

CLASSIC SCENE



August 2023



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The club has an extensive archive of
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Cover Picture

Out and about Part 1	Out and About Part 2
Cars and Coffee	Telford Street Coop Fun Day

Welcome to the August Newsletter

Welcome to the latest newsletter. I don't really have much to say by way of an editorial as I haven't managed much car related fun this month. I have instead generated a backlog of jobs to do. I believe I might have mentioned that my 205 GTi project and spares are up for sale but my arranged buyer, hasn't er, bought it yet, and I was hoping to get rid to make space for the other projects, and to focus not on the Focus(s) but on the Minis.

I've been distracted by a certain yacht purchase, which although it has an engine it has no wheels (tiller steering) so not worthy of a mention in this newsletter. Oh too late. Just a small mention then, by way of excuse.

I had one email from a member who commented on the number of appeals for contributions in last months newsletter. I hope our message didn't come over too strongly. I was looking at more of a theme for the edition than a bullying of members. He also states that not everyone has the confidence to write an article which is fair point, but as my MOT tester says, "It's minimum standards here." It's not Classic and Sports Car. And I run everything through the spelling mangler before publication anyway.

On a positive note we have six contributions published this month which isn't bad at all. That 's assuming I haven't mis-filed one!

As I haven't much to say, I'm left with the weather. It's been a very wet month which has put a dampener on our Classic activities. The Nairn pudding run was a bit of a damp squib but a hardy few still made it and I tip my (waterproof) hat at them.

Sometimes when you have time to reflect, say staring at a blank page, you remember that folk around you may be affected by various health issues or responsibilities limiting what they can or can't do in the classic car world. It's not something we openly discuss but it is something as a club we can help with as talking rubbish about classics is great therapy and we're lucky to have that. Anything from seized fixings to that rusty Ford Escort you had 40 years ago that's now worth a fortune. Imagine you're a Toyota Prius owner and your chat is, "I drove to shops and absolutely nothing happened." How's that going to cheer anyone up? Anyway I'm rambling, desperate to fill the page up. My point is the next time your lying in a puddle spannering a roadside repair, be grateful you can do it, and tell us all about it at the next club night.

Hopefully next month I'll have something more interesting to tell you. Or perhaps I'll have bought a Toyota Prius.

Your Editor

Chairs Bitty

The weather was not as amenable as I had hoped and there were just 4 cars at the Culloden Battlefield, probably because it was smirring a bit, Another 2 joining us in Nairn itself. But as we drove to Nairn the weather cleared up and we even had a peek of sunshine at the Green. For all you weather wooses, you missed out on the ice cream, cookies and other goodies.



As part of the drive up to Nairn we drove through a ford. And you try and take it easy but steady. However, there were a few very hidden potholes and the electronics on our Merc took exception to the water that got thrown up. Not quite Christmas lights on the dashboard, but the abs and anything relating to that sensor decided to give it a miss. The fault cleared once we drove away from Nairn.

Not sure if the next bit is a hangover from the same event, but last Wednesday where was a wee squeak from the front sounding like a belt needed tightening up. No worries we said, it is going to the garage on Monday anyway for some outstanding works from the days when we bought the car. "We'll just let our Mannie know", we said. But on Saturday morning, just a few hundred yards from my in-laws, the power steering failed. Those last yards were hard work as Alice can testify! A quick peek under the bonnet revealed that the serpentine belt had shredded, wrapping itself round various pullies. The recovery service turned into a bit of a joke, with first target time just after 4pm, then nearer 7pm, then 8am next day. We weren't going to wait for that and got a lift home. Just as we finished making our tea, the phone went. Yes, you guessed it, the recovery wagon had arrived just after 6pm!. Jumped in the Smart and made our way back to the in-laws, where it wasn't the expected Ross' vehicle, but Lochcarron's. Well, we didn't care who it was, as long as the job was done. Alice drove the car up the flatbed and off we went to our garage. Fortunately, our Mannie was working late, so we were able to hand over the keys straight away. Our Mannie too has a quick look under the bonnet and diagnosed 1 seized pulley and another that seemed a bit rough, so both will get replaced on Monday. By the time we got back home the tea had gone cold. But the cup of tea was hot.

The strawberries and black currants have been cropping this month and we have been busy picking, cleaning, eating or freezing the fruit. You will remember from previous years that our redcurrant is a favourite of the birdlife.. Despite putting bottles over the branches to protect the fruit, we have not had much off it. One branch had 2 bottles stacked on top of each other – and I make sure that they don't fall off. The fruit was sufficiently far down that the branch was staying up straight even with the additional weight of the bottles. One day as I walked passed on the way to the shed, I was congratulating myself that we should get at least a good handful of berries from that branch alone and was looking forward to picking them in a few days time – the berries were colouring up nicely. On the way back from the shed, not 5 minutes later.... ***! Both bottles were on the ground and not a single berry left on the branch! [bleep] birds!

This month we have an evening run to a mystery pub. Meet at Tesco Holm car-park at 7pm, leave at 7:30. The route will be provided on the night....

See you there, *Trish*

July Club Night



It was a bit wet and poorly attended but puddings were had on the Nairn links.

A Minor Braking Issue

Ian McNeill

My name is Ian McNeill, and I applied to join the Highland Classic Vehicle Club about six months ago, shortly after purchasing a 1963 Morris Minor 2 door saloon CAS267A. The car is in very sound condition for its age, and a previous owner had obviously spent a lot of time and money on restoration, including replacing the original 948cc engine with a reconditioned 1098cc engine. I had travelled down to Yorkshire to view the car at West Riding Classic Cars (WRCC), who specialise in Morris Minors. Before buying the car, WRCC agreed to fit a reconditioned gearbox, a new clutch, a servo for the brakes, and replace the dynamo with an alternator, and this work was carried out before I took delivery of the car. The car starts and



runs well. My only real concern has been braking. After doing a bit of research, I found that many Morris Minor owners had converted the front brakes from drums to discs, and this had significantly improved the braking, and that it was possible to purchase a conversion kit, either Marina based or Ford based, with the Ford kit being recommended as the more robust.

This was a task that I would not consider undertaking myself due to health issues and the fact that I lack the knowledge and skills, and have neither the tools or the necessary facilities. So I was keen to find an organisation that I could call upon to carry out such work.

Therefore, I would like to thank the club for organising the April monthly meeting as a visit to Loch Ness Restorations (LNR).

Further to our very interesting and informative visit, I contacted Colin Craig to find out if he would be interested in carrying out some work on my 1963 Morris Minor. The main task being converting the front brakes from drums to discs. I was pleasantly surprised with Colin's knowledge of Morris Minors, and arranged a visit with my car.

After meeting with Colin and his team, I was impressed with their knowledge, skills and facilities, and as people that I would be comfortable working with.

I sourced a Ford based conversion kit from a Morris Minor parts specialist, and arranged a suitable date to take the car to LNR.

In addition to the brake conversion, Colin gave the car a thorough check, made some minor adjustments, and also pointed out a few minor issues, some of which I had not been aware of. Colin did say that the overall condition of the car is excellent.

The brake conversion, teamed with the servo, has been a great success and has made a big difference to braking. Being able to stop without using a tree, wall or another vehicle (only kidding) is making journeys less stressful and more enjoyable.

I have since been back at LNR to see if Colin could fix an annoying chatter from the gear lever, and he has managed to cure that, although I think it turned to be quite a fiddly job!

Anyway, I am delighted with the work carried out on my car, and Colin and his team are great to work with - friendly, helpful and with so much knowledge and experience. I cannot praise them highly enough and have no hesitation in recommending them for work on classic (or modern) vehicles.



Cars and Coffee

Again the magic formula of (the original and best) Cars and Coffee Inverness conjures up some cool classics.

Your editor is a fan of a Bronze 911, but this one says Carrera RSR on the tail which means it's rather special in any colour. And that VW pickup is just great. Of course there were many other vehicles to suit all tastes.



Out and About



While on holiday in Argyll, your editor saw this MG Magnette Mark III parked outside the café. Obviously I spoke to the owner who was very friendly and though he had a broad Scottish accent, was from Yorkshire. This car based on an Austin A90 was built in 1959 and purchased on the 1st January 1960. It has a 1500cc B series engine, modern seats coloured to match the interior, and minimal spares in the



boot. The car is well used and having had a drive round Wales, they were now on a drive round Scotland. The owner shared a horror story about his garage. It went on fire and inside was an A90, a low mileage matching numbers MGB V8, and a Porsche 911, one of the last air cooled ones. All lost. Yes he had insurance but just imagine if it happened to you. Or me!

Jim Mackay has also been out and about and sent in these couple of old rogues, but as if wanting to out do your editor from last month, see what else he spotted on the next page...





Yes a Ferrari 355, in his own words, parked on the road as if it was an old VW Polo!

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)



A40 Mk 2

THERE are three versions of the Farina A40 on the roads at the present moment. The Mark I's 948 c.c. engine developed 34 b.h.p. (net). The rear brakes were hydraulically-operated mechanical brakes which were adequate for normal motoring, but required very careful adjustment. The steering (cam and peg) had a somewhat "dead" feel about it.

The Mark II produced three more b.h.p.—obtained by using a single S.U. carburettor in place of the original Zenith. The already good roadholding was improved by fitting an anti-roll bar to the front and replacing the lever-type shock absorbers at the rear with telescopic types. The wheelbase was also lengthened by four inches.

In the latest model the performance has been greatly increased by using the 1,098 c.c. version of the original engine which gives 48 b.h.p. (net). At the same time the gearbox synchromesh was improved and the back axle ratio raised.

On the Mark I and the first Mark II's, first gear was sometimes difficult to engage and the clutch was prone to judder. As on most B.M.C. "A"-type engines there was a tendency to piston slap in the initial mileage.

Maintenance: Apart from the brakes, which have to be very carefully adjusted to get the maximum efficiency, particular attention has also to be paid to the clutch adjustment on this car, as the effective movement on the pedal is easily lost.

Improving performance: As with all B.M.C. "A"-type engines the field of tuning is wide, ranging from Fish, Weber and twin S.U. conversions from £20 upwards, linked in various combinations with modified high-compression cylinder heads, balanced engines, close ratio gears, alternative back axle ratios, improved suspension, power brakes—in fact, the lot.

Accessories: These range from wood-rimmed steering wheels (which are made for most cars likely to be tuned) to brake boosters and reclining seats and oil cooler.

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SPECIFICATION

Engine: 948 c.c. 4 cyl. o.h.v.; bore 62.9mm. or 76.2mm. stroke: C.R. 8.3:1; 34 b.h.p. (net) at 4,750 r.p.m. **Gearbox:** 4 speed; floor changes; synchromesh on three higher gears. Alternatively, engine of 1,098 c.c. 4 cyl. o.h.v.; bore 64.6mm. or 83.7mm. stroke: C.R. 8.5:1; 48 b.h.p. (net) at 5,100 r.p.m. **Gearbox:** 4 speed; synchromesh on three higher gears; ratios 4.2, 5.9, 10.1 and 15.3:1. **Brakes:** Drum. **Suspension:** Independent coil front, half-elliptic rear.

Acceleration: 0-30 m.p.h., 6.6 secs. (948 c.c.), 6.7 secs. (1,098 c.c.); 0-60 m.p.h., 28.0 secs. (948 c.c.), 23.2 secs. (1,098 c.c.).

Maximum speed: 75 m.p.h. (948 c.c.), 80 m.p.h. (1,098 c.c.).

Touring consumption: 35 m.p.g. (948 c.c.), 35.5 m.p.g. (1,098 c.c.).



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CARS IN MY LIFE

Nicol Rainy-Brown



It was the beginning of the sixties, that decade of change and upheaval. However my tale commences before the ubiquitous Ford Cortina, and the emergence of The Beatles, became icons of the decade. Father was due a new 'company car'; policy was to buy British. Not as much choice, as one might imagine, for someone looking for a largish family estate car. Hence the arrival of the brand new six cylinder Standard Vanguard. As young as I was, I could appreciate it was not as "solid" as it's predecessor, the Humber Hawk. Simultaneously, Mother bought a brand new Hillman Husky. Never before had we had two new vehicles! Yet we still owned the Alvis TA 14, as well. My strongest memory of the Vanguard was the extremely long, and literally freezing journey from Edinburgh to Grantown-on-Spey. This was the winter of 1962/3, also known as the 'Big Freeze of 1963'; the coldest winter since 1895.....

I believe on the day we travelled, the temperature in Grantown was minus 25 degrees centigrade! Also, very much snow had fallen from Boxing Day. In order to keep warm, my little brother and I were well wrapped up, with a final layer of duffle coats and rugs. Somehow, Mother had acquired two 'Hand-Warmers'; memory doesn't relate as to how these worked. Would it have been lighter fuel in them? Anyway we spent the journey shifting them between one woolly glove and the other. Keeping the frost off the inside of the windows was impossible; and out on the road was the salt free potholed snow covered surface. Truly a miserable journey, with many stops to clear the windscreen; re-fuel, and attach the snow-chains, only to remove some ten miles further on. I now cannot remember whether the journey

took nine hours, as I believe it did; memories can play tricks. Whatever, it was one unforgettable journey, whereby arriving was indisputably better than the travelling. These were the days before the indiscriminate offloading of tons of salt upon our roads; when the packed snow left ice potholes, and a very rough surface upon which to proceed. It says much about the drivers of the day that they successfully navigated their rear-drive cars in such appalling conditions.

The Hillman Husky was to replace the wee Ford Thames; basically as a shopping/dog walks vehicle. Now, my Mother was a creature of habit: and the Husky, apparently, was easily surveyed enthusiastically over a period of a couple of weeks. This was no automobile anorak, but someone with an ulterior motive.

The routine was thus children (2) and dogs (3) in the car; go to the Braid hills, for about an hour, then proceed to the shops for the milk, bread and rolls etc.

This day, however, Mother dropped off the dogs at the house before going on to the shops. On returning, she found the Bull Terriers restraining a terrified young man, half way up the stairs,..... The opportunist who had been watching the movement of the Hillman Husky, had picked the one day Mother had changed the routine, to rob the house! Needless to say, he was an easy arrest.



Nicol Rainy-Brown

What's in an Air Filter

The answer for Samantha is there isn't one. Whatever gets sucked in is incinerated and spat out the exhaust. Toby, the A40 has an oil soaked gauze which seems to do the trick. My tractors have oil bath type which is essential given the dusty conditions and when they were in harness it was a regular oil change especially at harvest. Everything now appears to be fitted with disposable paper elements. I changed one on the van as it had failed the mot on visible black smoke. It didn't need changing but needs must. The only time I saw a puff of unburned fuel was when I occasionally muffed a change from first to second when cold. The tester revved the engine hard, lifted off sharply and sure enough produced a puff of black smoke every time. At no time do I ever drive like that! He said that they are trying to get old vans like mine off the road! I was advised to thrash the engine within an inch of its life to clear it out. I got it passed on a re-test but I'm not convinced.

I took the old air filter apart for recycling and that was a bit of a mission, not really worth the effort. There appeared to be enough paper to make a small tree! Surely we could do better.

Cheers,

Jim MacKay.



Telford St. Co-Op Fun Day.

Ober 30 cars & bikes met at the Telford Street Coop Op Funday on Saturday 22nd July.

The team at Telford St. were full of thanks and praise and £450 was raised for the Barnardo's charity.



It looks like a sunny Saturday too.

HCMC Events

3rd Aug 2023 Scenic run to a country pub Tesco Holm carpark Scenic run via Scaniport, Duntelchaig and Dunlichity to a country pub. Meet at 7pm, leave at 7:30. Route: provided on the night....

13th Aug 2023 Cars And Coffee - Inverness Rollerbowl, Culduthel Rd. Inverness 2nd 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.

7th Sep 2023 Drive Each Others Cars Night Brookies Lodge, Kiltarlity A chance to drive or be driven in something a bit different.

5th Oct 2023 Moray Motor Museum Visit Moray Motor Museum Meet at the Inverness Retail park for Bus transport to and from the museum. You MUST register to guarantee a seat on the bus (limited). See front page of site. <https://www.highlandclassic.org.uk/public/events/mmm23.php>

Local Rallies

11th Aug 2023 DubNess - The Gathering of the Vans Clune Farm, Dores, Inverness 11th - 13th August 2023 at Clune Farm, Dores, Inverness. Camping for your van or visit for a day. Details on "DubNess - The Gathering of the Vans" Facebook page. <https://www.facebook.com/DubNessGatheringofthevans>

12th Aug 2023 TruckNess 2023 Black Isle Show Ground TruckNess 2023 will be held at the Black Isle Show Ground. Details at www.trucknessinverness.com or <https://facebook.com/events/s/truckness-2023/639684787776665/>

13th Aug 2023 Historic Wheels Club Annual Rally Brodie Castle Morayshire Details and entry form from Lisa Minshull 01343555157 or glmmotors@aol.com Check Entry form Deadline.

26th Aug 2023 Fortrose & Rosemarkie Classic Vehicle Rally Dingwall -> Fortrose More info from info@fortroserally.co.uk or <https://www.fortroserally.co.uk> or Geoff Shakeshaft 07778309080. Deadline 19/8/23

27th Aug 2023 Buckie Classic Car Show Linzee Gordon Park, Buckie, UK 11am -4pm Classic, Modern Classic, Future Classics. Register Online at www.buckieclassiccarshow.co.uk