

A few miles after our lunch stop, Steve had to make some running repairs. A screw had come loose and the hand throttle was getting caught (something about it being retarded), so out came two specially selected screwdrivers and we were soon



*Sarah and Katy hitch a ride*

back on our way. Early arrival at campsite and nice weather = chores. Steve had been mentioning for most of the day (be-

ware those of a delicate nature) that nipples needed greasing. Personally, I thought that was a bit more information than I needed, so while he and Ian did the technical bits, David and I lent a hand and polished the brass.



**MONDAY, 27 AUGUST 2012 - Day 6 - Durham to Dunbar.**

Ian and Craig set off at 9 and have warm clothes for the morning's trip, so off again up the A1 goes 1907. Within half an hour there was a quick stop - to put on waterproof trousers.



*The 'Wet' Shift*

After lunch Steve and I were given the 'wet' shift.

Then I spied a Scottish flag, and without further ado we sailed un-

challenged into the beautiful Scottish countryside - and here is the photo to prove it! And if proof is needed that we were on the wet shift, look at the inset traffic sign!



**TUESDAY, 28 AUGUST 2012 - Day 7 - Dunbar to Pitlochry.**

The day started bright and clear, and this was the view from our campsite at 7am. Then before we set off we were visited by Alec Dale from the Myreton Motor Museum, who told us we had unfortunately missed long-time Singer owner Archie Linton yesterday. Alec told us Archie's 1935 Ards TT works team car AVC 483, which



Archie used to race in the 1950s, is on display at the museum.

Today's route takes us across the Forth Road Bridge, but first we stop at the Services to meet Ronnie Johnston, Singer enthusiast and ASCO's Scottish Area Rep, who has brought with him Alex Fairbairn, who worked for a Singer dealership in the 1950s. We also met two reporters from the Scottish Daily Mail, who

considered our story much more interesting than the one they were sent out to cover.

They were most interested, and wanted a '20th Century Meets 21st Century' photo of AT 1907 going through the McDonald's drive-through, which Ian and David obliged. Their headline in Wednesday's paper reads:

**"The vintage car that made a pit-stop - at McDonald's"**

Back to the road, and Ian again is generous with the 1907 and Alex rides with Craig and me over the bridge, followed by Ronnie.

According to a report in Wednesday's SCOTSMAN, entitled "Bridging the Gap: 105-year-old car sets record", owner Ian North, and passenger David Lilley, set a record by crossing the Forth Bridge in the oldest car to do so."



Well, he was wrong about the passenger, but wouldn't it be great if he is right about the record? The Guinness Book of Records perhaps? But first, this is Scotland, the home of whisky making, and Pitlochry is the home of Bell's Blair Atholl distillery, and it would have been rude not to pay a visit. So we did, and although none of us care much for whisky, we did try to show willing.

### WEDNESDAY, 29 AUGUST 2012 - Day 8 - Pitlochry to Dingwall.

**1907 GETS FAMOUS!** With the articles in 'The Scotsman' and the 'Scottish Daily Mail', 1907 is getting so keen on all this attention that when BBC Scotland got in touch, a TV appearance was inevitable! So interviews were had with Ian, Steve and myself. But unless you live in Scotland you will just have to take my word for it, as you won't have seen the broadcast at 6.30 tonight.

Unbeknown to us there had been some slight difficulties with



**Scenic to Inverness**



**Lights - Camera - Action!**

1907's starting handle. I don't know what the problem was, but according to Steve, as well as greasing the nipples, he should also have been oiling the shaft.

**One Day To Go?** Hopefully, we will be in John O'Groats tomorrow. 872 miles completed, with about 100 more to do! Keeping everything crossed.....

**Did they make it? Go to page 26 to find out!**

# End to End Singer Centennial (Continued from page 11 ...)

## THURSDAY, 30 AUGUST 2012 - Day 9 - Dingwall to John O'Groats.

Ian and Craig start the day off at 9.05 this morning. 1907 looks gleaming, as Steve gave the brass a quick rub when he got up, so no water marks to spoil his reflection! Craig gives a wave and off they go onto the open road for the final leg, with the support team not too far behind.



The scenery is fabulous, and some of the hills were a bit vertiginous for 1907, but being gently coaxed by Ian, and with David breathing in, all were made in fine style, and it didn't seem long before we were only 3 miles away.



I texted my brother Frank, who says we were bound to make it now - we could push the car from there! Too right! But we didn't need to - **the wonderful 1907 did it his way!**



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**Time to CELEBRATE!!** We parked up under the iconic signpost and took loads of pictures before re-creating the final piece of our jigsaw at the hotel, which has been derelict for some years. It is now being refurbished, but we are grateful it is still there 100 years on!



Thanks to Ian, to 1907, to our back-up team, and to all who have supported us with their company or good wishes via the blog. **Heidi.**

And on behalf of Singer owners everywhere, the most hearty congratulations to all involved in this fantastic achievement.

**Mike H.**

## Ian North and Heidi Clapp's Land's End to John O'Groats Run

1907 12/14HP SINGER



AUGUST 2012



Car at Land's End Hotel

Car seen at Poole before starting



Car at John O'Groats Hotel