficially decent Peugeot come in, but it was rotten underneath. No sills! What do you get for a mid-sized family car at the scrappy these days? Well £44 is all. No wonder they won't come and fetch them.

I bought myself an early Christmas present. If you are a regular reader you may recall I have a penchant for a Ford Focus Mk1. I had four but then I was down to a respectable two, — our old daily run about and an Imperial Blue 1.8 diesel that looks quite sporty, but isn't. I had all sorts of crazy notions including engine transplants, but one evening I spotted an actual ST170 for sale online - this is the two litre, sporty, petrol one, released just before the RS. It was a bargain price, even with delivery from Keith courtesy of the highly recommended Highland Transport Trailer Services. Originally I thought it would be a good spares car for the fixer upper, but now the fixer upper is the spares car! The good news for me is I'm not modifying, but now saving a potential (who am I kidding—definite) classic.

I may have made a good investment too. Fellow Focus fans, the Practical Classics magazine, report that after 27 years and 12 million sales, the last Focus was made in Germany and production has halted forever, no doubt to be replaced by some Ford Photon (I made the name up—but look out for it!) electric design monstrosity with zig-zaggy swage lines and no style what-so-ever, and according to today's news, 3p per mile 'road tax'.

Are you bored of me wittering on about my garage adventures? Part of the FBHVC's recent survey was about what we classic enthusiasts get out of this scene? It takes all sorts - the collectors, the nostalgia fans, the historic motorsport fans, well I like tinkering, fixing and modifying and then I enjoy driving the product of my endeavours. What kind of enthusiast are you? There are those with encyclopaedic knowledge of their 'thing'. But there is a common thread, we all see motor-ing a bit differently from the general population. That's the thread that binds us.

Here's wishing you a happy classic Christmas* when it comes.

Your Editor

* whatever your denomination. Ford, Vauxhall or VW.

Ramblings from the Chair



Not a lot happening in the Chairman's garage this month – the Senator has been put away for the winter albeit, with it now not requiring paid road tax, I will take it out from time to time – when the weather and road conditions are suitable. One of these occasions was the last Cars and Coffee at Roller Bowl and I'm pleased to say, that after a bit of battery recharging, the car started easily and performed as it should. Hopefully, it will make an appearance at the inaugural C&C at Carlton Bingo.



So I'll take you back about 4 months when one of my jaunts was to visit friends in Norfolk – and a visit to the Norwich Air Museum – on a Sunday when they were holding a classic car meeting, an excellent way to spend an afternoon. My star of the museum, in aviation terms, is the Vulcan bomber – the sheer size of it is amazing. I do remember seeing the last airworthy one flying at a Leuchars air show and being very impressed – at one stage it

seemed to be virtually hanging in the air, and the howl from the engines was unforgettable. I read with interest that it could carry 21no. 1000lb bombs – that's over 9.5 tonnes. By comparison, the museum has a Lightning jet and a Harrier jump jet on display, both of which look tiny (but obviously would only carry missiles rather than



bombs). Another highlight is a Nimrod, originally based at Lossiemouth but now another static display. I always found these to be very elegant and modern looking despite being introduced in 1967 (and based on the Comet airliner which debuted in 1952). With respect to the classics cars on show, there was a very eclectic mix

from traditional British classics to Americana. I also managed to get into the museums display hangers and could have spent much more time there than was available – they have several Rolls Royce Merlin engines in various states of repair, some being recovered from crash sites. Other engines include ro-



tary and early jet varieties. Other displays include memorabilia from the war years (there were many bases locally) and from Air Anglia – once a domestic airline based at Norwich. The museum is based close to Norwich Airport and can be thoroughly recommended if you happen to be in the area (although I was quite surprised how remote Norwich is – it is a long way from the main transport corridors and without motorway connections).

The November Club meeting was an excellent talk by Mark Wilson on the Auxiliary Fire Service – a report on which follows later. The December meeting is a quiz night, prepared by myself and titled 'Where in the World Are We?' Do not worry, it is a geographical (and partly historical) quiz based on locations within a thirty mile radius of Avoch (the venue), all with a transport theme. There will be prizes! I look forward to seeing you there – that's Thursday 4th December at 7.30pm.

And, of course, do not forget Cars and Coffee on December 14th 10-12noon at its new venue – in the car park at the back of Carlton Bingo, at Inshes roundabout. From Culcabock roundabout, access is a slip road to the left, just after Raigmore Hospital but before Inshes roundabout. I hope you can make it.

Regards, Richard

Out and About

Jim Mackay says, "Yes, yes, I know its a Nuffield 342 but is that a Triumph Acclaim wheel on the plough?"



Others pics from all over Scotland. Jim must be really get out and about.

November Club Night The Auxiliary Fire Service

A talk by Mark Wilson

Report by your Chairman

The last Club meeting was a very interesting talk by our very own Mark Wilson, on the Auxiliary Fire Service (which was operational between 1948 and 1968) and featured lots of information and stories in connection with the Green Goddesses – thought by many (including myself) to be Military Fire Engines but are, in fact, not Fire Engines nor built for the Military!! Unfortunately, the turnout for the talk was rather poor (7 in total including the speaker and venue 'manager'!!) – most probably due to a clash with The Celebrity Traitor's final and the very foggy weather conditions (only two dashes of the white line visible, at times, on my journey home!). I believe Mark has been preparing a short resume' of the talk for publishing later in this Newsletter.

What I found most interesting was that the AFS was set up as a consequence of the Cold War – the possibility of the UK being a target for atomic weapons - and it was realised that the supply of water to the populous was of paramount importance. The Home Office ordered 1000 Green Goddesses to be manufactured, primarily as mobile pumps to transfer water to anywhere in the country – their use as Fire Engines was of secondary importance. Mark explained that the Service had sufficient hoses to be able to pump water from Land's End to John o' Groats if necessary. As the threat of war diminished, the vehicles were taken into storage as reserve and were used during the fireman strike in 1977. I can remember that during the strike there was concern that the Goddesses were not fit for purpose – however, Mark explained that this was rather misleading as the pumping capacity was certainly as good, if not better, as the Fire Service vehicles of the time. In 2004, the Goddesses were put up for sale and it is quite remarkable how little used they were over their fifty year plus lifespan. Mark bought one at that time – and it has yet to pass 5,000 miles on the clock. We hope to see it sometime at a Club run or maybe at Cars and Coffee!

Altogether, Mark's talk was most enjoyable and contained a lot of technical details and photographs. I look forward to seeing his article in these pages in due course.

Road Trip—Southern USA

Steve Matheson

John Fair and myself were recently on a road trip round the south of the USA, there was another guy with us but he's not really a car guy or a club member. [So doesn't get a mention in this newsletter jokes the Editor.]

We flew into Nashville and immediately ran into a problem. There were no cars at Avis, so we took the only vehicle they had, a 15 seat van. Used it for the first day of the trip and then managed to swap it out for a Toyota Camry.

We spent the first day in downtown Nashville on a bus tour which incorporated a trip to the Ryman Auditorium and the Country and Western hall of fame/museum.

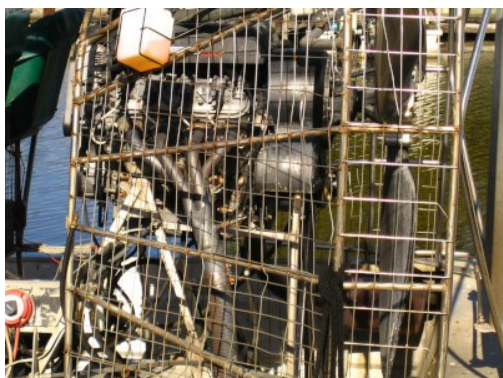
Second day we visited Maple Motors. A dealership that John follows online. They specialise in 60's and 70's American cars. Generally in good condition but not con-course. The sort of vehicle you could buy and run and improve at your leisure. It's a three generation, family run outfit.



We had a good look round and were warmly welcomed and shown round by one of the sons, Dustin.

After four days in Nashville, we headed south, trying to spend most of our time on the back roads on the way to Montgomery, Alabama.

We visited the Rosa Parks statue and then headed to the Hank Williams museum. It brilliantly outlined his tragically short life. His Cadillac is one of the many exhibits on display there. It is not a particularly big building and I wondered how they got the car in there. Apparently



the front window was dismantled to get it in, so I think it's there to stay.

Next we were off to New Orleans. Not too many car related attractions there but we did go on an airboat trip on the bayou. That was powered by a 7.4 Chevy V8, so I guess that counts.

Then it was north towards Memphis, stopping off at Tupelo, the birthplace of Elvis. We visited the shack he was born in and the hardware store downtown, where he bought his first guitar. It's still an old fashioned establishment, I was half expecting to come



across Ronnie Barker purchasing "fork handles"

Next day morning was spent at the Lorraine Motel where Martin Luther King was assassinated. The rooms his group

occupied have been preserved for posterity and the rest of the building has been turned into a civil rights museum.

Then the afternoon was spent at Graceland immersing ourselves in the life of Elvis Presley. He famously loved his cars and bikes and quite a few of them are displayed there.



The next evening we stumbled across a cars n coffee in a local parking lot and spent a while with the locals and some lovely old cars.



We had left a few "floating" days in our trip, so consulted the map and Google and headed west to the resort town of Branson, Missouri for a couple of days.

We managed to find a car/agricultural museum there which of course we had to look round for a while.

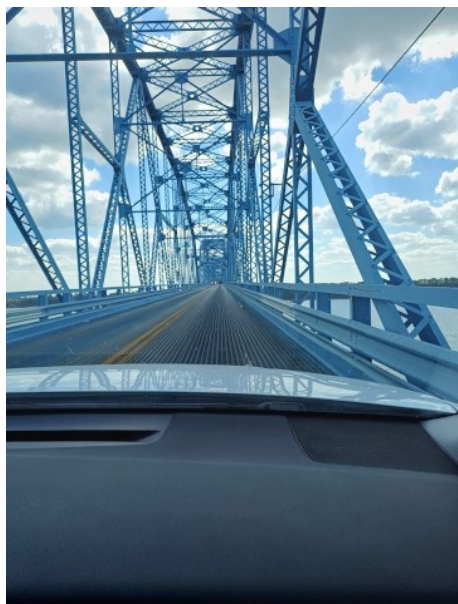


St Louis was our next stop off for a few days. No real vehicular attractions as such, so made do with an ice hockey match and visited a baseball stadium.

Then it was back to Nashville via an overnight stop in Paducah. We did inadvertently

stumble across the Irwin S. Cobb (Big Blue) bridge over the Ohio River. Imagine a mile long bridge, very narrow with a road surface which was essentially metal grating. A bit unnerving at first, as you can





feel the whole car moving about on the surface.

We spent our last two days in Nashville, as this was our arrival/departure point.

There was an impromptu visit to a gun range, fired off a few rounds but no real car related attractions.

All in all a great road trip.

Personally I'm not a huge Country & Western or Elvis fan, come to that, but you couldn't help but enjoy the experience.

After our first day in the Transit, petrol engined no less, our steed for the rest of the trip was a self charging Toyota Camry hybrid.

No V8 burble but in reality, it perfectly suited for our needs. It carried three people with luggage and averaged 51/52 mpg (US gallon) and 2,700 miles set us back £115 in fuel !!

Steve.



Fleeting Moments

Trish Brown

Not much news on the car front this month. The Merc is still poorly. Replacement suspension parts were fitted and it promptly started displaying a heap of fault codes, but none of them are related to suspension. After a lot more head scratching and careful scrutiny of the various fault codes, the finger is now pointing at the Battery Control Module. If it is, then we suspect that it may have gotten scrambled whilst the batteries (one at the front to start the engine and one in the back to run the electronics) were on charge whilst work was done to replace the suspension. Some online forums suggest that you cannot have both batteries on charge at the same time....

The Landie is still behaving oddly and this has been going on since the beginning of this year. Every time we think we got to the bottom of the starting issue, we have a few weeks where the Landie is behaving perfectly. Then, next time you turn the key....nothing. Right now, it is all working again, but you kind of lose confidence in taking the Landie out for a run. Especially if you can't find a convenient downhill stretch to park up on. At least with a downhill run, you can use the old 'ignition on, drop the clutch' trick to get going.

Things we have tried so far:

February: Replaced battery and for good measure we also bypass the ignition relay.

June/July: replaced starter motor, replaced ignition to solenoid wiring, beefed up alternator wiring.

October: Replaced the ignition switch.

November: Cut an inch of the main battery lead and rewired it to the battery clamp.

If you have any other ideas for us to look at, please let me know.

A Potted History of the Auxiliary Fire Service and the Green Goddess

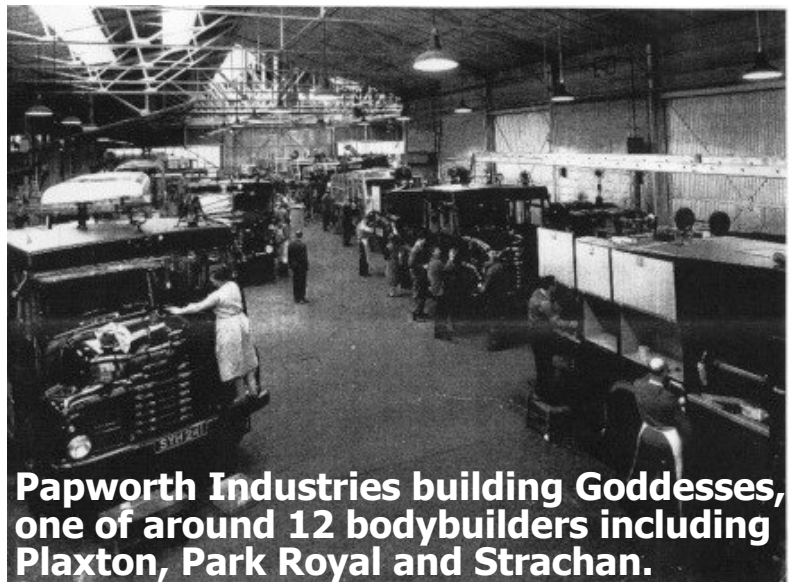
The Auxiliary Fire Service (AFS) was first formed in 1938 in Great Britain as part of the Civil Defence Service. Its role then was to supplement the work of brigades at local level. The Auxiliary Fire Service and the local brigades were superseded in August 1941 by the National Fire Service. After WW2, the AFS was reformed alongside the Civil Defence Corps, forming part of the UK's planned emergency response to a nuclear attack. It was disbanded in the UK in 1968. However in Ireland, it remains as part of the Civil Defence Corps. Members of the AFS were unpaid part-time volunteers, but could be called up for whole-time paid service if necessary. Men and women could join, the latter mainly in an administrative role.

When the Auxiliary Fire Service was reformed, it started initially with old National Fire Service equipment. However the role of the AFS was to provide mobile fire-fighting columns that could be deployed to areas that had suffered a nuclear attack (it being assumed that the local fire-fighting capability would most likely have been lost). The old equipment was not suitable for this task, so in the 1950's the AFS was re-equipped. This included 2,000 Green Goddess (Bedford RLHZ Self Propelled Pump) Fire Engines, Land Rovers, motorcycles and support vehicles such as pipe carriers, mobile kitchens, and foam and water carriers.



NFS Equipment

It was anticipated there would be some warning of the nuclear attack allowing some regular firefighting equipment to join the AFS columns which would head to wherever they were required. These were substantial columns comprising many types of vehicles and designed to be self-sufficient, so included motorcycles (e.g. AJS and Matchless) to go ahead to control traffic or carry messages, and control vehicles such as the Land Rover or Austin Gypsy. Also included was field telephone equipment, fire fighting vehicles, pipe, water and foam carriers, as well as breakdown trucks and stores and catering. A mobile column consisted of 125 vehicles and was crewed by 34 officers and 587 other ranks:



Papworth Industries building Goddesses, one of around 12 bodybuilders including Plaxton, Park Royal and Strachan.

- 13 command and reconnaissance cars (Austin Gypsy or Land Rover Series 1)
- Communications unit – phone line layer (Gypsy)
- Control Unit (Bedford RL)
- Mobile Workshop

- Mobile Kitchen
- 5 Transportable Water Units, known as 'Bikini Units' (Commer Q4)
- 57 General purpose – 3 ton flatbed trucks (Bedford RL and Commer Q4) used as :-
 - Hose layers.
 - Pipe carriers.
 - Ramp, dam and hose carriers.
 - Personnel carriers.
 - Petrol carriers.
 - Clothing carriers.
- Recovery Vehicle (Bedford RL)
- 30 Self-propelled pumps (Bedford "Green Goddess")
- 18 Motorcycles (Matchless and BSA)

Essentially, this Mobile Column, without any external assistance, could pump vast quantities of water from a remote water supply (such as a river, lake, canal or estuary) up to 20 miles away to a burning city. And 'vast quantities' means 900 gallons (or 4 tons) a minute, or nearly 6,000 tons of water a day. They carried 20 miles of 6-inch hose, and a further 20 miles of 3-inch delivery hose, and enough petrol to run 30 Goddesses for a week and the firefighting equipment to deliver this water round the city to burning buildings. They carried pipe bridges to get the hose over roads, and enough food and clothing for 620 men for a week, portable pumps to get water from the most inaccessible places, a communication system that would work over 20 miles and workshop facilities to mend anything that broke.

A mobile column, fully deployed would be 15 miles long with reconnaissance units anything up to a further 8 miles away. This wasn't a small undertaking. Sufficient equipment was bought to form 40 mobile columns. That's 800 miles of 6-inch hose! If they had needed to, they could have delivered 6,000 tons of water a day from Land's End to John O'Groats!

The AFS equipment was painted in British Standard 381C colour Deep Bronze Green, and carried large AFS door transfers. This is where the myth that the vehicles were military perhaps comes from. The AFS (and the Civil Defence Corps) has never had any connection with any of the British armed forces, they only used the same paint colour. Although the supply of vehicles and equipment to both came via the Ministry of Supply, the AFS equipment was civilian registered and not military registered. In Northern Ireland, they were painted yellow, to distinguish them from military vehicles and they had mesh fitted to the cabs and doors over the open hose reels on the sides to prevent anything being thrown in to them.

Each fire brigade or station typically had an AFS division, and so AFS crews frequently attended fires and accidents alongside their regular colleagues. They provided significant assistance at some of the worst fires, such as that at Billingsgate Market and at Barking wood yard. AFS personnel were trained in firefighting by their own officers, with assistance from full-time fire officers.



A Goddess in N.I.

Many were trained to the St John Ambulance Higher First Aider Certificate standard – often proving invaluable at major incidents involving injury. Even Inverness had an AFS section, they were housed at the current fire station.

The main stay of the AFS, the Green Goddess was used in two forms, initially a 4x2 (two-wheel drive) version based on the Bedford SHZ chassis powered by a 6-cylinder 110-brake-horsepower (82-kilowatt) Bedford petrol engine, carrying 400 imperial gallons (1,800 litres) of water and a 1,000 imp gal/min (4,500 L/min) Sigmund FN4 centrifugal pump. Later versions were based on the Bedford 4x4 RLHZ chassis, with the same pump and 300 imp gal (1,400 L) water capacity. They returned around 8mpg, but had a relatively small tank, around 27 gallons. During the fire strike in 2002, the RAF manned a Green Goddess based in Dingwall Police Station. On arrival they asked the escorting Police driver what area they might be covering and if they could go on a reconnoitre somewhere. When asked if they would like to go Ullapool, as they were covering there as well, they replied, "probably not as we don't think we have enough fuel to get there and back on one tank."

Their primary role was as a mobile pump, and they could combine to provide a pipe relay over great distances when connected using 6-inch (150 mm) hose, supplying 1,000 imp gal/min (4,500 L/min) from one location to another, often the seat of a major fire. An inflatable dam was often used as the source for the relay, usually fed by using several light portable pumps powered by Coventry Climax FWP engines.

Inverness Fire Station circa 1957, possibly when it opened.



Water could be drawn from "open water" supplies (rivers, lakes or reservoirs) by a Transportable Water Unit more commonly known as "Bikini Units". These were floated on a raft so they could draw directly from a water and also use water under pressure to propel the raft. To draw water out of a river, lake or canal at 900 gallons a minute, the suction pipe has to be in water at least two feet deep. But in an estuary or sea beach, this was a real problem. The 'Bikini Unit' was a lorry carrying three inflatable rafts. Each raft carried three 300-gallon per minute portable pumps and could be driven out into the estuary where there was deeper water, using one of the pumps delivering water out of a branch as propulsion. Six 3-inch delivery

hoses were laid back to land and into a 6-way collecting head fitted to 6-inch hose. So a raft provided exactly the right amount of water for the Goddess to pump into the hose into the burning town. Pretty well thought out all this stuff!

The Green Goddesses or “self-propelled pumps” were spliced into the lengths of 6 inch hose where instructed, to boost the pressure. Naturally, you needed relay pumps closer together when the water is going uphill, and further apart when flowing downhill. One Goddess every 40 lengths of hose or 2/3 mile was needed on the level. A Gypsy or Land Rover carried a ‘Relay Pump Indicator’ which was essentially a very sensitive aneroid barometer which detected if you had travelled uphill or downhill, and told you when to set in the next Goddess.



A Commer Q4 Bikini Unit

Since then, the Goddesses have been used occasionally in times of national fire strikes, floods and drought, until in 2005, the government decided to sell off the remaining 1,000 or so Goddesses.

So were the Goddesses any good? As a Fire Engine, they were mediocre. But they were never built as Fire Engines, they were pumps and they did a great job doing that. They carried little rescue gear other than an axe and a sledge hammer – not much use if you are trapped in a crashed car. But if your city has been hit by a nuclear bomb and everything as far as the eye can see is on fire, then you really need an AFS Mobile Column. For shifting vast quantities of water, they were unsurpassed, even today.



1977 fire Strike in Carlisle

When the AFS was disbanded in 1968, the 4x2 Green Goddess units were auctioned, but the 4x4 version and Land Rovers and Austin Gypsies were mothballed against some future emergency. Local authority fire brigades could borrow Home Office vehicles to meet exceptional needs, and 500 Green Goddesses were brought out of retirement during the drought of 1976. The government used Army and Royal Navy personnel to man and operate fire appliances during the firemen's strikes, in both 1977 and 2002. In 1984 there were approximately 1,079 Green Goddess emergency pumps, 142 Land Rovers/Austin Gypsies, 369 lorries and 2,321 lightweight portable hose pumps held in reserve. Although they had been stored all over the UK, from 1992 everything was relocated to the large TNT Truck Care depot in Marchington, Staffordshire.



Marchington Storage

One of the stores used for AFS kit and as a food store by the SHHD, Scottish Home Health Department was in Montrose on the MOD aerodrome. This was adjacent to the Academy sports fields and occasionally you could see Goddesses being serviced in the hangers. This kind of sparked my interest in them. There was an attempt to modernise the fleet by TNT and they produced an upgraded version of a 4x4 Green Goddess, at their own cost, with roller lockers, new lights, a Perkins Phasor

Diesel engine and a natty paint job. They also proposed to rebrand the fleet as the Emergency Fire Service, or EFS. This wasn't followed through due to the cost and RXP 884 was the only one produced.

In 1997, 96 low-mileage Austin Gipsies were auctioned by the Home Office at Measham, and the Green Goddesses and remaining Gipsies were sold in 2005, many going to fire brigades in developing countries, particularly in Africa, some to preservation, which is how I got mine, buying it from John McCafferty from Grantown in 2009, having noticed it for sale at a farm rally at Daviot, much to Helen's disgust.



Mine!

This has been a short precis of the talk I gave last meeting, with some photos thrown in, there were loads more in the talk, hope you enjoyed this version.

Mark.

Editor: Poor Mark. Such an interesting topic, well researched and we should be delighted to have someone tell us all about it at a club night. Unfortunately due to a clash with the final of a well known TV programme only a handful of faithful's turned up for the talk. My excuse? Oh, I was stuck at work, but did get home by er, 9pm. Adding insult to injury, I asked Mark if he could send me a short summary for the Newsletter, and this is the short version! It must have been a lot of effort, but it is such a good read. Thank you!

Cars and Coffee

November 2025



The last Cars and Coffee at Rollerbowl had a tinge of sadness to it. Shahid had opened especially for us but when I enquired about taking a picture of him and Miles together, for posterity, we got the impression he wasn't really up for it. It wouldn't have been a happy day for him.

Also it was Remembrance Sunday. Out of respect we held a two minute silence at 11:00, and there was something quite spectacular about seeing eighty odd people

standing stock still in a car park, remembering. Well done everyone. On a more upbeat note it was the beginning of our collection for Cash for Kids. If you are new to our world, this is our preferred Christmas charity, collecting gifts for children who would otherwise go without. And we collected a lot of toys.



A lot of the older cars have been put away for the winter but there was enough to interest the classic fans. Take this very rare Vauxhall Viva 1300 GLS. This was a later production model featuring 'Magnum' details such as the twin lights and pod dials on the dashboard. It was also in remarkable condition.



Last newsletter, I think we talked about encouraging the younger generation into our classic world. This young lassie had her own HGV tractor unit and happily demonstrated the working horn for us. She had just returned from delivering a er, truckload of toys to the Cash for Kids collection. She was a bit young for a driving licence so her Dad used a remote control to roll the wagon along. So was it really an autonomous EV? Whatever, it was a lot of fun.

And of course there were all the other cars, and people to see.



Goodbye Roller Bowl, it's been a blast.

Thank you.

HCMC Events

4th Dec 2025 HCMC December Festive Quiz & **Secret Santa**

Avoch Pavilion, off Rose Street, near the Co-op. What three words - total.random.outbound The HCMC December Meeting is a Festive Quiz & Secret Santa gifts exchange in the Avoch Pavilion. New Unwrapped Toys & Cash Donations also accepted for our Cash For Kids "Mission Christmas" appeal.

14th Dec 2025 Cars And Coffee - Inverness "MISSION CHRISTMAS"

Carlton Bingo, Inverness IV2 3ED 2nd Sunday of every Month from 10am-12noon. A Quiet Social Gathering of 20th Century Classics plus interesting Modern Sportscars & Bikes. Park up, buy yourself a hot drink & snack from Carlton Bingo & check out what's in the Car Park. Find us on FACEBOOK.

8th Jan 2026 HCMC Annual Auction

Note the date!! Craigmonie Hotel, 9 Annfield Road, Inverness IV2 3HX The HCMC January Meeting is the Infamous Annual Club Auction. Time to clear out your garages, attics and sheds to make yourself some money. 7 for 7.30pm Start. Bring Cash and grab yourself a bargain, it's more fun if the Bidding is brisk!

11th Jan 2026 Cars And Coffee - Inverness

Carlton Bingo, Inverness IV2 3ED 2nd Sunday of every Month from 10am-12noon. A Quiet Social Gathering of 20th Century Classics plus interesting Modern Sportscars & Bikes. Park up, buy yourself a hot drink & snack from Carlton Bingo & check out what's in the Car Park. Find us on FACEBOOK.

5th Feb 2026 HCMC Annual General Meeting

Craigmonie Hotel, 9 Annfield Road, Inverness IV2 3HX The HCMC February Meeting includes the Club AGM. 7 for 7.30pm start. Join in with organising of your beloved Club, maybe Volunteer for a Committee position and mould the future of the HCMC.