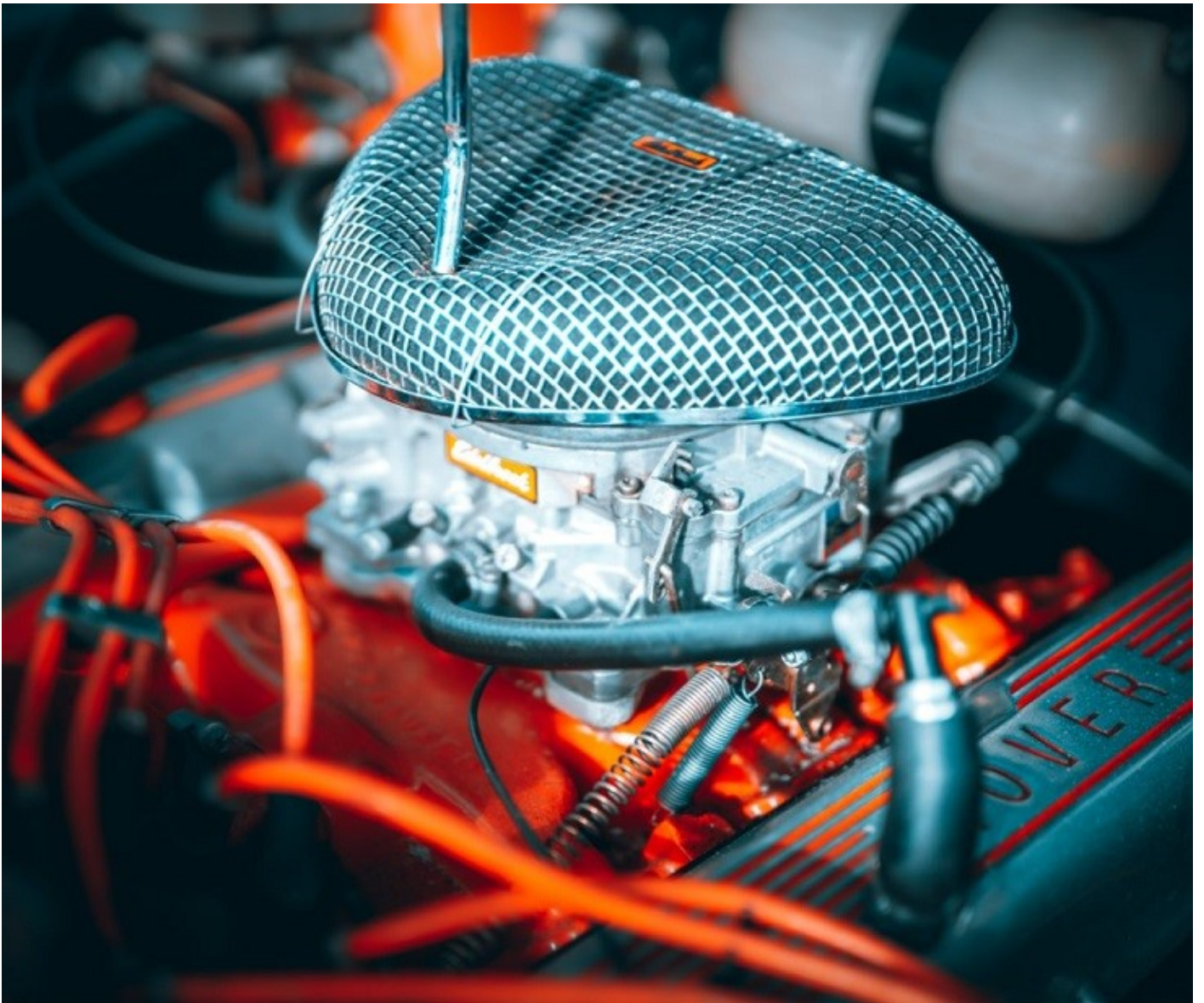


CLASSIC SCENE



April 2022



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Cover Picture

One of the many good things about
our Cars and Coffee is that it attracts
photographers. Good ones. The cov-
er picture was taken by Maris Saultis
who let me share this with you.

You can find him on Instagram
[@MSaultis_Photo](https://www.instagram.com/MSaultis_Photo)
Or at another Cars and Coffee Meet.

Welcome to the April Newsletter

It's been an unsettling month in your editors world. My favourite hound and fellow car fan Marag Dubh (Gaelic for black pudding) wasn't well and need a visit to Glasgow Vet School. This caused a logistical problem - which car? The (f**n) van has a dodgy wheel bearing. The Golf has no sills or MOT. The Sierra has no MOT and needs light fettling before show season. The Beetle wasn't the best for a long journey with a sick pooch, so it was the 'only just repaired' Ford Focus then. This started off quite well, with the car all nice and stable and responsive with it's new (to me) steering rack. I stayed with a friend and parked in his drive because Marag could barely walk to his front door. He asked if I could shuffle the car back a bit so his wife could get her car in too. Now this is where it went a bit wrong. The next morning I drove to the vets and the steering started getting a bit noisy and on inspection, there was fluid loss. On later inspection of my friends new mono-block drive I found the missing fluid. So while I was waiting for Marag to get treated, I drove to a motor factors and got some more fluid and topped it. Do you remember those old maths questions - if you top up the bath at one gallon per minute while it drains at two gallons per minute how long is it until you have no power steering fluid? I suspected a burst o-ring seal at the steering rack, a known weak point. I asked a local garage for help but got short shrift. I was surprised as I'm so used to Highland helpfulness now. So two days later I drove back home with a dog in recovery and no power steering. I had a notion that the pump needs fluid to lubricate itself so I stopped regularly to pour a little drop in. I was thinking pump seized = drive belt snapped = no water pump = dead engine, for 200 miles or so, but we made it. The next day I replaced the o-ring in less than an hour, wiped an oily sheen of the back of the car, and all was good. Or was it. I went on a test drive via Muir of Ord where I accidentally bought two more Focuses. On the way home someone pulled out in front of me on the Tore roundabout, and I pulled off a very impressive emergency stop. Unfortunately the person behind me didn't. Both of us sat there aghast watching the errant driver trundle off to Muir, oblivious. Argh!!!!

Marag the dog is doing well but then my old Dad (95) went downhill and I needed to go through to Dr Grays Hospital in Elgin urgently. Mrs Editor needed her car in case Marag need the vets so it was the Beetle or train. I choose the Beetle and apart from the odd strange squeak (turned out to be seat springs!) she drove perfectly and wasn't bad on fuel. If only everything in life was as reliable as a Volkswagen. And as for Mr Editor (snr), two days later he was up in a chair eating fish and chips.

Your Editor



Chairs Bitty

About 14 members turned up for a nice chat at the Old north Inn last month. Everyone around the table got a chance to talk about things they have been up to in the past months, mostly car related. We heard more about a garage roof needing a little trim. Medical treatment. How to sell an Aston. Balancing brake drums. Moving an Austin Healy 3000 north. Some noisy exhausts (as demonstrated after the meet).



Alice decided to give some tlc to the Landy. Armed with a grease gun, the propshafts got a greasing. Under the bonnet, both the steering box and steering relay received an oil top up. The choke mechanism got a dollop of lubrication to make sure that it would properly spring back again when the choke was pushed in. And the wire supplying the power to the coil got a tiny little bit shorter after she discovered a break in the wire right at the connector. The Smart too had a little attention with a top up of water in the battery.

The good weather we've been having in mid March has given us some time to prepare a few beds for potatoes and onions. I've also decided to give courgettes another try but using grow bags this year. The seedlings are coming on great and should be ready for planting out in early April.

I mentioned a few months ago that we plan to replace our ageing fence. We've always been reluctant to tackle this task, simply because somewhere along the fence line runs the BT phone cable. Last thing we need is to cut through this line. But things did not go as planned. In early February there was a change of occupants next door and our new neighbours immediately set about putting up new fencing (in an attempt to keep their dogs from running away. So when the neighbours came round to tell us about the impending works, they were somewhat surprised to learn that we had already purchased a new fence, posts, panels, concrete, the lot. With painting of the panels and woodwork still in progress – all weather depending – I wasn't planning on tackling the replacement until the spring. But as our neighbours had already engaged a fencer to do the work, a wee change of plan was required. Plans adjusted and the fencer installed our fence for us.

A benefit of this fencing work is that many of the bushes got a hard pruning. So come spring time it should be relatively simple to finishing the painting. Two trips in the Landy were required to cart of the clippings to the amenity site.

You may remember from the AGM that our member Richard Lashley offered to liaising with the Strathspey Railway for visit to their engine shed. The visit has been confirmed for Saturday 28 May. Full details of how the day out may look for members will be published separately, but the actual engine shed visit will be at 1.30pm. The club has been asked to provide approximate numbers to the Strathspey Railway, so we can also take advantage of group rates for train tickets. If you want to attend, you will need to confirm this to the club by Monday 16 May.

This month, we have a private garage visit to Jack Meredith. As there is limited space for parking, we will meet up at the Drumnadrochit tourist information. This will give us members a chance for a nice evening drive. From there we will car share. We meet around 7pm at the tourist information, with a 7.15pm departure to Meredith's garage.

See you there.

Trish.

Out and About

Your editor has been travelling the country far and wide. A recent trip to Glasgow revealed these VW wonders, a spiderman beach buggy and a Rover V8 (LOUD) powered convertible.



And a Scimitar awaiting attention. And then on a separate trip to Moray shire I spotted these incomplete Beetle bodies at the Elgin Kartway.



Our intrepid spotter Jim Mackay sent in the three cars on the left. The VW Fire engine thingy and Opel Ascona are in Forres and the 3 series Touring is in Inverness.



"When I bought my MG Montego, I had the chance of purchasing a Touring for a bit of extra money. I had three children, the BMW had 4 designated seats, the Montego had 5 so no contest!" Cheers, Jim.

Lights

Reference was twice made in the last Classic Scene about headlight brightness or lack of. This is enough motivation for me to get up on my soapbox and share a few thoughts.

Calum mentioned boffins working out the optimum strength of headlights and he's right in a way. A minimum brightness was stipulated achieved by having headlights of a minimum wattage. But that was back in the day when dip could be merely switching off the offside headlamp. Of course, these minimum wattage requirements have persisted into the modern era and so, technically, it is illegal to replace your classic lights with leds as they do not draw enough wattage!

Both writers mentioned dazzling and that leads me on to another law. The Highway Code states that you should use dipped headlights in built up areas with street lighting but you must not dazzle. The first is a recommendation and the second is a command. Technically then, anyone who drives with their headlights on in a street lit area is breaking the law because they WILL be dazzling. The classic owners are disadvantaged but at least they have two headlights whereas pedestrians have none, cyclists have some light and motorcyclists just one light. It's the later three users who are losing out in this quest for brighter lights.

On the open road these super bright lights are causing problems which has little to do with failing eyesight. They may be contributing to the general deterioration of the populations eyesight but that's a different soapbox which I might climb on to another day! Back to dipped headlights on the open road which invariably is not level and thus causes dazzle with each small rise. There's just no getting away from the word "dazzle" and the solution ought to be fairly simple. How about limiting the lumens on dip? Dipped headlights have a fixed range which is tested by Mot stations and what do you think the safe speed is on dipped headlights regardless of how bright they are? Probably around the 20 mph in a classic to maybe as high as 50mph in a supercar. I've just plucked these figures out of thin air but the point is, most of us drive too fast on dipped headlights and there's no way we could stop within the lit field. But, there shouldn't be anything on the road to stop for and usually there isn't.

Would you believe I was dazzled one day by day-time driving lights! And how many are dazzled daily by indicators on dedicated lanes and by brake lights at traffic lights. Traffic lights? Who in their right mind invented them and what about these emergency beacons which aren't dimmed at night..... and these bloody cats eyes.... and.....

Yours in Despair, *Jim MacKay*.

P.S. And when did road signs become so reflective? I've been dazzled by lights reflecting off them on occasion. [Editor]



It seems the court case at Inverness Justice Centre continues as our own courtroom artist documents. It seems they want to know if our club has a history of selling dodgy items at an auction and are looking for evidence in a members loft space.

Any similarity to real people is down to the artist.

Any resemblance to the truth is down to the newsletter editor.

Please send any legal correspondence to...

trash@highlandclassic.org.uk

Practical Classics

James Walshe: Practical Classics is back in Scotland in mid-April and we'd like to meet you! We'll be visiting the new Halkirk Heritage and Visitor Centre near Thurso, but we'll then be zig-zagging our way back down the country afterwards for a few days, so if you've recently finished a restoration or just want to show us your classic for a feature in the mag, it'd be great to hear from you.

If you have or know of anyone who has recently completed a Home Restoration then please email.



James was the Photo Journalist that attended the "Classics at the Campus" evening event that was held last year by the HCMC.

james.walshe@practicalclassics.co.uk



Highland Classic Motor Club. Annual General Meeting 3rd Feb 2022 Minutes.

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

President's Report. The pandemic had impacted on the club like everything else, but Zoom meetings had been held which were enjoyed by those "attending", and a couple of runs had gone ahead in the summer. Hopefully the end of restrictions was in sight and it seems that a lot of events were resuming this coming year.

Treasurer's Report. There was currently £1600 in the bank. Very little had been spent in the last year.

Secretary's Report. There were currently 53 paid up members with another 10 or so late to collect.

Committee Members. The committee remains unchanged from last year as does the Newsletter editor and the Webmaster.

Calendar. The club calendar for 2022 was discussed as follows;

March Old North Inn for a blether.

April meeting at Jack Meredith's collection Drumnadrochit.

Drive it Day 24th April

May. Possibly Craig Chapman's workshop at Cannich.

Inverness car show 21st may

Strathspey railway visit and jaunt as a weekend run.

June ????? Run?

July Run to Nairn "Bring a Pudding"

Other topics to be explored.

PL Smiddy; Miles

8 ball Tuning; Graeme.

Ice Racing; Trish.

AOCB. Bryan proposed a charitable donation to the Renal Unit at Raigmore where he had recently been a patient. The members were in agreement and Bryan was asked to investigate further.

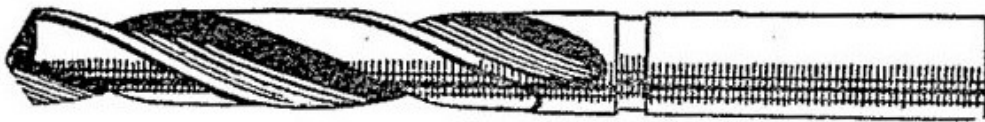
There being no further business the meeting was closed.

The Motorists Workshop

Drills and Drilling

There is a little confusion about the word drill, as it is used to mean both the machine itself and the tool which it makes holes with. The smallest kind of machine is the hand drill, a convenient little tool that is usually furnished with a chuck taking round shank drills up to $\frac{3}{16}$ in. The Millers Falls Co. make one of this kind with the jaws of the chuck resting in solid sockets. It is very nicely made, very well known, and costs 5s. Drills to make holes larger than this require more pressure behind them, and accordingly the next size of drilling machine is the breast drill, which, as its name implies, is pressed against the chest when in use, like a carpenter's brace. This will enable holes up to $\frac{1}{2}$ in. to be cut, and the chuck of a breast drill usually takes up to this size.

Over this size one runs into power drills, and these are beyond the scope of the present book. While the hand drill will serve most purposes of the amateur, the extra size and power of the breast drill are a distinct advantage, save on small work; but, on the other hand, flat drills up to nearly $\frac{3}{8}$ in. can be made for and used in the hand drill, so this evens up the advantages again. Perhaps the case will be fairly stated by saying that a hand drill should be among the tools of practically every motorist, and that if workshop matters promise to be at all interesting a breast drill should be bought in addition.



Morse twist drill.

Of the drills themselves the best and most accurate are, of course, Morse twist drills. A complete set from $\frac{1}{16}$ in. to $\frac{1}{2}$ in., rising by 64ths, is rather expensive, so it is perhaps best to buy a few of the more useful standard sizes, such as $\frac{1}{4}$ in., $\frac{5}{16}$ in., $\frac{3}{8}$ in., $\frac{1}{2}$ in., and supplement them for small and intermediate sizes by home-made flat drills. Morse twist drills when dull should be sharpened on a special machine, which may be bought as an attachment for any grinder or grindstone; and many mechanics claim to do this sharpening perfectly by hand.

Though this shows they do not understand their subject, it is certainly true a fair point may be got by a practised man, but naturally a drill thus sharpened would not stand long in a gang of machine-ground drills without showing distress.

An indispensable preliminary to drilling a hole in metal is a centre punch dot for the point of the drill to start in. Without it the drill will waltz about anywhere but in the right spot, and probably make an excellent start some distance away from where the hole is wanted. The dot from the centre-punch, however, confines the drill strictly to business in the correct place. Small drills require a light pressure and a high speed of revolution, while large ones like a heavy pressure and a comparatively much lower speed.

People who have not done much drilling usually press on the drill with all their might, which breaks or bends a small drill. For a $\frac{1}{2}$ in. hole in mild steel a Morse twist drill will take all the pressure an ordinary man cares to exert with a breast drill; while a $\frac{1}{16}$ in. drill, on the other hand, requires little more than the weight of one hand on the drill.

When cutting wrought iron or steel, drills should be lubricated with oil; cast-iron and brass are drilled dry. If many holes the same size have to be drilled in ebonite it pays to make a drill for them of brass, as ebonite takes the edge off steel drills rapidly. The brass drill keeps its edge nearly as well, and when dull is more quickly sharpened.

Ebonite, fibre, and brass require a high speed and a light feed; that is, the handle of the drill wants turning very quickly and the pressure on the drill should be comparatively light. When a large hole is to be put through any metal, the most speedy way is to put a small pilot hole through first, which relieves the point of the large drill. No drills cut at the point, the action there being more of a wedging and tearing nature.

Cars and Coffee

13th March 2022



Your editor failed to make Cars and Coffee again but fortunately he was able to steal some pictures from elsewhere, which is just as well as there were a few old-ies we haven't seen before. Or at least I haven't.



Austin Healey 8

Jim Mackay

With the chassis repaired, I turned my attention to the front and rear bulkheads which were in a sorry state. There wasn't much left of the front one by the time I had cut out what was needing repaired. Of course the structural box section was bent, the only non-rusty bit! I received a copy of a copy of a copy of chassis dimensions which were barely legible and I gleaned from some article or post on a forum that the cills should be 3" above the floor. What floor? I screwed the new cills in place to give me some reference points and set about patching the bulkheads. The aluminium shrouds were very helpful here and gradually both bulkheads took shape. Whether or not they were the correct shape I would find at a later date. Cheers, *Jim Mackay*.



There's an interesting looking auction coming up at Dingwall Mart.

dingwallhighland-marts.com

Saturday 2nd April at 10.00 a.m.

Displenish sale at Mackays Garage, Docharty Road, Dingwall, IV15 9QF. This will be a live auction with advanced online bidding available from Friday 25th March. Viewing on site Friday 1st April 9am - 4.30pm at Mackays Garage. To access the bid page, click on Auctions and then online bidding.

Thanks to Alan Goff for drawing our attention to this.

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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Jack Meredith's Garage

We are meeting at the Tourist Information Car Park at Drumnadrochit, and car sharing from there. For those driving the shared cars, here's a wee map of where to go.



Events Diary Planner 2022

I'm not sure how Covid proof this will be but here is a list of events we know about for 2022. Apologies if I've missed anything (let me know!) and check the details nearer the time in case of change.

- 16/4 The Highlander Track 'n' Show . North of Scotland Kart Club, Golspie
- 24/4 Drive it Day. Details tbc, but we'll be driving somewhere.
- 1/5 ~~Forres Classic Vehicle Show, Grant Park Forres.~~ **CANCELLED**
- 7/5 Historic Commercial Vehicle Road Run, Dingwall Mart to Ullapool
- 21/5 Rotary Club of East Sutherland Classic car tour. Dornoch to Durness
- 21/5 Inverness BID City Centre Car Show
- 29/5 Highland Folk Museum Vintage Day
- 4/6 Rotary Club of Inverness Loch Ness Classic Car Tour
- 5/6 Fraserburgh Vintage Car Rally, Fraserburgh Leisure Centre
- 4-5/6 The Shetland Classic Motor Show
- 12/6 Caithness & Sutherland Vintage and Classic Vehicle Club Rally
- 19/6 Tain Vintage Car Rally
- 2/7 Gairloch Gathering. **NEW**
- 9/7 Scottish Transport Extravaganza, Glamis Castle
- 6-7/8 Orkney Classic Motor Show
- 13/8 Truckness, Black Isle Show Ground.
- 14/8 Historic Wheels Club Rally. TBC.
- 19/8 Dubness - The gathering of the vans. Clune Farm Does.
- 18-21/8 Scottish Micro Car Club Highland Rally
- 27/8 Fortrose & Rosemarkie Classic Vehicle Rally
- 28/8 Buckie Classic Car Show
- 4/9 Grantown Motorman

Check the club website for further details and updates. If it all goes ahead as planned it looks like it will be a good year for shows.

HCMC Events

Thursday 7th April. Club Night. A private garage visit to Jack Meredith. Meet up at the Drumnadrochit tourist information Meet at **7pm** at the tourist information, with a 7.15pm departure by car sharing to the Garage. I suggest you bring your Covid mask.

Sunday 10th April. 10:00 Cars and Coffee, Rollerbowl, Inverness.

Saturday 28 May. Strathspey Railway for visit to their engine shed. Details tbc