

CLASSIC SCENE



July 2023



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Cover Picture

A beautiful Ferrari Dino spotted in
Ullapool recently.
And MainTAINing standards at Tain
Show.

Welcome to the July Newsletter

I was going to have to publish a week early this month due to a cycling holiday which clashed with the publishing deadline, but then my elderly mother clashed with the ground and broke her arm and ended up in hospital with other complications, so for caring reasons my cycling holiday was cancelled. For once I was a week ahead of the game, but then I forgot, and it was that looming deadline again.

Our Chair, Trish is on a mission to coerce more people into writing items for the newsletter and this month I have some contributions, which is a great start. It doesn't take much, just a few pictures and a couple of paragraphs. Don't worry about grammar or spelling, I mean I don't. Well I try but even with spell checker, things slip through the net. You'd think with over 6 years of experience I'd be good at this, but it's about as good as it gets.

It's also worth mentioning that if anyone else fancies a shot at newsletter editing either as guest editor or longer term or as a job share, I can show you the ropes. I have some ideas in that area which might come up at the AGM. Remember if you don't attend, you get a job! Club rules.

This is how the newsletter gets published. Around the 15th of the month I copy last month's newsletter and delete all the old content and redate it. I use Microsoft Publisher as that is what the previous editors have done. This is like Word but with more layout options suited to er, publishing. You can do fancy folds to print it out as an A5 booklet which is how it was done for a while. Previous editors used to literally cut and paste, copy and post out. The printing and posting was the most arduous bit by all accounts. These days it's all online which is easier, but it still takes about 8 hours a month to produce each newsletter. I sometime wonder if it would be quicker to cut and paste with scissors and Gloy Gum (classic adhesive).

Each article in the newsletter has to be formatted into the right text, pictures have to be extracted from the source and shrunk to small sizes or the newsletter file size is too big and it won't publish on the website. Graphic content is the real limit on the length of the newsletter and this bit is quite time consuming. Any printed text needs to be scanned and converted to digital text (OCR) as an image is too big.

Then once you have covered all the sections and invented some words to fill it up, it's a spell check, and a graphics check, then a test publish as a pdf. It's really difficult to proof read in Publisher. Once read through a couple of times it get's to the **** it that's good enough stage. You publish on the website, send out the emails, read it again, and find that glaringly obvious mistake you can't understand how you missed when proof reading it.

In other news, I think I have finally fixed the Sierra's running issues. It was an issue in the wiring loom to one (of two) air flow meters. This feels right as it did feel a bit like it was running on only 3 of 6 cylinders when it went wrong. And it's been good for a fair length of time. Now to get on to fixing the slightly stiff steering issue.

Your Editor

Chairs Bitty

First off, I have to report that I am very disappointed. With you. Despite asking all of you who were on the May run, nobody bothered to write up even a wee paragraph. Again it was our editor who came to the rescue with a very nicely written article. Harrumph. I have resorted to sternly looking a few of you in the eye at Feddanhill last month, so expect some new voices to contribute to this months magazine. I will be looking at a few of you this month as well – start writing.



Last months visit was very good. There was a good attendance, even if a few of you looked a little doubtful about the evenings entertainment. You did not need to worry. Not only did we get a 2 hour stroll through attractive woodland with some amazing views, we also learned about the woodlands history, how to recognise pine trees from their cones, how many eucalyptus trees were planted (120) and still survive (112) (you can really smell them) ("fire hazard" said some jokers), what happens to the felled trees, why there are bullet holes in the woodland shed and why one of the paths cost the equivalent of nearly £400k. And all of this was achieved over the past 30 years by and large by a single person, with some help from friends and family. If you haven't been before, it is definitely worth a visit.

We are all set for the Tain rally. The Landie is finished just in time after it was treated to a replacement front panel. Some quality bodging has been performed on one of the bolt holes and if you attended the Tain rally you may have spotted it. I will leave it up to Alice to tell the story in a future article for the magazine.

The Smart has just gone through her MOT with flying colours. Admittedly we did get our mannie at the garage to replace a suspect wheel bearing before hand, but this is all part of ongoing maintenance and wear & tear repairs. At this time of year, it is a pleasant car to drive with the roof down, rather than sweating in the Merc until the aircon catches up. The Landie is not too bad as you can slide open the side windows. We're not bothering with the front vents as flies and who knows what ends up zooming around your ears.

But what gorgeous weather are we having in mid June. It is actually proper summer, with sunshine, sunshine and sunshine. Mind you, we do need to keep watering the garden every night. I am resorting to tap water as the water-butts have long since run dry. We watched the weather coming up and just before it got to us, the clouds seem to split in two and pass our village on either side. Yet on the same evening in Drumnadrochit, it was thunder and lightning, with cars floating in the tourist info car park due to the heavy rain.

The strawberries have re-appeared again after a good few evenings and weekends pulling up weeds. Now it is time to put the netting over. The red currant is getting the bottle treatment again to deter the birds. A soaking with soapy water appears to have slowed the caterpillars down, but nobody is touching the blackcurrant which is groaning under the weight of berries. Time for the Landie to cart the weeds to the amenity site this weekend.

The weather is forecasted to hold good for a wee while yet, so our pudding run to Nairn should be a good one. Sadly no ice cream van waiting for us. Gather at The Battlefield car park at 7.30pm.

See you there,
Trish

June Club Night - Feddanhill Woods

You might wonder why we were going to look at some trees on a sunny club night and not driving. I did, but it turned out to be a stonker. Feddanhill Woods are privately owned by retired forester Graham Tuley since 1992. This 36 acre site lies to the west of Fortrose near the more recently named Feddon Hill housing scheme.



It is a remarkable site with amazing views towards Ben Wyvis and along the Moray Firth. Being springtime there was a lot to see, and the reason this was a good weather visit. It would have been rubbish in the bleak mid-winter, and we did drive our classics to get there.

We arrived at a big car park near some fabricated huts and log stores woodsman style, with Larch or Douglas Fir cladding. One even had roofing material made from recovered bark. The planking was cut from felled trees using a chainsaw mill.

This is a bit of bracketry that controls the thickness of a slice taken by chainsaw along the length of a trunk and is operated by Graham's chainsaw guy.



Graham is a passionate woodsman who took obvious delight in sharing his knowledge. While we were gathering he was showing sample of seeds and half eaten pine cones explaining the seeding process.

Plastic tube tree shelters were invented in Scotland in 1979 by the very same Graham Tuley. Legend.

During Covid the woods were used by Avoch Men's Shed where green wood working skills were taught. Lockdown rules meant it was safer to meet outside. They are also used by the local scout troop for orienteering and for general enjoyment by the public.

There was an access issue with horse riders on one of the path ways which led to a fair bit of legal action. Essentially it was an issue of responsible use and horse traffic damaging one path. Initially the case was lost and the barriers had to be removed but then it was won on appeal, which makes this path the most expensive path in Scotland. (Legal Caveat: HCMC takes no sides and doesn't guarantee factual accuracy.)

As well as sharing his love of forestry, Graham's aim is to manage the forest and produce enough firewood for him and his chainsaw man.

Our guided tour took us past an old rifle range where the military once fired across the road towards a target near this bunker. A red flag meant shooting in progress. Soldiers would shelter in the bunker and then when safe, manage the targets. The bunker currently stores a motorised log transporter which drew much interest. It has an engine!





The tour continued up to a spectacular view west and we learned about red squirrels chewing larch cones, encouraging seeding, different kinds of pine needles, Bats and the Inverness Bat Group and more seeding by Jays and Acorns. And rust. Did you know trees suffer from

rust? In this case it's a type of fungus which the trees fight by producing more resin. Ultimately though the tree is weakened and may die. Unfortunately this is nature at work.



Travelling down the south eastern side we had a spectacular view of the Moray Firth and learned about watersheds. After a steep descent we were back in the newer part of the forest where we were met with recently planted eucalyptus trees. These are fast growing trees and the fairly established examples were only five or seven years old - and they were grown from seed - a seed the size of a grain of sugar. We looked hard but there were no koala bears to be seen anywhere.



And then we were back where we started for a quick question and answer session, and a heartfelt thank you speech from Trish.

Thanks to John Eastwood for organising this event. It was something different - in a good way. And just to show it was really an HCMC night, here are some cars.



This Triumph has been totally banjoed. Where are the keys? In the back. He shouldn't have fiddled with it. Well that's one way to herald your arrival. Sorry for wickering on.

Cars and Coffee

It's almost as if Miles knew there was a lot of rain coming and loaded the carpark with classics two by two.



But there was only one Ford Escort Cosworth. Although it was a 4x4.

It looked like a brilliant turnout and I've only shown a handful of attendees for comic (so I say) license. More can be seen on the Cars And Coffee inverness Facebook page or if you turn up in person, like I didn't.

Out and About

I was in Ullapool a few Fridays ago and I saw this Ferrari. In my opinion maybe one of the prettiest cars ever made. I love the colour — it's not the obvious red or yellow.



The Dino's cabin was quite small though. I wondered if I might not fit in one. It might be worth giving up the pies for though.



This Acadiane camper was seen in Nairn and looked very functional.

The rusty Americana below was seen by a friend of mine who was working in Argentina.



Out and About –Part 2



Classy



Agricultural



Parked with style, energy and enthusiasm
(Four letter word, begins with E)



A proper small Fiat



Classics?
Corsa

getting the **BEST** from **SMALL CARS**



SPECIFICATION

Engine: 997 c.c. 4 cyl. o.h.v.; bore 81mm.; $\times$ 48.4mm. stroke; C.R. 8.9:1; 39 b.h.p. (net) at 5,000 r.p.m. **Gearbox:** 4 speeds; floor change; all synchromesh; ratios: 4.1, 5.8, 9.8 and 16.9:1. **Brakes:** Hydraulic, drum. **Suspension:** Independent coil front, half-elliptic rear. **Tyres:** 5.20 $\times$ 13in. **Tank capacity:** 7 gal. **Dimensions:** 12ft. 9 $\frac{1}{2}$ in. length, 4ft. 9 $\frac{1}{2}$ in. width, 4ft. 9in. height, 6 $\frac{1}{2}$ in. ground clearance. **Boot:** 10 cu. ft. **Weight:** 1,620lb.

Acceleration: 0-30 m.p.h., 6.3 secs.; 0-60 m.p.h., 26.8 secs.

Maximum speed: 75.5 m.p.h.

Touring consumption: 38 m.p.g.

ANGLIA 105 E

INTRODUCED in 1959, when its considerably over-square engine and cut-back rear window caused something of a stir, the Ford Anglia 105E quickly established itself. Ford now make a Super version with a 1,200 c.c. engine, all synchromesh gearbox and more luxurious trim.

Among its early peculiarities was a carburetter flat-spot at low revs. This has been corrected on later models by carburetter modifications. There is also a noisy timing chain which can be cured by fitting a modified tensioner which Fords now make available. One of the big complaints about the Anglia has been the lack of fuses in the electrical system.

Bodywork tends to fall short of the ideal too. There have been instances of door lock failure; water leaking through the windscreen surrounds; poor chromium plating and paintwork.

Maintenance: There are 11 grease points on the chassis which require attention every 1,000 miles. Nine of these are on the suspension and steering. Rear axle, gearbox and steering box levels are checked at the same mileage. Engine oil and filter are changed at 5,000-mile intervals.

Improving performance: The fact that the 105E engine is the basis of practically every British Formula Junior racing car indicates that this unit has more than average potential.

Fords themselves recognise this by producing a "Performance Plus" tuning kit for the Anglia. This includes a 25mm. Solex carburetter, high-lift camshaft, four-branch inlet manifold, stiffer valve springs and heavy-duty main bearing shells for £13. Fitting costs £11 10s.

When one of these conversions was tested by PRACTICAL MOTORIST it gave a top speed of 78 m.p.h., coupled with a 0-60 m.p.h. time of 20 secs. Fuel consumption was found to be on the heavy side at 28.5 m.p.g., but all-round smoothness of the engine was improved tremendously.

Besides Fords, scores of tuning firms offering a variety of "bolt-on" parts. These range from full-flow exhaust systems and carburetter modifications to the full Formula Junior treatment.

Accessories: Most of these are on the tuning side, but there are conversions to bring the spare wheel outside, and wheel embellishments are available in profusion.

Ardersier Gala Classic Car Show Ken Hammond



I attended the Gala on Saturday 3rd June and this was the first time I have had a classic car on display at an event like this. Very impressed with the whole organisation of the event and it was a thoroughly enjoyable day. The weather was superb and that always makes a difference. Great to meet up with like minded people and talk about classic cars. I don't mind admitting that I did feel a real sense of pride when we drove down to the park from the memorial hall as part of the parade with people on the sidelines taking videos and photos as we progressed. There was a great mixture of cars and they drew a lot of attention at the show. Again a really enjoyable event that was very well organised and hopefully I will get back again next year. Cars and Coffee on Sunday 11th June is next on the agenda for me..



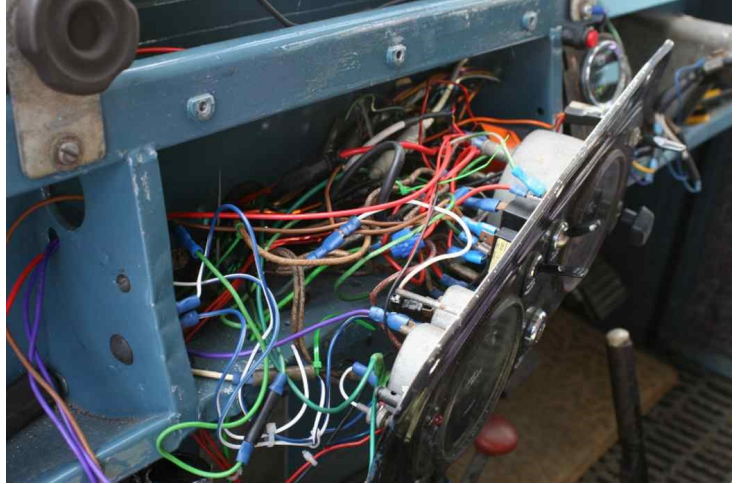
Editor's footnote: This is a perfect example of a newsletter contribution. Just a few words and a trio of pictures gives a great flavour of the Ardersier Gala, and without it I would have nothing to say about the event. Many thanks Ken.

Land Rover restoration part 4: The Wiring.....

Having got the windscreens in and the hardtop all bolted down, it was now time for the interesting part, wiring the windscreens all up and make sure they worked after all the effort!

With a 60+ year old Land Rover the wiring could best be described as a burach! A conglomeration of the original 1950's wiring and later additions with little rhyme or reason to colours. All hidden out of sight behind the dashboard!

Thankfully the windscreens came with a wiring kit and it looked like just a case of plug and play, simplez. Not so. The original wiring on the Land Rover looked just too weedy to use, hence buying heavy duty wiring to supply the necessary power for windscreens. Then finding a suitable power take off, earthing points, and a place where the on/off push switch could be mounted.



Now I was ready for quick test to make sure the windscreens worked and they did, phew.



Time to put it all back together and everything was shoved back into place and the dashboard tightened up. What a difference. No more the old ineffective screen vents, where you waited until you got to Inverness before the screen demisted, if you were lucky! Of if you were unlucky they kept freezing up are you drove along.....

Over the last winter the heated screens have been thoroughly tested and yes this has been the best accessory I've bought and fitted to the Land Rover in all the years I have owned her. Push the button and wow, clear windscreen in under 30 seconds.

Yes there are still quite a few jobs to be carried out like rust removal on the chassis, painting the door tops, changing the front panel etc. Coming soon to an article near you.

Alice

Polo

Jim Mackay

My family were to be based in Grantown and Inverness so I reasoned that they would be better off with two cars. Anyway, the Astra was an unknown so it would be a kind of insurance to have another car as back-up. It was a right cheap-skate thing to do and my conscience was bothering me so I resolved to buy a more expensive car. I even contemplated as much as £3000! However, it was a bit like the NHS here with too many managers. By the time I consulted with my wife Irene



and a decision made the prospective purchase was sold. I decided that democracy wasn't working so the dictatorship was born and I viewed a 54 plate VW Polo in the rain and the dark, parked illegally on the road with no power steering, both front springs broken, abs light on and corrosion in a rear cill. Something in me saw the potential. That something might be a touch of lunacy and it certainly wouldn't have happened if democracy had ruled. Money changed hands and my life changed forever. This was the action a younger me and maybe I had something to prove.....my stupidity.

New front springs, used steering rack, used abs pump and both rear cills repaired saw it through an Mot. I didn't need to change out the abs pump because the fault was a corroded fusible link hidden in the battery cover top! The front suspension arms were an advise so they were replaced eventually as the off-side one had the bush fitted squint as did the next two replacements! I thought this only happened with the Healey.



The wheel arch liners had to come out so what was left of the Torx screws were slotted with the angle grinder for a big screw-driver failing which both sides were cut for a big adjustable wrench failing which drilled out. Normally I replace with stainless steel screws but at that stage I wasn't sure if the car was a keeper so I purchased new replacements. I've included an image of what a new one looks like after two months mostly in the car port. The other image is of the Polo on two wheels as it's very difficult to catch it on four!

It's a nice little car, drives well and I think I'll keep it for a while, not that I think a 1.2 12 v Polo is an emerging classic. There's a host of repairs to be done as the rear wiper was burnt along with the wiring.... removed for the Mot as a rear wiper is not required. The central locking works only on the passenger door and not at all on the tailgate.....rusted out. There appears to be an electrical connection on the lock but I have yet to find a boot light! The rear seat does not split as the whole thing hinges forward and yet VW in their infinite wisdom fit air con; like, we're in Scotland! The front wings are rusted through and although cheap to buy new I

think a bit of filler will do the trick. That little three cylinder engine revs well, even if it sounds like a MF 35 Perkins. I've had performance cars for fifty odd years and I think having a wee car that can do the legal limits is quite relaxing as I blend into mediocrity and obscurity.

What! Not another light on? Exhaust Gas Recirculation? Brilliant! Recirculate some of the exhaust gas to reduce the intake of oxygen! Who thought that one up?

Apologies to Jim. Your editor had gone and done it again. He sent this in for last month and I thought I'd published it but I hadn't. I just got confused. Deepest apologies for your embarrassed editor.

Classifieds



Picnic Hamper for sale. £40
Contact Alan Goff for details.

FOR SALE : Brian James A4 Transporter trailer (Model No 125- 2202); bed size 3.90 x 1.70; 2,000 kg; Al-Ko safety hitch; includes winch, wheel chocks & four "over-wheel" ratchet tie-downs; new in 2016; regularly serviced; excellent condition – usually kept under cover; £2,250 ono. Please phone Chris on 01381 621211 or email cjds@ag47.net (Rosemarkie)

Bring your vehicle to the Gairloch Gathering

Established Classic? Future Classic? All welcome! Cars / Commercial / Bikes

Saturday July **1st**
Gairloch Sands Campsite
(Meet at Gairloch Pier, 11.30 am)

Contact: Douglas Gibson

01445 712085
douglasg@burach.org.uk



The weather for the Gairloch Gathering looks changeable. Which for you optimists means there might be some sun, but not enough to get burned.

Tain Classic Vehicle Show

There was a great turn out at the club stand this year and our club shelter kept the UV rays at bay, on what was a very relaxing day.



Here are a few pictures for Jim Mackay to give you a flavour of the event.



We're hoping our correspondent may gave us a fuller review by next month.



But in summary it was very, very good.



PS We're also waiting on what we journalists call 'copy' on the Highland Folk Museum vintage day. Someone suggested publishing show reviews the month before the one next year, as a kind of promotion, and to give the author time to deliver.

Future Club Nights

Following a committee meeting here's a summary of upcoming club nights. Keep an eye on the website for more information.

August - Scenic run to the Grouse & trout from 'Tesco Holm' carpark via Scaniport, Duntelchaig and Dunlichity.

September– Drive each others cars at Brockie Lodge

October - Visit to Moray Motor Museum. Entrance is £15 to be collected before entry. A bus from the A96 retail park is being organized and if plans fall into place it will be a night not to miss.

November - Inverness Railway Sheds details to be confirmed

December - A gathering at Rollerbowl

Sounds good. Well done to the committee.

HCMC Events

- **Club Night - Pudding Run to Nairn. Thursday 6th July Gather at the Culloden Battlefield car park for a 7.30pm departure.**
- **Cars and Coffee - Sunday 9th Jul 2023 Rollerbowl, Culduthel Rd. Inverness.**