

CLASSIC SCENE



September 2022



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
67 Lochalsh Road, Inverness IV3 8HW
Tel: 07821 260774
bryanmcilwraith@gmail.com

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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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

Jim Mackay and his Auston 10, Sa-
mantha.

Welcome to the September Newsletter

Welcome to the September issue. Thank you for putting up with the rushed publication last month. I spotted at least one typo and it's another rush this month as I forgot the club night was so soon in September. Maybe newsletter typos could be a theme for the quiz night?

In the garage or more accurately on the driveway, your Editor got the car heebie jeebies again. I hit the 10 car limit where there are just too many jobs to compute. With Mrs Editors Focus needing monthly maintenance the offer of a modern 2012 Skoda Fabia came our way at a bargain price and we know the car. The lack of MOT due to EGR issues is just a small issue.

Ten cars meant shuffling to get any one out onto the highway, and it genuinely makes me feel uncomfortable, so one had to go. Bye-bye 2002 Golf Mk4 with the missing sill. This was my Mum's old car from new and it was a lovely car to drive but it was definitely at the end of it's life unless you had a month or two to spare with a welder. It has never been mentioned as a future classic either. So after defeating the anti syphon mechanism and sooking half a tank of diesel out, removing the towbar, speakers and alloy wheels, off it went to the scrappy. I got £90 quid for it. Guilt money as I felt sad, but I'll get over it. (Update—still sad weeks later.)

Does anyone want to buy a towbar or some alloy wheels with good tyres?

My T5 van's MOT ran out unexpectedly. That is if you count ignoring the reminders on my phone. It has a cracked windscreen so I've arranged a repair before the test. Guess how much the excess was? Yes £90.

So I'm down to three running cars. The Sierra is for best only, so it's the Beetle and Focus for now. As it's been raining, I've opted to cycle to work instead of getting the Beetle wet and rusty, so nine cars, and I'm on my bike. Again.

To cheer my widowed Mum up, I offered to take her on a wee sailing trip round Chanonry Point but it was the wrong sort of wind, too much of it in this case, so I engaged plan B which was a tour of the Black Isle and Easter Ross in the Beetle including a trip on the Cromarty - Nigg ferry. It was a fantastic 5 hour journey including a few stops. I hadn't visited the Shandwick stone before, and I highly recommend it. Location, location, location. I've also got a soft spot for the Tomich Café! The Beetle drove flawlessly though I was quite tired by the time we got home. Dugga, dugga, dugga.

See you on the road sometime.

Your Editor.



Chairs Bitty

Due to some urgent family business we ended up missing the run to the Grouse and Trout. And it was such a nice evening too. We'll just have to repeat it sometime next year as I had been looking forward to the run. As a consolation, there is another run this month, to Cannich.

I was able to breath a big sigh of relief this month as I finally finished painting the fence. And just in time as the brush has totally given up and turned itself into a frizzy mess. All that remains to do is to fit the panel, but I am going to wait until our neighbours car is not sitting next to the fence – just in case something untoward happens. It requires the aid of a tow-rope round the tree and a set of stepladders to clear the top of the posts. Our garden at this point is higher than next door and as there is a tree and some bushes on our site, we need to tackle this from next door's driveway.

I also decided it was time to check the guttering round the house and garage as heavy rain was forecast. Only one gutter had some moss and sand in it, which was duly cleared. I took the opportunity to also clean out the pipework to the water butts. If that gutter is cluttered, then so is that pipe. The pipe came off no problem but then decided to break into 5 pieces when trying to rinse it out. Fortunately we have a spare washing machine hose lying around which we cut to size and fitted to the butt and downpipe. Just in time as the heavens opened as we were tidying up.

The heating pump has also been sorted. Our diagnoses of "something is leaking" has been vindicated, with the culprit identified as weeping threads on the pressure relief valve. We suspect that during the last service, when the water was turned back on in the house, the mains valve was opened fully, where as we always have it at a very low pressure. That and pulses caused when the washing machines filler valve closes, was enough weaken the valve. After cleaning the threads on the valve, a bit of ptfе tape and some sealer slapped on, the leak was solved. I've kept an eye on it for a fortnight, but not a drop in sight. The carpet has been refitted.

You will remember that last month the Smart had a new gasket fitted on the oil sump. Barely a few days after the Smart returned to our drive, the engine manage light came on. Alice plugged in the fault code reader to identify a duff lambda sensor. Back went our Smart for a quick visit to the garage to have the sensor replaced. A quick look through our service history revealed it has been eight years since the previous one was done. Given that Smart parts are not terribly high quality, we reckon 8 years is not bad going.

Our Landie too is receiving some tlc and I have persuaded Alice to write an article or two about this. Prior to this the Landie has been called into service for its usual amenity site run. It may not be the most economic vehicle in our fleet, but it is simple. Our Merc does much better to the gallon, but when it comes to filling up we currently reach the 3 figure mark in terms of price. But it lasts a few weeks. Mind you, with the low mileage the Landie does, a fill up lasts a few months too.

This month we are going to Cannich to Craig Chapman's workshop. We meet up at Beaully Square for 19.00-19.15, so we can travel down at 19.30pm sharp.

See you there,

Trish.



August Club Run - The Grouse and Trout



The August Club Run was to the Grouse and Trout by invitation. The Hotel, Bar and Restaurant complex is situated in beautiful Strathnairn southwest of Farr.



Jowett Cars—Bradford Industrial Museum.



Bradford Industrial Museum has the largest collection of Jowett vehicles in a public museum, in the world, which is apt as Jowetts are from the town.

Based on a WW1 gun carrier the 'Scott Sociable Three Wheeler' was first shown at the 1919 Motor Show. The driver and passenger sat close to each other hence the name. It was unpopular as it tipped over when cornering.



Only 48 Jowett 6.4HP Light Cars were built between 1910 and 1916. It was intended to be the first car to run on one penny a mile. The tiller steering was replaced with a wheel in 1915. It had a 748cc horizontally opposed water cooled twin.



The 7/17 'Long Two' was a prestige vehicle produced between 1923 and 1929. In 1926 two of these cars crossed Africa in an epic journey of 3000 miles in 0 days.

907cc engine producing 17 HP and 50mph



1929 7/17 HP Fabric Saloon. The body is made from wood and mattress padding with an outer skin of imitation leather fabric called Rexine. This was the first Jowett to have a centre gear change which had previously been on the drivers right. It came with fully enclosed brakes working on all four wheels by footbrake and handbrake.



By the late 1930's almost 50% of Jowett's production were commercial vehicles. This van was registered in April 1929.

The Kestrel De-luxe model was introduced in 1933 and built until 1935 with a run of 2685 units.

It had a 745 cc horizontally opposed twin cylinder engine, and a four speed 'silent third' gearbox allowing a smoother change down to 3rd and 2nd gears.

12V electrics for lighting and starting was a major innovation at that time.

It was considered cheap to buy and economical to run.



1937 Jowett 8. The company had to streamline production to remain competitive and soon introduced production lines. This model has an updated 94 cc 8HP engine with an 8 badge in the grille to let your neighbours know.

For the first time Jowett began sourcing parts from other suppliers and manufacturers.



This 1951 Bradford 'Utility' was one of the last type of van made at the Jowett Factory in Bradford.

It has a 1005cc side valve engine and a three speed gearbox, boasting reverse gear too.



Commercial vehicles were considered to be important with great future potential and production of the Bradford began after WW2. Introduced in 1946 with a 1005cc engine producing 19 HP later revised to 25HP. It was popular with small businesses as it was reliable and cheap to run. By 1953 around 40,000 had been produced.



This 1953 green Bradford van is another commercial now painted in the museums house colours.

By now you may be asking, why are we featuring all these cars? Well your editor was in Yorkshire on holiday and happened to pop into this museum on recommendation. This is the first bit of empty space I've found to explain myself!



The Jowett Javelin De-Luxe was built between 1946 and 1954. The rigid chassis and torsion bar suspension produced good road holding and handling. The 1486 cc flat four engine gave a top speed of 82.4 mph and success in the 1.5 litre class at the Monte Carlo rally in 1949.



The Jowett Jupiter was a sports car version of the Javelin designed and intended for export, but Jowett made about 800. A Jupiter had competition success with a class win at the 1950 Le Mans 24 hour race, a class 1-2 at the 1951 Monte Carlo Rally and an outright win at the 1951 Lisbon Rally.

The museum is well worth a visit if you're ever down that way. There are lots of mechanical delights to be seen.

Calum.

Austin Healey 13

Jim MacKay

The location of the front and back bulkheads was determined by the temporary fitting of the aluminium shrouds, the "B" post, wings and doors. Everything was fitted several times and each time there were different measurements. I walked away a lot and each fresh approach threw up more discrepancies, anomalies and challenges. Everything has its order in life except, it appears, this Austin Healey. I can't remember the exact sequence of events but welded to the chassis they were. The bullet had been well and truly bitten and time would tell if I might have been better doing something else with the bullet!

Once again it was loaded on to the trailer but a little more difficult this time as it was one heavier unit; trolley jack and skateboard to the rescue. Andrew Park shot blasted the new work and painted it with what he had which was a different colour, a sort of two tone result. Rather becoming don't you think, perhaps not.





I've stolen fewer pictures this month but doesn't this panoramic picture tell you all you need to know about Cars and Coffee. Spectacular.



The car on the left is an early '70s Audi 100 Coupe S 1.9. I think it is very nice looking. The haunches on the Ford Mustang Fastback are very impressive. And who doesn't like Gulf racing colours?

Land Rover TLC and upgrades Alice Brown

I've been toying with doing some TLC maintenance to my Land Rover for a couple of years now, but with the onset of our rather good summer, and getting bored with sitting in front of a computer screen, the day arrived.

I started by making up a list of the jobs that sprang to mind, and a page of A5 later, sat back and went "wow that's a lot to be done".

The first job tackled was fitting a digital voltage stabiliser for the temperature gauge and the fuel gauge, a fairly easy job to do. Followed by getting the trim pot (potentiometer) for the temperature gauge fitted. Has one on the Land Rover, but decided to put a new one on and make sure the wiring was correct! Why, well each temperature sender LandRover fitted have different internal resistance, which generates the reading on the dashboard, despite them all have the same part number! So the trim pot adjusts the reading on the dashboard to approximately what should be, AKA the fiddle factor!

The next quick win was the steering wheel. I've been annoyed for a while now that the steering wheel was totally squint and it got to the point where I just could not stand it anymore and really wanted this to be sorted out. Needless to say the Land Rover was a bit reluctant to part with the steering wheel, but after a bit of a phaff got the steering wheel off and repositioned it as I wanted to be. The spokes are now symmetrically lined up in a visually pleasing way.

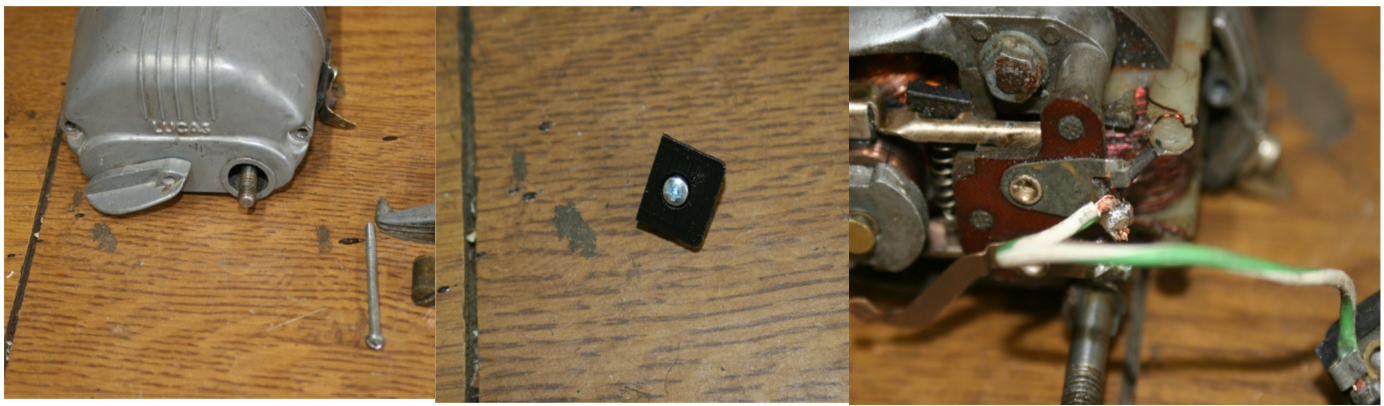
Then for a big one, replacing the windscreens with heated ones. You may remember Trish mentioning this at some point in her chairs bitty. The windscreens have been lying in the house for nearly 2 years now and I finally plucked up the courage to tackle this job. I also decided that if I was doing this job, I would do it properly and repaint the window frame too. As it a Land Rover it should be the case of undoing the bolts on the bulkhead and the roof and hey presto, it should lift out. Eh no, first off I had to remove the wipers. And in true classic car fashion the left hand wiper spindle adapter's retaining bolt sheared off. I first of all tried drilling it out, to no effect. Some head scratching later and my eye fell on a rather large hacksaw in the depths of our garage. Aha, I thought. True enough, a bit of elbow greased sawing later and the spindle finally let go, which meant I could now remove the wiper motors.



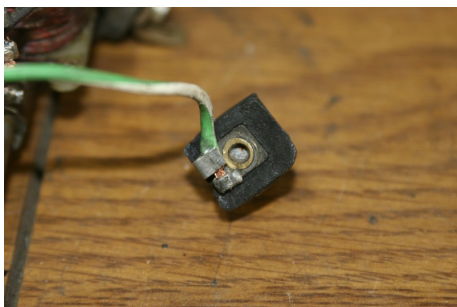
Removing the motors was a blessing in disguise, as the motors where needing some TLC too. The insulating rubbers had perished and need replaced.

This meant taking the rear cover off and fitting the new internal wiring and insulation rubber.





An easy job so long as you don't drop solder on your hand while doing it! WHY WERE YOU SOLDERING? You ask?



Well inside the casing you can see a wire from the block to one side of the motor. For the new insulation block, the wire had to be soldered to a small metal tag on the back of the block. Hence the solder dropping off the soldering iron onto ones hand, Ouch!

Now all sorted and working, well sort of, there has been an ongoing issue with the passenger side motor, where it would run all the time, and could only be switched off by removing the power lead. Very strange issue where with the cover off, the motor worked as it should, cover back on and it runs all the time. Then had a thought about what happens if you just loosen the cover a little bit. It works as it should. But on looking at our spare wiper motor we noticed that a connecting piece had been bent in the wrong direction meaning the when the rear cover was attached a live connection was made without using the switch, a quick bend in the correct position all working as it should.



Next month: The windscreens.

Out and About



A V6 Ford Ute, a rather nice XK8 and a Citroen CX on tour.

Jim Mackay



A Riley One Point Five with some light competition stickers and an Austin Ten seen in Grassington in the Yorkshire Dales on my cycling holiday.

Mr. Editor



HCMC Donation



Following Bryan's visit to the NHS Highland Renal Unit the club decided a wee donation would be in order to thank them for the excellent care he received.

Bryan was there to see the medical grade computer trolley they bought which helps them keep their hands free for important medical probing while have a computer on hand for important medical functions.

Most years, the club does something for charity, as do many other classic car clubs around the country, which is obviously a good thing.

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.

- 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.



Ron King

It's a sad co-incidence that the former member, Ron King (rear), who featured in last month's photograph of the late Jim Lorrain-Smith, has also now died.

Ron was a real gentleman and an interesting guy to have a chat with – and not just about cars! He had a very 70s brown rubber-bumper MGB roadster which was not concours but very presentable and well looked after.

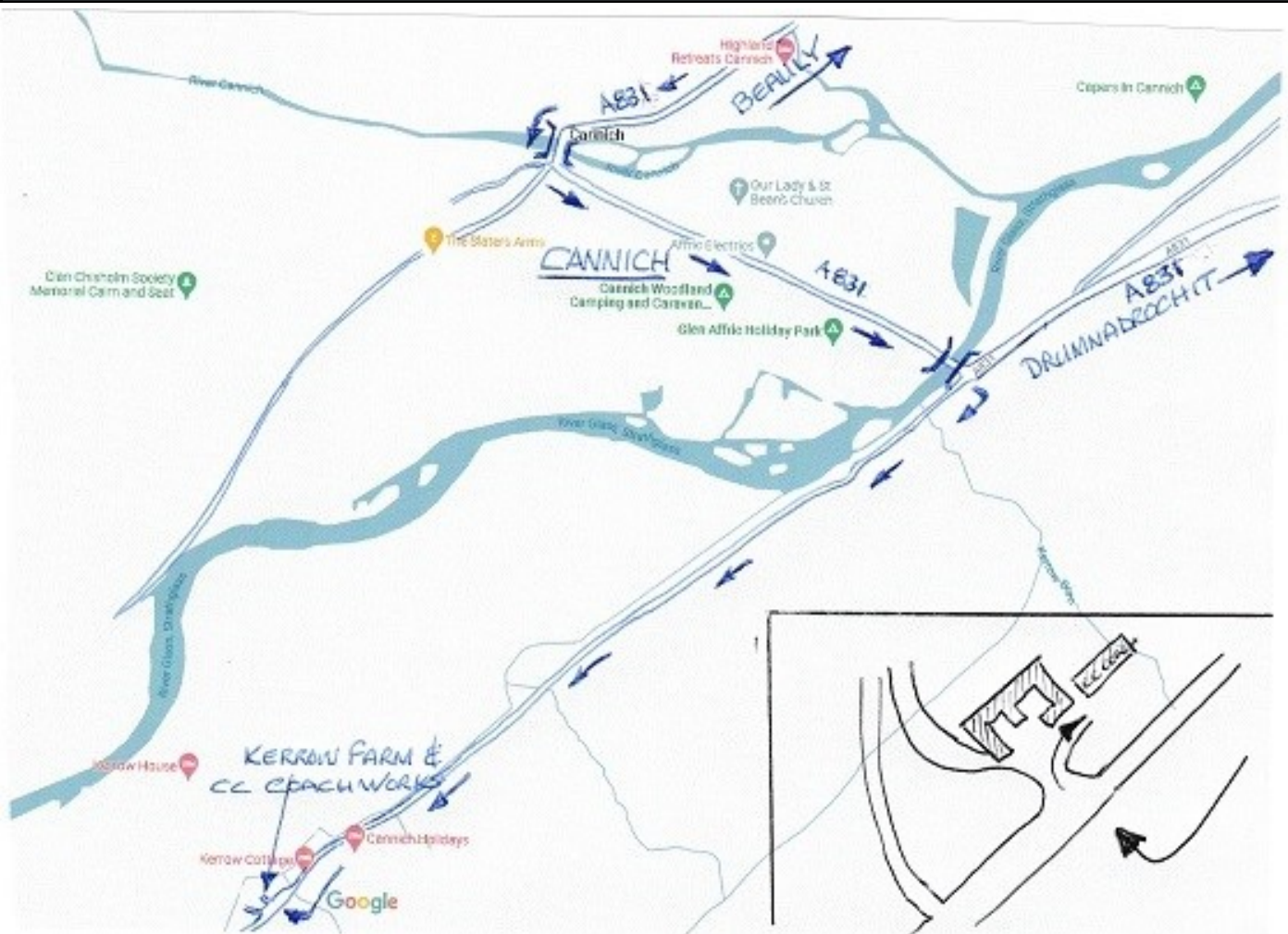
Despite suffering ill-health for many years, he was always up for a joke, even at his own expense, as when he turned up occasionally with his son's Jaguar XK8 and was teased about going up in the world. He will be sadly missed.

HCMC Events

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.

Your editor needs to get his finger out and organise the planned November trip to the Allangrange pub in Munlochy.



Leave Beaully square and head south on A 862, after 2km TURN RIGHT onto the A831 and Follow to CANNICH

Cross river bridge at traffic lights and TURN LEFT signposted Drumnadrochit.

Pass Catholic Church on LHS continue till you Cross River Glass Bridge TURN SHARP RIGHT signposted TOMICH.

After 2km pass Kerrow house and turn into KERROW FARM entrance and RIGHT again to CC Coachworks