

CLASSIC SCENE

November 2016



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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.

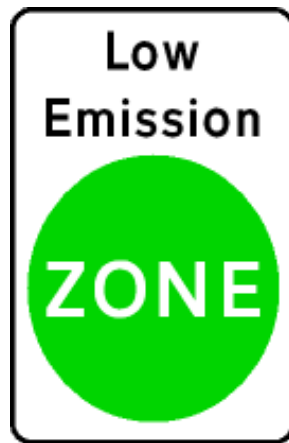
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COVER PICTURE

A smart Mini found hiding around the back of Inverness Castle by Callum.



THE EDITORS MONTHLY RANT



For those of you that do actually read my monthly scribbling, you may remember that in the last two issues I have rambled on about LEZ's. Low Emission Zones. A typical piece of EU legislation and even though we are (maybe) on the way out of the EU, LEZ's are very much this years "In thing". Legislation is very much like the old saying "Marry in haste, repent at leisure". Bring in a piece of legislation and then spend a lot of time and money altering it because the original idea was unworkable. So Low Emission Zones are on the table for many areas and I said that the Highland Council will no doubt introduce one and then have to rethink it. Well they have set the ball rolling. Queensgate has been declared as an area that has high levels of pollution. Next stop, pun intended, will be to declare a LEZ for the surrounding area and ban all those vehicles that are death dealing polluters. Queensgate is unpleasant at times because of the pollution but if the Council in their infinite wisdom turn a very narrow, high sided, busy city centre road into a bus terminus what else can you expect. But I would put money on it that legislation will be introduced making Inverness City Centre an LEZ. Like much legislation, poor old Joe Public will be banned and fined heavily for driving his car on the wrong day of the week while umpteen exemptions will let the buses sit there all day long with their engines running so that the drivers' toe's don't get too cold. Just remember, you heard it here first. Al the Ed.

CHAIR BITTY OCTOBER 2016

Although I was not there, I heard from a fellow car club member that the visit to Morayvia was a big success. And, that our resident osteopath was very pleased with the seating arrangement within the bouncy castle planetarium, effectively lying down to enjoy the night sky. Sounds like something we could re-visit in a future year. Thanks Mark, for organising this one!



Meantime whilst in southern climes on a rather badly scheduled holiday – it clashed with Morayvia – we spotted a raft of classic cars, with the rarest a P6 Cabrio. I knew that these existed, but had never seen one in real life until now. Unfortunately, I didn't get much time to look at it as it whisked past us on the A47. We spotted: Triumph Vitesse Cabrio; Saab 99 Combi Coupé; Austin Cambridge Estate, Ford Capri; Audi 80 Sport and various MGB's. I suppose the main difference between seeing older cars up in the Highlands and down south is the amount of rust showing or not as the case may be.

As mentioned last month our Landie needed a new exhaust. This was duly fitted this month. Now Alice wants to get new tyres to match the newly painted wheels. OK the tyres are getting old, but there is plenty of tread left on them. The 750 tires have a pretty hefty price tag which resulted in me giving Alice a Look. Some other time. Maybe next year. Start saving.

I am sure in an effort to get me back, Alice arranged to have the air-con recharged on our cars this month. Well actually, the Merc was done just before we went on our holidays, but even though tests showed that the system was keeping pressure, by the end of our holidays cooling was pretty non-existent. As it turns out – we had the man with the van back last week to look at the Smart – it is the condenser/drier that has gone. 3 weeks of dye leaking out showed around the pipe where it comes out the top of the condenser. Hmmmm, yet more expenditure on its way.

The aircon on the Smart has been rubbish for a very long time and Mercedes claimed to be unable to find the cause. The man with the van identified knackered charge valves and replaced the wee schrader valves within and he-presto, we have cold air again. Fortunately he does all this for a reasonable price. I think the Smart is getting to An Age when it got a bit geriatric when starting. You turn the key, nothing happens until a few seconds later, vroom. Alice decided to change the battery as she noticed some other minor electrical glitches usually associated with the battery giving up the ghost. But this made no difference, so further investigation required.

In between all of this I managed to get in a spot of gardening. My strawberries needed replanting, with the older plants getting composted and the young ones moved along to fresh ground. There were plenty of runners on the plants this year that I ended up taking some of these too and replanting them in the plant barrels around the village. If nobody digs them up inadvertently our fellow villagers can enjoy fresh strawberries next year. Those supermarket varieties don't have a patch on them in terms of taste.

This month we are returning for a visit to George Sutherland in Edderton. For those who don't know about him, he has several sheds full of cars and carriages and what not. And caravans in the yard if you are that way inclined. Be there at 19.30. There should be parking across the road from his caravan sales yard.

And finally, if you haven't spotted this yet on our Forum (events), we are going karting at Inverness Raceways for our December meet. There are still a few spaces left on our grid, please see our Forum for details on how to book your grid place. If you don't want to race, do come along for your grand stand view.

Trish.

Visit to George Sutherland's collection. Oct 6th 7.30. Go to the caravan dealership in middle of Edderton. It's on the right as you go through, but the parking is just past that on the LEFT. This visit is a must. Huge collection of classic vehicles.

At some of the summers classic cars shows some of you may have seen the good looking little "Special" pictured below. With the help of Callum I managed to find an article by the cars builder, John Nash.



HOME MAID (MONOPOSTO)

By John Nash

This story started way back in 1989, just after I'd completed my Lomax and had a test drive of the Hudson Free Spirit prototype. This sowed the seed s for the idea of a single seater that I could use to go to work. Over the years various ideas were explored, however I came to the conclusion that a Renault engined front wheel drive was the way forward. I did not want to reinvent the wheel, so at the 1993 Sandowne Show I looked at, with a tape measure, the DRK (*a Morgan 3 wheeler look-a-like. Ed.*), much to the owners' amusement.

I wanted a pre-war G style car, but the preliminary design threw up various problems. However, a model was made and shown to various club members at the 1994 AGM. I then made a full sized replica from cardboard and this highlighted the styling shortcomings. I then attended the Stoneleigh Show to obtain more details and whilst there spoke to 'Professor' Buckland and Free Spirit owners.

When I returned home with this information, I had a complete rethink and designed a space frame chassis. This was made from 25mm square tube with steel floors and bulkhead. All the life threatening welds, such as the suspension mounts, were entrusted to a certified welder (*Are all welders certified? Ed.*), but I undertook the rest. The steering column was positioned centrally and a Triumph pedal box was

welded across the top chassis tubes making a very rigid structure. A Renault rear arm was grafted onto a 2CV bearing housing to provide the handbrake and a very firm location. Once the suspension arms, Spax adjustable shock absorbers and new 15" wire wheels on the front with a standard Renault wheel on the rear, were fitted, I had a rolling chassis which was then panelled with aluminium. I decided to fit a 1289cc engine giving 64bhp, as this was plenty powerful for a light car. The exhaust pipe was made from stainless steel tube obtained from the local swimming pool steps (*So that's why I fell in last week! Ed.*), and designed to run inside the bodywork.

I wanted to keep the nose cone and body as narrow as possible so a Triumph 1500 radiator and electric fan from a Datsun Cherry were used. I then obtained a complete set of Triumph Dolomite instruments and these were installed into a polished aluminium dashboard that had the Fablon trick applied to it. (*After polishing the aluminium, it's covered with clear Fablon to stop it tarnishing. Cheaper than Bluebell. Ed.*)

Next I drew the wiring diagram and made up the looms. This completed the major chassis work so the bodywork could now start.

The nose was a loose copy of an Alfa 308, the centre section with screen, a Mercedes W154 and the rear of various styles. The nose cone was cast from a mould taken from a chicken wire and plaster buck and the main bodywork was constructed from 3mm ply over formers that were bolted to the chassis. The rear compound curve section being stringer 10mm wide, each one shaped individually and glued along their edges.

This part of the build was the longest and the most tedious job of all and took days to complete. It was then covered in glass cloth and finished ready for painting.

The bonnet and front side panels were aluminium and I had some clocking in time card holders and these made perfect sets of louvres, so they were fitted to both lower sides and bonnet. The cars electrics were connected up and then it was presented for the MOT in November 1997.

Because I had used enough parts from the donor car I could keep the original registration number that was prefixed YPE and that summed up my feelings on getting the car on the road YIPPEEE!

CLUB MONTHLY MEETING SCHEDULE

6th Oct 2016 Visit to George Sutherlands Collection
Edderton.
More details from Bryan McIlwraith and on
Club Website

3rd Nov 2016 Pub Visit Bogroy - Inchmore

1st Dec 2016 Xmas Karting Night , Inverness Karting Race-
way, Fairways. All HCMC Members Welcome to Spectate or Partici-
pate - bring a Secret Santa Present! Karting for those interested
(£22.50 each). Limited Grid spaces so see Forum for Booking Details A.
S.A.P! 7pm. Start for Racing, Prizes and Present Giving, then Pub!

5th Jan 2017 January Auction Night
(SUBSCRIPTIONS DUE) Old North Inn. The
"FAMOUS" Annual Club Auction Night 7.30pm. Clear out your garage of
surplus car parts and related junk etc. and turn them into cash (with
10% to Club Funds)
NEW RULES; If it does not Sell it will be Returned to You! - COME
ALONG AND BID!!!

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Our Tom on the Maid of
the Mist at Niagara Falls
and trying to stay dry by
wearing a very fetching
pink shower curtain.