

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'
GOES TO THE PRINTER
on the Monday of the week preceding the next meeting**
Please send articles by e-mail or typed.

COPYRIGHT

Neither the Editor nor the Officers of the Highland Classic Motor Club are necessarily in agreement with opinions expressed in this magazine. Such opinions are entirely the views of the author and imply no recommendation by the Highland Classic Motor Club.

All rights reserved. Apart from any fair dealings as permitted under the terms of the Copyright Design and Patents Act 1988, no part of this magazine may be reproduced in any form whatsoever without the written permission of the Highland Classic Motor Club.

COVER PICTURE

Tyre blowout? No, check the tracking defect causing massive wear on one edge. Read my article on tyres and then go and check yours!

CHAIR BITTY MARCH 2014

Our club is still in a healthy enough position that we agreed to keep the membership fee at current levels. However, our funds are slowly reducing, in part due to printing costs. For this reason it was agreed at the AGM that those who remain on our postal mailing list, will get the magazine in Black & White. Full HD colour version is available on-line.

The quiz had people stumped this year. The historical Motoring First section proved just a little too difficult. At least Manufacturer; Name that Car and Famous Cars allowed the teams to pull back some points. And it never fails to amuse me that although everyone knows one section will be dedicated to the Newsletter, hardly anyone can remember the real answers, but some of the suggested ones were good fun. Even the person who had provided one of the articles in question failed to answer "his" question! The winning team "we will think of that later", have the privilege of hosting the quiz next year. Good luck.

We may see a new club member this month. Welcome to Norman Macdonald who owns a Porsche 944, Jaguar XJ6 and a Jaguar XKR convertible. Definitely looking forward to seeing you and your cars. This year's winter is pretty mild by any standard, if a little wet. With the brown bin collection staring in March it is time to get back out to do some gardening. The garden is starting to look a bit overgrown again. Not quite hide a tiger stage, but looking pretty sorry for itself nevertheless. The mild weather even has us considering bringing our Smart out of hibernation a month early.

This month's meet is a pub visit in Munlochry – the Allangrange Arms at 7.30. See you and your classic there.

Cheers

Trish



"MY TYRES ARE FINE, PLENTY OF TREAD LEFT ON THEM."

How often have you heard or said that? But did you know that tyres have a shelf life just the same as a packet of ham? Did you know that they "bleed"? Many myths and untruths are heard about tyres. How often have we heard after perhaps a near miss or an accident, "I had a high speed blow out." So let's set the record straight. There is no such thing as a tyre failing simply because of high speed. The only cause of a tyre failing at any speed is due to only four things, an under inflated tyre, a puncture, a tracking defect or an impact. Not much can be done about impact damage. It can cause immediate catastrophic failure or fail at some later stage. If you have hit something in the road check the tyre asap. But the other three are things under our control. So check tyre pressure at the very least weekly. When I was driving Police cars for a living, the tyre pressures would be checked at the start of every shift and if that car was used by every shift they will have been checked three times a day! So what is the "Best before date?" Your tyres only have a "life" of about 10 years, after that time they can become dangerous because they degrade with age. Sunlight will also cause aging problems. The tyres will go hard, they will crack and allow dampness to get in and this can lead to delamination. So where is the "Best before date" to be found. Somewhere on the sidewall will be a 4 figure number. On my Lancia's Pirelli's all four show 1106. The first two numbers are the week of manufacture and the second two the year. So week 11, year 2006. Tyres made before the turn of the century will have a letter code for the year, but if they are that old, get rid of them before they get rid of you! Now how about tyres "bleeding". If you gently kerb a tyre and leave a mark on the sidewall it will over a period of time disappear. As tyres get older the oils etc in them slowly leaches out, part of the aging process, and this will cause the mark to fade. So if your lovely old car still has lovely old tyres.....

"My tyres are fine. Plenty of tread left on them".



This months mystery car supplied by Callum. It's a car from the little known BITSA company. They only made two models, the BITSA This and the BITSA That. The demon welder who put this together was a Johnny Cash fan and his favourite record was 'One piece at a time'. How many different cars can you spot? I can see four.

6th Mar 2014 The Allangrange Arms Hotel, Munlochry Pub Night 7.30pm

3rd Apr 2014 The Benleva Hotel, Drumnadrochit Meet Highland Council
HQ entrance 7.30pm

27th Apr 2014 'Drive It Day' 2014 Meet V8 Cafe, Henderson Road, In-
verness Local Highland Run to support FBHVC Dive It Day 2014. Cafe
open from 8am. Gather any time after this for a tyre kick before the Road
Run leaving about 11am.

1st May 2014 May Club Meeting Visit TBC Visit TBC

25th May 2014 Scottish Italian Car Day Cairnie Fruit Farm, Cupar Fife
KY15 4QD The Scottish Italian Car Day is Scotland's oldest and largest
gathering of Italian cars, from classic, historic, modern, exotic, modified, to
Italian based kit and retro cars. www.aroc-uk.com for more information.

A PILE OF JUNK?

I acquired this XK120 DHC from a dealer and at first glance it just looked like a pile of junk. I believe it had been in the hands of a restorer who had gone out of business; the car had been robbed of many important bits. However the main components were present along with a lot of boxes with the smaller parts. The bodywork was in a very poor state the rear was completely missing and what was left was dented and rusty or full of filler.

This is not ideal way for the start of a restoration, as it is always better to start with a complete car and to be able to disassemble carefully, label, photograph, and log every thing. This heap of bits required a lot of identifying, and finding out what was missing.



Fortunately I have restored an XK140, and an E-type in the past so I have a fair idea of how these cars are put together. I am also lucky to have a bodywork specialist in the area for advice. After much discussion with Craig Chapman at CC Coachworks it was decided to go down the route of an aluminum body in the style of LT2. These were

the XK120s built for 1951 Le Mans in case the C- type was not ready, they were, and the rest is history. The LTs did not race at Le Mans and two of them went to the States, the last one being finished in the UK.

Craig has a wooden buck for the XK120 and so while he was bashing, wheeling, and welding the aluminum I got on with the chassis and mechanics. I noticed that some work had been done on the chassis, but it was all rather gash so a complete strip down was started. The following upgrades were undertaken along with the usual refurbishment items: Chassis painted, poly bush front suspension, Coopercraft front disc conversion, telescopic rear shock absorber conversion, Hydo/electric power steering conversion, new copper brake and fuel lines, aluminum header tank, aluminum radiator with 16 inch Kenlow fan.

The engine was sent off to VSE with a request for an uprated water pump, and 123 electronic ignition, this would require an alternator conversion, so a new bespoke wiring loom was ordered. Once the engine was back from VSE and a high torque starter motor was fitted, also an electronic fuel pump.



Once the body was ready the chassis went over to the body shop for final fitting. This being done I then had to decide on a colour. Jaguar dark BRG seemed the obvious choice. The car was then taken over to Richard Farrand at Kinkell Classic Cars (JEC Highland rep) to be prepared and sprayed. Once completed the car was brought back home for the final fitting of all the bright work, new bucket seats and a dashboard. It then went off for an MOT, not required since April this year on pre 1960 cars, and passed without any problems.



FOR SALE

Land Rover Freelander Adventurer TD4 MY 111k miles £3650 o.n.o.



Gold colour 5 door diesel in good running order. Black interior. Mats, Radio/CD

Registered 27.09.2006. MOT 16.10.2014 Tax 31.05.2014

Price includes – 2 lockable roof bars in original cover – 4 o.e. wheels with Michelin road tyres

Niggles – Intermittent wipe is erratic. Back door latch relay is 'sticky'. Nearside rear window stuck. Two small dents nearside.

Please contact Ron King 01463 709718 if interested.

=====

LOCAL EVENTS 2014

Sunday	27th April	National Drive It Day
Saturday	14th June	Kirkhill Gala Day
Sunday	22nd June	Tain Vintage Rally
Saturday	5th July	Gairloch Gathering
Sunday	17th August	Dunrobin Castle
Sunday	7th September	MotorMania Grantown on Spey

If you know of any other events that you can recommend please pass the details to the editor for inclusion in the Newsletter Diary.

This document was created with Win2PDF available at <http://www.win2pdf.com>.
The unregistered version of Win2PDF is for evaluation or non-commercial use only.
This page will not be added after purchasing Win2PDF.