

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

The North Coast 500.
See the article on this exciting tour around the spectacular north coast of Scotland.

CHAIR BITTY MARCH 2015

Wow, an intense AGM this year with, as requested, input from our own members on things to do this year. As membership has refreshed a bit over the past years, there were requests for “old favourites” and exiting new ideas. We have now got a provisional calendar of meetings and events together which will be firmed up as these get confirmed. So don't take the calendar later in the magazine as gospel yet!



Also mentioned on the night and I think there are details elsewhere in the magazine, the inaugural run of the North Coast 500 – a 3 day drive around our highland coastline in May. Visit Scotland have offered to pay for the accommodation for the first 6 HCMC takers.

Alice bought herself a replacement bulkhead for the landrover earlier in February, but we did have to collect from Newcastle. She has been looking for a reasonable condition bulkhead for some time now. A new one would easily set you back best part of £2k and even some very ropy ones would go for silly monies. Fortunately this e-bay find came in well within our budget, even if you include the petrol monies and overnight accommodation we expended to go and get it. The roads were in such a state that we, for the first time, resorted to a car wash once back home. The car was truly grey, not silver.

Fortunately the weather has been pretty decent over the past couple of weeks, although they are forecasting snow again as I am writing this. It has made my cycle commute so much easier. And I am now starting to see the change in sunrise/sunset times. Especially in the morning it is already making a big difference. I no longer have to cycle in full darkness, which is nice as a bicycle light really isn't enough to see all the potholes, although by now I am getting pretty familiar with where they are. Best thing about cars coming up behind you is that it lights up so much of the road in front of you. Especially when they have their main beam on. It's great.

This month is a visit to Portal Rover in Muir of Ord organised by your Editor. It is a slightly earlier start at 7.00pm. See you there.

Cheers,
Trish.

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.

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. Proposer 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 website. 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 visit	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 Beauly	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

4th February Club AGM, Old North Inn

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. **Contact Alan Goff for more information**

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.

The Mustang so far.....

I cannot remember when the hankering for a 1960's Ford Mustang first began but after spending many years restoring British motorcycles from the 1950's/60's/70's by 2014 I needed a change. Dodgy knees and kick starters do not mix. I sold the bikes and all of the parts I had accrued over many years and with that cash went hunting for a Mustang.

During the 1980's I had a 1965 hardtop E type Jaguar for some seven years and I remembered struggling valiantly (and largely unsuccessfully) against rampant corrosion and indeed metal fatigue in some cases and finally swapped it for a nearly new Ford Granada Estate so this time I was determined to find a car that was not corroded at all. This to my mind meant that it had to come from a hot dry part of the USA.

So I looked on a number of web sites and ultimately found a 1968 coupe in Southern Kansas which the owner stated was rust free. He had posted 18 photographs which all looked O.K. to me. The questions then arose: Do I go and see it? Do I send someone else to inspect it? Do I trust the vendor?

Ultimately, I took the latter course and bought it unseen and it has worked out O.K. The vehicle is indeed rust free, it has a new (rebuilt?) 302 cubic inch (5 Litre) V-8, a rebuilt automatic gearbox and an axle that does not whine. However the vendor was economical with the truth when it came to what was wrong with the car.

The car cost me £5,300 but Kansas is about as far from the sea as you can get in the USA so I arranged through an American shipper to have the car collected by transporter and taken to Jacksonville Florida from where it was shipped to Southampton on a car transporter vessel rather than put it in a container. This took some two months as the ship goes via Baltimore, Italy, Spain and Germany before docking at Southampton. I had arranged for a UK shipping agent to receive and clear the car at Southampton and within 24 hours it was on my door step.

I took delivery of the car at the end of June and by then cost of collection, shipping, insurance, import duty, VAT and delivery had pushed the cost to nearly £11,000. n.b. The tax and VAT is much higher than certain TV shows indicate



My first reaction on seeing the car was good as it looked basically O.K. but, as always, there were issues.

Firstly, I bought a car with unassisted drum brakes all round which to put it mildly were shockingly bad. Just to help things along the car had been fitted with an oversize Demon carburettor (Holley type) which behaved a bit like an old Austin Seven Clutch i.e. all or nothing which all made starting off and stopping a real adventure.

So, the first thing I did was order a complete brake rebuild kit having ascertained that the drums were O.K. The kit arrived promptly from America and the brakes were rebuilt without undue difficulty such that they would ultimately pass the MOT. Unfortunately the handbrake was of the straight pull variety mounted under the dashboard and it took a lot of cajoling to make it apply the rear brakes sufficiently well to pass the MOT. Since then I have replaced this with a modified ex- Ford Sierra tunnel mounted lever and removed the original system completely. The offending 750cfm Demon (Holley type) carburettor was removed and replaced with a smaller new Edelbrock four barrel unit (550cfm which allegedly will pass enough fuel and air for 350hp according to the manufacturer) which has made for a controllable getaway and has eliminated the copious black smoke/soot and rubber marks on my driveway.

I also found that the windscreen wipers were inoperative due to a wiring fault as was the screen washer. The screen washer was a curious pedal operated electro-mechanical device which I have removed and replaced with an electric pump system. The hard part here was finding the jet assemblies for which I temporarily adapted some early Ford Escort jets but have since replaced these with the correct ones which I sourced eventually in the USA.

I have also tidied up the wiring throughout the car but I would be happier with a new harness although I do not relish the work involved fitting it. I got a carpet fitter friend to upholster the boot with dark grey rubber backed bathroom carpet and I re-covered the parcel shelf and speakers with black felt to match the black interior.

The radio was inoperative but I managed to find a period radio with a guarantee from an Irish supplier on e-bay. I had to modify the dashboard slot very slightly but it was an easy swap.

There was no spare wheel but I managed to source a very cheap matching 15"x7" wheel on e-bay which was slightly dented on the inside edge. Rim Tech of Inverness did a good job of straightening this out while I waited for a very reasonable price. I then sourced a 15" Firestone tyre which gives the same diameter as the existing tyres which are mounted on 14" rims. This repaired wheel will be used only as a rear mounted "get you home" item as I am not keen on repaired alloy wheels. I also had to fashion a clamp to hold the spare wheel in place as this was also missing. What I have become aware of is that the supply of wide 14" diameter tyres is very limited in the U.K. and presumably will get worse although there is a specialist supplier in Hampshire who can supply tyres for American cars.

I also discovered that the fuse box contains five separately sized glass tubular fuses (length and diameter) the idea in the designers mind, I suppose, was that it would be impossible to fit the wrong fuse but unfortunately most of these fuses are no longer made so I have had to improvise the fusing. I will change the whole set up for a modern spade fuse box in due course.

The next major issue was that I discovered that the flexible rubber portion of the power steering fluid delivery pipe from the pump to the control valve was far too close the exhaust manifold and the pipe was partially burnt. I removed the pipe and took it to two Inverness based hydraulic pipe specialists but neither of them had the correct end fittings and both informed me that I was unlikely to find them in the UK or Europe.

On returning home and re-checking the pipe routing I discovered that the exhaust manifolds are an aftermarket tuning part with two outlet pipes instead of the one of the original manifold. This meant that the cranked ends of the power steering pressure pipe no longer fitted around the manifold with sufficient clearance. I then ordered a complete set of four pipes from the USA and after much delay I received them and with the help of a friend set about re-bending the ends of the pressure pipe to achieve an acceptable result. I also re-routed the fluid return pipe to keep it out of harm's way. While I was doing this I also removed the power steering control valve and cleaned out some every strange gunge that had accumulated in it and fitted a new protective boot that was missing from the assembly.

While I was waiting for the power steering pipes I decided to thoroughly clean the inside of the car and proceeded to remove all of the seats only to discover that they are bolted through the double floor and someone had tightened the nuts with a power tool and rounded the corners of some of the nuts. Since the nuts are recessed I had to go in search of a tool which would grip what remained of the nuts. Finally, I got them removed and cleaned up the carpets which proved to be in good shape. Putting the seats back is straight forward except the original nuts had captive washers which I could not source so I glued washers to the new nuts with Araldite adhesive and solved the problem that way.

I also removed the instrument panel as the ammeter was burnt out, the oil pressure gauge was inoperative and there as a warning light on showing a brake malfunction. As it turned out, there is a safety device which indicates if one of the brake circuits becomes inoperative. On the Mustang, the front and rear circuits are separate and the warning is designed to indicate if one fails (I cannot help but think that the average driver might notice that 50% of the brakes had ceased to

function but that is how Ford designed it). What had in fact happened is that the pressure balance switch had shorted out and in so doing had burnt out the Ammeter (I have since learned that Mustang Ammeters are famous for their short lives and although I have replaced it like for like I will fit a better instrument at some future time). I duly fitted a new oil pressure gauge and as a precaution replaced the sender unit also as the needle in the original instrument was stuck on full deflection. I also discovered that the Speedometer needle was loose on the spindle so I purchased used replacement together with a new speedometer cable and fitted these. I also fitted new head lights and rewired the side lights to separate them from the front indicators. I knew when I bought the car that it had all red rear lights as the Americans do not use orange flashers. I enquired at my local MOT garage what the position was and they stated that for vehicles built in 1965 and before, it is legal to use red rear flashers but for later vehicles the indicators must be orange. In light of this information, which I then independently verified, I bought an LED kit which includes orange indicator lenses which are a straight swap for the originals. The kit was very hard to source and I had to wait some eight weeks for it. Upon receipt I discovered that the instructions had been translated from Chinese into Pidgin English but after three days of messing around I had the lights working satisfactorily plus I replaced the missing rear number plate light.

Although the car passed the MOT, I was still not satisfied with the brakes and I discovered that it had a tendency to wander to the left if you let go of the steering wheel. So the next big change was to source a front disc brake kit. Mustangs were originally offered with front disc brakes as an option and fortunately there are many kits now available. However, my car came with a set of four 14" diameter x 7" wheels made by the American Racing Co. which I wanted to retain and most kits require 15" or larger wheels to accommodate the calipers. However, I managed to find a kit that has 11.5" ventilated discs and four piston calipers which fit inside the existing wheels and which I have now fitted together with a new master cylinder, servo and brake balance valve. The kit was supposed to fit 1968 Mustangs with auto gearboxes but I found that the brake pedal supplied with the kit was incorrect but I managed to modify the existing pedal to

to work satisfactorily with the new master cylinder and servo. While I was doing all of this, I also fitted a stiffer anti-roll bar to the front together with new gas filled shock absorbers. I also checked the wheelbase and discovered that the nearside wheelbase was 0.75" shorter than the offside and that both were longer than the design wheelbase of the car. I also discovered that the offside front wheel was severely toed-in all of which may explain the cars desire to turn to the left. Fortunately, most of the front suspension is adjustable so I have reduced the wheel base to its design length and for the time being the front wheels are now parallel. What this tells me is that someone has rebuilt the front end of the car without making the proper checks and in fact the whole car shows signs of being worked by someone who was good intentioned but lacking the mechanical knowledge to do the work properly. I also fitted a stiffening brace between the front suspension turrets to stiffen up the front end further and I have fitted an anti-roll bar to the rear axle. I still have a few minor mechanical jobs to complete such as fitting a new sump to the gearbox as the current one leaks slightly and I will eventually fit electronic ignition to replace the points system. The paint on the car is not too bad but someone has fitted pattern front wings. (I know this because they left a "Made in Taiwan" sticker in place on one of them) and they do not fit properly so once I am satisfied that the mechanical items are all sorted I will find a body shop who can fix the front wings. If they cannot be made to work I will source some original ones from the USA. There is also a minor dent to be fixed in the centre of the bonnet. When all of that is resolved a re-spray beckons but I shall keep it the original colour of "Imperial Maroon" although I am tempted to add a central white stripe. I may also add a couple of large louvered panels in the bonnet to let air out as I have read that the front end of this model of Mustang tends to lift at speed. i.e. to let air out. I also have acquired a small front spoiler to deflect air in the interim but have yet to fit. I have various bits of new external trim but I will save this until the bodywork is complete. I am in the hole for about £15,000 it may take another £3500 plus to finish it but any way you look at it I have many years of fun to come and I believe that I should get my money back when I have to give up motor-ing.

Introducing – The North Coast 500!



Hello all - I'm not certain whether I have met all of you on outings, but if we have - I'm the blue Alfa 3.0GTV ("modern classic"). Unfortunately, living in Gairloch, I can't generally make meetings.

Anyway - this article! My day job is as Project co-ordinator for the "Visit Wester Ross" tourism association. One of the pieces of work we are progressing just now is called the "North Coast 500" (see map). This is the creation of a 500 mile touring route around the entire North Highlands, aimed at cars / motorcycles / cyclists etc.

The idea is to develop this as a major visitor route for the area, with accompanying guides - website - social media etc. The idea came from a conversation where we were talking about "Route 66", and how this is an iconic driving route recognised the world over. And when we paced out the route shown in the map, it came to just over 500 miles, which is a handy number of miles for promoting this kind of thing! Our plans for this route are moving forwards quite consistently, and we are looking at a launch date this year.....we even have permission to use the "500 miles" song from the Proclaimers!

The support for the project has been very enthusiastic, and we feel that this has the potential to become a "must see and do" activity with visitors up here. I drove the route myself a month or two back, and it's a fantastic combination of culture, coastal and mountain scenery, and quiet roads where you can actually appreciate what is around you!

The launch is planned for May 9th 2015, and will be part of the Inverness Classic Vehicle day - We have agreed with the organisers that we can have a space allocated to us on the prime site (Falcon Square), and they will assist with publicity, and have agreed to provide a permanent start / stop location in Inverness for the route.

.....*All very well.....but why am I telling YOU about this?*

Because, what we would like to do is:

- Try and get a small group of classics (as varied and interesting as possible) to appear there together on the day at Falcon Square
- The following morning, they depart Inverness to cover the actual NC500 themselves. This should take an estimated three days (to be discussed!).
- We would like them to do this in a sort of "ambassadorial" function - just talking to folk about how good a journey it is etc - and we will try and arrange media and local interest along the way

Now, it's unreasonable for us to expect the club or individuals to assist promote our project unless we can make this attractive to the owners / drivers of the cars! Therefore:

- We can look at offering to cover accommodation for up to 10 cars (although that might be negotiated up / down , depending on numbers showing an interest . I think this would be three nights.
- Possibly some food, but not alcohol!
- To cover any possible incidents / accidents, especially if we are asking them to do the route in an official capacity, we may be able to provide an accompanying support vehicle with local contact details / garage services and so on.
- All along the route, there are photo opportunities, local community newspapers, local radio + I'd think that Visit Scotland might be interested in helping with photographic input etc.

Good PR opportunity for the club? Here's some photos of the route!



Having discussed this with Trish Brown, I was across to the February AGM to talk a bit about this. As a result, we already have some vehicles to take part! Any thoughts and comments would be welcome, and these can be forwarded to me at douglasg@burach.org.uk - and if you would like to take part – let me know asap!

(The initial thinking, by the way, was to get half a dozen original Fiat 500's.....but these are so few and far between in Scotland, this appears an uphill struggle! Fiat themselves appeared uninterested, as three emails and two phone calls to their PR section went unanswered...not very impressive!)

All car photos were taken on roads that are part of the NC 500, by the way!



THE EDITORS MONTHLY RANT



First off a big thank you. At the AGM, that could have been attended by a few more members, I raised a couple of issues. First, if anyone wanted to take over as editor I would gladly pass on the mantle. (Still waiting for a volunteer on that one). Secondly, that I would carry on as editor but please can I have some contributions for more than the 2 or 3 who contribute at the moment. Well, I have been almost inundated with items. So many in fact that I have had to hold over some of them for future issues. So many thanks to those who answered my plea and more items for the newsletter will always be welcome.

First to respond with an article was Stuart Sharp on his Ford Mustang, imported from the US of A and then fettled into the car he wants as arather than what some of the purists' think should be done. Well done Stuart, exactly what I want from a car. Why risk drum brakes on a car that had disc's as an option. I want a classic car that is fun to drive not one that has been polished to oblivion and is reluctant to stop simply because the first owner chose the wrong brakes. My Lancia has always been a challenge to keep the ignition in tip top condition. It now has an electronic ignition that visually is hardly any different from the original, but it now starts easier and runs even better and no points to continually file and reset.

Do any of you go to the FBHVC web site? No. Well you should. We send them a copy of our newsletter every month and their very smart looking newsletter always has a round up of club mags and newsletter and we do feature in this fairly regularly. It also keeps you up to date with legislation and matters concerning our cars. Give them a visit. So FBHVC please give our article on the NC500 a look. And a plug in your newsletter would be most welcome.

INCOME/EXPENDITURE 01/01/14 TO 31/12/14

INCOME

Subscriptions (61@£15) 920.00
Proceeds from Auction Evening 27.30
TOTAL £947.30

EXPENDITURE

Postage/stationary – Newsletter 372.72
Prizes/presentations meeting expenses 20.00
FBHVC Membership / Insurance 207.56
SVVF Subscription 30.00
Drive-it-day Expenses 72.00
Domain Hosting 57.50
TOTAL £759.78

SURPLUS/DEFICIT FOR YEAR £187.52

Cash in bank @ 1/1/15

Bank of Scotland Current Account @1/1/2014 £2375.29
Plus £187.52

TOTAL @ 1/1/2015 £2562.81

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.