

CLASSIC SCENE



February 2022



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Cover Picture

Classic car shows and vintage rallies.
The Cover shows Tain in 2018 and
Fortrose the same year. Here's hop-
ing that as we learn to live with the
dreaded coronavirus that we'll man-
age to have some shows this year.

Welcome to the February Newsletter

So last month I was reporting on the Omicron wave of Covid affecting our gatherings and thankfully that appears to have relaxed. Almost ironically I managed to catch the Covid over the Christmas period. We were staying with friends. One had a cold. I caught that, and the other then tested Positive for Covid, and I caught that too. Mrs Editor then caught Covid off me about 5 days later even though she locked me up in the back room. (That's a half truth.) The main symptom was extreme fatigue, so bad, that I couldn't use the time off work self isolating to catch up on garage projects, so while not life threatening I thought that was a pretty serious side effect. Once I started feeling a bit better I tried again but after 20 minutes of car tinkering I was back lying on the sofa, stunned and exhausted.

Fortunately I'm nearly back to normal, whatever that is, and have now managed to swap a power steering pump, do some wheel alignment, apply some Lanoguard under body protection, and started breaking up the spare Focus.

Mrs Editors Focus (that I bought, tax insure and maintain ^{see below}) suffered from a bad battery. It charges up OK but like myself, has poor cranking in the morning. £65 later that's sorted but the battery holder was seized up. After a short term bodge this was then fixed with parts of the spare Focus. Bingo! Now the steering column needs attention but at least I have a spare for that too.

In a precursor to Trish's stories overleaf, our T5 van has poor lights and I get dazzled by some moderns coming the other way. It seems, though I'm not 100% sure, that VW in their wisdom ran the wiring loom from the battery, all the way round the van then back to the headlights causing a voltage drop and terrible lighting. Apparently you can by an upgraded loom to feed them more directly, so that's on the to do list.

This is one of my pet complaints. In ye olden days of British Standards and the old kite mark, I believe boffins in white coats did experiments to work out how many lumens were enough to see where you are going but not dazzle other drivers and defined a wattage standard. Modern lights are much brighter with less watts and are all allowed under newer European standards. The USA specs limit the brightness of headlights, but in Europe there doesn't appear to be an upper limit. Now I'm sure someone out there will know more about this than I. Even a brief Google went down a wormhole of complexity. It feels like a race to the bottom or the brightest, which is getting more annoying as my eyes get older. If you know anything more please write in while we still have dark evenings.

See you at the AGM/Auction.

Your editor.

(P.S. To be fair I seem to have inherited her Beetle.)

Chairs Bitty

The zoom meeting in January was a relatively quiet one. A bit of a chat of what we got up to over the festive period, which in most cases was not a lot, but then the Covid restrictions had a lot to do with that. Now that things appear again to look brighter, we can look forward to meeting again.

It is good to see the days getting longer again.

Although it was really a bit late to plant the narcissi bulbs I found in a drawer, I have put them into one of the plant pots outside. I hope that they come up in spring. What is coming up already are the snowdrops poking through the grass. And lo and behold, some bulbs – can't even remember what they are now, that I chucked into a planter a year and a bit ago and haven't seen since, they too are poking through the soil.

But the dark nights are not gone yet and Alice finally had enough of the headlights on the Smart. The dip lights have become more like candle power as the reflector slowly deteriorated. Especially at this time of the year on our back roads – which don't have any line painting left on them - it is tricky to see where the road is when you are blinded by cars coming towards you. It may be just one of these things when you have a sports car, you sit a lot lower and thus headlight beams (both coming towards you and in the rear view mirror) always seem to be at eye level. Or an age thing, but having only candle power left at the front of your car simply is no longer enough to illuminate the road in this condition. So new headlights were purchased and we set about swapping them over. First of all you have to remove the cover which is clipped into the wing and front valance. These clips have a reputation for breaking spectacularly taking with them half the cover in the process. Fortunately we managed to carefully prise them loose without any damage (phew). The headlight assembly can then be unbolted from the car. Then comes the fun part of getting the headlight out of the assembly. It should just pull out, but the plastic was bending somewhat alarmingly as we tugged on the lights. We ended up cutting the adjuster rod covers (you get new ones anyway) so that the remaining rod could simply slide out. Re-assembly was straight forward and the new headlights have been pronounced a big improvement.

The Merc too had some tender love and care this month. We kind of felt that the car was starting to wiggle more that it should do when you were cornering. Although that may have been icy road conditions, a quick trip to our mannie at the garage to check all was alright, identified that 3 shockies had gone. And that the rear tyres were bald (what!? When this that happen – they are only 11 months/7000 miles old! And we religiously check the tyre pressure). After a bit of investigating we determined that the tyre gauge that we use (a digital one) is no longer reading true. Compared to other gauges we have, it consistently reads 1.3psi low. Seems like just a measly small amount, but obviously enough to affect wear and tear. The parts and new tyres have been fitted and our Merc is fully street legal again.

We are meeting this month in the Old North Inn for our AGM and Auction. The AGM should be relatively quick as not much has happened last Covid year. However, both our webmaster and editor have indicated that they wouldn't mind handing over the baton to a new person – volunteers please! For the delayed auction we are applying our new rules, that is, you get to take home anything that you haven't sold.



See you there.

Trish.

January Club Night

As Trish mentioned in her bitty there weren't many in attendance in fact a mere 9 on the Zoom screen. I for one was grateful for the online meeting as I was stuck at home with the dreaded Covid and it was great to talk to people even just virtually.

This was Bryan's gig but unfortunately he's not been well either so couldn't make it and there was a last minute rescheduling of Zoom details. Thankfully Bryan is on the mend and we expect to see him at the AGM where he may share his story and many Latin medical terms. "The NHS restores a classic."

Being so soon after the festive period most of us hadn't been up to much in terms of classic car activity. Roy made me chuckle as his not much was a fairly impressive list of restoration work which by previous example will have been to the highest standard. He was also talking about sheep in the field or was it rams, which seemed to segue into car ramps. I'm afraid my fevered brain and blocked ears were struggling to keep up.

Trish and Alice had been working on their caravan and are contemplating a fence rebuild which has been hindered by the uncertain route of a BT cable at it's foot. Nobody wants to be the one to cut of the neighbours connections do they. Alice prompted Trish to confess to a candle making disaster where melting candle wax in a pot ended up in some impressive flames. I believe their house is still standing but I'm again the delirium is affecting my recall.

My near neighbour Mark has put a new battery in his Jaguar, and was explaining how a design flaw in BMW door latch means that they don't click shut in frosty weather. Richard had talked about some of the nasty ice that had been around and when Mark was asked how the Beemer was in the snow the answer was fine. It has X Drive doesn't it.

Mark then listed all the classic war films that had been on over the festive period. You can't beat a good war film to make it feel like Christmas - that's what I say. There then followed a discussion about the inaccuracies of military vehicles and tanks in productions of this era. Apparently you can see American tanks pretending to be German. See how it always come back around to classic motors in the end?

The talk of snowy and icy weather led to a discussion of people failing to clear their roof before driving, and the trouble they cause, which then led to a discussion on the times some of us drove off with snow on our roofs and caused trouble. Obviously years ago. We're much more sensible now.

Callum B. mentioned word of a BID Inverness car show this year, a week later than normal on the 21st May and a couple of us volunteered to help out by walking around in roasting BID fleeces in the sunshine guiding people and vehicles.

And that was that. Short, poorly attended, but actually good fun.



Highland Classic Motor Club.

Annual General Meeting 4th Feb 2021 Minutes.

ZOOM Meeting 7.30

Apologies: Ranald, John Mckenzie

Present, Callum B, Ian T, Graeme, Liz B, Calum P, Chris, Roy, Richard, Alan, Alice, Trish, Jackson, Bryan.

Minutes of the last AGM were passed. Proposed Alice, 2nd, Miles.

President's Report.

2020 had been an exceptional and difficult year. It started well with a fascinating talk about Rosemarkie Man by Simon Gunn in March. Then the pandemic hit and meetings had to be abandoned. There were a few unofficial runs by some members, but club activity largely ceased. The newsletter however remained a valuable way to keep us all in touch. At the latter end of the year some Zoom meetings were held which also helped. Hopefully the coming year would be a better one.

Treasurer's Report.

The Treasurer reported there was £2164 in the club account. There had been no expenditure on Drive it Day, or other meetings. There was a drop in income from subscriptions of approximately £300. The accounts had been inspected by Trish and found correct.

Chair

Trish indicated that she was willing to serve another year as Chair.

Secretary.

Bryan indicated that he was willing to continue for another year. Membership stood at 45 at this time a drop of about twenty, which reflected in the Treasurer's Report

Committee Members.

Ranald, Roy, Miles, Callum B, Graeme, Calum P (newsletter Editor) all agreed to stay on as committee members.

Suggestions for club activities were invited by the chair.

Cars & Coffee.

Miles reported that there had only been three meetings due to the pandemic. He was unsure as to when the event might resume. There had been an online event for MFR's cash for Kids that had been successful, and the Drive and Wave event at Christmas had attracted twenty cars and raised £630.

March Meeting. Calum agreed to organise a Zoom meeting with radio presenter Donnie Mackay.

April Chris Silver will give a talk on the Black Isle railway

Other Meetings. Drive it Day on the 25th April was discussed. It was felt that a simplified version of the event might just be possible depending on the pandemic regulations being eased slightly.

May/June. Bryan agreed to arrange a regularity run of some sort.

Other visits were proposed (all dependent on easing of restrictions) : a prison visit (Jackson), PLD Smiddy. Ashgrove Body Centre.

AOCB.

There being no further business the meeting was closed.

Out and About Part 1



Not really a classic but it is a beauty, or is that a beast? Spotted on a recent trip to Stornoway. I love that eco wind turbine engineers have a truck that probably manages about 5-10 miles per gallon, and could make a right mess of the fragile mach-air. I want a shot.

Apologies for the dark image, but it was er, dark.

Out and About Part 2



This Mk3 Cortina Estate was spotted by regular contributor Jim Mackay. I believe it's been seen at Cars and Coffee too, but it does stand out really well in these pictures. It's a real time warp machine. Even the background looks a bit 1970's.



Apologies to Jim from your editor as it seems he sent this in last month but I missed it somehow. Good things come to those who wait.

Austin Healey

Chapter 7

There are four outriggers to which the cills are attached and as the cills were not attached I had no idea what their measurements or shape should be. I bought replacement ones hoping that they would give me accurate dimensions but no luck there. They just ended with no clue as to how and where the cills would be attached. I decided to repair the originals as I reckoned they had good solid welding to the chassis which of course I could not guarantee with new ones especially with the rear spring mountings attached! This way they were positioned accurately and I'd be saving a bit of money, like that turned out to be important! The near-side pair have cut-outs to accommodate the exhaust which is a notorious problem for the passenger as the floor heats up. That would be something I'd tackle in the future. I left metal at the ends to attach the cills to, how I wasn't sure but I'd tackle it sometime in the future. The front inner wings were repaired in situ, again, I wasn't getting involved with complicated measurements. Anyway, they were sound enough although different. One had been replaced because it was a later one with no moulded strengthening bead but it wasn't the one on the damaged side of the chassis. Some things just are. I remember a club



member asking at what chassis number were these inner wings changed and I had the exact answer because mine had one of each! The brake and clutch pivot bar attached to the front off-side outrigger refused to budge despite plenty heat and it was left to be sorted out sometime in the future probably when everything is painted and fitted leaving poor access. Maybe the pedals will be left slack and wobbly, you know, original.

Cheers,

Jim MacKay.

The Motorists Workshop

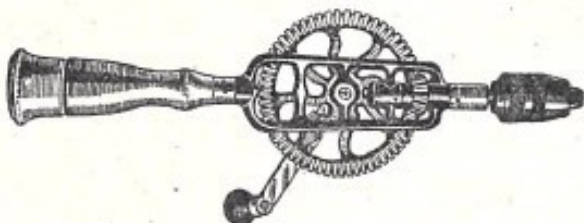


Cross-pene hammer
and ball-pene hammer.

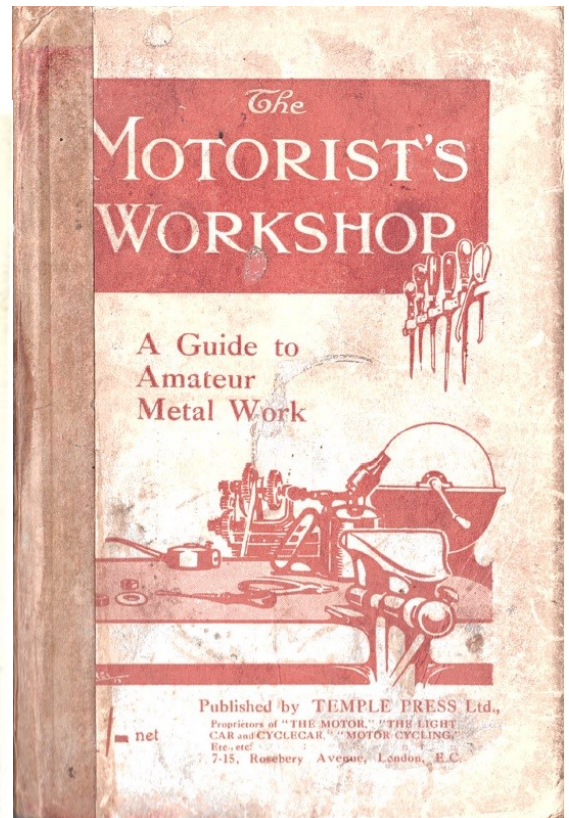
	s.	d.		s.	d.
4 in. Jaw Parallel Vice	15	0	6 in. Pillar, smooth		9
2 in. " "	6	0	4 in. Pillar, super-smooth		7½
2½ pint Paraffin Blow Lamp, say	25	0	5 in. Round, smooth		6½
2 lb. Ball-pene Hammer	2	0	[NOTE.—These Files are for fine fitting and finishing.]		
½ lb. Cross-pene Hammer	1	3	1 dozen File Handles	1	0
Joiner's Mallet, say	1	6	6 in. Round Punch...		7
8 in. Gas Pliers	1	9	Brass Punch		8
8 in. Combination Pliers	2	0	Centre Punch...		6
4 in. Flat-nose Pliers		7	6 in. ⅜ in. Flat Cold Chisel		5
Hand Vice, say	2	6	12 in. Blade Screw-driver	2	0
Sheffield Files as under:—			3 in. Blade Screw-driver		6
10 in. Flat, bastard cut		8	1½ in. Blade Screw-driver		9
10 in. Flat, 2nd cut		9	10 in. Best Tinmen's Snips	1	10
10 in. Half Round 2nd cut		9	8 in. Hack-saw Frame	2	0
8 in. Taper Round, 2nd cut		6½	1 dozen Blades for same	2	0
5 in. Taper Round, 2nd cut		4	12 in. Billings Screw-wrench	4	6
Lancashire Files (best quality):—			6 in. Billings Screw-wrench	2	9
5 in. Three-square, smooth	7		2 Cycle Ditto at 1s...	2	0

10

Set of Three Double-end Spanners, English or Metric Sizes, say	4	0	Drills, according to requirements, set from ⅛ in. to ½ in. (rising by 32nds), mounted	11	0
Set of Box Spanners, say	4	0	Home-made Flat Drills answer most purposes. See later chapter.		
Soldering Iron, 1½ lb.	1	8	Stocks and Dies. A small set of the standard threads used on the motor is convenient, but expensive. Four small sizes with taps cost about	25	0
Bench Grindstone, mounted	7	6	Reamers. Desirable, but expensive. Their purchase is best delayed till accurate work renders them necessary.		
Three-square Hollow-ground Scraper		9			
Scriber...		9			
5 in. Outside Callipers	5				
5 in. Inside Callipers	5				
5 in. Black Spring Dividers	2	2			
12 in. Steel Rule, say	2	0			
6 in. Steel Try Square	2	3			
Hand Drill	5	0			
or					
Breast Drill	12	0			



Hand drill.



In this months excerpt is a list of essential tools for your 1940's car workshop. Not a fault code reader in site.

If you ever have the chance to visit the Grampian Transport Museum in Alford, they have a mock up of an old workshop. Most of the tools are unrecognisable for me, but it's very interesting.

Yet again dear readers it would appear that Practical Classics have been copying the HCMC newsletter for ideas as in John Simisters Opinion piece on P56 he gets similarly excited by a vintage book.

His book tells you how to find TDC using a soap bubble and a drilled out sparkplug.

CHAPTER III

HOW TO USE THE TOOLS

THE main point to be borne in mind with regard to hammers is that the blow from a heavy hammer penetrates more deeply than that from a light one, and has less surface effect. Hence in a job, such as riveting, where it is desired to spread the surface of the metal, the proper hammer is a light one.

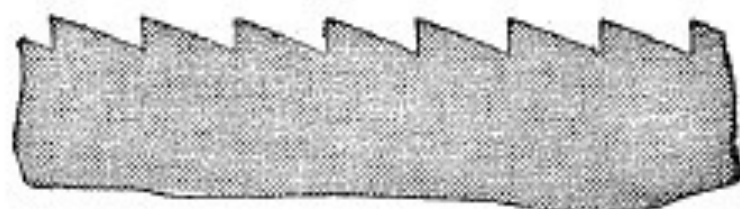
A squarely directed hammer-blow on a piece of soft sheet metal, such as brass, should show no crescent-shaped mark from the edge of the hammer. These marks are called "half-moons," and it is very important to avoid them when finishing hammered work in copper and brass. Skill in directing the blow of a hammer, so that it shall fall true on the head of a punch or chisel, and not glance off and damage the hands, is desirable for obvious reasons.

When riveting the blows should be delivered evenly, and the rivet beaten over to as regular a conical or rounded shape as possible; a small punch can be used to finish in awkward corners.

When really heavy blows are required on finished work, heavy hammers must, of course, be used, but a piece of soft wood or a lump of lead or copper should be interposed to prevent the hammer from bruising or burring over the edges of the work. Speaking generally, no finished work of any kind should be hit with a naked hammer, and brass or copper should be struck with a mallet or through a piece of soft wood.

FILES

The mallet is a most useful tool, and better than the hammer for tapping out bolts and the like, while it is frequently indispensable in working copper, as it does not tend to harden or thin it as a hammer would, and it leaves no "half-moons" on the work. Thin sheet metal is usually best worked with a mallet. Raw-hide mallets and fibre-headed hammers are excellent, but cost about double as much as joiners' mallets, and possess no advantage over the latter save, perhaps, that of compactness.



File teeth enlarged.

Files

The first and most important point about a file is that it should have a handle, amateur and some garage practice notwithstanding. Two or three files should be kept for brass, as when a file has seen service on steel or iron it makes slow work on brass.

Files have teeth very much like those of a saw (above), and these teeth cut in one direction only—on the forward stroke; hence in filing (and particularly heavy filing) pressure should be put on the file on that stroke and the file brought back light, both to save work and the file teeth.

Cars and Coffee

It was a low key cars and coffee last month and deliberately so and about 40 cars turned up, mainly from the moderns fraternity. However it give people a nice chance to socialise in a controlled outdoor environment, and by all accounts it was a friendly chatty kind of day.



One of these cars rolls in the corners, and one doesn't.



There was a lot of love for this Porsche 944



There were still some old school classics enjoying the cold weather and salty roads.



Somethings life is just not simply black or white.

Drive it Day 2022

Sunday 24 April 2022

Here are some details stolen from the Drive It Day Website...

We are delighted this year to have the NSPCC's Childline service as our official beneficiary for Drive-It Day. Every day over 800 children and young people reach out to speak to Childline, with worries about their mental health, education and isolation, so it's vital we show our support for children during this particularly challenging time.

Up and down the UK, classic car and bike enthusiasts will be taking part on 24 April 2022 – observing government restrictions of course – and raising money for this important cause, so here are some ideas as to how you can get involved. Share your historic vehicle with friends and neighbours by offering a 'show and tell' in return for a donation to Childline.



- Hold a photo competition via your club's Facebook page or website – with members dressed in the colour or era of their car perhaps? And don't forget to tag #driveitdaychildline so that we can see too!
- Drive out in a group of six to a picturesque spot for a picnic or an outdoor pub lunch. You could even draw up a route map or tulip map and offer these in return for a donation.
- Hold a prize draw to win a piece of classic car/bike memorabilia or branded merchandise – this can be done via Justgiving with a 'suggested donation' to enter.

Round the day off with an online quiz or 'homework competition' – highest score wins! Your questions can be as obscure as you want, about your particular marque, technical spec, motorsport or even plain old general knowledge!

Zak pointed out that you can buy plaques from their shop with profits going to the NSPCC. www.driveitday.co.uk/shop

 £10.00 Drive it Day Rally Plate – Regular 290mm x 145mm - pre-drilled with four holes and two cable ties. All profits to be donated to NSPCC Childline. 1 Add to basket	 £10.00 Drive it Day Rally Plate – Small 150mm x 75mm - pre-drilled with four holes and two cable ties. All profits to be donated to NSPCC Childline. 1 Add to basket	 £30.00 Platinum Drive it Day Rally Plate – Regular 290mm x 145mm - pre-drilled with four holes and two cable ties. All profits to be donated to NSPCC Childline. 1 Add to basket	 £30.00 Platinum Drive it Day Rally Plate – Small 150mm x 75mm - pre-drilled with four holes and two cable ties. All profits to be donated to NSPCC Childline. 1 Add to basket
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ROTARY CLUB OF INVERNESS LOCH NESS
CLASSIC CAR TOUR - SATURDAY 4TH JUNE 2022



The Loch Ness Classic Car Tour has become an established high-quality event in the Scottish Classic Car Tour calendar. Once again, we have planned a new route for 2022, this time taking in the odd section of North Coast 500 in addition to other enjoyable and scenic roads in Ross-shire and Inverness-shire including the iconic Loch Ness.

This non-competitive event which allows entrants to travel at their own pace is open to classic and vintage cars, more modern cars of a sporting nature as well as vintage and classic motor cycles, the maximum entry being restricted to 65 vehicles (excess entries will go on to a waiting list).

The Car Tour is being organised on behalf of the Rotary Club of Inverness Loch Ness to raise funds to be split, in 2022 between Prostate Scotland and the Charity Account of the Rotary Club of Inverness Loch Ness which supports many local, national and international charities. As before, there will be NO entry fee, however entrants are encouraged to raise as much sponsorship as possible which will aid the aforementioned charities.

Full details on the event, Regulations, Entry and Sponsorship forms are on the Tour website "<http://www.lochnessclassiccartour.weebly.com>" .

Entry Forms can be downloaded online or by contacting Nicol Manson at nicol.manson@btinternet.com or by telephone on 07774 695640 (before 8pm please)

HCMC Events

3rd Feb 2022 Club AGM followed by the Autojumble Auction Old North Inn

The HCMC Auction is the ideal place to Sell & Buy any unwanted Christmas Gifts, slightly worn out tools, car parts of unknown origins, that lamp that has been in the loft for ever, old magazines, DVDs, videos & whatever Bryan found in the middle at Lidl.

13th Feb 2022 Cars And Coffee Rollerbowl, Culduthel Rd. Inverness 10 to 12

A quiet Social Event for all Car Enthusiasts. Park up, buy yourself a hot drink and snack from Rollerbowl and check out what's in the Car Park. Chat to old friends and make new! Find us on FACEBOOK. Every 2nd Sunday of the Month.