

CLASSIC SCENE



August 2022



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The club has an extensive archive of
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Cover Picture

Nairn

Welcome to the August Newsletter

I had a lovely time on the July club run around Nairnshire but it was slightly tarnished by receiving a texted comment from a 'friend'. "Leading the plume of unburnt hydrocarbons like a champ." Followed by a puke emoji. We were spotted while he was out on his bike near Culloden (so to be fair engines not fully warmed up) and to add more smugness he also drives a Tesla. Apart from raining on our parade, what did stick in my mind was this feeling that not everyone likes the sight and smell of classic cars and I seem to notice more negative comments these days as carbon becomes *the* naughty word. I believe we also had a disgruntled Tesco delivery van driver as we stuck to the 10 mph speed limit at some roadworks. A red circle on a sign means order by the way. I can totally justify our drives and cars but not to people who don't want to listen and I do wonder if negative attitudes to classic cars are a rising trend. It could have been worse. If I'd been in the Mini with it's racy camshaft and leaky valve stem guides then there really would have been some unburnt hydrocarbons to talk about. Even our club members comment on that!

In the garage recently I've had a nice range of car related jobs. I fitted a seatbelt for dogs in the back of the Beetle so I can put one in the back legally, and as I had a passenger arranged for the club run, I suddenly found time to fix some of the interior trim problems to avoid any shame.

The Sierra has an issue with vague steering in the straight ahead position, which I thing was the lower bush on the steering column. Swapping that out has made a big difference. The next job is to look at the clutch. It seems to drag, causing some crunching when changing gears. I believe this is usually a toothed plastic quadrant in the pedal mechanism failing. This acts as a self adjuster, or in this case, doesn't.

And just for old times sake I did a bit of Focus work while Mrs Editor was away, and tidied up some rust and tapped a longer hole into the steering rack to improve the clamping on the high pressure hydraulic input pipe. Seems to have worked stopped the leak. She also has a new rear bumper.

I was also charged with some DIY tasks by Mrs Editor while I was home alone. A cooker extractor hood and some soffits to paint. Now why do I find DIY such a chore but working on cars or boats a pleasure? I think it's in the end result. I'm just not very excited about a cooker hood but a sorted car or boat? That's exciting. DIY is just pain with no reward. To me anyway.

I'm still trying to get word from Hugh Skinner about a proposed Balintore harbour classic car rally, and the glaring omission in this months newsletter is a review of the HWC Brodie show. I did speak to someone who was there and there seemed to be some quite impressive examples of classic motoring to be seen. Maybe next month we'll have something to print.

It's another rushed newsletter this month so apologies for any typos or errors.

Happy classic motoring

Your Editor.

Chairs Bitty

Sadly, I missed the Pudding run to Nairn as we had other commitments that night. However, knowing Bryan he will have organised a scenic tour and I gather you had pleasant weather that evening.

You certainly will have had a better experience that those poor people waiting for the ferries at Dover at the start of the English school holidays.

We're considering going over with the car sometime next year. Not via Dover, too far away. I'll wait and see whether there is any shift in position or whether we will still be classed as some third party country with all the paperwork that comes with that or not.

July was a busy month in the garden for fruit picking, but the birds are getting too clever. Even though I cover the redcurrants with plastic bottles, the blackbirds still get to the fruit first. They have worked out how to hold onto the branch below the bottle and then stick their heads in. And I also now understand why at the end of a season there are always holes in the netting over the strawberries, after I spotted sparrows busily trying to chew their way through the net. Oi! Fortunately none of the birds appear to like to blackcurrants much. The bush was laden, nearly 3kg of berries. So, our neighbours have all enjoyed their free punnet(s) of fruit, several kilo's have gone into the freezer and the rest turned into very tasty jam. The blackcurrant jam is "just the right balance between sweet and tart" according to Alice.

We have new residents in the sparrow terrace, with the left most nest box now occupied. A bit late in the season, but we'll see what appears. The sparrows have abandoned the detached one and wasps have taken up residence here. All nest boxes are on the shed and the one with the wasp is just a foot from the door. As the door is sticking slightly, the opening/closing of the door is now a very delicate operation, as the slightest vibration sets the wasps swarming. Not sure what makes them so tetchy this year. So, I tried planing the door down a little at the point it was sticking. A few shavings off and lo and behold it is now sticking over nearly a third of the door. Just what kind of warped stuff is this shed build from?

The Smart went up to our mannie at the garage to sort an oil leak on the sump – the gasket was weeping a little and we took the opportunity to do an oil filter change at the same time. As with many things post Brexit/Covid, it took a while for the replacement gasket to arrive. Our mannie was pleased to get this "proper job" (his words) as he was getting a bit tired of the seemingly endless procession of cars with electrical issues. This is according to him mainly due to the poor quality of wiring these days. Probably another reason why he likes our Landie so much as it is simple nuts and bolts stuff. The Landie by the way is not going very far these days either, not with the rising cost of fuel and 16mpg.

With all the trouble trains and flights abroad, we are now considering where in Scotland we will drive for a well deserved break. One of my work colleagues booked himself a flight to Rome in the hope that a) the flight will actually take place, b) he'll get through passport control in time and c) he will get to the airport in time. Too many uncertainties for me. I'll stick to simply picking a nice campsite and turning up with a tried and tested tent.

This month we are taking a run to the Grouse and Trout. We will meet up a little earlier (7pm) so that we can be away at 7.30 sharp. See you at Tesco's, HOLM.

See you there,

Trish.



July Club Run - Nairn for Chips

Firstly OK I know it was the you'll have ad your tea bring pudding run but read on dear member and you'll find out what I'm on about.

I decided to bring our youngest dog. And Bryan who planned the route. We met up a Tesco Inshes which is a regular rendezvous but wasn't as per the original plan. Fortunately we found each other. Didn't we? With the route



master in the passenger seat we were given pole position, and led an interesting route passing Culloden battlefield, then right over Cantraybridge. Calum (The



Third) was following us in his stickered up Aston Martin, and I didn't think he was going to make the gap, but he did. He might have lost the odd sticker though, it was that close. Now wait for it... on turning the corner we found the road surface had been recently chipped and very loosely. I was wincing

at every little ding, even at the 10mph enforced speed limit. (Red round border means order.) And even at that speed cars were falling back as damage to their cherished underneaths was avoided. In amongst us was a Tesco delivery truck who we think was frustrated at the snails pace. So were we. The chips went on for ages, long enough to come up with the pun, "Going to Nairn for Chips!"

The route swung back north towards Cawdor and then back south at he road by the castle entrance to Urchany. Then we did a we left down a long straight single track road I've never been on before with amazing views over the Moray Firth. Then we did a wee shougle over the Cawdor road soon picking up the Grantown Road into Nairn. "You know where you're going now?" Asks Bryan. "Yes." says I heading to the harbour, except we weren't going there, we were going to the links car park. Disaster was averted by deft cancelling of the indicator and we arrived to be met by a number of classics from members and none members alike who had heard we were out on a run.



I particularly liked this Jaguar XJS, and when the owner eventually appeared we pounced on him with all our questions. I don't think he was afraid, and answered politely. The RS Turbos were a welcome sight. Like a timewarp image from the Links car park in the 80's, though this time the cars weren't stolen.



As soon as I heard it was a pudding run I had profiteroles in mind. How many can you eat with out being sick? Well all of them. About 20.



I really liked Barrie's new Elise but was too shy to ask to attempt the 'can you get out of it' challenge, mainly because my dog would also try to climb in and she sheds hair and has scratchy claws.



All in all a great evening with good attendance and lots of enjoyment had by all.

A very enjoyable cruise aboard **PS Waverley** Richard Lashley

Yes, I know that we are predominantly a classic car club and my recent contributions to the newsletter and events have had little to do with cars but as we are the Highland Classic 'MOTOR' Club, I do hope the following might be of interest to readers.

On June the 9th we happened to find ourselves on a family break in Gairloch on the one day of the year that the paddle steamer Waverley calls at that harbour to take a happy crowd of day trippers on a cruise on Loch Torridon, Loch Sheildaig and into Upper Loch Torridon.

A quick enquiry to the crew assisting boarding passengers revealed that there was plenty of space available and we should simply board and buy tickets at the Pursers Office. Unfortunately, we had our two poodles in tow (not allowed on board), so Mrs L was confined to shore to entertain them rather than leaving them in a hot motorhome (yes, sunshine in Gairloch!).

The cruise lasted three hours, leaving Gairloch and heading south, past Redpoint and almost to Sheildaig, before taking a sharp turn to port (note the nautical terms!), through very rocky narrows into Upper Loch Torridon. We sailed approximately half way up the loch with spectacular views of the Torridon hills and Bienn Eighe before doing a Uey and returning on the same route.



The Waverley is the last remaining ocean going paddle steamer in the world, dating from 1947 and is powered by marine fuel oil producing steam for a triple expansion engine (I think this means it has three cylinders), most of which can be seen from the walkways below deck. What an impressive sight with the conrod little ends on sliders and the big ends operating the huge crankshaft to which the paddles are mounted externally. Valves are operated by eccentric cams adjacent to the big ends and main bearings. Everything is so beautifully oiled, greased and maintained with the Engineer monitoring the gauges, all of which are highly polished (even the copper pipework). Most of the moving parts are exposed which must make renovation and maintenance a doddle, albeit parts must be rather heavy. If only our cars had access like this. Of note is the smoothness of the engine with virtually no vibration – from the upper deck there is just a gentle chuff chuff noise from the exhaust.



Internally the steamer is finished in traditional timber panelling and is equipped with a restaurant at the stern, teashop in the middle and a large well stocked bar with large viewing windows at the bow – what's not to like.



The PS Waverley has now returned to the Clyde where it is continuing a full timetable of cruises on the west coast until October. I understand it will be back in the Highlands and Western Isles in early June next year for another week of cruises in our local area.

THE MOTORIST'S WORKSHOP

Polishing

When a job is done it should always be finished in some way—polished, painted, or the like, and this particularly applies to new work. Even in repairs, however, it generally pays to restore the old polished surfaces and repaint ; the job then looks as though it had been turned out by a mechanic who took a pride in his work..

As an example of repair, take a water-pump that has been dismantled for repair or inspection. If the old paint is scraped off, the gland nut and the spindle polished, the body given a coat of paint, and the whole thing made to look as like new as possible, there will be a satisfaction about the job after it is put on the car, and the worker will take an interest in it from the moment he sees it on.

Steel and iron may be got to a fine surface after filing by using emery cloth, beginning with F, then FF, 0 and 00, and more pressure can be got if the emery cloth is wrapped round a file. The last filing and all the emery work should be in one direction—either lengthways or across—not both. Small home-made tools, such as punches and chisels, may be polished all over, and really look extremely well.

They may also be burnished, but nearly as fine a finish can be got by 00 cloth, heavy pressure, and rapid work, till the cloth glazes and " bites " on the surface. The polish then comes from the steel particles bedded in the cloth, and the finest polish on a metal is got by working on it with its own dust.

All new jobs and fittings for his motor the amateur makes for himself it ought to be his ambition to leave with a shop finish, so that an acquaintance's question is " Where did you buy that? " rather than " Did you make that yourself ? " It can be done, and simply means perhaps two hours extra work on a 30-hour job, with satisfaction as a result ; without the finish it would look merely an amateur's job, done anyhow, though the actual fitting of important parts might be just as good.

Brass can be finished with emery cloth, and a final touch with brass polish on wash-leather, with plenty of "elbow grease" on the polishing cloth at the end, keeping the whole of the polishing the same way across the piece.

Burnishing

Burnishing is done with a hard steel tool, heavy pressure, and usually a lubricant of soapsuds. On cast steel it is hard work, but the dark lustre of the resulting surface is very attractive. For many small jobs quite an efficient burnisher can be made of a bit of $\frac{1}{4}$ in. silver steel hardened right out (not tempered), and highly polished. One end is held in each hand, and the middle part rubbed very hard on the work with a little soap and water. It sounds too makeshift a plan to be of any good, but the author once burnished a little centre punch this way as a present for a friend, who was full of admiration when he saw it, and thought the surface was the outcome of some mysterious and secret process, and not merely the consequence of honest toil with a hard bit of steel!

Burnishing, at any rate on brass, is frequently quicker than polishing, and as it looks extremely well, it is worth knowing how to manage it for an odd job now and again. These few hints are necessarily very brief, and the worker who wishes for fuller instructions must consult some of the text-books dealing with the subject.

Cars and Coffee



July's Cars and Coffee ant Rollerbowl was by all accounts the busiest ever. Comments on the Facebook page said so, but more a more scientific method is the breakfast roll count. Normally they sell about 60-80 rolls with 80 being a busy day. This time they sold over 100. The good weather brought people out in droves.



This is the XJS we met on the Nairn links owned I think by Grant MacLeod. It looks like we didn't scare him off after all.

The Audio 90 quattro is a bit special as it has been fitted with an Audi S3 20V turbo engine giving nearly 300 British standard ponies and still running the original (proper!) four wheel drive system.



Some cars are just elegance on wheels and the Citroen DS isn't bad looking either.





I only recently found out that Craig's rally Sierra was in fact previously rallied by one Colin Macrae.

That's not a bad pedigree is it?

And here are some more 2wd rally legends.



Everyone needs a Mini pick me up early on a Sunday morning don't they?



Here a nice Lotus, Panache. No - style. No - Elan!

These cars often make me think of Emma Peel from the Avengers. TV definitely has an influence on our favourite classic. I read that Top Gear viewers recently voted Inspector Morse's Mk2 Jag as the most iconic TV cop car.



Halkirk Heritage & Vintage Motor Centre

We were sent some promotional information (see over) and I think this will be a very worthy destination. It's about a two and a half hour drive north of Inverness and I think we've found Trish and Alice's holiday destination (See Chair's Bitty)

The museum was recently feature in Practical Classics and looked really good.

Perhaps we could organise another Saturday day out?



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Out and About



The Riley made it safely to House of Bruar!



The Lancia was spotted in Dunfermline. Cheers, Jim.



There was a wee collection of local cars at Cromarty on Sunday the 17th of July. It was a warm day and the flies were out in swarms.

Poor old bear was covered in them.

Austin Healey 12

Jim Mackay

The floors had seen better days but at least there was some of them left for a pattern check. The boot floor was non-existent but fortunately they were all available so I didn't have to make new ones out of some guesswork. This was all straightforward enough but fairly soon I'd have to face up to the welding of the front and rear bulkheads to the chassis. Time for a rest and a bit of procrastination!



Cheers, *Jim Mackay*



Jim Lorrain-Smith

On a sad to note we report the recent death of former member and Committee Member Jim Lorrain-Smith at the age of 88. He had owned a TVR Chimaera and a MGB Roadster but had not been a member for a while. Here is a photograph of Jim (seated in typical pose) with another former member and MGB owner, Ron King, during a visit to the Moray Motor Museum in 2007.

Events Diary Planner 2022

I'm not sure how Covid proof this will be but here is a list of events we know about for 2022. Apologies if I've missed anything (let me know!) and check the details nearer the time in case of change.

- 6-7/8 Orkney Classic Motor Show
- 13/8 Truckness, Black Isle Show Ground.
- 19/8 Dubness - The Gathering of the Vans. Clune Farm Does.
- 18-21/8 Scottish Micro Car Club Highland Rally
- 21/8 Moray Miglia—HWC's sporty car run with food.
- 27/8 Fortrose & Rosemarkie Classic Vehicle Rally
- 28/8 Buckie Classic Car Show
- 24/9 Wheels of Nairn—Nairn Links

Check the club website for further details and updates.

Proposed Classic Car meet at Balintore Harbour

Hugh Skinner was thinking about arranging a wee or maybe not so wee, Classic Car meet at Balintore Harbour where there is ample room for a decent number of cars and there are quite a few classics in Seaboard / Tain area.

Hugh would like to gauge interest amongst our members and even for us to suggest a suitable Saturday. Currently we are thinking the 3rd (or 4th) of September.

There is the offer of BBQ to make it a nice meet. I believe something similar has been done in the past. Ranald? Bryan?

What do you think?

Contact me at editor@highlandclassic.org.uk with your ideas and I'll pass them on.

HCMC Events

4th Aug 2022 "Scenic run to the Grouse & Trout." Meet at Tesco Holm car-park (Dores Road) Run via Scaniport, Duntelchaig and Dunlichity to the Grouse & Trout. Meet at 7:00, leave at 7:30.

1st September 2022 Visit to Craig Chapman, panel fabricator extraordinaire in Cannich. Meet at Beaully Square for a drive to Cannich. 7:30pm departure time. More details to follow.

Note, our proposed October visit to PLD Smiddy has been cancelled due to them having to move premises by the end of August. We'll have to arrange something else.