

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.

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COVER PICTURE

Drive It Day
With the new club banner proudly on display for the first time.

CHAIR BITTY MAY 2015

It was a little bit chilly on last month's meet, but we had a pleasant run across the Black Isle, with a little stretch of the dual carriage way included so that [sportier] cars could unleash their throaty exhaust roars. We then retired to the Kessock Hotel for a drink (juice naturally – we are responsible drivers after all) and a natter. One conversation I overheard featured WW2 aeroplanes.



April has been a relatively quiet month. Even the trains have been running on time, bar once, when they got cancelled due to signalling problems between Tain and Dingwall, which turned into instant chaos – or so I heard. I had already cycled back home and took the car into work.

The lawn got its first cut this month, tidied up the borders and scraped the moss of the pavement. The garden is looking respectable again. Put but the bin at the road, which got promptly rejected by the bin lorry crew as according to them there were large stones in it. We ended up up-ending the bin to sift out any stones, the largest one of which was about the size of my thumbnail. I can only think that the bin lorry crew had a bad hair day. However, the silver lining to this little story is that we recovered enough grit to fill one of the potholes at the end of our driveway.

It was a good turnout for the Drive-It Day last week, although the amount of snow in the afternoon wasn't what we expected. I hope that everyone managed to get home ok.

We've got a new member this month. David Hird, with a '76 Rover P5b Coupe and an '85 Bentley Eight. Sounds very stately. (See David's Bentley on pages 8 & 9)

This month's meet is a run to Burghead and visit to the Burghead museum [Pictish] before retiring to Findhorn for a drink. Meet up at the Tesco car park at the Retail Park for 7.00pm.

Cheers,
Trish.

Our Drive-It Day experience

We had hoped to have our Landy back for the Drive-It day on 26 April, but no, it is still with the garage. Never mind, we have got our Smart.

The day started off looking good – sunshine, virtually no wind. Traffic lights at green all the way through the Longman – good omens we thought. We saw a few faces we haven't seen for a few months at the starting point in the V8 Cafe carpark. And did you notice the Car Club sail/banner? I didn't either. Callum had to point it out to me (oops).

After a quick cup of tea, the cars were starting to line up for the drive to Auldearn. We decided to tag along as the last vehicle, but this is where things didn't go quite according to plan. We and another couple in an MG-TF in front of us, were the last to leave the car park and got held up by a set of 3way traffic lights at the top of Lotland Street. By the time we reached the A9 – not an old car in sight.

We only had a vague idea of the proposed route to Auldearn, but I had a hunch that the car train might be going via the Culloden Battlefield, so we headed up via Balloch in the hope of catching them. Thinking we were doing well as a Triumph was coming down the hill from the Battlefield (no idea why). But no, still no old car to be seen. It was not until we reached Croy that we realised why. We had taken the B road, the Drive-It Day route had gone via the Culloden Viaduct. So at Croy we were able to join the road queue to Auldearn.



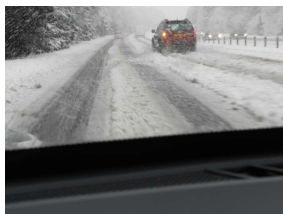
Feeding the local wildlife at the Covenanter's Inn, Auldearn

After a further refreshing cup of tea and shortbread, we set off for Grantown. As we ended up talking to Ian, who had dropped in on his way home on the off-chance to see the cars, we were again the last ones to leave the car park. With even vaguer directions (right and right again), we set off in pursuit of the cars. After a few miles we caught up with Callum in his yellow Dyane, but the rest of the queue.... Wow, they must have been trekking we thought.

Over Dava we passed the Series 1 Landy and then the Dyane, just so that Alice could have a little fun throwing the car round the corners. And then it started snowing and put paid to that fun.

As we entered Grantown, still no sign of the Drive-It Day cars. Just one Austin prominently parked on the main street at the square (Liz as it turned out). Calumn and his Dyane were the second to arrive with the Series 1 Landy shortly thereafter. Just as we were wondering what on earth had happened to the main queue of cars, did they all trundle into the square. They obviously had taken a slightly different route than us.

More chatting, looking at cars and a good lunch later, we headed home. We had debated whether we would return via Dava or take the A9. However, as it had been snowing earlier, we thought it prudent to take the A9. And just as well. It started snowing shortly after leaving Grantown. By the time we got to Carrbridge the fields and trees were already white. On joining the A9 the snow was starting to lie on the road over the Slocht. And it was getting worse the closer we got to Inverness. By the time we got to the dual carriage way, the snow was deep enough that our Smart was grounding out.



Northbound dual carriageway between Moy and Daviot

At this point it was starting to look ominous, with traffic mainly single file down the dual carriage way. Traffic then started slowing down significantly going up hill to Daviot – not good news in a rear wheel drive sports car with very big tyres on the back. On the way up to Daviot we passed a Mazda in the uphill lay-by. Would he be able to get moving again – probably not. But we managed to get to the top of Drum Mossie, where we heaved a big sigh of relief.

On the way down we looked over at the south bound lane where the traffic had ground to a halt as a BMW was unable to get traction. Sad thing was that the snow plough was stuck in this queue near the bottom of Drum Mossie. Halfway down the hill, the snow turned to slush and at the bottom of the hill, the snow had gone and it was raining. The rain stopped not long after the Longman roundabout and the rest of the journey home was plain sailing. Encountered only one other hail shower after we got home. All in all Drive-it Day 2015 has been one that will stick in our memories for a long time.

Trish and Alice.

The Electric Window Experience.

Drivers window not working on Jaguar, in earlier years I would have dived in fearless and regardless, however one of the few bonuses of advancing years is the development of a certain amount of caution. I logged into the JDC website and called up the forum for XJS faults and ascertained that window faults are common and established that a systematic approach is the way to go. Passenger window works ok, both windows share the same relay so I ruled that out; swapped over the switches and the drivers switch operated the other window, so switches ok. Checked the output at the switch terminal block and got a reading there, not looking good, so I removed the door card, which is a task on its own with hidden hazards, and having exposed the workings of the window mechanism and motor I took some photos and removed motor and winder. Quite a simple and straightforward design, so I set it up on the bench and it worked perfectly which in truth, was a bit disappointing as it left me with an output problem. Tested the two wires to the motor, no output, so somewhere between the switch and the motor I had a problem. My electrical knowledge being fairly basic I started to feel I was getting out of my depth so I phoned various people involved with classic cars and the most common diagnosis was the part of the wiring that runs from the motor to the switch goes through the bulkhead and across the floor and is accessible by removing the kick plate in the drivers footwell. There I pushed a loose connection together and the window worked!!!! So most of the above will have to be chalked up to experience. I would like to say this was the end of the windows saga, but oh no, now the passengers window ceased to operate but I set forth full of confidence that I could fix it by dealing with a loose connection, alas not the case. So back to most of the above, only difference was I could hear faintly the motor trying to work so knew it was getting power, the mechanism was a bit sticky so stripped it out cleaned and lubricated the runners, tested the motor and reassembled them and all is working fine, windows going up and down like Harrier jump jets. Celebrated that night with a large red wine, bit sad I know but never mind.

To complete the story before you fall asleep, passengers window has now withdrawn its labour again, have been reliably informed that the relay could have an intermittent fault. Now where did I put that bottle of wine??? Cheers! Frank.

THE EDITORS MONTHLY RANT

Well the Drive It Day will go down as one to remember! As we left Grantown Miles casually mentioned that there was snow in Inverness, the location was slightly out, with 6" of snow over the top of the Slocht Pass. But as the Highland Council had also been caught out there wasn't any salt on the road so the Lancia only needed a quick rinse on Monday. I have been keeping an eye on the discussions between the DoT and the FBHVC on vehicle roadworthiness. In a nutshell if the EU has their evil way, classic cars will have to meet all safety and roadworthiness directives. But the DoT and the FBHVC are well aware of the value to the economy of the classic industry so they will look upon any EU directive with an air of common sense.

Many thanks to Brian for suggesting to all our new members to write something on their cars for the newsletter. But I've nearly come to the end of future newsletter items so please try to keep them coming in.

Date	Details
3rd May	Forres Theme Day, Forres Contact patersonsharon@aol.com HCMC Club Display - See Our Forum!
7th May	Club Run to Burghead Museum, Burghead. Meet up at Tesco, Inverness Retail Park at 7.00 for a visit to Burghead Museum at 8 pm.
9th May	Inverness Classic Vehicle Show. See BID website www.invernessbid.co.uk Includes the launch of The North Coast 500.
24th May	Highland Folk Museum Vintage Weekend, Newtonmore, Sunday at the Highland Folk Museum, Kingussie Rd, Newtonmore.
4th Jun	Club Run to Strathspey Railway Engine shed, Aviemore. Contact Douglas Gibson for more info.

BENTLEY EIGHT PROVENANCE



1st February 1986 Sold by RR/B main agents Grassicks Garages Ltd, Perth to Mr. G. Templeman, Drum of Garvock, Dunning, Perth PH12 0QE at a price of £43,000 and with a recorded mileage of 159. Original registration mark was **C 590 BES**. During Mr. Templeman's ownership the cherished registration mark **MS 234** was assigned.

24th November 1988 Registered to Queens Garage Glasgow Ltd, 640 Pollockshaws Road, Glasgow G41 2QF still bearing the registration mark **MS 234**.

12th May 1995 Registered to Graham McDiarmid (MacMin Ltd), Manor Farm, Blairlogie, Stirling FK9 5QA now bearing the registration mark **C 160 CES**. During this ownership the cherished registration mark **LJM 657** was assigned.

14th April 1997 Registered to Laurelbank Associates Ltd, 38 George Street, Perth PH1 5JL still bearing the registration mark **LJM 657**.

24th July 1998 Registered to Lesley Mollison, 27 Dundee Road, Perth PH2 7EY still bearing the registration mark **LJM 657**. During this ownership the registration mark **C 160 CES** was re-assigned.

27th June 2001 Registered to Henry Thomas Lawrie, Talisker, Mill Wynd, Lauder TD2 6QN. During this ownership the cherished registration mark **HTL 15** was assigned. Later the registration mark **C 160 CES** as re-assigned.

18th September 2014 Registered to David M. Hird, Bridgeside, Dalchalm, Sutherland KW9 6LP retaining the registration mark **C 160 CES**.

BENTLEY EIGHT HISTORY

Built during 1985 (chassis No. SCBZS 8007 GCH 14545) by Bentley Motors Ltd, Pym's Lane, Crewe, Cheshire and designated as the Bentley Motors display model for the Scottish Motor Show that year. This first show held at the SECC, Glasgow, was opened by Her Majesty the Queen.

The car was specified with these additional features :-

Royal blue metallic paint with twin hand-applied coach lines in white. Light blue hide seats with the Queen's own Holyrood tartan cloth inserts. Blue hide-trimmed steering wheel, horn button and rear parcel shelf. Additional FIAMM air horns; fire extinguisher in boot. Matched white band tyres all round fitted to Bentley alloy wheels. Light grey Marvelon headlining and mountain blue carpets with dark blue edge binding all of which the car retains today.

A unique hand-engraved commemorative silver plaque is mounted in the dashboard glove (cubby) box, at an original cost of £88.00, as follows:-

**THIS BENTLEY EIGHT
HAS BEEN SPECIALLY PRODUCED FOR
THE FIRST SCOTTISH MOTOR SHOW
HELD AT THE
SCOTTISH EXHIBITION CENTRE
20th NOVEMBER – 1st DECEMBER 1985**

The car was completed in early November 1985 and transported to Grassicks of Perth, Bentley main agents, for PDI and preparation for the Motor Show. It was then transported to Glasgow for display and returned to Perth after the show. The car remained unregistered with Grassicks as a showroom model and demonstrator vehicle.

On 1st February 1986 the car was registered new to Mr. G. Templeman, Drum of Garrock, Dunning, Perth as C590BES with a recorded mileage of 159 at a cost of £43,000.

Today the car remains in wholly as-built order, with a fully recorded history. The car has never been restored.

Vibration.

Not the good, good vibration but the annoying one, the one that comes in at 3000 revs regardless of gear; obviously, engine related then. I'll need to go back to the start which is a couple of years ago. Now I'm at the age when time sort of stands still, so for "yesterday" read "last week", for a "couple of weeks" read "several months". According to the service record of my MG ZR this started 10 years ago so, obviously, I got the dates mixed up there. No, no, it's written down so it must be true. 10 years it is then, I was in my fifties, a young man, well, well.

I've finished my reflections, now, where was I. Ah, yes the vibration. I think it started about the time I changed a drive shaft because the reluctor ring for the ABS sensor had broken off. The shaft was perfectly good but I couldn't source a ring only and I had to get the warning light off. I replaced the outer joint only but failed to locate it properly. It popped out damaging the splines so a complete reconditioned shaft was fitted. This one didn't have the vibration damper fitted so I thought the rubber doughnut thing was a bit of a gimmick. How wrong could I be!

Obviously, the vibration was engine speed related and every article and every forum told me that this engine was prone to cylinder head gasket failure. There was no overheating and no water loss so I lived with this vibration for the next couple of years, actually 6 years, well, well. That long?

Then, it happened, water loss. Everyone told me it would happen and I went into denial. There was no overheating, there had to be a simple solution. There was no water on the ground so it wasn't a leaking hose. How wrong could I be?

I changed the inlet manifold gasket as it is water heated but that made no difference. My compression tester didn't fit the overhead camshaft set-up and eventually I bought a new one, with much reluctance and even more cash. The readings were down on 3 and 4 cylinders which indicated a blown head gasket. This would explain the water loss and vibration so I went ahead with a gasket change. Everyone told me I'd have to do this and here I was, complying. Why couldn't my engine be different? I expected to see a damaged gasket and traces of leakage between the cylinders but there was nothing amiss. I had the head skimmed and pressure tested and again there

was nothing amiss. I fitted the new improved double head gasket and looked forward to having my car sorted. How wrong could I be?

The pressure test readings were spot on but the vibration was still there and there was still some water loss, though not as much. I lived with this condition for some time, 3 years as it turns out, well, well.

I bought a second-hand drive shaft complete with damper, fitted it and found the vibration was sorted. I don't know why. I cannot think of a mechanical explanation. It has to be Magic, yes, that's what it is. No vibration. Magic.

There was still some water loss but I found a wee innocuous return hose not secured properly at the top of the radiator, hidden below the top hose. It was weeping and the heat of the radiator was drying it up. That just about sorted out the water loss but there must be another wee hose some where! One of these days. Or years. Cheers, *Jim MacKay*.

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HIGHLAND BARN FIND



Hi Alan

I wondered whether you might like to use the attached picture of a barn find for Classic Scene. As barns go, it's a bit draughty, but it looks quite solid, and I'm sure it will last for years to come. By the way, there's a JCB in it, and also this AMC Matador Estate Car. The Matador is V reg, but I didn't check to confirm if it was lhd. Obviously hasn't moved for some time, flat tyres etc. Where is it?..... Oh, near Inverness...

Cheers

Angus Bethune

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Questions & Answers

Q: I have a fourteen year old son named Lucas who I have caught several times in the back of the garage smoking. Can this item help him to respect a little firm parental intervention and aid him in smoking less...or even stopping altogether?

A: Part of the problem may be the fact that you named your son after the Prince Of Darkness. Mayhap you should be happy that all you have caught him doing in the back of the garage is smoking! My suggestion is: since you already have spoiled him for life with his moniker, you search the 'Bay for a proper Little British Car to restore as a father-and-son project. That way, he'll have a way to fill the idle hours he'd have spent chasing girls had he been named Rocky or something more suitable. Plus, he'll learn first-hand how disgusting smoke can be. Alas, though, not with this unit, because whilst trying to photograph it for a spread in "Popular Ether Technology", it was unfortunately broken. Therefore, the auction must be terminated early. Thanks for the heartwarming interest!

Q: Once I have re-introduced smoke into my TR-2, do you warranty that it's system will resume operating at the speed of dark?

A: If you reintroduce the smoke through a microwave oven, you may even go back in time!

Q: I have been very diligent over the years and have maintained the smoke in my Sunbeam's wires perfectly. The problem is that that special Lucas perfume has disappeared from the dash, carpets and seats. In fact, at the last Concours d'Elegance I lost out to a frogeye with period odours. Is the smoke in your kit fresh enough to bring back the OEM smells of burning plastic and bakelite and are you including an adapter to replace same.

A: No adapter needed, but have you tried just STARTING that over-restored trailer queen? It might bring back the aroma by itself.

Q: This has been a most informative thread which set me off thinking about wider global environmental changes that have happened since the mid 70's. Could it be that the copious release of smoke from Lucas wiring looms around that time has significantly contributed to the holes in the ozone layer and the onset of global warming? Could it be that, had your excellent device been more available at that time, we could have saved the planet for future generations instead of fighting a rear guard action? Hindsight is such a wonderful thing isn't it.

A: Hey- This is a serious site- we're not discussing "junk science" like Global Climate Change!

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