

CLASSIC SCENE



April 2023



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The club has an extensive archive of
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Cover Picture

Samantha the Austin 10 on Drive It
Day 2022

Welcome to the April Newsletter

To be honest, I've found it difficult to come up with much for this month's newsletter. I've not been doing much car stuff, I missed the club night and we're in that lull before all the shows and runs kick off.

There was a Cars and Coffee (went) and the Cromarty meetup (missed) I believe there might have been some Citroen air-cooled event on so things are starting to ramp up.

I'm really looking forward to Drive It Day, and it looks like Mr Beveridge has planned a great route and tea stop. I mean, if you want to hand over responsibility for a task, doing a good job isn't the best strategy. You can insert your own joke re. this Newsletter here.

There wasn't much happening in your editor's garage this month as he has started the long promised bathroom restoration. The garage floor is now an explosion of other sorts of tools, for plumbing and woodwork. Yuck.

I was going to use the Focus for dump runs though it had been sluggish to start recently. I parked it across the driveway near the front door with the hatch open so it was like a big skip, (Steady on there readers.) but when I went to start it, nothing. Silence, not even a click. No problem, I'll risk using the van, except the driveway exit is now blocked. Pushing a car up a gentle gravel slope is pretty much impossible on your own unless you are Tom Stoltman, but I have a trick. A 3 foot breaker bar on a wheel nut gives enough leverage to move it slowly while kicking a chock under the wheel so it doesn't roll back. This method also ensures that your wheels won't come off—possibly ever again.

Anyway the van was doing sterling work running to the dump every day, until I was turned away with the old bath on the last day. So with a van full of bathroom debris I was forced into fixing the Focus which was allowed in, with the same stuff. The weather gods provided a sunny day and a faulty starter was diagnosed the old fashioned way. I tried the diagnostics route first but my code reader wasn't fancy enough so, does the starter get volts? Yes. Does it turn? No. Replace. Much simpler. A replacement was scrounged from the scrap Focus in the corner and all was fixed in under two hours. For free.

In the last few days I have been contemplating getting the Sierra ready for Drive It Day. As previously reported the clutch cable is done. I'm about to work on the stiff steering and new strut top bearings and track rod ends have arrived. Then there's the lumpy tick-over after starting from cold and mid range hesitation to fix. Then wash and maybe even polish the thing.

Then the Beetle, then a Focus, then a Mini, then a 205 GTi...

Your Editor

Chairs Bitty

Things did not go quite to plan earlier this month, which meant that we were unable to attend our meeting at the Avoch Pavilion. Issues with parental medication have kept us busy for most of the month and it is only in the past week that things have settled down again.

Our Landie has been treated to a new stainless exhaust. We had looked at trying to re-align the mild steel one to stop the rattling, but the flanges were so rusted that was not an option. As the back box started to look a bit ropey too, we bit the bullet and splashed out a bit. All is quiet now on the rattle front, although there is a little bit of an exhaust boom over 50mph. The upside is that I can hear the vehicle start. And that is it. Don't hear it leave, don't hear it coming back home. And it parks right outside the window of my home office too. Only when the door shuts that I know Alice is back.



We are still scratching our head over the Merc. Tyre wear still seems a bit on the heavy side, so where we can use our other vehicles, we do. This means that Smart is getting a lot of running time which it likes. We finally got round to setting up the main beam lights. Even though the lights were fitted in September last year, we've not been driving at night with the car. And then off-course comes the night that you do, where you realise you are lighting up the sky instead of the road. All sorted now.

Talking about lights, we bought a set of storm lanterns at the auction in January. The idea being that with the weather slowly improving, we can sit outside for a bit longer with some candle light. Both lanterns were rather rusty, covered in dust, soot and dead spiders. I spend some time in the past month to clean them up a little. Not a patch on Repair Shop standards, just some general tidying and polishing of the glass. Haven't tried lighting a candle yet, but I spotted a little bit of a draw back. The lanterns do not have a door, just a twist out candle holder. It will be tricky blowing out any candle and I don't see myself twisting out the holder without burning my fingers.

Garden wise not much happening yet. But when a discount supermarket was selling nest boxes, we splashed out on one for Robins. That nestbox has been fixed to the hawthorn and now we wait and see what happens. Meantime, not sure what the sparrows are up to. One minute they seem to be settling into the big nestbox, the next thing we spot the same pair busy in the hedge. Are they setting up a second home? Posh.

But birds are busy collecting twigs and stuff for nests. We did a bit of clipping various trees and bushes to create a selection of twiggy bits and are they using them? No. The little piles are being pointedly ignored. Instead the pigeons and doves are picking at the long grass or snapping bits off the bushes, resulting in quite a tug of war. Sometimes the bush wins, sometimes the birds. Moral of the story seems that birds want fresh stuff.

This month we have a visit to Loch Ness Restorations, Dochgarroch. Its a small single track road through the village itself, then continue down the left hand fork for a few hundred yards.

See you there,
Trish.

March Meet

Unfortunately I missed this club night due to last minute unexpected circumstances which is a shame as I was going to treat myself to a visit to the Avoch chippy on the way home.

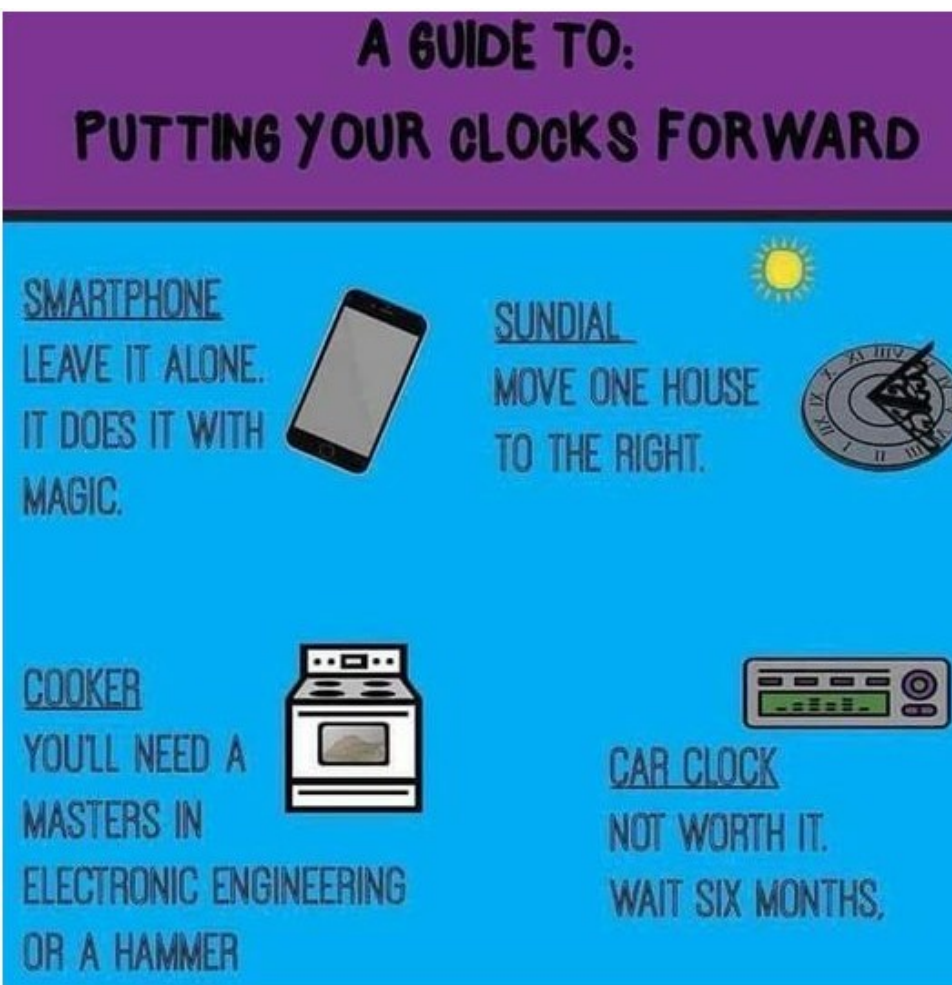
As I understand it the Avoch Pavilion turned out to be an excellent venue, and the bar was open. I'm told the conversation veered towards the state of the nation which could have been a lively discussion.

I also understand it was decided that the club would pick up the small cover charge, which personally I think is a good idea. It took me ages to find 50p around the house, I think I eventually found some change in Mrs Editor's purse.

I think members liked the relaxed open end time for the meeting, though I would have had to leave before they turned the fryers off up the road.

Spring Forward

While contemplating my lack of ideas for this newsletter, and simultaneously changing the clock in my car I remembered this internet meme...



There were a few jokes that popped up on social media mainly about peoples car clocks being right again for the next six months.

In my emerging classic Ford Focus Mk1 all I had to do was lean over and press the H button beside the clock once.

No menus, no selector knobs, no Bluetooth, no internet connectivity.

It does feel like there was new era in the early 2000's where the cars became much the same and it was the tech that became important selling points

instead of chassis dynamics or engine response or any of that good stuff we like. Tesla's even have fart mode. Spring back say's I.



Highland Classic Motor Club. Annual General Meeting 2nd Feb 2023 Minutes.

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

President's Report. 2022 was the first year where we could properly meet in person again. The Chair thanked the club/committee members for organising the various meets and runs in the past year, with note the meets organised by Roy, and the visit to Strathspey Railway organised by Richard.

Treasurer's Report. There was currently £2634 in the bank. Very little had been spent in the last year.

Secretary's Report. There were currently 71 paid up members, but there were 312 names in total. There appeared to be a core of some 70 who renew yearly, and a great number who sign up but never really engage with the club, don't pay a sub, and don't renew. Discussion ensued as to how these "floating" members could be encouraged to pay and stay.

Committee Members. The committee remains unchanged from last year as does the Newsletter editor and the Webmaster. The newsletter editor was given a vote of thanks for his work.

Passed Member. It was noted that Willie Murray, a long term member of the club had passed away.

MFR Cash for Kids. Miles reported that a large amount of toys and £600 of cash had been raised, for which he thanked everyone.

Cars & Coffee. Miles informed the club that he had concerns about some of the attendees at Cars & Coffee. He felt that some cars were less suitable and he had noted a certain "tribalism" developing. To address this he had posted on Facebook that the event was primarily for pre-2000 classics, and "sports cars". Inevitably this had created a bit of a backlash.

Calendar. The calendar of events was discussed;

March. Social evening. Zak offered the use of the pavilion in Avoch. A small contribution for heating would be required and it was agreed that a 50p charge per head would cover this.

April. A visit to Loch Ness Restorations. Also Drive it Day on 23rd.

May. Richard agreed to organise a run. Also BID day 20th May

June. Run to Ullapool. (maybe buy chips?)

July. Bring a pudding. Run to Nairn

August. Run to Grouse and Trout.

September. No decision yet.

Other Ideas. Richard agreed to explore the idea of a trip to the Dufftown Railway. It was also suggested that a repeat visit to the Inverness engine shed should be investigated. Bryan agreed to this.

AOCB. There being no further business the meeting was closed.

Austin Healey 20

Jim MacKay

The new aluminium doors required a lot of fettling. No, more than that, like, cutting and welding. I justified the purchase of a TIG welder to get all the alloy bits sorted. I chose a TIG rather than a pulsed MIG and that may have been a mistake; actually, a big mistake. To date I have used one expensive bottle of argon in a bid to sort out aluminium welding and I am no further on. Tom tried MIG once and didn't like it, perhaps I should have done the same. I can MIG and gas weld so how hard can it be? Yeah, harder than that. The oxidised shroud aluminium is definitely a no-no but new aluminium sheet ought to be doable; not so far. I can run a weld but joining two bits is a different story. I go back to it periodically and make all the mistakes I made in the past. The next time I'll get it! For the present, I dare not let it loose on the new but wrongly fabricated doors. The angle grinder cut away bits that shouldn't have been there to allow the fitting of the latch mechanism. The wonky trailing edge was fixed by opening up the fold-over and reposi-



tioning. Adding a bit on the bottom edge is just outside my capabilities at the moment but no doubt inspiration will float in at some point. How about a bit of draught excluder?

The offside rear wing was low at the door shut so some welding was required to build it up. I in-

tended to lead load everything but even the professionals use filler. That's good enough for me.

Cheers, *Jim MacKay.*

Cars And Coffee

12th March

I actually managed a personal appearance at this month's Cars at Coffee but instead of four wheels I had four paws to show in the form of Summer the dog. My (emerging classic) Ford Focus was parked in the area of shame, though on speaking to a young Nova owner he saw me coming in and he loved Mk1 Focuses and seems impressed that I had three! I'm telling you, another four years and I'll be in the money.

It has to be said it was fairly quiet without the youngsters in their moderns, but also because the recent chilly weather meant there was a lot of salt on the roads and folks didn't want to expose their pride and joys. A few people I spoke to had parked in the area of shame and walked round, leaving their fancy cars at home. On the plus side, for me at least, was it was easier to chat to folk.



A Ford Sierra Cosworth RS500 sells for nearly £600,000

A low-mileage Ford Sierra Cosworth RS500 that had been fastidiously maintained by its owner has been sold at Silverstone Auctions for more than three times the top estimate. It sold for a whopping £592,250.

This is a fairly old story now from the end of February and it came to mind as I was trying to justify my car problem to my elderly mother. "A Sierra sold for nearly £600,000," I said and immediately thought I must have got the numbers wrong. £60,000 surely. I felt terrible for lying and misleading her, but no I wasn't wrong that is what a (very fancy) Ford Sierra sold for. It was very original with only 5,192-miles and wore its original Dunlop D40s, the original Ford exhaust system and the factory fog lights not even fitted yet.

The demand for high-quality 1980s and 1990s performance cars is stronger than ever, driven by Generation X buyers (born 1965 to 1980) who are finding disposable income (Ed: Not me.) The RS500 was the poster car for many people.

Out and About

First off we have this pair which I believe area Series 3 Land Rover and a VW T25 camper. I am expecting to be corrected by someone who knows better though!



This VW Scirocco was seen on my visit to the dump as mentioned in my editorial ramblings.

The Motorists Workshop **SOLDERING AND BRAZING**

When a supply of gas is available in the workshop, gas supplies the most convenient source of heat for brazing—a gas blow-pipe with a bellows worked by the foot for giving the necessary air pressure ; and in this case it is worthwhile buying a combined forge and brazer, where the air can be led through a nozzle at the back of the hearth for a forge fire, or through the blow-pipe for brazing. This runs into money, however, and most amateurs will content themselves with a good-sized blow-lamp and a brazing hearth of their own manufacture.

Blow-lamps work on the same principle as the Primus stove, and can be had: to burn paraffin, petrol or benzolene. The paraffin 'ones are cheap and efficient ; one holding 2 ½ pints is a convenient size, as it gives a good heat, and is not heavy in the hand. Such a one costs about 25s. Smaller lamps, costing about 12s., are very useful, but hardly equal to any but the lightest of brazing jobs ; and it happens, even with a cyclecar, that parts of a couple of inches diameter require to be brazed.

The brazing hearth is a simple thing to make, being simply a sheet-iron pan, about 2 ft. square or less, with sides 2 or 3 ins. deep, filled with broken fire-brick or asbestos cubes. Its purpose is to support work being brazed, and the fire-brick confines and concentrates the heat of the lamp on the work.

Despite the fire-brick at the bottom, the pan gets very hot underneath, so if it is to be used on the bench it should be stood on a couple of bricks.

Soft Soldering

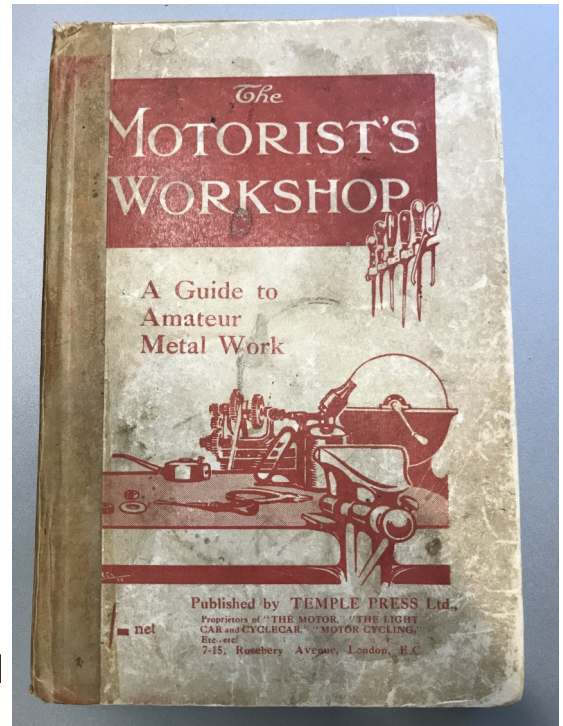
This process is one familiar to many amateurs who frequently fail to get a sound joint with solder and almost invariably for the following reasons.

They do not clean the work thoroughly, and they do not use a warm enough "bit," nor let it rest long enough on the work for the latter to reach the temperature required to melt the solder and make it flow and run well into the joint.

The solder is molten on the bit, certainly ; but directly it touches the cold work it sets, and though some of the molten solder will adhere to the work it cannot run unless the work itself be hot enough to keep it in the molten state.

For most general purposes the best solder is what is known as " tinman's fine solder." It has a composition of 12 parts tin to 1 of lead, and melts at 334 degrees Fahr. It is bought by the pound, in sticks or flat ribbon.

To keep the parts to be soldered clean and free from oxidation while being heated, what is known as a " flux " is required. This also promotes the flow of the solder.



There are several kinds of flux. Plumbers use what they call "touch"—which is merely tallow. For electrical wires resin is the best, or some non-corrosive preparation, such as "Fluxite"; but the parts must be well cleaned.

The most commonly used flux is chloride of zinc, or "killed spirits." This is made by dissolving zinc clippings in hydrochloric acid (spirits of salts) The fumes evolved are poisonous, and the killed spirits should be prepared in the open air. There is some heat evolved also, and the best thing to make the killed spirits in is an earthen jar 'the little jars in which beef extracts are put up are very convenient for this purpose.

The zinc clippings should be added a few at a time to the jar, not more than half-full of hydrochloric acid, as there is a good deal of bubbling and fuss. When no more zinc will dissolve, the fluid should, for the best work, be filtered, diluted with one-third its volume of water, and a little sal ammoniac added, say, half-a-teaspoonful to 4 ozs. of killed spirit.

This makes a very good flux, and it has some cleansing properties also ; but, being corrosive, any left on the work should be cleaned off directly the soldering is over.

For soldering zinc, plain hydrochloric acid may be used, as it combines with the zinc to form the zinc chloride.

For soldering aluminium, special solder and special flux must be used. It is no more difficult to use than ordinary solder, and directions are given with each brand by the makers.

The soldering "iron," or "bit," is a lump of copper riveted in an iron shank ; which in its turn is fastened to a wood handle. One of 1½ lb. weight is a useful size, while little ones for very small jobs are easily made when wanted.

Solder has the property of amalgamating with the metals that it joins—getting into the pores of them, so to speak, almost as hot glue applied to a well-warmed wood joint penetrates into its pores. To bring about this amalgamation successfully the pores of the metal must be clean and free from oxidation ; hence the necessity of cleaning work before attempting to solder it. The flux dissolves any oxide formed during heating the work.

Before it is used, the copper bit must be coated with solder, or "tinned," as it is called. The copper is cleaned, dipped in flux, and rubbed on a little solder on a piece of tin. The usual method is to heat the bit to nearly a dull red, take it to the vice and file it bright quickly, then dip it in the flux and rub it in the solder. This coats the point with a silvery, bright skin of solder.

[Next time... soldering petrol pipes. If I remember. Editor.]

Drive It Day 2023

The route this year is approx 28 miles, going from Inverness to Foyers utilising mainly single-track roads.

We won't have any mid-way stops this year but will continue to Camerons Tearooms in Foyers where refreshments will be provided.

In light of the Covid situation, you should be prepared to socially distance. Familiarisation of the route in advance is essential.

The route is mainly on single-track roads with some moderately steep hills. Depending on your vehicle, you may wish to travel to Camerons Tearooms via a more conventional route (Camerons Tearooms, B852, Glenlia Farm, Foyers IV2 6YA)

Rollerbowl will be open from 10am for bacon butties and hot drinks.

As in previous years, all cars must be pre-registered for this event as spaces will be limited. Entry is still free-of-charge.

For further details, contact The Highland Classic Motor Club via Trish Brown on 01862 832337

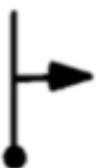
If you wish to take part in 'Drive It Day', please enter on-line:

<https://www.highlandclassic.org.uk/public/events/did-signup-form.php>

Drive It Day 2023 Tulip Diagram

Who doesn't love a Tulip diagram? The name of this type of navigation comes from the Tulip Rally, which first used it in the 1950s.

The name of this type of navigation comes from the Tulip Rally, which first used it in the 1950s. Tulip, or ball and arrow instructions, are simple diagrams of the route junctions with the ball indicating where you come from and the arrow indicating where you are going to. Tulips may be orientated as on the map, or turned around so that the ball is always at the bottom.

Distance		
0		Turn left out of <u>Rollerbowl</u>
0.3		3 rd exit at Roundabout
0.7		2 nd exit at Roundabout
1.0		1 st exit at roundabout signed <u>Essich</u>
2.7		Left turn signed <u>Bunachton</u> <u>Dunlichity</u>
7.3		Right at Give Way Signed Loch <u>Duntelchaig</u>
7.4		Left at <u>Dunlichity</u> Church signed <u>Brin</u> 2 ¼
10.0		Right at Give Way onto B851
11.5		Right in East <u>Croachy</u> Signed RSPB Loch Ruthven

16.2		Sharp Left onto B862
18.9		Right signed <u>Leadclune</u>
22.6		Right onto B862
25.8		Right Signed Fire Station
28.1		Left at crossroads
28.8		Right at Give Way onto B852
28.85		1st right into <u>Camerons</u> Tearooms

Camerons Tearooms
B852
Glenlia Farm
Foyers
IV2 6YA





See the FBHVC page here <https://www.driveitday.co.uk>

Register for the HCMC event here <https://highlandclassic.org.uk/public/events/did.php>



**Saturday
20th May 2023
11am-3pm**

Come along to Inverness City Centre
and see vehicles from all eras on display at
our popular annual **Classic Vehicle Show**.

Watch the Grand Finale parade of vehicles
pass down the High Street.

Vehicle entry is free but space is limited.
Contact Margaret Laws at Inverness BID
for more information.
e: margaret@inverness.uk.com t: 01463 714550







HCMC Events

Thursday the 6th April and it is a visit to Loch Ness Restorations, meeting there at 19:30.

You will see some high quality motor bike restoration work and some quirky vehicles and maybe the odd classic car depending on what's in. It's a very interesting place.

Directions (from Inverness.) Head down A82 towards Dochgarroch, just after a School warning sign turn into a wee road signed Dochgarroch School. Bear left at the school and take the next left up a hill which turns into an unmetalled road. Keep going until you arrive at some industrial units. Park at will. Loch Ness Restorations are at the north end of the first unit. Entrance at the gable end.

Sunday 9th April 2023 Cars And Coffee - Inverness

Rollerbowl, Culduthel Rd. Inverness 10am to 12 noon Every 2nd Sunday of the Month. 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 and now Instagram.

