

CLASSIC SCENE



November 2020



Roy



Calum



Chris



Kenny



Alan



Miles



Callum



Trish and Alice



Bryan



Graeme

Order Status: Paid



Richard Smith



Ron King



Unmute



Stop Video



Participants



Chat



Share Screen



Reactions

Leave

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Cover Picture

You know that thing where you have
a bright idea but don't consider how
long it will take to do? Well this
Zoom meeting montage took me
hours! Probably as long as the rest
of the newsletter. Roy's stationary
engine is a stock photo but ironically,
it's staying put. Anyway, it gives an
idea of the wide range of chat!

Welcome to the November Newsletter

The nights are fair drawing in wouldn't you say? It happens every year but somehow 2020 seems to have cheated us of most of our usual summer activities and now our winter ones too. No exotic visits for the HCMC, just online gatherings. I hope in these times the newsletter will help keep the club together.

It's quite a full edition thanks to some excellent contributions by members, making for a good read. If you ever think what you have to say isn't good enough for the newsletter, you're wrong.

Well back to the editors garage which has been quite busy as I had a week off work. (It's never long enough.) The headline story is that my Sierra has finally returned from JW Bodywork and it was worth the wait. It's like a new car, on the outside at least. Some even described it as better than factory ('80's Ford - make your own conclusions), until I got it dirty.

I'm sure all of you have been on tenterhooks waiting to find out if I ever fixed the Beetle, well I did. As always the problem was there in plain sight once I knew what it was. Trying an electric fuel pump didn't solve the intermittent cut out, and it didn't flow fuel at all well, something that Callum Beveridge said about the mechanical one. (Clue 1.) I had been foxed by fuel getting to the fuel filter and tapping the carb seemingly fixing the issue. Red herrings! An email from John (Zack) Eastwood suggesting a 'floater' in the tank which now looked very likely (Clue 2.) and he even said he'd seen it several times. Fortunately in the Beetle the fuel tank is under the bonnet and you can look inside by lifting out the fuel sender unit, which was mentioned in another of my stories about a few years ago. It looked ok, but ah what was that shadow? Can you see it at the point of my welding rod tweezers?



A bit of curled up plastic was sitting right over the fuel outlet. And there we have it. Problem solved. And what did I learn? Listen to what people tell you!

In other news I eventually scrapped an old Peugeot 205 bodyshell and hid a 1/4 of a Mini shell behind the garage so our driveway looks almost normal now. I have been trying to fix the quite significant dents in the VW T5 transporter using a spot weld puller and heat shrinking. The van takes up a lot of garage space and I don't have enough storage for all my vehicles! I'm building a wee shelter to keep the Mini dry (thanks Miles) and I hope the T5 bodywork will be done before winter so the Beetle and Sierra can stay warm and dry. That's one of the problems with having 8 cars.

Your Editor.

Chairs Bitty

It was nice to see and hear from you last month. We spend a good hour and a half catching up on each others car gossip. It is pretty clear that some of our members have some well equipped workshops and don't turn a hair at turning out quality parts for their rebuild projects, which include lawnmowers.



In a way these Zoom meetings are really nice as you get to hear from everyone on the call, where as on club nights you tend to spend time in or more small groups. On the other hand, I do miss the interaction you get from being physically there.

I was amused to see the backdrops behind people in their video presence. A spare room seems to be the main preference. Or, if you are more of a technology buff, you add a customised background and appear at times somewhat ghoulishly be-headed. At the end of the evening I felt a lot better for having seen you all.

The Landy went in for its MOT and passed with flying colours. Our mannie in the garage likes working on this vehicle because "it is so simple to work with". He may get another little job shortly. I think Alice may have mentioned before that she ordered up heated front windscreens for her Landy. They have now arrived – although Alice did have to go down to Perth to pick them up. Next job is to fit at least the driver's side before the winter.

This month it has been Alice who has been busy in the garden. Pruning the budleia, trimming the borders and other general tidying-upping. Plus a few runs to the amenity site with the garden waste.

As for our courgette plants, well the slugs did get there first. No courgette left in sight and the plants themselves nearly nibbled back to the stem. On the positive side, I found 3 carrots lurking between some flowers. We've picked one for a little snack, which was very tasty. This got me thinking that I may try planting some carrots like this next year, mixed in with flower seeds.

We received a tomato and a chilli plant in late summer. Not something we've tried before, but never ventured.... Being this late in the season, we decided to raise them indoors, although they had to cope outside for a week when we had our little break last month. Since then the plants have been getting daily excursions outside since they started flowering. So far, the tomato has set 6 fruits one and the chilli showing 3. More appear to be on the way.

This month's meet is an online treasure hunt organised by Allan Geoff. First prize will be a mention in next month's magazine. Details of how to join us should be in your magazine's email notification.

See you there.

Trish.

October Club Night Zoom Meeting

We had our first Zoom meeting and I guess the headline review might be along the lines of...

"It wasn't as bad as you'd think" and, "It was better than nothing."

Actually it was a bit better than that. The feeling on the night was quite positive. There were 12 participants (and we've had much lower numbers at club nights at this time of the year) who enjoyed the opportunity to catch up. The session worked quite well and everyone managed to get the hang of the technology by the end. The icing on the cake was having a couple of members long in the tooth and possibly worn in the synchromesh (Gearbox joke. Sorry!) in attendance. Richard Smith was the treasurer between 1981 and 1982 and who's MG features prominently in the Ruby Newsletter. And Ron King also dialled in to say hello, and was pleased to hear all our enthusiastic tales. There was reminiscing on the early 1980's HCMC Ullapool weekender with plenty allusion to the kind and quantity of refreshments taken. Which of course was acceptable way back then officer!

Roy told us about the stationary engines he'd been working on amongst other things. This was enthusiastically received as we like engines in the HCMC, and Roy is good at fixing them. I talked a little about the format of the evening, trouble with the Beetle fuel (still) and my newly painted Ford Sierra - oh yes! In fact Chris Silver had managed a visit to the very same JW Bodywork premises on a trip with Highland MG Owners Club.

Trish and Alice had been having some success with Land Rover wiper motors, and more importantly, with removing some algae from their drive using vinegar. There was a surprising amount of input and discussion around this.

Bryan was talking about his Stag and Morris Minor as summarised in his article elsewhere in this newsletter. Oh, and of those refreshments taken in Ullapool back in the day. (Exact dates withheld for legal reasons.) The Morris Minor has an 'optional' heater which brings me on to...

Alan, Kenny (and Miles and Graeme if I remember correctly) were all singing the praises of heated steering wheels no less, in their recently purchased moderns. It seems a bit soft to me but they were evangelistic! We also found out that Kenny is contemplating converting his Sinclair C5 from 12 to 24V which we think will then give Miles's Mustang a run his money. (In a 10m sprint.) And Mile's explained to difficulties of buying a large American sports car after you've ordered a new garage. It does fit. Just. His garage is now almost fully accessorised with Mustang related memorabilia. Graeme was telling us about organising the Black Isle 50 run that stood in for the Fortrose and Rosemarkie Show this year, as well as showing us his new Jeep. Callum talked about gearbox rebuilds and his "DyaDeuch" project.

After some free form discussion at the end, the conclusion was that a good time was had by all in attendance and that we will be looking forward to the next online gathering. A broom broom meeting. (Stop your groaning.)

Memories of a TVR

Steve Matheson

A couple of weeks back a letter with a German postmark arrived addressed to either myself or the current occupant.

As I don't know anyone from there I was curious to say the least. Upon opening it turned out to be from owner of a TVR Taimar which I owned way back in the day, '86-'89. The current owner, an English ex-pat who moved to Germany in '91, was trying to track down



previous owners of the car and had sent the letter on the off chance. I don't think he was expecting too much success and was amazed to receive an e-mail from me a few details later.

I'd bought the car from someone in Inverurie, I was working at St Fergus Plant for a little while and had somehow managed to buy quite a few cars in the three years or so I was there (TVR, XJ6, 3.0 Capris, XR4i, you know how it is !!)

After moving back home I traded the TVR to MacKays of Dingwall for a new Nova GTE, the shame lol, in a vain attempt to rationalise the fleet and just have one new car to look after. That really didn't work out as planned but that's another story.

The TVR then ended up down south, Manchester area, with another owner who apparently didn't keep it too long but ended up fitting a new interior to the car, before the current owner purchased it from a dealer in Macclesfield.

He has been piecing together the car's previous history and now knows that the engine that was in the car then was a bit of a mongrel having been rebuilt by my brother from a couple of 3.0 Capri engines after an issue with the cam followers. I can only remember a few other minor things going wrong with it including a failed

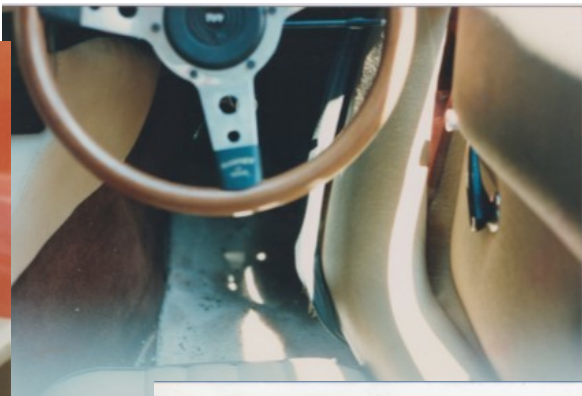


ignition switch which meant it was "hotwired" for a while. I also fitted a stainless exhaust, which strangely was missing from the car a couple of years later ? May have grounded one too many times (it was quite low) but the engine rebuild was undoubtedly the big highlight during my tenure.

Things definitely got a bit more interesting in the hands of the current owner, who has been T boned by a Transit van, body off restoration after rot found in chassis, replaced the engine for one with a hairier cam, stage 3 heads, bigger carb, etc. It also has an LSD fitted from a Jag which makes it pretty high geared, probably not that much of a problem with the weight of the car and more powerful engine.



After that it went to Germany when the owner moved there with his work where it sat unused for 25 years or so before being resurrected and finally gaining local registration in 2018. It's currently on the 100,000 mile mark with not too much to report apart from a bit of a noise from the gearbox, although he did tell me he managed to get it up to 140 mph on the autobahn (no doubt the high gearing helped, or hindered, depending which way you look at it) whereupon he discovered they are susceptible to front end lift at high speed and narrowly missed hitting a barrier. Glad he discovered that trait and not me !!



His biggest issue currently is keeping it out of the hands of his 21 year old son.

Steve.



As most of you probably know I recently bought a Morris Minor but I have to admit I'm beginning to wonder why. Well I know *why*; it was a reaction to having finished another uber-complicated job on the Aston. With the Aston it's always this business of hunting down the correct Jaguar parts to avoid paying Aston rip-off prices, and then the job is always a bit of a heart stopper as everything is so complicated. To be fair I've handled everything that the Aston has thrown at me in the last decade (yes, it's actually *twelve* years since I bought it), but I wanted something simpler to work on, and hence the Morris, but on the other hand I've realised that there are still a lot of jobs to finish on the Stag, so when I'll get a chance to look at the Morris, who knows!

Along with the car came a few spares, and two manuals. One was a Haynes manual, the other a genuine BL workshop manual. The BL one covers all Minors from the side valve ones right through to the late sixties' ones. It seems that with each new iteration of the model the manual wasn't re-written, they simply added a new chapter. Hence the illustration of a chap holding the front panel removed complete with radiator attached occurs at least six times. The level of detail given for the jobs is amazing and suggests an era where it was expected that owners would tackle virtually anything on the car. A modern manual might say "drain the sump oil". This one almost starts with "open the garage door and walk towards the car". It does exhort you to take care when jacking up the car, and illustrates the point with a screw jack! A *screw jack*! A widow-maker more like. Again, on the subject of the correct equipment it clearly illustrates an engine being lifted with a rope tied around it. You can even see the knot in the rope illustrated. Of course, there are sections on stuff like overhauling the dynamo and how to undercut the commutator segments, but what's amazing is the selection of officially sanctioned bodesges that are described. "With excessive rear brake squeal make this hack-saw cut in the brake shoe". How to reposition the lower door seal to deal with excessive water leaks "by redrilling these holes with the owner's permission". Or, "the swivel joints can be modified by filing a groove here and drilling a hole there". I was particularly interested in the swivel joints as there are definitely clonks from the front of the Morris when going over potholes. However, it seems that clonks are normal as there is a whole section devoted to this and it's only *excessive* clonks that should be attended to (with the afore mentioned bodge). Then there is a whole section on how to change a tyre and illustrations of where to put the tyre levers (eat your heart out Kwikfit).

The later chapters deal with the bodywork and it's here that the manual goes way beyond the normal remit of these things. There are descriptions of how to fit door and window glass, how to knock out a dent, and how to lead load a dent. Also included is a technique for using an acetylene flame to deal with "oil-canning" in a panel (but maybe this time around we'll leave out the dampened blue asbestos wool!) along with a full description of gas regulators, nozzle sizes and so forth. There is even a section on how to use a long body jack to true the shell by jacking

the door or window apertures and diagrams of exact body measurements. This manual would truly equip somebody in some far-flung corner of the world to deal with almost anything that arose, and maybe that was the intention given that the Minor was widely exported. Of course, the last chapter deals with how to fit the optional heater! How times have changed!

Bryan.

Triumph Stag V8 For Sale

Manual overdrive. Soft Top, 1977, 65k on clock. £11,000



Contact Number 01463 791680

Grampian Transport Museum Muster

Calum Pearson

Well you know how it is when you get your car back from the paint shop and you're all in love with it? Admittedly it's a new one on me as I'm not much for painting or even washing cars but John at JW Autobody did a stunning job and I wanted to show it off. With impeccable timing the GTM Muster was on Sunday the 11th October and a couple of others wanted to go for a drive.



And so it was that Callum Beveridge (Burton - no roof!) Prab Panesar (a recent acquaintance with a Renault 5 GT Turbo) and I set off over a very dreich Lecht Road to Alford. I've said it before, but we are really spoiled for driving roads around here. The Burton has grip and handling but no power, the GT Turbo has too much power for wet

roads and I was in the Goldilocks car with medium power lots of grip with 4WD, so I led the way.

I took us straight to the carpark at the GTM but there was only one other classic which was disappointing, until we were guided to the back entrance and access to their track area and parking. This was much more like it! 50 or so cars all parked up. To be honest it felt a bit sparse, but



that was them at full covid compliant capacity. Prab's R5 GT Turbo got a lot of attention and as ever people were all over the Burton. Wait a minute! I'm supposed to be showing of *my* car. To be fair I got some attention but not as much as the other twos (non-shiny) cars. 50 cars plus a museum full of exhibits are just too much too publish here so here are my own personal highlights.



An Alvis with some big head-lamps.

LHD Saab Turbo convertible from Beaulieu.



An Aston Martin DB5 (Better check with the HWC!) with a super expensive badge.



The smell of fire, steam and hot oil can't be beaten unlike this Beetle with an idling issue.



This 4.5 litre Bentley looked so new we thought it was one of the 12 remakes but no it's from 1928.

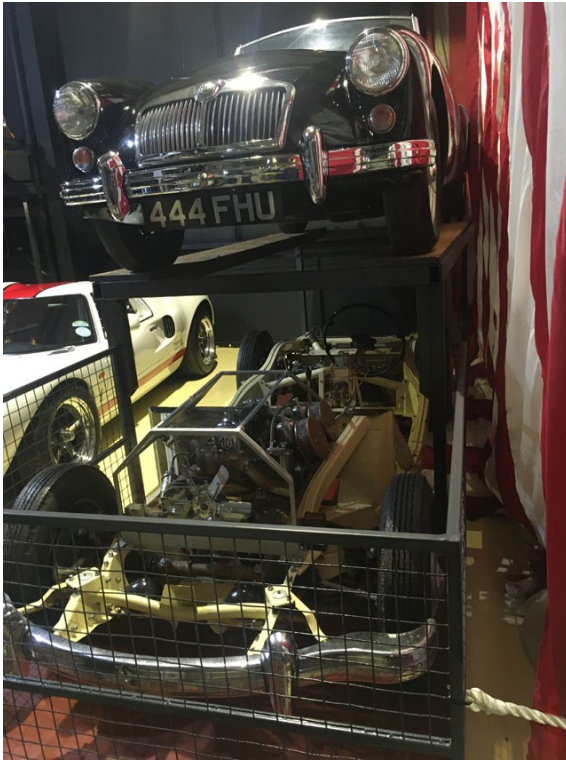


An Audi Quattro exactly like the one I described it a recent newsletter.



What? Another Corvette? I bet this Lotus Elan or MGA 1600 Mk II would run rings round it.

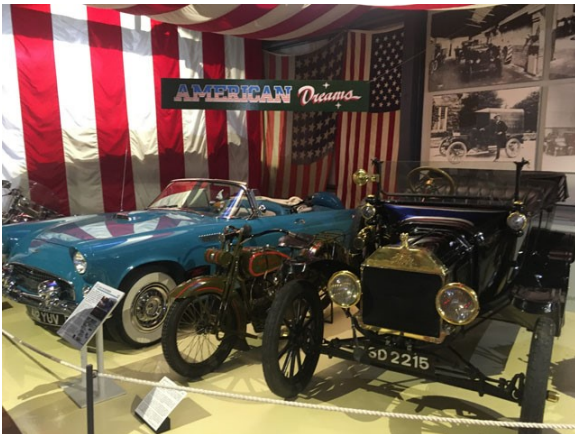




Inside the museum this MGA twin cam foxed me as it looked like a push-rod engine. After some headscratching I decided the sign was wrong.



For the younger members these are called phone boxes and you could call for help in them.



Aberdeen is famous for it's oil industry. On the left are some early American workers cars, and below that a typical HCMC members workshop.



Out and About

Regular contributor Jim Mackay was far out and about (man), in Fife where he sent these snaps in for the club newsletter.



I asked Jim what he was doing in the wee kingdom, thinking some had told him to go there after an altercation, (Get tae Fife.) but he simply said said, "Getting pictures for you." I did have a wee chuckle.

After our wee run to Alford I stopped off at Tescos in the Sierra and parked in a far away corner. This Ferrari owner had the same idea and came back when he realised I hadn't got a picture for the HCMC. It looks like a future classic to me.



This Mini was seen outside the Co-Op in Beaulieu. I think it lives there.

I also saw a Sierra RS Cosworth in Inverness but I've run out of room here.

MY CARS OF YESTERYEAR

Roy Macgregor

I was brought up in Glasgow, where my father was a motor mechanic, initially in the British workshop and later Mercedes Workshop as manager. Because of this background I spent a lot of time under the bonnet of a car of one sort or another.

My dad, after his motorbike years, had Austin 8, 10 and 16 followed by a Ford Consul Mk1, column gear change and bench front seat. This was the car I was fortunate enough to use to learn to drive and pass my test in.

My first two hour lesson, was spent driving the car backward and forward between the two sliding workshop doors into a narrow lane. The doors were closed to the width of the car, plus 6" each side (150mm for younger readers) and I was expected to drive out and turn round and return back thru stopping 6" from the furthest workshop wall then do the same thing again only in reverse. I would not dare scratch it but certainly knew the width and length of the car and how to use the clutch before being allowed on the road.

When I passed my test my dad made it clear that I was not going to get the use of his precious consul and would have to make my own arrangements.

The house in which we resided was a tied house, attached to the Garage in which my dad worked so I spent many weekends in the garage workshop with the mechanics working on cars and going out on breakdowns. I let it be known I was looking for a cheap reliable car and they did not disappoint, a black Austin A30 was presented, the owner thought the big ends had gone and the mechanics did not disagree!! I could have it for £15.

The A30 was washed and polished to showroom condition before being presented to my parents for approval. I must point out at this juncture that I was still at school and my only income was my milk round, carried out on a horse and cart, followed immediately by my paper round before cycling the 3 miles to school.

My parents agreed and helped me pay for the one thing I had not budgeted for, the Insurance, and I was now able to drive to school.

This car lasted for a couple of years before the big ends eventually did go, and the floor separated from the sills.



My next vehicle was an Austin Seven Mini NGB 707, nicknamed the Boeing by my classmates. This was hand painted with Dulux brilliant white gloss with a black tapered stripe, long before Starsky and Hutch.

Next was another Mini 925GUS which I spent a fortune reconditioning the engine, re-spraying turquoise Blue metallic, singer chamois seats, benolite grill, electric aerial and 8 track tape player from a Mercedes and deep pile carpets. Unfortunately I wrote it off within a few months when I hit a JCB (but that's another story).



Time to calm the driving down a bit, a Singer Gazelle estate car, would do the job. Back to the Bench front seat and column gear change. Some ex school mates by this time had formed a band and thought it would make a great vehicle for transporting the gear, so began my Roadie period, that car went all over Scotland, from Port Patrick to Oban and Aberdeen to Campbelltown.

Next up my father found me a DKW (Audi) F102, 3 cylinder 2 stroke with roller bearing crankshaft for £20. The previous owner had for-

gotten to fill the oil reservoir (the oil and petrol mixed in the carburetor from separate tanks). This car came with a good spare engine, which unfortunately did not fit the engine mounts of the car, so I had to fabricate new ones. My girlfriend at the time (now my wife) thought I was mad when on our first date I was spotted pouring Oil into the petrol tank.

This was followed by an MG 1100 which I sprayed Blue and it lasted a few years before the inevitable rust claimed it.

Next came a Triumph Herald 1200 saloon, it had a faulty gear box which I stripped and repaired just in time to sell it as my father gave me his old Mercedes Benz 220S 6 cylinder left hand drive car.



Spent my honeymoon camping round the highland and many years of pleasurable motoring with this car. Very Powerful but difficult to overtake when you can't see what's coming.

Ended up swapping it with some additional money for my father's 190 Merc (shown coming off the Kylesku ferry) I also enjoyed it but was always

frightened that something expensive would go wrong with it



So I eventually swapped it for a Triumph Spitfire which I sprayed bright Yellow.

Next came a Triumph Toledo which is the vehicle I owned when I moved North 41 years ago. I also

sprayed it Yellow, (this must have been my mellow yellow period) with a Black back to the boot lid, changed the Dash for a Dolomite out the scrap yard and Stuck on a Vinyl roof, presto a poor mans Dolomite Sprint.

These were followed by what I refer to as more modern vehicles like Mini Clubman, Mini Metro and Ford Escort, Ford Fiesta, Ford Sierra, Toyota, Vauxhall Astra



etc with one exception a Dutton Kit car which I restored to see if I had the patience for something a little more challenging like possibly a Riley???

I don't think you ever forget the 1st car and the times you had in it, trips were an adventure in those days, not the semi-predictable arrival of today!!

Lets hope we get back to some HAPPY MOTORING once again.



Regards Roy

In the News



Latest

UK

Scotland

High



B'ham & Black Country

'Mocked' Metro turns 40 and finds new fans

Mini chMetro memories.

Black Isle man reluctantly scraps a car.



I saw this Ford Sierra RS Cosworth D400ARY driving along the Longman Rd recently. It looks like it might be based locally. Does anyone know anything about it? It's a rare sight even if it is a bit modern or Ford-like for some members. (I forgive you.)

LOCAL EVENTS

That's pretty much the end of the outdoor car show season and coronavirus restrictions are starting to come back (at the time of writing), so there aren't many events to report.

November Club Zoom Meeting

Alan Goff is going to run a virtual car treasure hunt. Its a series of 21 photos downloaded from Google Street Scene of various places generally close-ish to Inverness and the clubs catchment area which the participants have to identify.

The Zoom invite should be in your newsletter email and is copied below. The newsletter link is the one to use but you may be able to copy and paste the one below. If you try and type it in manually (masochist) the committee won't take responsibility for you interrupting Richard Branson's board meeting.

BRYAN MCILWRAITH is inviting you to a scheduled Zoom meeting.

Topic: HCMC

Time: Nov 5, 2020 07:30 PM London

Join Zoom Meeting

<https://zoom.us/j/92381207000?pwd=ak5INGI4cXVCMHhabEIJJeHkxZWJXdz09>

Meeting ID: 923 8120 7000

Passcode: 9fXx6Y

P.S. Your newsletter editor won't make this evening because he has to work (let me hear you say AWWW. *VOICE FROM THE BACK: Thank goodness for that.*) So if anyone would like summarise the fun and frivolity for the next newsletter that would be good for the membership.