

CLASSIC SCENE



August 2020



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 72
Lochalsh Road, Inverness IV3 6HW
Tel: 01463 222839 (Work)
01463 232144 (Home)
bm@invernessosteopaths.co.uk

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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Thursday preceding the monthly meet-
ing. Please send articles by post or
email to addresses above.

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

This month's cover picture is a mon-
tage of snippets of some of the cars
that took part in our first lockdown
car run on Thursday the second of
July. More on that inside this news-
letter.

Welcome to the August Newsletter

As the lockdown continues to ease there is visibly more classic activity on the roads. We had our first official club night at the beginning of July, and plan a drive around Loch Ness on Thursday the 6th August.



On a drive through to see my aged parents at their house, in glorious Morayshire I spotted a few classics on the road. At Nairn I glimpsed a beautiful open topped Jaguar which I think was an XK140 - it had those long swooping front wings. In Forres I saw what looked like an Audio Quattro UR, a bit like the one pictured. Then coming out of Elgin I saw a Jensen 541 in a dark colour, maybe blue, (Aye OK so I wouldn't make a great crime witness,) and it was stunning. In fact so stunning that affected the standard of my driving - late braking.

I've found another good source of classic spotting - re-runs of 'The Saint' with Roger Moore. As a jet setting trouble shooter, he has been all over Europe including Paris and Rome, and not only were there great spotting opportunities in the location shots, the production team took the correct cars back to Elstree for filming. I am currently stuck on identifying what looks like a family sized Simca Estate driven by a Parisienne art dealer. Our Hero Simon Templar drives a white Volvo P1800 with red interior. As you know, this is derived from the sturdy rally bred Volvo Amazon, so imagine my dismay when in a car chase with a VW Beetle 1200 it broke down on an rough unmetalled track with a broken axle, but the Beetle just rolled up like it was on a runway. To add insult to injury the broken axle was on the off-side front. Yes, I was shouting at the TV. How did the Beetle keep up? Nonsense. And Simon Templar knows nothing about cars. (He said axle - not stub axle and it was a poor diagnosis anyway)

There has been much activity in your editors garage this month. The Sierra has suffered from poor handling which I improved with some new TCA bushes and some DIY tracking however it still isn't quite how I remember them, a bit too twitchy. So after our visit to Bitz last year I decided to put it in to their Hawkeye tracking machine. It was given a thorough going over but the only change was 7' to put the tracking right in the middle of spec. This is only 0.1 of a degree and I have to say I was quite pleased to get that close but also surprised that it made a noticeable difference. It's still not handling right, and I'm current blaming it on the lowering springs it came with. The car also had a sort of misfires and hesitates at times, and having replaced all the service ignition parts, I think it's a fuel system issue, so Bitz also did a Terraclean. I have to say I have been sceptical about this and even they weren't sure it would cure this problem but what a difference, the old V6 lump has got it's purr back and the misfire has gone. There is still a bit of hesitation at times but I think this is down to after market air filters and maybe the stainless steel exhaust. Modifications eh? And lastly for the Ford, I sourced an correct long nose bonnet to replace the Cosworth item but it was a bit rusty so I man-

aged to sandblast it and cover it in some Zinc 182 primer for now. It's going in for paint soon.

Of course there is also the VW T5 Kombi, and ABS brakes has been the theme here. After some fault code reading and internet forum searching it looking like it was a victim of the common problem of ABS controller failure. I removed it and sent it off to ecutesting.com. What a great service. They're not cheap but still it's a fraction of the price of a new unit. I was a bit disappointed to have to unit returned as a no fault found, but at least I know now. So attentions were focused on the near side front ABS cable (It's had a new sensor) and some suspicious but very strong tape was removed after some swearing and tea breaks to discover the cable was made up of three parts soldered together and water had got in causing weakness and corrosion. Possibly the solder flux had eaten through the conductors as I found it had broken in two places. A new cable has been ordered and delivered but it's proving difficult to solder onto the tarnished existing loom, even when cut right back. Cars eh?

Your Editor.

Chairs Bitty

Get ready! Start your engines! And at exactly 19.30pm the engine was started and we reversed out of the drive for a small jaunt round the countryside. We were thinking of you as we drove around in our Landy which, since all the work recently, but mostly due to fixing the oil leaks so the oil stays in the gearbox and greasing up the springs, was remarkably quiet. No need for shouting any more. Lovely. I think we met 3 cars on the road, a few cyclists and numerous people out walking their dog. Since then of course lock down has eased a little more and things are looking up for our meet this month.



When last months magazine came out I eagerly looked for the quiz answers and winner, only to read about the very disappointing response to Derek. But I kept my head high, I had returned our answers. Alice and I had a very nice evening working out the answers, learning a few things in the process. Thank you Derek for giving us this night of entertainment. It is just the way I am, so I added all the questions and answers into a document before emailing it back. But when Alice read the newsletter, she wasn't so sure and asked: "did you really email it back? It was getting late..." But I was adamant that I had. Until I checked my emails and discovered that I hadn't. How embarrassing.

Our Merc had a little crisis last month. It was one evening after one of these short sharp rain showers, when Alice looked at the car and said "why is it steamed up inside?" Investigation quickly revealed a wet driver side carpet. But how wet and where does it come from? All of this happens of course a week after the warranty runs out, so Mercedes weren't very helpful. But Alice managed to get the front carpet out, not such a big job as it initially appeared, but it was soaking only on its right hand side. Once out, she discovered a sizeable puddle on the right hand side

of the foot-well too.

We initially suspected a blocked drain and right enough, the one above the drivers side was a bit choked. To be on the safe side, Alice cleared all drains out again. Sorted we thought. Until the next rain shower and more water appeared in the car (**@??!!??). We ended up tying a tarpaulin over the roof as the weather was turning rather wet and we did not want any more water in the car, thank you.

During the next dry spell we had a go at trying to find the leak, with one of us in the car and the other pouring on water. Right enough, as soon as we did this, drip drip drip. We then took a closer look at the windscreen and noticed a small crack in the top right hand corner. And the trim wasn't sitting all that nice either, preventing the scuttle drain from connecting properly into its drainage channel. At this point we were starting to think whether a new windscreen would solve the issue. The decision was taken out of our hands as, when we turned our attention back to the windscreen, a major crack had appeared out of nowhere, almost splitting the windscreen vertically in two. Now we definitely need a new windscreen. This was fitted a week later and the car is now staying dry. With hindsight we think the windscreen has been leaking for some time as we noticed in the past that if we got into the car with wet gear on, it would instantly steam up. The carpet was refitted after 3 weeks of sunbathing and hanging out to dry in the wind.

Lots of yummy fruit harvested this month. Red current have mostly been eaten by us, not the birds, although they had a good try at it. I had covered the branches with plastic bottles to stop the birds from eating the berries. Then one day we observed a Thrush jumping up to get it's head into the bottom of the plastic bottle covering the branch and steal a berry. What will these birds think of next! Most of the black currants went into the freezer, so did a fair percentage of the strawberries and the rest was shared out with our neighbours and friends. The courgettes are flowering and all is still looking positive for a harvest there too. The French beans have not come to much with 3 measly little beans.

Another little gardening job was investigating why my water-butt wasn't getting much water. The guttering and downpipe were clear, so attention turned to the water diverter. Once I got that back of the downpipe I discovered the outlet was choked (a bit of a theme this week). Choked enough that seedlings were sprouting in it. Not any more after I cleaned out the pipework with a flexible drain cleaner, you know the foot long fluffy ones you get for sticking down a basin sink. Next rain shower and the butt was full again.

Now that we are allowed to meet up again, if at a social distance, we committee members stuck our heads together and decided that a nice long run around Loch Ness would be just the thing to cheer us up again. We meet up at the Tesco, Holm, on the Dores Road at 19.30pm.

See you there.

Trish.

July Club Night Drive

Lockdown restrictions were lifted enough for the HCMC committee to organise a club run of sorts. Our chair proposed a loop around Inverness starting at your own house which complied with travel rules. For those outside the capital of the Highlands it was suggested that you organised your own run locally. There were enough Black Islanders to have our own run which was well attended with I think around 12 cars. See the front cover for more pictures.



The Inverness route was popular too with even some non members popping out to join in the fun. I don't have so many pictures as I was with the Black Isle Brigade, but it has been estimated that about a similar number of classics turned out. As often happens, one car steals the show. Check out this Peugeot 104. The general feeling seemed to be of great happiness to be out and about, even in this limited way.



And up at Fearn, Trish and Alice had the Land Rover out for a bimble.



Dyane to get flitted....

Callum Beveridge

An update on my current Citroen Dyane project. I've moved house, changed my welding gas supplier and have gone through about 4 rolls of mig wire this year alone. Lockdown has been very productive!

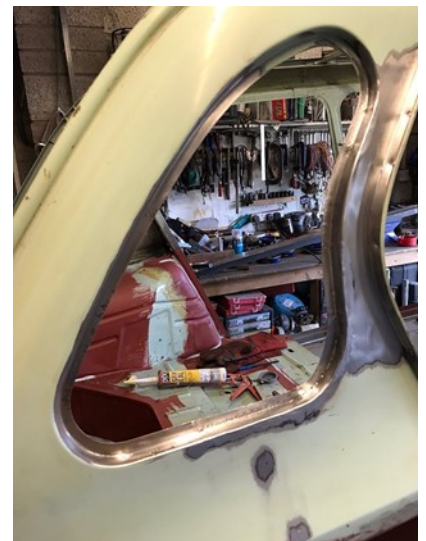
The last thrilling instalment saw the production of a rear panel from flat sheet. Since then, it's been welded in along with a home-pressed boot floor panel (that's a pig of a job). The entire boot section has been replaced with new metal, primed and seam-sealed before final painting.



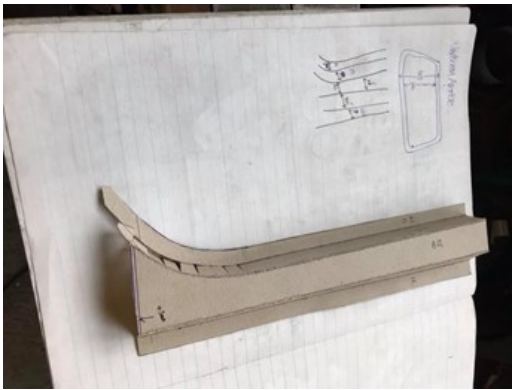
Time for two new floors (one the only new panels that I purchased) and a new inner and outer toe-board. These are plug welded initially and seam welded before primed and seam sealed. The outer sill was left deliberately long to fold over the sill/floor join having been freshly coated with seam-sealer beforehand.



The next job was to repair the rusty rear quarter-light apertures. These always rust under the rubber seal – and this one was no different... Careful use of the welder on 0.6mm steel and plenty of heatsinks later....



Moving house was the ideal opportunity to get rid of all of the rusty metal that had been cut out of the shell. Basically, it's the entire bottom half of the car bar one rear inner-wing that was mostly repairable. Here it all is laid out before a trip to the tip.



Ensconced in its new home (Thanks Miles), time to repair the inner windscreen frame and replace the outer frame to half-way up the screen pillars. I employ judicious use of CAD throughout this project – Cardboard Aided Design. Here the offside screen pillar is being prototyped in cereal-packet form... before being transcribed to steel and clamped into position (You can never have too many vice-grips....) That got plug-welded together and all of the fiddly bits finished off with a Dremel. I'll weld the lower seam on the bulkhead when the shell is next inverted. I find gravity helps when plug welding.



With the basic shell complete, it's time to mock-up the 2CV front-end (Thanks Kevin). It all appears as if it goes together – kind of... It doesn't all quite fit, so the bonnet is my next victim. I had to weld on a redesigned bonnet hinge and it turns out that the bonnet is too narrow. Time to get handy with the angle-grinder.

Progress was delayed around this time after a trip to A&E during lockdown to re-attach a severed lump of thumb. I've never seen is so quiet in there - I was in and out in under 2 hours - Excellent service!

The wider bonnet works, so time to make some new panels to cover the area forward of the A-post. Start with a flat sheet of steel cut to slightly oversize dimensions and bend a 90 degree flange to attach to the back of the A-post... Stretch the flange in the customised bead-roller until the panel curve matches that of the front door (not forgetting to press in the continuation of the door strakes)... then invisibly weld to the original flitch panel, rub-down and prime.

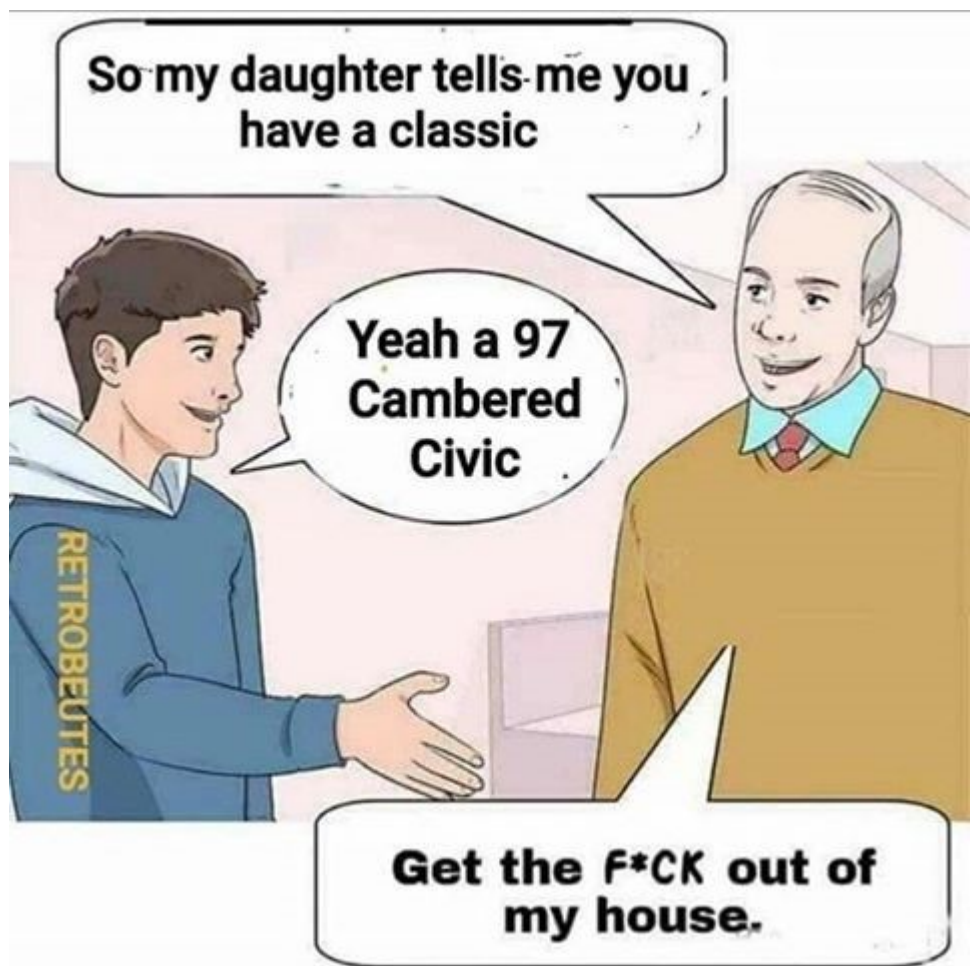


After that, there's just the bonnet air-scoop, moving the headlamp cut-outs, then repeat this trick on the other side of the car. It won't be symmetrical, but then you'll never see both sides at once!

Final job will be the bulk-head scuttle and a matching air-dam under the bonnet then it will be time to think about getting the oily bits out of hibernation.

Did I mention that I've never heard the engine run nor know if the gear-box works? Barring further trips to A&E, what could possibly go wrong now?

Callum



Out and About



This Minor was parked up at Autosave. The new owner bought it in this condition with Rover V8 and Jaguar rear axle. No peering into the engine bay to find the engine then.

Cheers,

Jim Mackay



The Far Side

So if like me you like tinkering with cars without any formal training it takes a while to come to terms with some of the err, technical terms. I've known my near side from my far side since I was a boy though. Or have I? To me the nearside is by the kerb and the far side is by the middle of the road. But what if you park facing the traffic, or it's a left hooker or you're in Europe? It all starts to fall apart. This month I learned that these terms come from the equestrian world where I'm told you do all you mounting and dismounting on the nearside, or left facing forwards. Obviously cars have evolved from carriages, so this makes sense.

Does anyone refer to a bolt by the spanner size then or do you know if it's a 13mm for and M8 **setscrew**, but what thread pitch 0.75, 1.0 or 1.25mm? Whitworth, UNC UNF? What pitch diameter?

$$D_p = D_{maj} - 2 \cdot \frac{3}{8} \cdot H = D_{maj} - \frac{3\sqrt{3}}{8} \cdot P \approx D_{maj} - 0.649519 \cdot P$$

It's driving me nuts.

Moray Miglia

The Moray Motor Museum's Moray Miglia (what a mouthful) ran on Sunday 19th of July and Cars and Coffee regular James Kyle let us share his pictures.



I read somewhere that the Bentley and a Mini Cooper S were having a good drive together.



<-Is that Ian Thomson and his Alpha behind this Jag? (below) Cor-tina!



"The sight of a lovely patinated pre war Bentley being chased by a very smart Mini Cooper "S" (straight cut gears whining) headed down from The Lecht will be long remembered. The Bentley also got a couple of Porsche scalps."





More Moray Miglia Motors including a nice Coopers S and a gratuitous Sierra from the Museum. Elect a new editor if you don't like my pictorial choices!

Barns Highland Motor gathering

Cars / Motors / Tractors

*A relaxed family and friends day out enjoying a static gathering
of all types and ages of vehicles*

When: Sunday 2 August – 11:00 to 15:00hrs

Location: Barns Campsite, Kinchyle Farm, IV12 5NY, Nairn

Clubs & enthusiasts attending:

Historic wheels club	Highland classic motor club
Highland drivers club	Highland 4x4 response
Highland Caterham hire	Dubness
MG Owners Club	Plus,,, many more

Vendors attending:

Forbes farm fresh	Coffee Rescue
North of Scotland marquees	Hangar96
Phantom artisan	Highland Campervans
Plus,,, more to confirm	

Vehicles and Vendors to arrive strictly between 09.30 – 10.30hrs on the day

All vehicles must be in a safe condition and insured

This is not a commercial event and there will be no commercial companies or vans on site without prior written approval.

No entrance fee. Donations welcome. All proceeds go to CHAS

Children's Hospice in Inverness

Visitor parking: Parking will be mainly on grass directly adjacent to Barns Highland Campsite

This outdoor gathering complies with Government regulations regarding social distancing and hygiene.

For more details contact: info@barnshighland.com or phone 07494532380



LOCAL EVENTS

The Moray Motor museum has been having some low key socially distanced Cars and Coffee style meets in Elgin on a Sunday near the end of the month. Check out their Website or Facebook page for more information.

Thursday 30th July	Black Isle run with a short historical interlude at Preachers Burn.	7pm for 7:15 at the Black Isle Leisure Centre or a swift hook up at Tore Garage at 7:25pm	Depending on the weather there should be a half hour stop close to Preachers' Burn so that those interested can take the 10 minute walk to the site. Remember to bring suitable footwear. Please also try to observe social distancing. (John Mackenzie.)
Sunday 2nd August	Barns Highland Motor Gathering	Barns Campsite, Kinchyle Farm, Nairn. IV12 5YN	See poster in this newsletter
Thursday 6th August	Club Night Loch Ness Run	Meet Tesco, Holm, on the Dores Road at 19.30pm. Park socially distanced.	A counter clockwise run around Loch Ness.
Saturday 29th Aug 2020	Fortrose & Rosemarkie Classic Vehicle Rally	Dingwall -> Fortrose	More info from info@fortroserally.co.uk or Facebook page: https://www.facebook.com/fortroseclassics