

CLASSIC SCENE



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'
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on the Monday of the week preceding the next meeting
Please send articles by e-mail or typed.

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COVER PICTURE

The joys of wintertime classic motoring.

CHAIR BITTY JANUARY 2016

The Santa special was a cosy evening chatting to fellow members about this and that whilst nibbling on sausage rolls and the like. For a change we weren't the last one out of the door. Definitely a first for me this year.



In between the snow, rain and strong winds we managed to find a quiet day to get our Smart in the garage for the winter. It did take us most of the day to clear out the garage first to make space – it is amazing how much accumulates in a year. Dare I say it, but there is more space in the garage than previous years, which set me thinking how that was possible. Then I remembered that we replaced the woodwork on the garage and we had stored the painted boards and replacement guttering in the garage for 2 years (!) before we eventually got a tradesman in. You can actually walk past the car now, rather than having to climb over stuff to get to the back of the garage.

As you may have noticed, this months magazine is a little bit earlier than normal due to editorial holidays around this time of year. Which allows me to wish you all a happy new year and I will see you at our auction of course.

We decided to change the auctions format ever so slightly. It means that any item that doesn't sell is returned to the owner. And you can set a reserved price for any item you feel that warrants it. This is the event of the year where you can pick up some very good bargains and as usual 10% of the proceeds will go towards club funds. We meet at the Old North Inn on the **first** Thursday of the month – 7 January. The auction will kick off at 7.30 prompt.

Trish.

Dyane To Find Solid Metal....

In my last report, I covered the dismantling of the car and cutting out the bulkhead and parcel shelf. Since then I have finished the new bulkhead and parcel shelf and got everything welded back into place. Everything seemed to be going well - too well. Having got the front of the car strong enough to roll it over, I took the opportunity to flip it upside-down to get my first view of the underside.



New Bulkhead welded into place. More of a 'Hotpoint' than a Citroen at this stage....

When I bought the car, I was so dazzled by the bits that came with it - the new tyres, the useless 2CV repair panels (it's not a 2CV), the boxes of bits... that I never actually bothered to get down on the ground and have a look underneath it. The purchase price didn't really justify getting my trouser knees dirty. 'Gift horse' and 'Mouth' spring to mind here. Well, let's just say, that after a few tears and the remainder of a box of red wine, I was finally able to see the 'positive' aspects to this project. I'm positively going to spend a few years on it. I'm positively going to improve my welding skills. I'm positively going to have more 'new metal' than old.



Seems to be missing something.

The car has been 'got at' by a one-armed blind man brandishing a stick welder and without the benefit of a grinder. The old panels are mostly still there, under the new 'panels' which have been loosely cobbled together from $\frac{1}{4}$ " plate by the looks of things. 'Butchered' springs to mind. The offside is definitely worse than the nearside, and so I have started to tackle that first, taking measurements off the 'good' side to compare as there's little in the way of original datum points to measure against.

The entire bottom and ends of the Seat Box have rotted out and so need new metal grafted in. This came in the form of five 2x1m sheets of 0.8mm Zintec sheets delivered to my door by an amused TNT driver (He was only amused until he tried to lift them). I can now form new panels without the hassle of removing old paint etc – so much easier than recycling old door skins.

The Dyane (and 2CV) use a lot of swage lines to re-enforce the panels, thus the 'rippled and corrugated' look to these vehicles. My Bead Roller came with various dies, but nothing that came close to the swage lines used by Citroen, so I took a couple of days out to make new dies from 2" steel bar stock. A lot of time and a mountain of swarf later, and I can now roll re-enforce beads to match the originals.



I've already cut out the front of the rear inner wing and reconstructed the C-Post from the door striker downwards. Next job will be to tidy up and finish the ends of the seat box, replace the offside sill and tie everything together which will then start to put the strength back into this side of the car.



How I tend to buy my cars...

Next time....more Sill-yness.

P.S. If anyone knows of a friendly electrician, I need someone to install a 16amp socket next to my consumer unit to run my newly acquired spot welder. I'm fed up of resetting breakers!

THE EDITORS MONTHLY RANT

You may have noticed that its not January 2016 just yet. The early publication if the January Classic Scene is due to both editor, president and secretary all disappearing to various locations around the globe over the Christmas Festivities. And as I've had to put together two editions of the newsletter in less than a fortnight I'm running out of ideas. Somewhere I saw a item referring to a strange Met Police vehicle that some doubted even existed and it had the Police Radio call sign of Teapot 1.



Well it does exist and there even exists a Teapot 2 and 3. They are used by the Met on public order events where getting away for a cuppa and slice of cake would be difficult. In other words a real life saver!

Don't forget the club auction night on Thursday 7th January at the Old North Inn. And don't forget the new rules regarding items for sale. If it doesn't sell you get it back. No "bundling" of dodgy items with a genuine sale. I've still got a Subaru air filter from last year!

So a Merry Christmas and a Happy, Safe, motoring New Year.

Alan

The Land Rover

Over the past few years, my dear trusty old Landy has been patched up, odd pieces of steel poked into rusty holes, This mainly affected the bulkhead, which is well known as weak point, why? because it is steel. There is a misnomer that Land Rovers are made of aluminium, this is only partly true, only the bodywork apart from the bulkhead, chassis and the front panel, you know the major items.

My Landy has had a new chassis fitted in the past, I think 15 to 20 years ago, so I had no worries about that part, but the bulkhead was another matter. This was supposed to be fitted as standard to all Land Rovers from 1949, but the accountants got in the way. The top rail, where the windscreen meets the bulkhead, had reached the crumbly stage, where the slightest bump in the road, left a little pile of rust. This wasn't the most worrying part of the dreaded tin worm, it was where the pedals mounted, well they were slowly sinking into the cabin.

It was time to bite the bullet, and buy a new bulkhead and get it fitted. Now a new bulkhead, if you can get one, hens and teeth come to mind will cost about £2500, This was plain steel, so galvanising was on top of this, this was a bit beyond my means. Or a brand new hand built one, if you were prepared to wait 5 years. So the road to a repaired one was the only available option, via the ever interesting eBay. This search started about 3 years ago, but it wasn't until February this year that I found one , the price was good, ready to fit, but it was located in Newcastle, So, off we toddled and picked it up.

I had previously had a natter with a repairer locally who had agreed to take in the project, as my welding skills are, how best to put this, non-existent. Took the Landy and the bulkhead over, then the true horror dawned, this bulkhead was a complete bodge job, compete garbage. A lot of work was need to bring it up to the standard that could be sent for galvanising. This included a new top rail, new corners of the bulkhead on both sides, footwell on the drivers side. The bulkhead appeared to have been a Series 2a/ Defender cut and shut job hidden carefully with filler and underseal. Now where have I heard that bodge before. But we persisted and got it to the stage of being galvanised, painted and on the Landy before the full extent of the bodge became apparent. One side of the bulkhead was lower than the other, which made fitting the windscreen a bit interesting, This was not

all, the shut line on the passenger side door was, well, a chasm. I could put my hand through the gap! The roof sat at an angle higher than the windscreen it was supposed to fit on to. I was left speechless and just a tad annoyed, understandable in the circumstances, but what now?

Decision time, well this was a no brainer, as the Landy was in an unusable state, therefore the only solution was get the old sorted out and refitted, just as the so called new one should have been, yet more time, and yes the meter was running. Time was passing and eventually the Landy saw the light of day again, not before it took it's revenge on me, by the bonnet falling on my head!

The final bill was eye watering, as we had to do the job twice. Now it wasn't until I got her home that I notice she had none of her original bolts and screws. They had all been replaced with shiny new metric ones, what! I went back and asked what had happened to then all, its her history. It turned out they couldn't find them, someone had taken them off and the person who put it back together but couldn't find them. Have you tried to find 2BA pie headed screws!

This wasn't the only slight issue, the air vents leak water, not handy, they had fitted the new seals had supplied, but they had used sealant to hold them in place, then the vents would shut properly when it was all screwed back together, I've got to take them out and replace them properly. Then the horn didn't work, as it hadn't been connected up. I had been told that the wiring on my Landy left something to be desired. Not surprised it is a hotch potch of the original 1959 wiring and odd more modern additions, I could feel the steam coming out of the ears of the person who put it all back together. I refitted the washers and fettled one or two other bits, and the Landy sailed through her MOT, with the advisory, and oil leak, what's new, but from where?

There are a number of outstanding jobs to be done: fit the fuse box, rewire the radio, speakers, block up the numerous holes in the bulkhead. Then some insulation to deaden the noise and stop the incessant condensation, new windscreen, new vent seals. The list goes on and on.

I'll let you know the progress in time.

Alice



NEW HIGHLAND CLASSIC MOTOR CLUB BADGES

This is the new Highland Classic Motor Club enamel badge. It is based on the original design but has a few more brighter colours than previous versions. The cost to the club was not cheap so ensure we get a good return on our investment please buy one. Cost has yet to be finalised but as soon as we know, they will be on sale. So get your self an early Christmas, Birthday, Wedding, or Bar Mitzvah present.

2CV Ecosse at the Crianlarich Hotel

This year's Concrete Camping event for 2CV Ecosse and the Citroen Car Club took place at a lovely hotel in Crianlarich. We were very grateful for the warmth and comfort of the hotel as the weather was wet and cold. Despite the weather however there was a record turnout and we managed to fill the hotel. There were 16 A Series 2 CVs, a Crozier 3 wheeler, 3 DSs and an assortment of more modern Citroens.

The weekend started on Friday evening with a formal welcome from the organiser, Robert Cunningham. After dinner we were entertained by a group of talented musicians, all members of 2CV Ecosse.

Saturday started wet and windy although it didn't deter us from the car run, led by David Park in his cream coloured DS. The route took us to Aberfeldy, keeping to the scenic single track roads on the North side of Loch Tay to Castle Menzies, where we had permission for a photo shoot. The rain stopped and there was some sunshine, albeit watery, for our photographs. After a good lunch and a look round Aberfeldy we made our way back through the leafy roads with sparkling sunlight and wonderful views of the Loch on the south side and back to Crianlarich.

That evening after dinner there was a splendid Ceilidh with lots of dancing, led by an excellent Accordionist and his partner, who entertained us with Highland dancing during the breaks.

The following day the weather deteriorated, although it didn't stop us doing the Sunday car run, led by Susie and Bill Wright in their bright blue 2CV. Their run across Rannoch Moor and Glen Coe was spectacular. After Ballachulish, we turned south with views over Loch Linnhe down to Castle Stalker and continuing South to Oban for lunch.

Our route back was through Taynuilt and along the shores of Loch Awe. We passed by Ben Cuachan, known as the Hollow Mountain, because of the hydro electric plant within the hill. We continued on through Loch Awe and back to Crianlarich.

Later, we had another nice meal and ended the evening by chatting and viewing the great photos (despite the rain) that had been taken that weekend.

Hilary Holland

1.12.15

2016 Club Meets

- 7th Jan Auction Night at The 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!!!
- 4th Feb 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.
- 3rd Mar Visit to Seaforth Highlands Museum, Fort George.
Subject to Confirmation.
- 9th Apr Club Run-Pub Run.
Mystery run to somewhere on the Black Isle.
- 24th Apr 'Drive It Day' 2016. Starting from V8 Cafe,
Inverness. Local Highland Run to support
FBHVC Drive It Day 2016. Gather at the V8 Café
for the Road Run leaving at 11am.
Coffee Stop followed by a run to a lunch venue.
Destination tbc.

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