

CLASSIC SCENE



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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

Spotted at an Essex Classic Car Show, an early Aston Martin with a Scottish registration number. Does any one know anything about this car?

CHAIR BITTY AUGUST '15

I can see from our Forum that last months run to Ullapool was a good one, with typical Highland summer weather, i.e. a bit of rain. Shame that we didn't manage to make it, but we had to go to a funeral. Hopefully someone has penned a nice summary for the newsletter for all of us to read.



On the car front, the Merc had its work done on the brakes as identified at the MOT. Turned out to be a bit of a ***, with the garage eventually opting to replace both rear brake disks and callipers. Effin, a week later and we are another £700 out of pocket. Our landie is doing just fine, with many runs to the dump as we continue to clear the place in readiness for a small extension. And probably many more to come as we progress with the work.

You may already be aware of the new legislation that has introduced more stringent checks on your driving record if you want to hire a car. In essence your National Insurance number has been linked with the DVLA, supposedly in an attempt to prove to the DVLA that you are who you say you are. We run into that the other week as we needed to hire a van to ferry 27 packs of wooden flooring. The intention was that both of us would be down as drivers so we could share the driving. However as one of us has NI records that are locked, the company was unable to check the driving records with the DVLA. No check, no hire. This is where the government's big brother, interconnectiveness of everything is becoming a bit of a pest.

This months meeting will be at Black Isle Bronze and Inver Models in Nairn. We meet up at the big Tesco car park at the retail & business park at 7.00pm.

Cheers,
Trish

VARIOUS ODDS & Err... ENDS

Not my usual rant, that is on another page, but in the absence of any one else writing anything, just a collection of odds and ends on a whole variety of matters.



First off a picture of a splendid Art Deco style car model I found in Durham at the beginning of the month. Made of aircraft grade aluminium and highly polished. It has 'Indianapolis' on the tyres (Or should that be "tires" as our US cousins can't spell) and has the looks of a 30's oval racer. I couldn't resist it, just don't ask how much!

Next, you all should know by now my views on Morgans. The fact that at 6'2" tall I can't even get in them is a good place to start. But at the Essex based Matching Green Classic Car Show in July I found this one that was at least worthy of a second look. The fact that it had a hulking great TVR engine jammed under the bonnet may have had something to do with it



The club run to Ullapool was well attended unfortunately the terrible summer we are suffering spoilt what should have been a good event. The road to Ullapool is always a joy to drive but as the rain began to fall all hopes of a fun drive ended. Not only was it wet but it was quite cold as well and when the midges began to swarm around.... As my motor-cycle instructor said to me when the rain came down, "Never mind son, skin is waterproof. You won't drown!" A couple of photos courtesy of John Makenzie



CLUB OUTING INVERNESS TO BURGHEAD THURSDAY 7th MAY

About 18 of us met up at about 8 pm at Burghead Museum on a cold and blustery evening. The Museum is situated beneath the huge rock which is the Burghead headland and is open for six months of the year. It has a prominent position overlooking the Moray Firth and surrounding countryside. The headland has been a place of considerable importance since Pictic times. We were introduced to several original artifacts, drawings, informative film and questions were encouraged.

We were made most welcome by the Curator and her assistant who introduced us to what there was on show, their future plans, the local Pictic history, the genealogy and ornithology. Outside the Museum there are steps leading to the top of the rock where it was quite easy to get blown away.

Just before the conclusion of our visit we were led to a Pictic Well. This is contained within a deep cavern. It is gated for public protection. Near by, the site of the Clavie was pointed out. The burning of the Clavie is an ancient Scottish custom held on this site on 11th January each year - i.e. Hogmanay.

We thanked Mrs Miller and her assistant who made us very welcome.

Some of us decided to revive ourselves at a local hostelry on the way home which was a cheery way of concluding a chilly evening together.

For information contact www.burghead.com

Liz Bligh



THE EDITORS MONTHLY RANT



Lots of money spent on all of the Goff Fleet this month. Janes SLK started to show all the symptoms of warped discs recently. It could be felt and heard under normal braking but wasn't affecting the steering so it was obviously the rear brakes. Alexander & Mackay came to the rescue and the problem was the surface of the disc breaking up. They replaced the discs and pads in a few hours at a very reasonable price. Next was the Mot, closely followed by two new front tyres. Next up was the Lancia's Mot. Ooops it failed! Apparently the hand brake was only working on one wheel. As I hardly ever use it, I didn't notice that problem. (Never leave an old car for any length of time with the hand-brake on, it's a pig of a job to release it) Any way, whizzed home quickly, up on the ramps and found that the cable was so slack it had jumped out of its mounting. Typical over engineered Lancia, the ratchet brake adjustment is through the wheel nut holes. On the subject of brakes, next up the Skoda. The discs are the biggest load of XXX going. Black with corrosion, badly scored, even though they were skimmed at the FIRST service, and always lacking any bite until you give them a hard dig. The discs on the Lancia are the 40 year old originals, a bit crusty around the edges but in better condition than the Skoda. So A&M will be replacing all the discs next week with a zinc coated set that have a 3 year warranty against any problems. And to finish off, two new front tyres for the Skoda. So at the next club meeting I will be passing among you with my begging bowl to hand.

The article on the following pages after my monthly rant is another of the vehicle examinations I did as a Traffic Pc. Probably the worst damaged car I ever had to deal with. Totally shattered. The then owner and builder of MiniGems was stunned by the amount of damage, even cars involved in race track crashes weren't as badly damaged.

And finally, Brian sent the following e-mail.

The Inverness MOT Centre, Shore St (under the railway arches) 01463 710676, offers a discount to HCMC members (£45 instead of £54.80), and they are very sympathetic to classic cars,

Mini-Marcos/Mini-Gem 2 door sports car.

Fibreglass construction based in Mini subframes and parts. Recorded mileage of 49999.9.

The car had been totally destroyed in the accident and just 4 major parts remained: - the front subframe and engine, the rear subframe, the roof and the floor. The front seats had both been torn out of their mountings on the floor and were badly distorted in the impact.

Brakes.

The vehicle had drum brakes all round with a Lockheed master cylinder, which appeared very new. The reservoir was nearly empty but the remaining fluid appeared very clean and clear. The loss of fluid was almost certainly caused by the breakup of the vehicle.

Front brakes. All linings in good condition and both drums unscored. Nearside drum smashed by impact.

Rear Brakes. The rear brakes were in poor condition. Before removing the wheels and drums I operated the handbrake operating arms by hand and found that I was still able to turn the wheels by hand. I removed both drums and found that both linings for the rear offside brake shoes were heavily worn and that the friction material was so thin that the securing rivets were nearly touching the brake drum. The rear nearside shoes were in good condition with plenty of friction material remaining. I again operated the handbrake levers by hand and found that they hardly operated on the shoes, only moving them a fraction of an inch. The rear brakes have a leading and trailing operating action and the hydraulic wheel cylinder has dual pistons each operating on one of the brake shoes. On this vehicle both the wheel cylinders had one of the two pistons seized; on the offside wheel the trailing shoe piston had seized and on the nearside wheel the leading shoe piston had seized. On a leading and trailing brake setup, the leading shoe does most of the braking and the trailing brake very little. The seized pistons would give good braking on the offside wheel, but very little on the nearside. The wear pattern of the brake shoes

would tend to indicate this unbalanced brake condition. The vehicle was also fitted with a brake limiter valve for the rear brakes and this would also reduce braking effect in order to prevent rear wheel lock up. These defects would have the effect of leaving this vehicle with poor, badly balanced rear brakes.

Hand brake. The handbrake was totally inoperative. Due to wear and lack of adjustment, the operating arms had insufficient travel to enable them to come into contact with the brake shoes. Both cables had snapped, probably due to impact damage. One of the cables had broken at some time in the past and had been 'bodged' to repair it. The remaining few inches of cable on the handbrake lever had been knotted and a small metal clamp fixed beyond the knot. The other end of the broken cable had been clamped in place.

Suspension. The vehicle had independent suspension all round, with rubber cones forming the spring medium. At the front the cones were mounted in a vertical position with telescopic shock absorbers. Both shock absorber top mountings were badly rusted with 4" x 1/2" rust holes running alongside each mounting point. At the rear of the vehicle a rear subframe from a Mini is used. This subframe was new in appearance but the mountings were incomplete. The frame is normally held in place at its front edge by two clamps bolting into the body and at the rear by two clamps each with two nuts onto each of the threaded studs which are fixed in the body. Four mountings on each corner of the subframe with two bolts on each mounting. The front mountings were correct. The rear mountings were in poor condition with studs broken and nuts missing. On the nearside, only the rearmost stud was complete with a full length stud and the nut present. The front stud had been cut off level with the clamp. On the offside, the rearmost stud had also been cut short, level with the clamp, and the forward stud was missing completely. This side of the subframe had also jumped off of the remaining stud and moved forward. There

were some signs, scratching etc, that the nut had been present at some time. It is possible that the severe impact may have caused the subframe to jump out position. The bolts and studs on a Mini are very exposed and rusting is commonplace. Whoever had fitted the new subframe may well have resorted to cutting the studs in order to remove the old frame. On this vehicle the rear of the subframe was only held in place, at best, by two nuts and it might have only had one. Movement of this subframe during driving cannot be discounted.

Wheels. Both rear wheels were Cobra TC Supaslot Alloys, size 5x10. These wheels had a 5/8th inch offset and there were 3/4" spacers between the drum and the wheel. Both front wheels were F.A.B Ruote Alloys, size also 5x10. The front nearside wheel had shattered as had the brake drum behind it. These wheels had a 2½" central hole and corresponding damage on the front of the other vehicle involved in this collision strongly indicated that the Mini Marcos was going completely sideways at the time of the collision.

Engine. A standard 850cc engine block with an MG cylinder head, 3 branch 'tuned' exhaust manifold and a twin choke Weber carburetor. With the correct cam a quite powerful version of the Mini engine. Almost up to Mini-Cooper standards.

Conclusion. According to witnesses the vehicle had been travelling well in excess of the 30 mph limit and had attempted to overtake another car, then it would appear that the driver had to brake and swerve to get back onto the left side of the road. In aggressive braking and steering maneuvers, Mini's can snap into oversteer. It cannot be discounted that the unbalanced rear brakes and the possibility of movement of the rear wheels because of the inadequate security of the rear subframe added to the driver losing control.

LOCAL & CLUB EVENTS DIARY

- 6.8.15 Club Run to Black Isle Bronze and Inver Models
Meet at Tesco Retail Park at 7pm.
- 9.8.15 Historic Wheels Car Show, Brodie Castle
NOTE: NO LATE ENTRIES AT BRODIE CASTLE.
- 16.8.15 Dunrobin Castle Car Show.
Run from Helmsdale at 10am, Dornoch 1pm, Castle at 2pm
- 29.8.15 Fortrose & Rosemarkie Car Show.
Meet usually at Dingwall Mart, followed by a local run to Fortrose.
- 3.9.15 Club Run round Loch Ness to Beauly
Meet at Council Car Park, Glenurquhart Road 7.30pm.
- 6.9.15 Grantown on Spey. Entry list almost full.
- 26.9.15 Strathnairn Vintage Rally and Display
- 27.9.15 Laigh O'Moray, Roseisle.
- 1.10.15 Visit to Autohead Recon Inverness
Meet there at 7.30pm

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