

CLASSIC SCENE



October 2022



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Cover Picture

Some George Finlayson photographs
taken on our run to Cannich on the
September club night. The main pic-
ture was chosen for it's artistic com-
position, not because of the cars fea-
tured. Honest.

Welcome to the October Newsletter

It's been another busy month here again so getting behind the old type writer and gestetner machine has been difficult. I had so much content this month that the file was too big to publish, so you'll hear about Wheels of Nairn next month. First though, news from my garage.

Following on from last month's arrival of a Skoda Fabia 1.2 economy special diesel, I managed to replace the faulty EGR valve. It was a bit of a pig, but only took 3 days. With new discs and pads and a new gearbox position sensor it is now MOT'd, taxed (free) and on the road. I actually quite like it. It's quite slow so reminds me of the Beetle, but with sharper handling. And air-con. And cruise control.

This month your editor's nephew came to spend a weekend in the garage. It's OK I let him sleep in the house. He seems to have developed an interest in old cars so I thought I would encourage this with the selfish end game of having someone to inherit all my rubbish when I'm old and done with cars.

During the club run to Cannich the Sierra wasn't running very well so I thought, we could run through the diagnostics together but it turns out that's not so interesting to a twelve year old. However I made him persevere (first lesson in car maintenance) and we cleaned up the throttle bodies, and replaced and adjusted the air flow meters. After that he wanted to start and rev up all the cars that would go. This turned out to be a much more agreeable way to spend the day. He learned that the Beetle doesn't like to idle but needs to drive to warm up as it stalled and wouldn't start again for a while. "That's flooding nephew." He learned that diesel engines don't rev like petrol engines, and now the egr valves have had a good clear out. Best of all he wanted to get the old Mini going which has been lying dormant for too long. This was a very good idea, except it didn't start. No spark. I tried some stuff, still no spark, and now also a despondent, bored, nephew. There seemed to be an issue with the power feed to the ignition, so I ran a wire from the battery over the roof and onto the coil. It started instantly! Much cheering all round and general uncle-nephew bonding happened. Then the nephew pointed out a pool of water leaking out the back. Nope, that's petrol and it was game over until it evaporated away. I blame ethanol and sub-standard fuel pipes again.

"Can I drive one?" Well, not really. "Can I drive one? I really want the Beetle to be the first car I drive." That was a bit manipulative wasn't it? He's only 12!

It turns out the Beetle is an ideal starter car; because of the open floor pan, you can operate the clutch from the passenger seat. After a bit of driving up and down the drive we met his Mum coming the other way. She was quite, er, surprised.

The next day we took the now smoothly running Sierra to Cars and Coffee. More on that later.

I hope you enjoy this month's newsletter.

Your editor, (the other) Calum.

Chairs Bitty



We had a good turnout for our visit to Craig Chapman in Cannich. Mr Chapman is very modest about his coach building skills, but you can see the trust that people have in him when they turn up with a rusty chassis and some vague ideas about the a body shape to fit it. Some months (or years) later a complete vehicle leaves the premises for one happy customer. He is currently working on a 4 door hardtop Bentley which the customer insisted should be turned into a 2 door drop-head. The customer is probably cheaper off buying one..... A nice evening was rounded off with tea and scones (baked by Mrs Chapman) underneath the lights in the garden. Unfortunately the midges were out too. I had seven bites on my face alone. And some more on my hands and wrists. They like me very much. A feeling which is not reciprocated.

You will remember me mentioning that wasps has taken up residence in one of our bird houses. They weren't there very long and last week (mid September) we decided to clean out the birdhouse. In it we discovered that the wasp nest taking up the top half of the nest box and the sparrow nest with 4 eggs on the bottom. Poor birds never had a change to brood out their chicks before they were rudely evicted by the wasps. The wasp nest has now been burned, and the eggs went onto the compost heap. As did a finch who broke its neck as it flew into one of our windows. The other finch (I think there was a bit of a competition going on, hence neither of them spotting the window) survived with a possible concussion. We first of all thought both had bought the farm, but after 5 minutes one of them woke up, squawked and flew off.

As part of the general improvement works on the Landie, I am currently fabricating 2 sealing strips for the rear door from left over rubber roofing membrane and foam sealing strips. We've bought a leather punch to create the holes for the rivets and first trials are looking promising.

The Smart too has got a wee upgrade when we finally got round to replacing the main beam headlights. You may remember that the dip lights were done earlier this year and we were so pleased with it, that we decided that main beam should be done too. As I am writing this we haven't had time to see how it all looks as the Smart needs a quick visit to our mannie at the garage to check the beam alignment.

The Merc got some new rear tyres. We finally worked out why the rears are so alarmingly wearing their way through the rubber. The tyre manufacturer changed the compound of our preferred tyre to a lot softer, hence the last pair only getting us 7000miles. We've changed tyre brands and got us something a bit more hard wearing instead. It certainly is improving the mpg and the tire noise is also quieter.

This month planned visit fell through, so we are going to Rollerbowl instead. I am expecting fierce competition and may the best bowler win.

See you there at 19.30,

Trish.

September Club Night CC Coachworks

Back by popular demand and arranged by Roy MacGregor on Thursday we revisited Craig Chapman's Coachworks near Cannich, Glen Affric.

There was a good turnout of around 18 members gathered at Beaully Square before our drive up the Glen.



We had a nice wee drive until we were foxed by the lights at Cannich Bridge being stuck on red at both sides, for ages. Enroute, photographer extraordinaire, George Finlayson capture a few images, including this months cover picture.



Roy met us at Craig's garage and guided us into some compact parking, then we streamed in to a (speaking generously) ramshackle shed where the magic happened. There was a bench, English wheel, and a panel beating stake. Oh and a seventeen and a half foot Bentley S1 with it's roof missing. Craig had to ask the



customer many many times. "Are you sure?" Fixed head versions are actually rarer than the drop heads. The workmanship as you can see is excellent. The car was waiting to go to the bodyshop for finishing and painting. Craig doesn't do painting, not because he can't but because it's a thankless job. It's



highly skilled job and there will always be someone ready to pick out a small defect.

Craig is well kent in the world of classics and has made reproduction bonnets for E-Types, aluminium bodies for race cars, converted four doors to two doors, which means moving the B post, amongst many, many other things.

We spotted a wee TIG welder on the way in. It might be small but it was expensive when purchased twenty years ago. There were also several wooden frames or jigs lying about. These are the bucks used to guide the shape of the various panels. Now your editor has been under a stupid (one of many?) misapprehension all these years. I thought had made panels were made from one piece. I guess because I operate on cheaper cars and the panels I buy are pressed in one piece. The cost of making the tooling and buying a very heavy duty press is prohibitive for short run car manufacturing so panels are hand made in parts, and welded together using a former to get the shape right. As Colin said, working a large piece in the English wheel isn't practical, it would just become unwieldy and probably fold over on itself when you least wanted it to.



And so to shed two. In here we saw a Mk6 Bentley Special and Ford Econoline van which was getting converted into something Cruella DeVille would be proud to be seen in. It was interesting to see 10mm bar being used to give an impression of the final form. Very clever.

Around this point Colin challenged me for taking notes! "What's this? Taking notes? Did you not think to ask first?" Thoughts are now spinning through my mind. "Oops this is a bit embarrassing. I've never thought to ask before should I have been? Have I upset him?" No, I think he was just curious. Thanks to everyone who shouted out , "He's our editor!"

So while I was working out of Colin was joking or not, I didn't take any more notes, so for the rest of the evening we looked and stuff and listened to Colin. The end.

Not quite. Outside the sheds in one of those race car trailers was a rare [REDACTED] [REDACTED] which we're not allowed to mention, but it was quite exciting. I bet you wish you'd come now.

Afterwards we had some tea and scones, though on balance the midges had a heartier meal than us. Trish made a heartfelt thank you speech and presented our host with some nice whisky and we headed home while there was still some blood left in our veins. It was a very good night followed by some spirited (swift but legal) driving home.



Car Show Roundup

There was a spate of end of season car shows since the last news letter. But first our Jim Mackay sent in some thoughts about the Fortrose Rally.

I attended the Fortrose Rally for the first time this year. It was held in the spacious, sheltered local park and was very informal. Chris Silver was spotted walking about with a databoard and that was as formal as it got. No classes, no judging and a super selection of vehicles, topped with continuous sunshine made for a great gathering.



Wolseley 4/44 - my father owned one and it was the first car I legally drove. It stopped as poorly as it went but the interior was sumptuous.

Anglia - my first car was an Anglia van but didn't go as quick as this one!



My fathers first JCB was of this vintage but the bucket wasn't this shape or colour! The beautifully restored MF 65 was not of a make that graced our croft!



Peugeot 205 GTI - This is a 1.9 and my older sons first car was a 1.6 which was a lot faster than the Wolseley!



My memory of this park goes back some time as a senior pupil of Tain Royal Academy taking part in a Ross-shire Schools Cross-country Competition - it may well have been the first. It was first time for me and the last. There was a mass start of what seemed like hundreds of runners funnelled through the exit, running half way round Ross-shire and finishing with an uphill, diagonal section through a ploughed field! They have a sadistic trend these PE teachers!

Cheers, Jim.

Dingwall Car Show

It's that JCB again! Owner Garry Bain took his JCB 3C along and got shield for best in tractor class then the cup for overall best in show!



Balintore Classic Meeting

Hugh Skinner wrote in to thanks us for promoting his wee meet. They had a great turn out with cars from as far away as Huntly and Elgin. Unfortunately I have no picture to share. They were probably too busy blethering anyway.

Roseisle

I have no words or pictures to tell you how this event went, but if you do, you know where to send them!

Wheels of Nairn will be in next month due to lack of space.

Cars and Coffee

September 2022

Some of you may have noticed you editor's attendance at Cars and Coffee can be a bit sporadic and some of you couldn't care less. I usually miss it because I'm fixing the latest failure on Mrs Editors emerging classic Mk1 Ford Focus, but this month it didn't break and I had my nephew visiting who likes old cars, so it's a no brainer.



The name's Jensen. Lewis Jensen.

He like the Golf and the Toyota the best.



I liked the Lancia and the Chrysler New Yorker the best, and this Lotus 7 type kit



car (I've forgotten which model) for sale for a reasonable price. You'd have thought the Back to the Future Car would have been a hit with a twelve year old but it turns out his tastes are a bit more subtle.



On the way to Rollerbowl we got overtaken by a close formation convoy of modern performance hatches doing a Highland version of the film Fast and Furious. And they were there. We spoke. They were young. I was young once too. Their cars didn't make my list of favourites.



Farming Yesteryear

Jim MacKay

We had great weather for Farming Yesteryear at Scone though it had rained heavily before so there were a few soggy patches. As usual, I took a stationary engine down so we were in with all the putt-putts, pops and bangs. The images I've included are a selection which I have an affinity with.



The two original Model T's on the Strathmore stand were just fabulous, one from France used by a baker and one from Kansas complete with bullet holes and barbed wire on one HT lead.



The John Deere 1120 and bailer were superb. My father had one new in 1968.

The Rileys, Lynx and Kestrel, I have no connection with but caught my eye nonetheless.?

The Healey 100 was lovely and reminded me that I have a long way to go!



The Humber Sceptre had an Orkney number so I had to have a chat. It's an original Orkney car but "ge'ed Sooth" many years ago. In the early 70's I submitted a closed bid for one that was being retired from the pulp mill in Corpach but I was unsuccessful.



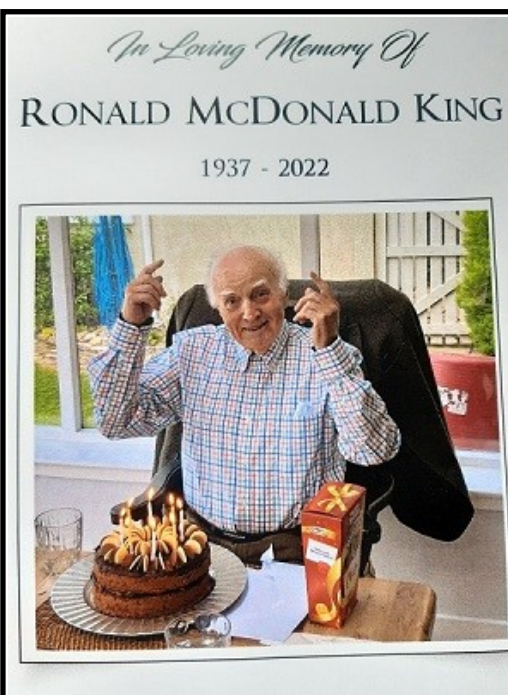


The lorries are always a delight.



The Economy Buzzsaw was working as well as ever with all fingers intact and not a sign of Health and Safety!

There were over 30 car clubs represented and you can see from the last image that HCMC were expected!



Come the day, Samantha and I were free to attend his "Celebration of Life" which was very personal and informative. I really didn't know Ron at all well! I gathered that he came out of hospital to celebrate his 85th birthday and died at home the next day.

As I was the only HCMC member there, I took it upon myself to represent the club and I had to forego the invitation to Culloden House Hotel!

Cheers, Jim Mackay

Out and About



I have heard for a long time that there was a black Sierra XR4x4 out at Marybank and I was fortunate to be out cycling that way and got a picture. Not only that but I also got some classic 4x4s and a classic shed too. My cycling pal was completely dumbfounded by my enthusiasm (quiet at the back) and asked probing questions for the rest of the evening. I don't know do I? It's some kind of nostalgia thing. Happy memories or something.



On one of my regular visits to Longman MOT (highly recommended) I saw this BMW 840Ci in the MOT parking. Surely that's all the recommendation you need?



The Golf and MGB are local and the Minor, Panther and VW were seen on the Longman. Cheers, Jim MacKay.

(See over the page. Ed.)



Austin Healey 14

Jim MacKay

All the welds were treated to liberal amounts of seam sealer more to hide the lumpy welding than anything else. On a couple of good days it was primed and top coated. Three reds were used on Healey's so technically I'd have got away with any of them but which one? I ordered all three Colorado, Reno and Carmine in spray cans and sprayed a sample sheet to see which was preferable. I had other part-used aerosols so there were six or seven reds to choose from. The original Carmine red was chosen but it was now called Orient red. I chose single pack as I find two pack wasteful and I bought enough to paint the whole car. It might be "off" by the time the rest of the car is ready for paint!

Cheers, *Jim MacKay.*



Land Rover Mini Restoration Pt.2 Alice Brown

The Windscreens!

There are 3 options, one is to remove the actual glass with the frame in situ, the second to taking the window frame off the vehicle or thirdly to take a hammer to the screens and pick up the pieces. I decided on the 2nd option as I also wanted to clean up and repaint the frame too as it was starting to show a bit of rust. Unsurprisingly after 63 years.

The easy bit was undoing the frame bolts holding the frame to the hardtop. But would the windscreen fold onto the bonnet? WTF, it fouled on the sealing strip attached to the hardtop. It turns out I had to undo most of the bolts holding the hardtop to body too. After a few heaves and sore backs pushing up the hardtop, the windscreen folded down and could be unbolted from the bulkhead. Prophetically, a portent for putting the screens back in that we did not spot at the time.



La Presidenta's solution to stop water ingress was to put a tarp over the gaping hole where the windscreen was.



Meantime I was busy removing the 38 self tapping screws that held in the windscreen retaining strips, before looking at how to get the screens out.

This proved actually easier than we thought, some firm pressure and out they popped, complete with the original windscreen sealant!



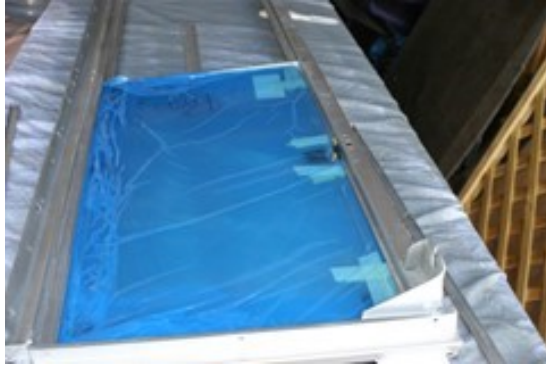
Cleaning the frames revealed more rust on the than originally anticipated, but really not bad for 63yrs old and allegedly galvanised.

The next scheduled job was sanding down the frame and removing all the rust from awkward corners.



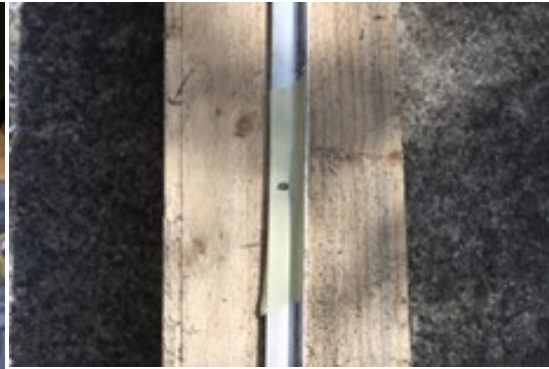
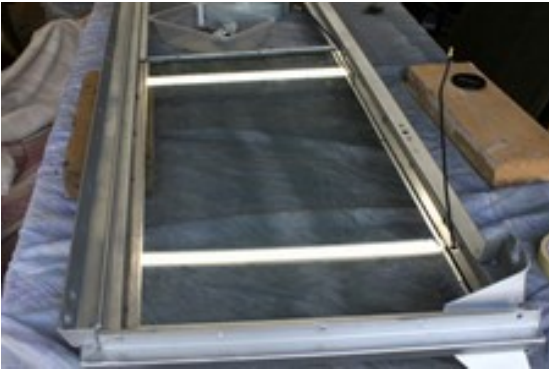
Then the painting, this took much more time what with sanding down the affected parts, Kurst applied, the a zinc primer coat and then the top gloss coat, but the end result looks really good.

Now for the refitting of the windscreens.



It just happen that I had bought a couple of rolls of the sealant originally used on the Land Rover, and after a bit of thinking and looking at the frames, a scratch of the collective heads, we found if the strip was folded in half, it was an exact fit for the inner frame.

Next the new screens were gently lowered into place, making sure that the wires for the screen didn't get trapped.



The bottom retaining strips had to be modified to allow the wires through for connecting up later. Then it was putting all 38 screw back in while pressing, gently, on the windscreens to get a good weathertight seal.

Then it was time to stand back and admire.

Alice.

HCMC Events

6th October Club Night. Rollerbowl for bowling or socialising or tyre kicking. Meet at the usual 19:30 time. We have a couple of lanes booked. Hopefully you all know where it is by now. This is a last minute substitute for our cancelled visit to PLD Smiddy, after they had their lease cancelled and had to move premises.

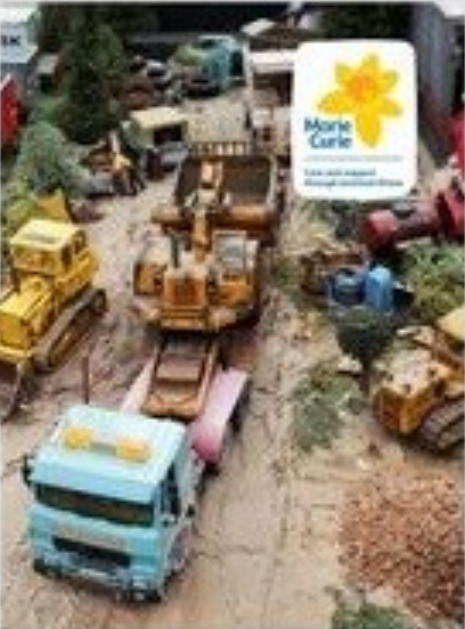
Your editor still needs to get his finger out and organise the planned November visit to the Allangrange pub in Munlochy.

WINTER SCALE MODEL SHOW

**FOOD &
CRAFT FAYRE!**

SCALE MODEL DISPLAYS
REMOTE CONTROL CARS & VINTAGE VEHICLES
LOCAL FOOD & CRAFT STALLS
LIVE AUCTION AT 3.30 PM
RAFFLE

FREE ENTRY!



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SATURDAY
08 OCT 10AM - 4PM
2022

BLACK ISLE SHOWGROUND,
MUIR OF ORD

In aid of Marie Curie
who provide care and
support through
terminal illness.




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