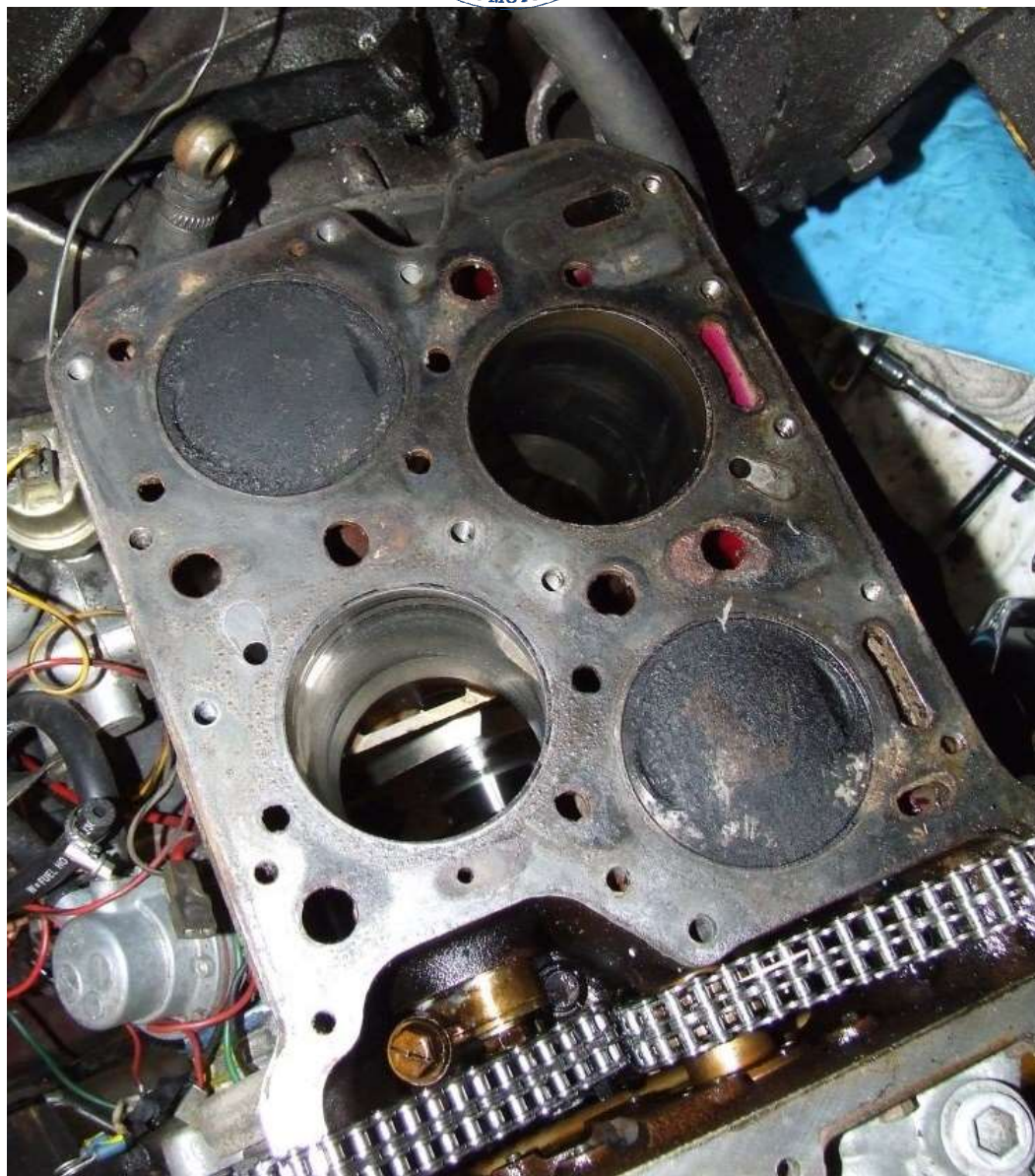


CLASSIC SCENE



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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
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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

LANCIA FULVIA 1300cc V4
Showing its 75000 mile crusty piston crowns and cylinder bores.

CAVEAT EMPTOR

CLASSIC CAR ADVERTS DECODED

- Summer Fun ----- *The roof leaks in winter.*
- Easy Project Car ----- *Completely disassembled, bring plenty of boxes.*
- Minor Rust ----- *Major rust you can't see.*
- New Paint ----- *Beautifully covers the rust.*
- Only 59,000 miles ----- *But on its third trip around the clock.*
- Rare Model ----- *One of only 300,000 made.*
- Family Owned ----- *Driven by 6 teenagers, 2 grandparents and the family dog.*
- Only One Owner ----- *Ex Police Car. One owner but 486 different drivers.*
- Fully Restored ----- *There's nothing original.*
- Must Sell ----- *Before it blows up.*
- Well Maintained ----- *I changed the oil once.*
- Rare Classic ----- *No one wanted it even when it was new.*
- Ran When Stored ----- *It won't start now.*
- No Time To Restore It - *Can't get the parts anymore.*
- Low Mileage ----- *The speedo broke years ago.*
- Barn Find ----- *Full of chicken s***.*
- Sports Car ----- *The engine's knackered.*

LANCIA 1300cc V4 ENGINE

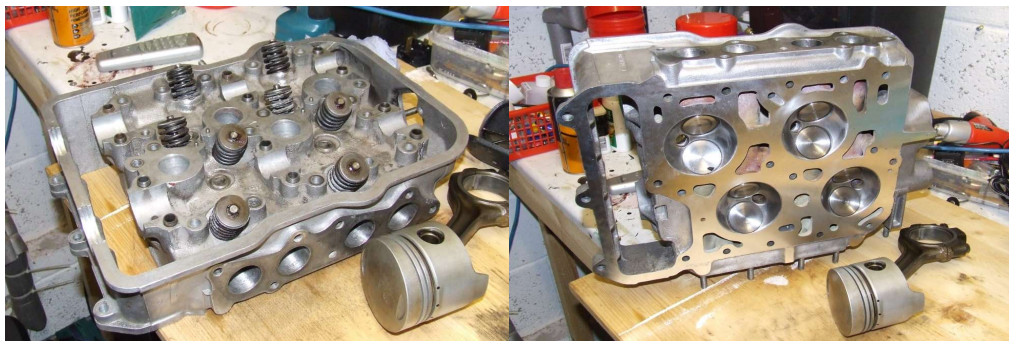
At this time of year when the nights are long and more importantly, the roads are covered in salt, our Classic cars are tucked up safely in the garage and we can get around to those jobs which have been put off for a while but should really be done.

As Lancia's have such a good reputation for their rust prevention capabilities (None!) the Fulvia spends all winter up on axle stands awaiting the arrival of April showers to wash away all that salt. This is the ideal time to tinker away and do a spot of restoration. Last winter I did most of the front suspension but the job for this winter was to do something about the Lancia's in-built rust prevention system, based on its ability to use, lose or burn oil. Having been inspired by our visit to AutoHead in the autumn it was "off with its head" and into AutoHead for a bit of TLC. As always the over-engineering of Lancia has always made a longer study of the car interesting and this time it was the DOHC cylinder head. DOHC, quite straight forward with rockers actually working the valves, then I noticed that it also had pushrods! The engine is a narrow angle V4 with only one cylinder head and the cylinder bores overlapping making for a very short engine. See the cover photograph. So for the cams and rockers to reach the valves on the inner two cylinders there is a small block on the camshaft clamps with a small pushrod running through it to reach the valves. Look closely at the photo and you can see the pushrods.



More on Lancia over-engineering to come.

While having a long blether with one of the staff at AutoHead, he convinced me that the rings could also be suspect. Callum would agree with me on that one. He's always complaining that he gets covered in oil whenever he follows me. So off with the sump, disconnect the conrods and push the pistons up and out through the top. The cylinder head was pretty badly coked up mainly around the valve stems but when I collected the head I was very pleased with the work AutoHead had done. They had checked the head fully and found that it was in fact in very good condition. The only replacements needed were the valve stem oil seals and the only other work was to recut the valve seats and the valves and skim the head. The valve guides were checked and found to be still within limits. All that was then needed was a good decoke and clean up.



When I collected the now gleaming cylinder head the boss was there and he took a look at the head and said, "Add another two cylinders and it would be a VW VR6." Lancia engineering strikes again, the Lancia Lambda had such an engine in the 1920's about 70 years before VW.

Next up, drop the sump and have a look inside. There's about 20 Allen headed bolts holding it in place, (Lancia engineering again), drop the sump... and what the heck is that! There is a very large baffle plate placed horizontally in the sump with a very large circular hole in it. And what's that... there's a huge great tea strainer hanging down under the crankshaft. Now where's that old workshop manual. Ahh it's an oil strainer.

The oil pump draws the sump oil up through the tea, sorry, oil strainer. That's clever because if there is something in the sump that shouldn't be there the strainer collects it and when the engine stops it drops back into the sump or stays inside the strainer. (More on that later!) Time to have a clean-up. For every hour spent fiddling around with nuts and bolts I spend about two hours cleaning 40 year old oil and dirt. In the bottom of the sump there was a sludge of old oil that was hiding some dubious finds. First was a spring clip for the timing chain, not your run of the mill U shape clip but a clip that slotted tightly over the pins. Now I changed the timing chain a few years back and don't remember losing the clip so someone had dropped that clip and couldn't find it. The next object in the sump was probably the reason the chain had to be disconnected in the first place. The photo shows it quite clearly. It's the top of one of the tappet adjusters from a valve rocker. The shaft had sheared and pinged off and probably straight down past the timing chain and into the sump. If that had lodged in the timing chain.....



Next job, cleaning the tops of the pistons. But first a bit more of Lancia engineering. The tops of the pistons are wonky. Think about it. The engine is a V4 with only one cylinder head, so with the piston at top dead centre the piston crown will not be level with the block, so the beautiful hemispherical combustion chamber will not have a nice level piston crown to work on.

But if you have piston crowns set at the same angle as the cylinder bores, the top of the piston is flush with the block.



But back to the cleaning. Each piston took about an hour to scrape off the coke build up. Scrape? Scraping barely touched it. A chisel and a 4lb lump hammer was nearly used! Carburettor cleaner softens things up a bit but the coke in the valve cut-outs took a lot of work. But the end result was worth it. Before and after chiselling.



Next up that oil strainer, a quick look in the workshop manual states that if oil pressure is low, one of the reasons could be a blocked oil strainer.

A poke around with a finger resulted in a few bits that looked like gasket goo of some kind. A look inside revealed a lot more. After about another hour of fingers, an old (blunt!) screwdriver and a piece of suitably bent wire raking around inside the strainer this is what I ended up with.



Not a pretty sight but at least the strainer prevented the debris floating around inside the engine and causing mayhem.

The last bit of dismantling was the removal of the old piston rings and as the pistons and conrods were out of the engine I thought I might as well treat the engine to a new set of big end shells as well as the new rings. My poor credit card is still having nightmares on that purchase. Rings £95 + VAT, Shells £160 + VAT. Added to that various sundries and service items and it comes to..... better not to know.

The next instalment will be next month when I should have finished putting it all back together again and hopefully I won't have too many bits left over. If there are any odd nuts and bolts left over I know a safe place to keep them. In the sump!

HIGHLAND CLASSIC MOTOR CLUB ANNUAL GENERAL MEETING

Old North Inn, Inchmore
Thursday, 4th FEBRUARY 2016 at 7.30pm

AGENDA

1. Welcome and Apologies.
2. Minutes of 2015 AGM (previously circulated in March 2015 and this months issue of "Classic Scene").
3. Matters arising from the minutes.
4. Chair's Annual Report.
5. Committee reports on last year.
 - 5.1 Treasurer's
 - 5.2 Membership Secretary
 - 5.3. Event Co-Ordinator
 - 5.4. Website and Club Forum
6. Determination of Annual Subscription.
7. Election of Office Bearers and Committee Members.
8. Members feedback and ideas for future visits.
9. AOCB

HIGHLAND CLASSIC MOTOR CLUB ANNUAL GENERAL MEETING 5th February 2014 – 7.45pm. Old North Inn, Inchmore Present.

Trish Brown, Alan Goff, Callum Beveridge, Mark Wilson, Miles Vincent, Ian Thomson, Alice Brown, Bryan McIlwraith. Derek Darnell, Tom MacCallum, Liz Bligh, Douglas Gibson, Calum Pearson, Frank Ross, Stuart Sharp The Chairman welcomed everyone to the meeting.

1. Apologies.

Apologies were received from Roy MacGregor, Hughie Urquhart, Gordon Jamieson.

2. Minutes of 2013 AGM. The minutes were passed as an accurate account of the 2013 AGM. Pro- poser Tom MacCallum, seconder Alan Goff.

3. Matters Arising.

One matter arising regarding Club bumper badges. This is an ongoing action with Callum Beveridge who'll bring along 3 samples to the March 2015 Meeting.

4.Chairman's Report.

The Chair reported that we had a busy year, the highlights were the HMS Natal talk and the Xmas Dinner, and thanked Bryan McIlwraith for his efforts in pulling this together.

5. Committee Reports on 2014

5.1 Treasurer's Report

The Treasurer reported a balance of £2562.81 at year end, he reported a profit in running the club of £187.52. It was noted that the membership was down by 10 members from last year to 61.

5.2 - Membership Secretary Report

Bryan McIlwraith informed the meeting that so far only 45 members had paid their subscriptions. Bryan encouraged the membership to pay their subscriptions via standing order, and the form for this is on the Club's web- site. There is a need to review the mailing list for the magazine in line with the reduced membership.

Action: Trish to obtain mailing list

5.3– Events

Miles Vincent informed the meeting that the Club has had a presence at many of the Classic Car Shows across the Highlands, using the Club's events shelter. If any member wishes to use the shelter at events, they should contact Miles.

5.4 - Website

Callum Beveridge informed the meeting that the newsletter is on the website and now included archived back issues of the newsletter. The forum is in use and a good place to find out information on events and other chats

6. Determination of Annual Subscription.

It was agreed that as the club managed to retain a flat budget, mainly achieved by printing the newsletter in black and white there was no requirement to adjust the subscription. Therefore the subscription will remain at the current figure of £15.00

7. Election of Office Bearers.

All Committee members and Office bearers were re-elected unopposed. The Editor and Webmaster both indicated that they are only continuing because no member has come forward for election. Members are asked to consider their candidacy for these functions at next year's AGM.

8. Members Feedback and ideas for future visits

The proposed revised calendar for 2015 is as follows, all subject to confirmation:-

Date	Event	Who to Organise
5th March	Visit to Portal Rover, Muir of Ord	Alan Goff
2nd April	Cairngorm Brewery, Aviemore	Alice Brown
7th May	Burghead run and Museum	Liz Bligh
4th June	Strathspey Railway Engine shed, Aviemore	Douglas Gibson
2nd July	Run to the Ceilidh Place, Ullapool	Miles Vincent
6th August	Visit to Black Isle Bronze and Inver Models, Nairn	Bryan McIlwraith/Callum Beveridge
3rd Sept	Pub run round Loch Ness to Beaulieu	Miles Vincent (?)
1st October	Autohead Recon, Inverness	Tom MacCallum
5th Nov	Garage visit to Calum Pearson	Calum Pearson
3rd Dec	Xmas gathering & Secret Santa, Old North Inn	Club Members
2016		
7th January	Auction Night, Old North Inn	Trish Brown
		Bryan McIlwraith
4th February	AGM, Old North Inn	Trish Brown

Other events not run by the club highlighted were:

Drive it Day, 26th April. Provisional start point at Simpson's garden centre and ending in Lossiemouth.

May – East Sutherland Rotary East to West Run.

June 2015 – The round Britain run organised by the Citroen Special Club, will be in the Highlands between the 3rd and 5th June.

July 2015 The Gairloch Gathering

CHAIR BITTY FEBRUARY 2016



This year's auction was as funny as ever. You really missed out if you weren't there. For some reason people decided not to take as much stuff as they usually do, so we were actually finished earlier than usual, which left us some time for a chat afterwards. As a result the auction raised around £13 for club funds.

We have seen some very changeable weather in the past weeks. Were just into the New Year the temperature dropped to "normal" winter levels, we now seem to be back to autumn, with high winds and a lot of rain. Having seen some of the pictures on line and in the news, I do think that we in the Highlands have come off pretty lightly this time round.

Last month, just as we were leaving for our Christmas holidays, our Merc threw us a little wobbler. We were about halfway down to the ferry, when suddenly the EPC light comes on and the car starts losing power. A quick phone call home to our local garage established that this was most likely something electrical – spark plugs / leads / ignition. Advice was to switch off, leave the car for a bit then restart in the hope that the fault miraculously clears. Nope. Decision time then. Do we call out the RAC, limp to a garage or continue to the ferry? Hmmm, it is the last ferry before the holidays.... Nothing for it but keep on trucking.

It took some time to get down to the ferry. Every time we had even a snifter of an incline, the car would slow down to a crawl. But we did manage to get there in time. And we managed to get onto the top car deck of the ferry. Next day, fault still there, but the car appeared to behave a bit better. It helps too when you are on the continent and all the roads are pretty much flat. But the car was definitely unhappy.

Fortunately I have some mechanically minded family over there and one of my nephews had a look at the car. Tried to connect up his lap-top to the OBD only to find that Mercs of that age weren't OBD2 compliant yet. His next best trick was to disconnect the battery. We went for a cup of tea and 20 mins later reconnected the battery, started the

and RESULT. Light out, car goes like a dream. Whether the fault has cleared from memory no idea, but as long as the car goes again, who cares?

By co-incidence, last year around this time I mentioned some issues with public transport (trains) resulting in a delay getting home by around 1.5 hrs. Well, today there were problems with the points at the north end of Dingwall, allowing only the Kyle train through. Which meant that all trains going further north were cancelled. Yes, Scotrail did put on 1 replacement bus for the commuter train, but I reckon there were at around 15 of us who couldn't get a place on the bus. Some elected to take the later train to Kyle, but that still left several of us without transport. Scotrail eventually offered to get us a taxi. In the end I was only 10 minutes later home than normal.

This month's meet is our AGM, which will be at the Old North Inn at 7.30pm. We've got a few suggestions already for this year but we want **you** to come up with ideas for things to do / places to visit / interesting subjects for a talk for this year's program, so put your thinking caps on and come to the meeting with ideas.

And lastly, some of you may have spotted this in the papers recently, but one of our members Ray Quibell passed away in January and on behalf of the club I wrote to the family extending our condolences. Ray used to come to our meetings in his yellow Stag which he owned from new. I believe that Ray was a big Triumph Stag man, certainly knew a lot about them. I gather that he also helped Brian with rebuilding his Stag engine. It is funny, but just last month we remarked that we hadn't seen Ray for a while and we were missing his engineering tall tales from his time at British Aerospace – including the one about his Landrover with the 5.8lt Chevy engine and how he got titanium half shafts for it. We will miss him.

Trish.

NEXT MEETING. THE ANNUAL GENERAL MEETING

All members welcome to attend and have their say. Whether the committee will take any notice depends on how many rounds of drinks you buy them. So don't leave this years mayhem to the "Usual Suspects" If you know of somewhere interesting please let us know.

As for motoring mayhem, see below:-







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