

CLASSIC SCENE



January 2019



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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.

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COVER PICTURE

A Vauxhall Velox and Humber Super Snipe with a period Caravan.

Welcome to the January Newsletter.

It's a slightly shorter and earlier newsletter this month for logistical reasons, and it also means I get a wee holiday as it will be 6 weeks until the next one. Happy Christmas to me. (I love being the editor. Really.)

There has been actual car activity in the editor's garage this month. The Mini's roof went all crinkly after I painted it the last time, so I'm painting it again. It appears to have a mysterious combination of paint types on it, but I also suspect there was something funny about the old cellulose paint I bought off eBay as it seems to react with the new cellulose paint. And also the paint that was on the car may not be cellulose like I was told it was. Ideally I should do a bare metal respray but I chose to flat back a few layers instead. My lesson to you all is don't buy cheap and don't take shortcuts on a job. Or in other words don't do what I do.

I have often thought of our hobby as a bit of an obsession or a compulsion, rather than a leisure activity. Who doesn't browse the classifieds or the internet looking for another dream classic or project? In fact it is hard to turn down a cheap car that can be 'easily' fixed. Hence why I am now the proud owner of an MOT failure Renault Clio (Mk2), that just needs two new tyres, some shock absorbers, a ball joint, new brake pipes, a selection of lights repaired and a new hazard light switch. Oh, and the CD player doesn't work. But it's a nice colour, and my French friend Nicole (Papa?) couldn't bear to see it scrapped.

Happy Christmas and a breakdown free new year to you all,

Your editor.



Chairs Bitty

We had a very entertaining social evening at the start of December. Alice, Bryan, Tom and Craig plied us with songs and jokes, including a naughty Randolph the reindeer rendition. - you can probably guess who was singing this one!

Our December club meeting at Fortrose was a Naval talk. Apart from hearing about boats/ships I didn't know what to expect. We've all heard of the fleet in the Cromarty Firth, but I did not realise that the Moray Firth was such a busy place during the first world war. Or how busy Inverness was too with the sister munitions factory at what is now the Carse Industrial Estate. And why? – The Northern Barrage if you want to look it up on-line.



What is it with people these days?? December has been a month of near misses on the road. My first one was going round the Tore roundabout on my way home. I always keep an eye out for folk in the inside lane who are not going to Dingwall, but keep on going to go up the A9 north. And yes, that day another one kept going round without indicating, so I slowed to give them room to manoeuvre and then had to hit the anchors as they decided to keep on going all the way round to the Fortrose turn off. Talk about totally in the wrong lane!

We had a scary encounter on the way home from our Secret Santa party to set the adrenaline pumping. At Tore I had my eye on a van coming from the Muir to make sure he was stopping, when Alice shouted a warning. A white Suzuki Swift was going the wrong way round the roundabout. For a split second I wondered if they would react and fortunately yes, they did. We looked at each other for a few seconds and then they sped off. Looked like youngsters with their idea of "fun".

On a further morning commute, another over-taker coming my way. This time braking and a handy layby did the trick. That evening on my way home, as I was overtaking someone on the dual carriage way, a bus simply pulled out Edinburgh style. The car on the inside lane had to brake heavily to avoid ramming the bus. I braked in case the car on the inside lane would take avoiding action and hit me instead. We both have good brakes.

Well, here we are just about to start 2019, the year of our club's Ruby Anniversary (that's 40 years). We hope to make this a special year, so keep an eye on the magazine. [Eek! I mean watch this space - Ed]

January's meet is our annual auction night. Always well attended and good bargains can be had. As usual 10% goes to club funds. Until then can I wish you a merry Christmas and a happy New Year.

Regards,

Trish.

Saturday 1 December, HCMC Xmas Party

As members arrived any Secret Santa presents were confiscated by our Lady chairman. She was later found rummaging under the Christmas tree with scissors, little bits of numbered paper and a roll of tape. This was later revealed to be preparations for a nifty way of re-distributing the Secret Santa gifts randomly amongst the revellers.



Shortly thereafter our main entertainment, Bryan, Craig and Tom started warming up with some short songs. But the evening kicked off properly with Alice, who performed a number of her own songs. She played a 12 string acoustic guitar, using a combination of finger picking and chords to give a uniquely personal sound.

After a quick bite from the buffet, Tom and former member Craig picked up the baton with a variety of folk songs. Tom playing 2 differently tuned button accordions and the fiddle. Craig played acoustic guitar, banjo and mandolin. Bryan joined in with his acoustic guitar, performing a number of his own songs set to the tune of more familiar folk songs.

As the evening wore on the songs were becoming a bit raunchier, with songs like "by the banks of the river Ness" and "Randolph the brown nosed reindeer". Lyrics that had even staff from the Old North Inn wonder whether they really heard what they thought they heard. Songs were interspersed with a variety of jokes and Tom's joke about the Golspie wig shop had folk in tears with laughter.

During the intermezzo it was time for Secret Santa, with our lady chairman calling out numbers like it was Bingo and daintily distributing the gifts.

The evening was concluded with a set of not quite country songs, ending with a rousing rendition of the Flower of Scotland.

Thank you Alice, Bryan, Craig and Tom. I had forgotten how musically talented some of our members are.



P.S. "Bryan wished for it and prayers were answered. Yes, there were dancing girls! And one of our members performed such a daring striptease the camera completely failed to take a picture. You wish you had been there."

December Club Meeting - Chanonry Sailing Club Naval Talk



We enjoyed a very interesting talk by Richard Jenner on the WW1 Allied Forces efforts to prevent submarine attacks on Atlantic convoys by German U-boats by building a defensive line of mines across the North Sea. 'The Northern Barrage'

The talk was very well received and presented a little known bit of local history involving the Inverness (and Invergordon) areas. The story told of the seemingly impossible task of laying a barrage of mines across the north sea. During this period the Navy had a large presence in Inverness and we were shown some of the characters involved and how the sailors socialised in Inverness. We were left wanting more, particularly about mine clearing operations after the war.

Richard Jenner is a fellow car enthusiast and MGF driver, and is an active member of the Highland MG Owners Club, regularly seen at Drive It Day, Cars and Coffee and many local shows.

He also has written on the history of Fortrose Harbour which you read at this web link. <https://www.chanonry.org.uk/heritage.html>



Chanonry Sailing Club members enjoy coastal rowing, dinghy sailing, yacht cruising and racing and is an accredited Royal Yachting Association training centre. New members welcome!

DO MODERN TYRES RUIN THE HANDLING OF YOUR CLASSIC?

A recent question on the help pages of Practical Classic magazine raised the subject of modern tyres on a classic car and do they affect handling in comparison to tyres made specifically for older cars, and if they do, why? I take no credit for the following as it is mainly copied from their reply.

Modern cars have stiff and quite sophisticated suspension and power steering allows them to use levels of front castor angle that would make a classic's steering impossibly heavy. All this is designed to keep the wheels vertical and the footprint of the tyre flat against the road on cornering. A modern tyre has a wide, flat footprint to suit.

The wheels of older cars lean to far more exciting angles on corners. (Take a look at my Lancia and see how much positive camber there is on the front wheels). A tyre with a modern profile will initially provide too much grip, making the steering heavy, then lose it suddenly as the inside of its footprint lifts from the road. (And no doubt rapid wear on the edge still in contact with the road). For predictable and light handling a classic car needs a tyre with a rounded shoulder. The classic cars handling will be compromised by the fitment of a modern tyre.

So that it is why you shouldn't fit a wide modern tyre on your classic, unfortunately the classic tyres are not cheap. I had four Michelin XAS tyres fitted to the Lancia recently as the old Michelins were just over ten years old. The tyres were £165 and the inner tubes £10. My wife thought that was a good price. What I failed to tell her was that the price should have been followed by the word 'each'.



Alan Goff

<https://www.longstonetyres.co.uk/>

<https://www.vintagetyres.com/>

Dyane 2—Resto Update

Callum Beveridge

Two issues ago Callum was just about to tackle the sills on his current Citroen Dyane restoration. He continues the story here... (Ed.)

Both sills have been dismantled by drilling the spot welds, and the inner sills slid out and replaced, being welded in before the outer sills are given the same treatment. In theory, this should keep the A, B and C-posts in their correct relative location and should allow the doors to shut when the restoration is finished.



Both sills are remade out of 1mm steel – enabling me to build more robust jacking pockets that will allow me to jack the car using the original high-lift jack.

The rear Wheel arches have been repaired with patch panels and my bead roller has been pressed into action using my home-made rollers to replicate all of the re-enforcement beads that Citroen are famous for.



I'm about to weld in a new lighting panel – made from flat sheet to replace the current banged and rusty example.



After that, there's just the boot floor, rear sweeps, main floors, wind-screen surround, inner toeboard then outer toeboard. Then some paint. Then the oily bits. I've never heard the engine run – what could possibly go wrong?



Mysterious Wreck Identified

Last month we had a mini competition to identify the old wreck of a car at my favourite holiday destination near Ullapool. I had a few responses and the Humber Super Snipe was a popular identification but I believe it is a Vauxhall Velox judging by the wing trim and engine. Chris Silver agrees and I announce him the winner!!!!



' I'd say it's a Vauxhall Velox [Left picture - Ed] from 1955/6. It could be a Cresta but the chrome strip on the wing would have had a downward flash at the end, I think.

Of course, it could be a Humber Super Snipe [Car and engine below left -Ed] which was a six but the engine looks completely different with inlet and exhaust on different sides.



The contemporary Humber Hawk was very similar but the edge of the grille was straighter and closer to the side-lamp. It also had a chrome strip on the wing but it was higher up and the Hawk was only a 4-cylinder.

The engine should be the clincher though because the Hawk was only a 4-cylinder whereas the Velox was a 6. I have tracked down a picture of a '56 Velox engine and it looks identical.



Is there a prize? [No - Ed.]

Regards,

Chris Silver. '

by email

Me and My Car

Car: Opel Senator 3.0E CD Automatic

Owner: Richard Lashley

Type: Top of the range for 1984 – Digital dash, small computer with outside temperature, mpg (average and instantaneous), stop-

watch and time, alloy wheels, power steering and central locking – quite a high spec for the time.

Engine: 3 litre straight six, cam in head (i.e. short pushrods), hydraulic tappets.

Performance: Adequate, keeps up with modern traffic. Not really had it over 80mph but sure it would break the ton without difficulty.

How long have you had it: Since September 2004. Bought off eBay, unseen but with a good feedback from the previous owner who had bought it six months prior. Driven home from Rugby in one go – never missed a beat even through torrential rain on the M6.

What work have you had done: Very little apart from regular servicing. Replaced leaking fuel hoses. Currently there is a slight ticking from a hydraulic tappet which requires investigation but trying additives to oil and petrol before head removal.

What do you like about it: It's very understated, yet people remember them with affection. I like the velour seats, power steering and a 'modern' car feel. It's 34 years old yet doesn't really look like an old car.

What makes it a classic: Well there's only about 40 left on the road and it's from the eighties. I have always been a GM man and there are not many Vauxhalls and Opels of this age left on the road despite them being exceedingly common at the time.

What other cars do you own: VW Golf, Nissan Xtrail and Dinky, the very small coach built campervan on a Fiat Scudo chassis. I also seem to be responsible for my offspring's Audi TT (2004), Toyota MR2 (1999), and Nissan Micra (2006). Also not forgetting the Sterling Eccles Moonstone caravan.



LOCAL EVENTS

3rd Jan 2019	Club Auction Night	Old North Inn, Inchmore	Meet 19.30
7th Feb 2019	Club AGM	Old North Inn, Inchmore	Meet 19.30 for a short AGM fol- lowed by a social opportunity.
7th Mar 2019	Quiz Night	Old North Inn, Inchmore	Mark's amazing quiz night. It's a biggie so get swotting.
28th Apr 2019	Drive It Day 2019	Rollerbowl - In- verness	Start from Rollerbowl - Inver- ness - for a scenic drive finishing for late lunch

Jim Mackay was in Fuerteventura in October and saw these beauties.

