

CLASSIC SCENE



May 2023



Club Officials

Chair: Trish Brown
Tel: 01862 832337
chairman@highlandclassic.org.uk
Secretary: Bryan McIlwraith
Tel: 01463 222839
secretary@highlandclassic.org.uk
Treasurer: Ian Thompson
Tel: 01463 790969
treasurer@highlandclassic.org.uk

Membership

Bryan McIlwraith
Renewals should be sent to Bryan at
67 Lochalsh Road, Inverness IV3 8HW
Tel: 07821 260774
bryanmcilwraith@gmail.com

Webmaster

www.highlandclassic.org.uk
Webmaster@highlandclassic.org.uk

Editor

Calum Pearson
Bowersburn, Croftnacreich,
North Kessock. IV1 3ZE
Email: editor@highlandclassic.org.uk
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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, In-
verness IV2 4NG. 01463 236459
ranaldsmith@btinternet.com

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Cover Picture

Look at this lovely Austin Somerset
on Drive It Day.

Welcome to the May Newsletter

This is a great time of year on the club calendar, marked by Drive It Day. All the shows are lining up and we're going out on runs again. For those that need to, we can apply for 6 months of vehicle tax and generally the classic world comes alive with the better weather.

Cars and Coffee is seeing a bigger turn out of classics and numbers are up for the club nights. From the reports I've heard, last month's visit to Loch Ness Restorations was a great success with a decent turn out. I wish I hadn't been working but at least I have been there before.

My own personal restorations have not been going very well. Having dismantled the suspect OSF suspension on the Sierra in preparation for Drive It Day, I found a faulty wheel bearing. It wasn't making any noise but it just fell apart when it took the front strut off the car. I'm hoping this is the reason why my straight ahead steering didn't have the right feel, but I have already found other problems — like the wee rusty hole on the inner wing, another inside the roll bar mount and one in the boot. Which means I have to fix my welder which means the car wasn't ready for Drive It Day. But fortunately I have the Beetle, which while not holed has also developed a number of wee rusty bits needing attention. I suppose it is over ten years since I did it up, so I can't complain too much. But for those physicists amongst you, "I hate entropy." I've adjusted the drum brakes and changed the oil. A wash and a general check of lights and I started looking at the wee rusty bits. I was looking at some touch-up required on the bonnet lip where the seal goes. Seal removed, work inspected, bonnet shut. It didn't shut right so I tried again and it's now shut good and tight. So tight I can't open it. The primary lock is a sliding plate on the slam panel that is pulled into the release position by a cable pull located above the driver's footwell. This seems to stick a bit sooner than expected which is a clue. The second latch is operated by pressing the chrome button on the bonnet handle. This seems to work but the first one doesn't. Like the legend of King Arthur, many have had a shot but so far Excalibur is holding fast. It might be a case of cutting the handle off to get access. Or worse.

Obviously trouble comes in threes. So my next mistake was to forget to switch the lights off when I got home from work one evening, and flattened the battery. I'm always doing this, so I might have to install some kind of warning, once the bonnet is open that is. I gave the battery a gentle charge and it seemed to recover and the car started and drove fine. For the third piece of trouble, read my Drive It Day report.

Chairs Bitty

What a good turnout in April at Loch Ness Restorations. We were taken around the yard by Graham, showing off various old cars that at some point will get attention, before getting into the bike shed and a walk round the garage. He explained that this is a family business, as could be seen by the kids running around the place. Primarily aimed bikers, they are looking to expand into the classic car scene too. I will be honest, I am not into bikes, but I can appreciate the time and effort that goes into overhauling these, and noticing that every tool was cleaned and back in its place at the end of the day.



The nice thing was that we were pretty much allowed to poke our nose into every room they had in the place and so I came across some family pictures in a wee side room. Did you spot the girl in Dutch regional costume? Graham explained that his grandad had travelled the world somewhat, including somewhere in the Netherlands. Small world.

We had a wee change in our fleet line-up. Out went one Merc and in came another, which then promptly threw an abs ring and sensor (sigh). And again the minute we got it back from the garage (bigger sigh). This little tiny sensor affects so many settings, ABS, ESP, cruise control, tyre-pressure monitor, gearbox. Turned out there was some scoring in the hub, probably caused by the original sensor failing and getting trapped between hub and abs-ring. The hub has been polished, new ring and sensor fitted and we are all good now.

The Landie was treated to a new fuel pump after the old one decided to break the return spring on the handpump. I dare say it is starting better now, but the carb will need a look at too as we suspect it may be getting more fuel now than with the old pump. Its running on a little. When the old pump came off, we discovered that someone in the past had applied sealant instead of a gasket, with a big blob of the sealant stuck in the engine block. It all got cleaned out and to be on the safe side, we decided to add a home made rubber gasket to the paper one, using an off-cut from a roofing membrane.

The grass has had its first few cuts of the season. It was starting to look somewhat straggly after the winter. Tatties and onions have been planted up, so has a blueberry bush. We are debating whether to swap out one of the now rather sad looking elders for an apple tree, but that won't be until later on in the year.

It was at the end of March that Alice called me to have a look at one of the bird feeders in the garden. It is one of those plastic tubes for seed, with 4 small holes near the bottom, which by now had been nearly emptied by the birds. At first I was not sure what was going on. "Look closely" said Alice. So I did, nearly sticking my nose in it. Wow! A small field mouse could be seen nibbling away at the seed. How did that get in? OK the feeder is hanging in one of the bushes, but it is plastic. Nothing for a mouse to hold onto. Until we realised that it has probably climbed up the various branches and jumped across the small remaining gap. Clever little thing, but it was probably trapped now. Alice started to take the feeder off the bush, but before she managed this, the mouse had jumped on one of the bars that hold the feeder together, scuttled across to the nearest exit and vavavoom, disappeared into the bush. Trapped? Not a chance.

We are not going to be on May's run, we've got other commitments. I hope the weather is going to be nice as Richard has organised a scenic run starting at the small car park of Braeview Park, Beaulieu. Your challenge (yes, I am looking at all of

you who will be joining Richard) is to do a 50-100 word write up of the run for our June magazine. And take a few pictures. Have fun.

Trish.

Visit to Loch Ness Restorations

Graeme Bremner

For April's club night we ventured south west of Inverness to Dochgarroch to visit Loch Ness Restorations, which specialise mostly in motorbike restorations but are soon to venture into full scale car restorations and currently offer classic car mechanic services to the area.



Arriving up a very secluded road it was great to see so many members both old and new waiting patiently in the car park to begin the look around.

We were greeted very warmly and soon taken around the grounds of the site where we seen a number of projects which will be coming up for the team including a rather poorly looking Porsche 944, many speculating they had found where mine had ended up since I appeared in something modern!



From there it was into the workshop where there was a very nice selection of motorbikes of all ages in varying stages of restoration and also some very new looking bits of kit ready to be serviced for the better weather on the horizon. Tea / coffee and biscuits were served and time for members to reminisce about times spent on old bikes and enjoying (some reckless) younger days.



Loch Ness Restorations are planning expansions soon to incorporate the car restorations into their existing business and looking at the workmanship on the vehicles they had on site you can tell they have a very good attention to detail and I am certain the visit there will push some business their way.



The tour ended with the sun going down above the very secluded spot where the business stands, a thoroughly enjoyable evening and we were welcomed back any time weather that's as a club or individuals looking to take advantage of their services.



Cars and Coffee

9th April



After a bit of poor turn out in March, April's Cars and Coffee was back on form with a great selection of interesting vehicles.



So many Classics and Retros had just come out of hibernation or fresh from extensive rebuilds. The car park was full of interesting stuff, from all over the Highlands and further afield.



There was a strong turn out from the Mini contingent.



Plus some more uncommon (I'm struggling to find the right word that doesn't offend!) classics. Lesser spotted maybe? I think that's a Renault 21 on the left.



Land Rover Resto. Part 3: Putting it back together.

Alice Brown

Now to put the Land Rover all back together again... This was a complete and utter phaff. The hard top, windscreen and bulkhead, they just would not line up no matter what we did. The bolt holes that line the windscreen up with the hard top were out by a good inch. And if you started at the windscreen end, the hard top was way out at the back. There was much swearing and anger directed towards the Lanny.

So we left it for a night and came back to it the next day, spending a lot of time in deliberation and scouring the internet to find out why this was happening. Yep, the only answer was that the bulkhead was warped, the likely cause the galvanisation process carried some years earlier, and may need to be replaced. This was of course not an option, at least not at the moment.

The solution came with undoing all the bolts on the hard top and lifting it up to clear the top windscreen seal and getting at least one bolt in. Then all the hard top bolts were refitted and tightened up in a zig zag pattern. There were a lot of naughty words spoken out loud, but eventually after much heaving and prodding the bolts all went in place and tightened down. Phew, except now the passenger door wouldn't close on the door seal..... (grrrr) and we ended up putting the tarpauling back over again.

The following day, I eventually got the door seals to fit on both doors, after a bit of persuasion with a large hammer naturally, but they're in. The doors shut and no water ingress, but the passenger side still needed some persuasion to close. With some fettling on the door hinges we eventually got the passenger door to sit a bit straighter and easier to close.

Now for the wiring up of the new heated windscreens...

Out and About



This early Series 3 is an early one with a diesel engine from the Munloch area. It was still hot when I passed it and it smelt fantastic, all hot oil and combustion by products, and the smells brought back old memories more than the sight.

Mrs. Editor spotted this interesting number plate.



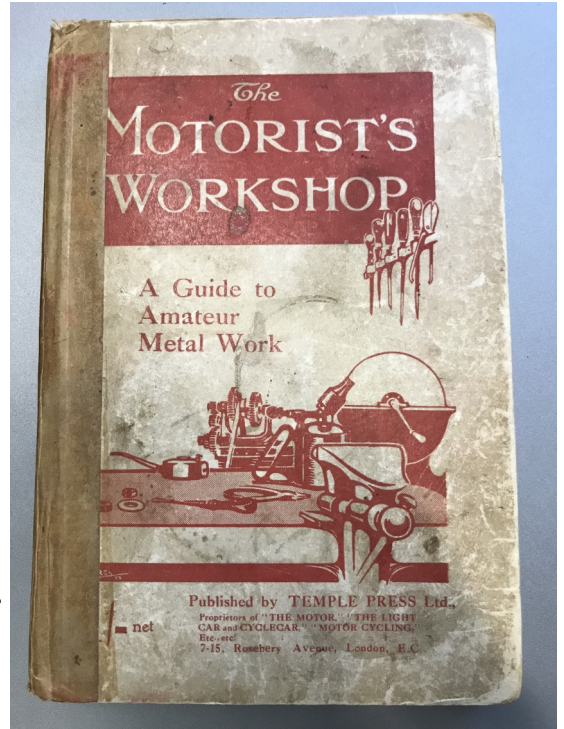
Loads Money! —Harry Enfield's character drove an XR3i Turbo Nutter B@st@rd. Spotted by Jim Mackay, as was this race it at the weekend, sell it on Monday Escort.

Calming things down to a sedate level is this nice Beetle. Not really raced at the weekend but they sold millions anyway.



The Motorists Workshop **SOLDERING A PETROL PIPE**

Soldering a petrol pipe into its union for a tank or carburetter is a good practical illustration of most of the points arising in actual work, and the method is as follows :—First, well clean the parts and fit them together to see they will go nicely in position. Apply a little flux, and warm the pipe in the flame of the blow-lamp ; not the end of the pipe, but an inch or so from it, for it is undesirable to put cleaned parts in the flame when it can be avoided. When the pipe is hot enough to melt solder, run a little on from the bit or the stick of solder itself, and wipe off the surplus with a clean rag. Dip it in the flux again and lay it aside, while the union is being prepared and tinned in a similar way, and be careful to hold the union crosswise in the flame so the latter shall not pass through it, but only play on the outside. The tinning should extend right through the union, and as far up the pipe as will enter the union; and the tinning should have the silvery-bright look of a newly-tinned bit.



Both parts must now be warmed in the flame, fitted together, and a little extra solder run round the joint with the bit if necessary. The end of the pipe should be held downwards when the union is fitted on; this way any drops of solder will fall clear instead of blocking up the pipe.

When done carefully, only a thin line of solder should be visible at the junction of the union with the pipe. If a particularly neat joint is required, the parts where the solder is not to flow may be painted with lampblack, as plumbers do when they wipe a joint.

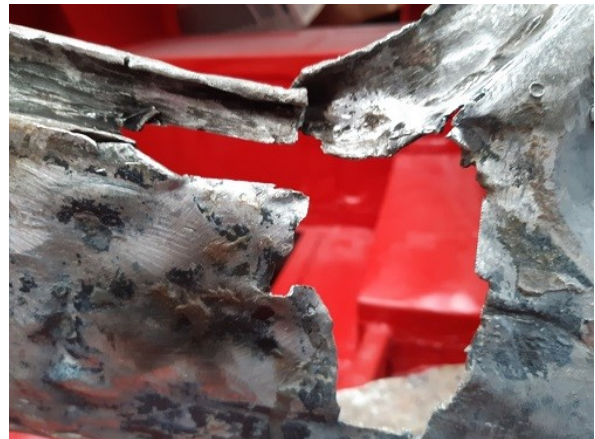
When this job is a repair, heating the old solder, wiping it with a rag, and dipping in the flux will probably give the bright tinning necessary. If not, the parts must be cleaned of the old solder, right down to the bright metal, and properly tinned, before fitting.

(This article follows on from last month's if you wish the full context and want to up your soldering and brazing skills.)

Austin Healey 21

Jim Mackay

The aluminium shrouds which fill in the bits between the wings and provide apertures for the bonnet and boot were a bit ragged round the edges. Accident damage and oxidation of the flanges where there was contact with steel caused a lot of headaches. Removal of old repairs which consisted of pop-riveted aluminium patches and copious amounts of filler revealed their true state. Now, I shouldn't be too disparaging about these old repairs because I've just more or less replaced them. I used aluminium rivets, low melting point alloy rods and copious amounts of filler! I've managed to craft/bodge structural integrity back into these shrouds and paint will cover it all up!



Cheers, *Jim MacKay*

Drive It Day 2023



As per the new normal we met up at Rollerbowl, Inverness for the HCMC section of the Drive It Day event. I think there were about 30 something cars with a handful of no shows as the weather forecast was wet and cold.

There was a bit of consternation with our route heading in the approximate direction of the closed road cycling event, Etape Loch Ness, however man of the morning, Callum Beveridge had that covered. We had a staggered start and as it turned out, three different routes which split 30 cars into about 10 with intervals between them so we didn't really cause any convoys and I didn't hear of any complaints.

After a briefing we were off! Not quite a Le Mans start, more a 'laid back man' start.



I thought I was driving on my own. Boring! But then a small group of Fords caught me up. I let them past, not only because I was slow, but because I need to stop between Tulip diagram symbols to read the next one because of my poor near vision. My dog was supposed to be my co-pilot but she can't speak English.

It was pretty wet and slow and I thought I was going to be last in for tea and cake, but then I met another entrant going exactly the opposite way to me! And later at another navigational stop I got overtaken by that notorious Gulf van. Then later on saw it again waiting to get out of a crossroads as I passed. This mixed route was turning into a good laugh.



Coming down the Inverfarigaig hill I got a cheery wave from a couple of hikers then got driven at by an oncoming Mercedes 4x4 near Gorthleck, the only negative experience of the day but by agreement, that seems to be normal driving round there.

Nearing the end of the run I drove by 'The Fords' who had stopped at a big passing place — talk about the hare and the tortoise.



Arriving at Cameron's Tearoom I was far from last which given my slow pace was a curiosity. We were made very welcome and had the place to ourselves where we enjoyed the hot drinks and the hot stove. And the mingling and the conversation.

My drive home was interesting. First off the Beetle was sluggish to start which was odd, then I chose to follow the stragglers of the cycle event home past Foyers and Dore. which was slow going. Then the wipers

started going slowly which was awkward in the rain. Then the charge light started glowing red. We've got a problem Houston. I decided to try and get home as efficiently as possible which was impossible when weaving carefully around tired, wet cyclists. I got as far as Kenneth Street in town before everything died and I was lucky to be able to gracefully (in my head) push into a parking place.

There then followed a relay of rescue. Lap one. Lift home. Lap 2 return with spare battery and car drives perfectly now. Lap 3 return with Mrs Editor in Focus to retrieve Skoda. All home and dry by 16:30. Except I had to pop into work later. highland

Now that little drama has passed I'm left thinking what a great day out that was

Upcoming Shows

30th Apr 2023 Forres Veteran, Vintage & Classic Vehicle Show Grant Park, Forres Grant Park 10 - 5pm. Spectators enter free. 250 Exhibits expected.

6th May 2023 Highland Historic Commercial Vehicle Road Run Dingwall Auction Mart to Newtonmore Details on HHCVRR Facebook Page or Call 07803907942.

13th May 2023 Truck In2 Grantown Grantown on Spey Details on Facebook. Venue - Grantown Showground from 10am.

20th May 2023 Rotary Club of East Sutherland Classic Car Tour Depart Dornoch Dornoch to Thurso via A897 Return to Dornoch via John O'Groats. Limited to 60 Spaces. Contact: Tony Gill 07904 719249 or rcoescartour@gmail.com

20th May 2023 2023 Inverness Classic Vehicle Show Inverness City Centre
Registered Vehicles Only - Limited Spaces. See Inverness BID website
www.invernessbid.co.uk

28th May 2023 Highland Folk Museum Vintage Day Newtonmore Arrive by 10am. Finishes 4pm. Classic Cars, Bikes, Raleigh Choppers, Agricultural Vehicles etc. at the Highland Folk Museum, Kingussie Rd, Newtonmore on Sunday. Entry Form online <https://www.highlifehighland.com/highlandfolkmuseum/vintage-day/>

3rd Jun 2023 Ardersier Gala / Fun Day ArdersierClassics, Retro & interesting Modern Cars wanted for Show & Parade. Details at <https://www.facebook.com/profile.php?id=100083534944240> Vehicle Parade into Field at 12.15pm.

3rd Jun 2023 Rotary Club of Inverness Loch Ness Classic Car Tour 2023 Inverness Route of around 150 miles taking in Loch Ness, Ross-shire and Black Isle areas. There is no entry fee but entrants are requested to raise sponsorship. See website. <https://lochnessclassiccartour.weebly.com/>

3rd Jun 2023 Ardersier Gala Classic Car Show and Parade ArdersierThe Parade will leave the top of the village at 1215 to the Gala in the football pitch at the bottom of the village where the cars will be on show to the public for the afternoon before departing at around 1600

4th Jun 2023 Fraserburgh Vintage Car Rally Fraserburgh Leisure Center www.fvcr.co.uk or James J. Gray 01346 541758

11th Jun 2023 Cars And Coffee - Inverness Rollerbowl, Culduthel Rd. Inverness2nd Sunday of every Month from 10am-12noon. A Quiet Social Gathering of (pre-2000) Classics plus interesting Sportscars, Supercars & Bikes. Park up, buy yourself a hot drink & snack from Rollerbowl & check out what's in the Car Park. Find us on FACEBOOK.

11th Jun 2023 Caithness & Sutherland Vintage & Classic Vehicle Club RallyJohn O' Groats, Caithness All Classes. Contact Ellen Simpson 01955 611341 or ellen-simpson@outlook.com

18th Jun 2023 Tain Vintage Vehicle Rally Tain Links www.taingala.co.uk Arrive by 10.30am (Entries Deadline - Late Entry Charge on Day!) HCMC has a club entry - do not enter individually if you wish to join the club display - See Forum!

N.B. If you wish to join the Tain club stand please inform Miles Vincent.

The HCMC will, again, be having a Club Display at the Tain Classic Rally, this year it is on Sunday 18th June 2023.

Would any Members who want to park on the Club Display along side our Event Shelter please contact Miles Vincent and reserve a space ASAP.

Please note, though, that if you park on the Club Display your Classic will NOT be judged.

If you DO wish your Classic to be judged you are to book it in individually as usual, with the organisers, using the appropriate Entry Form from them and then PARK ON THE FIELD.

If you are parking on the Club Display you DO NOT need to fill in a form but we DO need to know numbers.

See Miles at a HCMC Meeting or at Cars And Coffee - Inverness or Contact him at milesvincent@btinternet.com

We will need to get your Show Number to you so please make sure that we have your contact details too.

HCMC Events

Thursday Club meeting for 4th May 2023.

A Scenic Drive around the Beaulieu Braes and The Aird. Meet at 19.30 at Braeview Park, Beaulieu. (From Beaulieu Square, head south on the old A9 (A862), towards Inverness and take the first right (signed P) into the car park at Braeview Park).

Sunday 14th May 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.