

CLASSIC SCENE



December 2020



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Cover Picture

Lacking the imagination or inspira-
tion for a cover picture, I made this
rather lazy photoshop mock-up of
what must be on most classic car en-
thusiasts minds at this time of year.
Gritters, road salt and rust.
Plus there's a wee chemistry lesson.

Welcome to the December Newsletter

The gritters are out! I have seen a couple driving about and on Sunday 22nd I saw one actually spreading on the A96/A9 so that's a pain. Nothing a bit of rain and a warm spell won't sort, but for me (and I'm sure I'm not alone) that's the freedom of driving my old favourites anytime, anywhere gone until the spring.

Your editor hasn't spent as much time as he would like doing 'car stuff' this month. This was due to do a fault in his internal digestion engine which was suffering positive crank case pressure and a leaky sump leading to some serious overheating. After 10 days or so on the ramp he has returned to the road but may still have a slight problem with emissions. So if this newsletter is a bit 5h!t, you know why!

Due to Covid delays, I couldn't get an MOT for Mrs Editor's Ford Focus Mk1, a future classic that's climbing out of the bottom of it's price curve. On the plus side, having 17 days off the road gave me time to sort some of the bigger problems.

One of these was the exhaust which I believe has done 155 000 miles. We got the car at about 60k miles and have never changed the it. Technically it was not an MOT failure yet as it didn't blow, but the outer skin had peeled off the box and a couple of mounts had rusted off. Anyway, I went to my favourite exhaust and tyre centre for a quote. In the distant past it used to be about the same to buy an exhaust with fitting as without. I thought maybe £150 for a single box system. Nope £300+. Well that was not happening as I've spent all my car fund on getting the Sierra painted, so it's DIY time again. I got the part for £80 and spent another £5 on a gasket and new U-bolt clamp. The system didn't fit very well and needed modifying a bit to hang off the hangers, but what a saving. The car is probably only worth £300-400 (oh.....wait...it's just gone up £5 as it's an emerging classic.) No wonder old cars get scrapped and written off. Soon there won't be any modern classics left, particularly the more ordinary models.

So back to the MOT story. After two new tyres, some flexi hoses, a new fuel filler pipe, bulbs and a track rod end, it passed the MOT with only advisories for the rear subframe being a little bit rusty and the front discs will need doing sometime.

In other news I tried to fix the deep dents in the rear arch of the T5 van, but wasn't getting anywhere so I bit the bullet and started cutting a new panel to weld in. This isn't a job to be rushed. The key is going to be getting the correct curves in the top left area of the repair.

And finally, I would like to thank those who sent items in for the newsletter. I feel these contributions are extra special during Covid times and provide some glue to the clubs membership.



Your Editor

Chairs Bitty

I was unable to join you last month for the treasure hunt. I very much regret this as, knowing Alan, it would have been a fun night. However, when I heard that only 4 people turned up, I felt embarrassed. Surely, not every member was unable to make the meet? On our Thursday night? Really guys (and girls), really? And I was so looking forward to reading about the "discussions" on the right answer and who has won.



I was enjoying meeting up on-line and hearing from others – at least the ones I've been able to attend. I certainly appreciate hearing from members I have not spoken to or heard from for a while. In a way, I think that our on-line meetings can bring together members who may normally not feel able to attend the winter meetings. Unfortunately I've been rather distracted recently looking after my mum, which makes attending our online meetings a bit tricky.

It also means that I have not been out an about much at all in the past weeks, so it was with a bit of curiosity that I peeked out of the window after hearing 2 police cars and then the fire brigade go past. My first thought was there was a fire in the area, but I did not see any smoke anywhere. Shortly thereafter these 3 were followed by an ambulance and before I had time to sit down again at my desk, the fire brigade's cherry picker. Obviously something very serious was going on somewhere on the estate. I heard later that an elderly lady had collapsed at home. You may wonder why I bother putting in this little story, but it is the co-incidence of events. My mum was rushed to hospital in just such circumstances 4 weeks ago. She's back home now, hence me looking after her.

Which means that it is now Alice's task to look after the garden. The tomato plant at least is doing its job. More fruit buds are on the way and Alice currently has the joy of eating home grown tomato's.

Our olive ran out of time this season. It had a hard time in the summer when most of the flowers blew off in one of the summer storms. Only a few were left to develop into proto-olives, but not sufficient to even bother harvesting. With impending night frost the olive has now been protected with a bit of fleece, being that it is grown in a pot. The downside of the fleece is that it act like a sail. With recent windy weather the olive blew over. Alice has since moved the olive to its winter location under the trees, sheltering out the wind beside bushes and the compost bin.

On the car front, it has been relatively quiet. The Merc went in for a service and came out with a new rear suspension bush. It came as a bit of a surprise, but our mannie at the garage had decided that since we tend to fix these type of wear and tear faults asap anyway, to just carry out the work. Saves us having to wait another day to agree the work, wait for the part, etc, etc, etc.

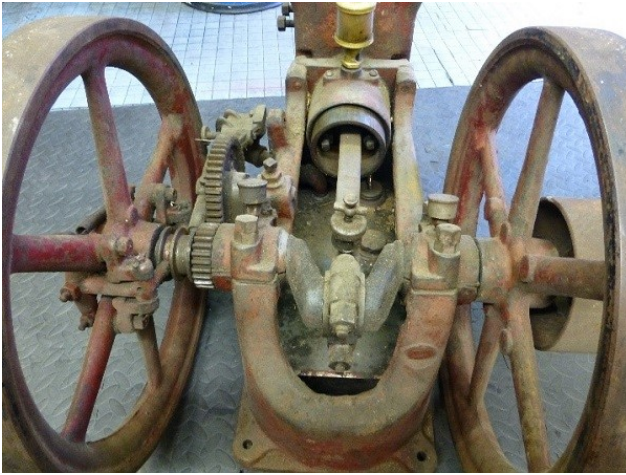
This month will be a further Zoom meeting. I was thinking that we could discuss the future of our classic cars with an eye on the after effect of corona, Brexit (availability of spare parts) and the climate (e.g. ongoing fuel availability). Some of us are probably not as worried, since they seem to be able to manufacture spare parts in their garage (do I sound a little envious – probably). With online meetings, winter weather is no excuse for not turning up.

See you there.

Trish

Lockdown 2020

Roy MacGregor



My friend then took pity on me and brought to me a stationary engine, an Amanco hit and miss. I knew nothing about stationary engine's but it's amazing what you can find on the internet.

Photo's are before, during and after restoration.



As we are nearly all in the same situation, lockdown gave us the opportunity to do all those jobs we have been putting off for years. This is a review of my antics during this period so far.

At first I reorganised the workshop and shed, sorted my tools, boxes of parts, re-organised the shelving and location of fixed power tools and threw out lots of stuff that had accumulated.



I was chuffed to bits when I got it running.

Initially with the help of a strip light starter and then with its own magneto.

Hit and Miss means it only fires when the speed drops below a certain revolution

speed, set by the governors on the Flywheel.

Next on the restoration list was a writing slope, It had lost some of the marquetry inlay in the lid, both nickel silver Walnut veneer, mother of pearl, and the writing surface was partly missing. Sent away and purchased the sheet material to inlay. The cutting of the Nickel silver with fine fret saws was the biggest challenge.

Then another new challenge - learning to French polish, and cover the slope with





leather, but it turned out not too bad.

Next on the agenda was a Raleigh bicycle built in January 1953, with rod brakes. Wheels were too far gone to rescue but saved the hubs and with new spokes, rims, tyres and a paint job in the original colour another couple of weeks of lockdown went past.

In between these I found time to build the second of two garden benches I put together with some old salvaged wood.

The original I made for myself but it ended up as a Christmas present for a friend, and I needed to make a second for my own garden.

Unfortunately with a stationary engine still in the garage, space was becoming a premium., so three coats of preservative and it was booted out, in part because it weighs quite a bit.



Next project was a Lister Domestic water Pump Type 187/1.

Internals were seized and the seals were shot but managed to use up another couple of weeks.

A lot of the work is internal with one way valves and all using Brass bolts and small springs.

Spent a bit of time on a small Sherry compressor which was to be scrapped. Found an old motor and replaced the main bearings set the working cut off

pressure to 100psi and another space in the garage was taken up.

Did find time to do some work on the Riley spraying damaged front valance from falling off the ramps last time it was trailered home, and fitting an electric fan behind the radiator.

Latest projects are boring old lawnmowers. Two so called friends were scrapping their self-propelled mowers because the main chassis were more rust than metal. They seemed to think I would like to tinker with the engines.

I did know however where there was a couple of Aluminium chassis from old non-working Harry Mowers.

This meant stripping painting and modifying Wheels handles and drive mechanisms to fit.

One down and half way through the second.

Friends keep finding things to keep me busy
And a list is building up of jobs when I get bored.

STAY SAFE AND KEEP BUSY

Roy



Out and About Part 1



Spotted at Aldi Inverness, a Morris Minor 1000 'Sport'. The Rostyle wheels look like they might be from an MG.

I wonder what the story is behind this car? The driver looked to be a young man around 70-ish.



Miller, Sinclair & Sutherland,

c/o Y Beer Garden,

Pentland Hotel,

Thurso.

Young MacKay es still on y hunt for a teardrop caravan an, what wi y restrictions bein lifted, time es o' y essence. He wis tempted till build wan from plans available en e-Bay but hed rather no take on another project jist en case y meteorite sightin turns oot nae till be a meteorite at all.

Rumour hes it that y dent en y Maygen rotor hes traces o' Dounraey pent an ceramic an y finger es pointin en y direction o' Y Nuclear Decommissioning Authority an Dounreay Site Restoration Limited. Of course, neither accept liability an y finger es pointin back an fore. Young MacKay es hopin that y Impie van wis y cause, secretly of course as there es no way he wants till be held liable.

Es a sideline till hes plumbin an fast food deliveries, Young MacKay an Big Rhoda hes started makin face masks for y discernin. He es sourcing y materials, marketin an distributin an she bashes out y masks on y trusty treadle Singer. Charity shops are a good source o' y materials an a couple o' fur coats went down well wi y locals. Hits aal y rage up here till sport a beard, even y young girls are wearin them. Ever y entrepreneur he hes sent a big bag o' pants he sourced en Tescos till Kylie Minogue en London an asked her till wear them an send them back; postage paid and free pants for a month sounds like a no-brainer. He reckons face masks made from them will be a big hit here wi y lads. Meanwhile, they hev till make do wi Big Rhoda's wans. If y Kylie venture materialises, I'll try an get wan for your annual auction. Best Regards, *Windy Miller*.

Rebuild No2 .. NGA 535 1954 Austin Healey 100/4 by Hugh Skinner

Ok bit of background first ..

I bought NGA 535 during the summer of 1976 from a Pilot Officer based in Lossiemouth. I was looking for a Healey 3000 for some time, but the chances of finding one in the North of Scotland was judged pretty slim. So when I saw the ad for a 100/4 in Exchange and Mart along with my dad Hughie and my brother Kelvin we headed for Lossie in optimistic mode complete with car trailer. After a bit of haggling I bought the Healey for £400. It wasn't in great shape engine and gearbox was out , it had fibreglass flared arch wings, interior was tatty, in fact whole car was a bit tatty, but “ **it was a Healey**” and relatively speaking on my doorstep, so deal was done

We got it home, installed the engine and gearbox and got it running within a few weeks and my dad took it to a friendly MOT garage who with a nod and a wink did the business. I then ran it as my daily driver while working at Nigg. My old man was happy with that arrangement, as he got my teal blue MGB GT as his default runabout.

In 1978 I got posted to Houston Texas for a year, where I immediately checked out the classic car scene and shortly after bought a 1961 Jag XK150 (another story for a later edition), came back in 1979 along with the Jag, and reacquainted myself with the Healey. After getting married and building a house, it was now 1981 and I decided the 100/4 needed a wee bit of a make over, which as usual ended up a fairly major rebuild. So off came the fibreglass wings and 6 ” centre lock steel wheels. I set about locating steel wings, I got the front near side and rear offside from one Guy, the front offside from another, and rear nearside from yet another, plus invested in a set of TR6 72 spoke wires.

When I put the rear wings flange to flange one was $\frac{3}{4}$ ” longer than the other...what the hell !!!!

Word has it (via magazine articles) that original factory body fitters had a big pile of



wings and doors and they just mixed and matched until they found items that fitted the individual cars.

After a bit of cutting and panel beating I made everything fit.

Up to that point hadn't done any full car paint jobs (yes, plenty rattle can touch ups), so bought myself a good DeVilbuss Spray Gun and completed a learn by your mistakes tartan red cellulose paint job. A pic of the Healey in its Rebuild 1 tartan red livery is attached.

Furthest afield I ventured after that first rebuild was Lake District, and then a run down to Stockport to a Classic Car show, where I teamed up for the first time with the Austin Healey Club. Apart from having to bale her out every day during 2 weeks torrential rain she ran sweet as a nut.

However latterly in that period I started to have head gasket and water seepage problems from a cracked cylinder head ... fixed in Rebuild 2.

Wind forward to 2006 and I was working overseas for 10 years, so Healey was "stored" in a friends barn down in Strathaven where it sat, at least undercover, and offered hospitality to a family of mice, and cats (not at same time obviously !!!)

Eventually came back home and worked for another couple of years and retired in Feb 2018, after which another full rebuild of Healey was an immediate priority.

Rebuild No 2

The **BODY** was basically still in good shape after rebuild No 1, other than doors which need considerable work including reskinning bottom third and splitting down the shut face and along the bottom to narrow them down by ½". Also the boot lid shut lines at the sides were skin tight i.e. no gap, so I had to cut out about 4mm and reweld both sides to achieve a decent gap all the way round.



Shut lines and gaps on Healeys even off the production line were never brilliant.

Hanging the doors to achieve good gaps plus keep the correct alignment with the body swage line was a nightmare but got there in the end.

I stripped all the wings back to bare metal, because there was rust visible under the red cellulose paint. The front and rear shrouds are aluminium so no corrosion issues there so I didn't need to strip back all the way to bare metal.

There was a bit of body welding to do, nothing major ...this included reinforcing the body bump stops for the rear axle on both sides, widening the opening for the spare wheel now 5J wires instead of original 4 1/2, also a bit of plating / welding here and there on the inner rear body.

Brakes were completely rebuilt. On the front discs replaced the seized pistons and fitted new repair kit rubbers, getting old pistons out was an ordeal but a bit of heat and compressed air eventually did the trick. On the rears replaced the shoes and rebuilt the brake cylinders. Also rebuilt the brake master cylinder, ditto the clutch master cylinder. Again had to use compressed air. First one I did was the brake master cyl using blow lamp and compressed air. Eventually the piston flies out like a bullet plus the internal spring, I thought oh sh- - I'll never see these again considering all the stuff on my workbench plus "stuff" in garage in general.

I heard a metallic tinkle so I looked down and there was the piston after ricocheting off the roof, I thought what a miracle, but what about the spring ..chances of finding that was about a million to one lol , but I turned round looked on the floor and there it was sitting at the front of the Healey ..who was a lucky lucky boy ?? phew!!!

They say its only a fool that makes the same mistake twice , so with the clutch master cyl I fixed up a wee cloth retaining parachute, did the job a treat.

I also stripped the brake servo and rebuilt it with a repair kit.

Bleeding the brakes turned out to be a saga, the two front calliper bleed nipples were smaller than the rear ones, and had no hexagon left on them so couldn't get much pressure on to tighten, plus with the hexagon rounded and no space to get decent access had to take both callipers off to get access. With a bit of heat got one released ok, but the other was tight and sheared off. No option but to drill it out but damage to threads was inevitable. I now had new 3/8 bleed nipples all round, but one damaged thread. Solution helicoil , which requires drilling and tapping out to a larger size then threading in helicoil. So callipers back on with new nipples, and another bleed operation commenced. It was leaking at the helicoid nipple I nipped it up but still no end to bubbles in e jar. Eventually helicoid failed ... more expletive words !!! What to do now ??

Solution take calliper round to local machine shop (Fraser Brown). Fraser plugged the bleed hole re-drilled and tapped it for a smaller size nipple ... this did the trick, boy was I a happy chappy.



Paint Job ..Ok then which colour am I going to go for ?? Rest of family plus half the village wanted the original (my original) tartan red , but I fancied the classic Healey Ice Blue ... with or without the old English white lower panels. I thought ok try the two tone, so I applied the OEW on the lower panels and actually liked it a lot, so that the way it has turned out.

First time I used clear over base, the metallic ice blue base was easy to apply very little orange peel, but the lacquer was more difficult, sometimes perfect like glass, other times lots of orange peel. Nightmare issue is when you are flattening the orange peel and you go through the lacquer into the base coat, did that lots of times. The boot lid was second last thing I painted, it was a nightmare. Sanding too hard with 1000 wet and dry and going thru to the base coat was a major frustration, but the **biggest** issue by far is dust settling on your perfect lacquer and leaving little pockmarks all over it. Again you try and rub them out and sometimes go thru lacquer into the base coat ... **many many expletives !!!!!**

I must have repainted the boot lid at least 6 times.

Lesson for next time , install a dust extractor and have a dust free space. Obviously I didn't have that with all the polyester filler and old paint dust caked all over the garage, and too much junk in there(including a Merc 450 SLC, a stripped down MGC and couple of old Harleys) to clear the place.



Engine rebuild turned into a real saga that I won't go into here, but I have a wee team of good ol' Hilton boys who are now experts at assisting taking a 100/4 en-

gine and gearbox out and putting back in with only thou's of clearance and no damage to paint.

Engine bore was already at +50 so had to be sleeved back to standard, i.e. new liners and pistons. Crankshaft and Camshaft checked out ok. I have two cylinder heads both of which were completely refurbished new valves , guides and seats plus minimal skim on each.

Anyway after a bit trial and error with timing, she fires up fine, had her out for a few commissioning runs in true old HCMC tradition i.e. no licence, insurance or MOT ... mind you road tax and mot no longer required on this car, things not so exciting now !!!!

Wiring .. I fitted a new wiring loom back in 1980 during rebuild No 1. That loom wasn't exactly as per wiring diagram in the workshop manual, but we made all the connections not necessarily with the correct colour code wire and everything worked fine back then. Recognising the potential problem for Rebuild No 2 (20 years later) I labelled all the wires with masking tape. Unfortunately during the painting operation a fair bit of the labelling became covered in paint, also on some of the other connections the ink faded, again unreadable, so this has been another nightmare. At time of writing I have everything working except the indicators but that will soon be fixed but have to jack up the car to get at the underside. Also dynamo needs repolarising to negative earth, as ignition light stays on ...haven't cracked that problem yet but Kelvin is on the case .

Internal Trim ... ordered up the carpets from John Skinner,(got to keep things in the extended family) these are due this week or next. The rest of the trimming i.e. door cards, rear bulkhead. footwell panels, and boot I made up and trimmed myself , getting the vinyl and carpet materials from Woolies , not a bad job even if I say so myself

Didn't like the real basic dashboard of the original car, so I made a new one (not totally dissimilar) and covered it in leather, plus fitting a chrome surround trim ..to me it looks a lot better but a knowledgeable marque concours judge (like Tom McCallum) would pick it up lol.

Once Healey is finished fettling, 1969 MGC is next for rebuild, which I shall tell y'all about in the future but obviously cant put a completion date on it, you know how rebuilding old cars go ...don't we Ranald ??



Out and About Part 2



I was in Wick with work and had to pop in to MacKay's Hotel to collect some keys. As most of you will know this was the meeting place of Gunn Gunn Swanson and Gunn and in a life imitating art kind of way it's the meeting place of the Caithness And Sutherland Vintage And Classic Vehicle Club. I asked if there was a lounge bar but the receptionist just looked at me. "No, but there is the ballroom."

The whisky bar door opens onto Ebenezer Street which is in the Guinness book of World Records as the worlds shortest street at 2.06 metres.

I had a look for a burned out (half race) Hillman Imp van, but it wasn't to be found.



I saw this Mini parked up in the Crown area of Inverness. It had nice reverse rim steel wheels. I have a notion as to who owns this and it's been at Cars and Coffee.

I was visiting my vintage parents at Threaplands Garden Centre, Moray (very near the family home) and saw these two in the car park. The 1969 Moggie is a conversion.



A Moggie Winterer Restoration Callum Murray

338 UXS. 1956 Morris Minor, black, 2 door saloon

So, a few years ago, an old neighbour needed her garden shed fixed up. The roof was a goner and a few wall panels were also a bit shabby. I had some spare wood, felt and nails and one afternoon I completed the job and enjoyed a nice cup of tea with her afterwards. I thought this was a fully acceptable payment for my little DIY work but she insisted I take her old Moggie as a payment. I'd often looked at this car, sat forlornly on her driveway for 3 years without turning a wheel. It had been replaced by a new Mini. I guess there would have been no point trading in the old Moggie.



So, I thanked her many times over, but inside I knew it would mean a considerable outlay over a period of years to get it sorted out.

On first appraisal, it was rotten in all the usual places, sills, floor, bottom of doors, etc, and it had an 1100 engine, with a tiny 1.25" SU carb from what must've been the original, long gone 803cc engine.

The dash and interior were original with a few wiring modifications for extra switches. The wiring harness was a bit of a mess to be honest, so the first item I ordered was a replacement from Autosparks (back in April 2019). I was getting some building work done, so I left the Morris at my neighbour's house for about 6 months, but I did cover it in a good quality tarp to keep the worst of the weather off it. I then spent an hour trying to get the engine to turn over. The battery was fresh but the carb was gunged up and needed a clean out. I cleaned the rotor arm and reset the points and it fired up. A bit roughly I might add, but would run enough to get to my house, a ¼ of a mile down the hill. I should add that I must've been quite excited by the pro-





spect of driving the car and completely forgot to test the brakes before setting off. Only when I was approaching my turn in / driveway, did I realise the brakes were completely useless. I would've been better putting my feet through the rusty floor and touching the road! As it was, the car managed to turn in to my driveway safe enough and I brought it to a rest in front of the house.

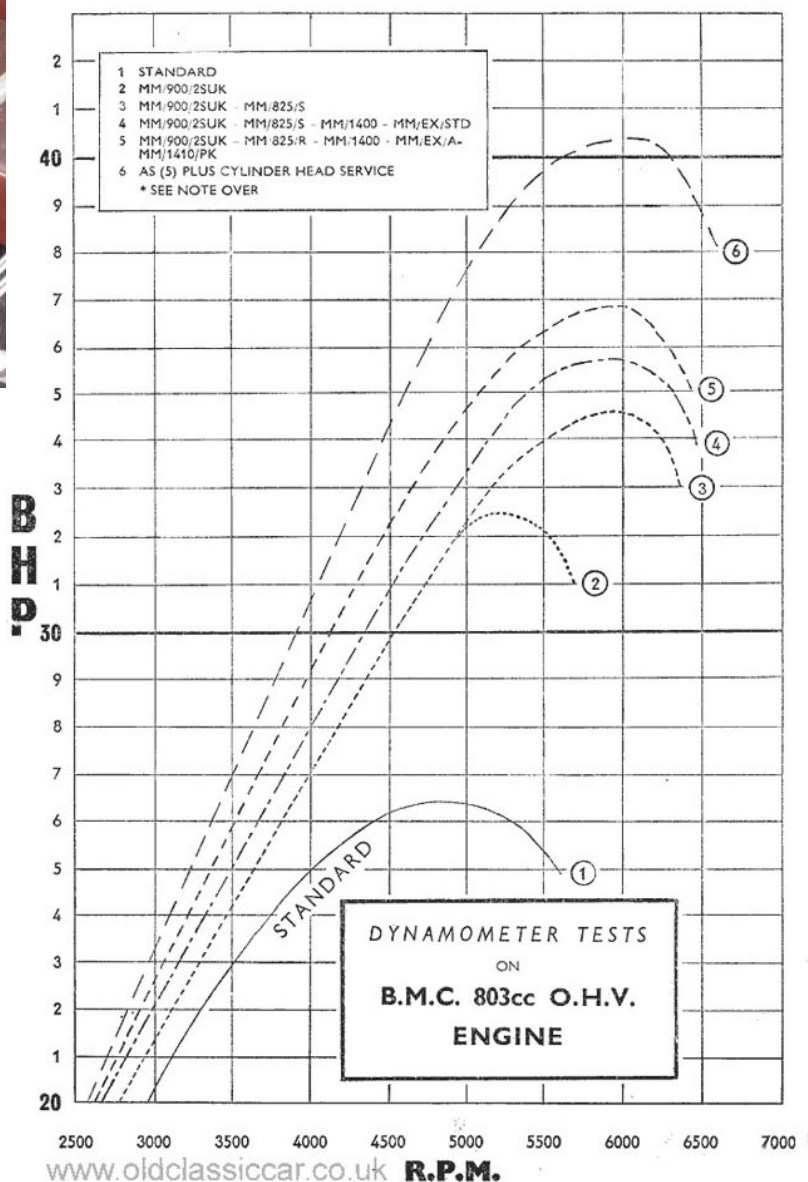


The Morris sat outside my house for about a year, while I worked on finishing a garage build between working away. During this time, I stripped out the interior, researched the detail of a 1956 car and checked what I had to work with. It seems the car was one of the last 7000 of the Series 2 Morris Minor, originally issued with an 803cc engine.

The interior was the worse for wear. Mice had enjoyed many years of residence and I would have to replace much of the interior.

I convinced myself that the car would be returned to original spec, but with perhaps a few hidden improvements such as radio, USB charge points, 2 speed wipers and some engine work.

The 1100 engine while a fine motor, will not be used. I might use the cylinder head since it has slightly larger valves than the 803cc type. I sourced an original



803cc engine and gearbox - with all ancillaries - for the princely sum of £70 and then collected it from Arbroath. While the 803cc engine only has about 26 hp, it is "of the age" and I think when fitted with a slightly modified 1100 head, a larger carb and a decent exhaust, might be good enough for occasional outings without too much stress. We shall see!

In July 2020, the Morris finally went into the garage for a full strip down, engine out, wheels off, etc. in preparation for rust removal and body renovations.

In October 2020, I started cutting out rust and welding the new body panels into place. I'm trying to ensure I do a tidy job and pre-drilling the panels to create a spot weld look for each repair, where I can. All bare steel is being liberally coated in either etch primer or "Aqua Steel" which helps treat any rust and provides a good barrier to moisture.

A few surprises found so far, with some enthusiastic repairs on the rear arches of the body!



Cars and Coffee - Smile, Drive and Wave

On Sunday 15th November, between 11am and 12noon on Sir Walter Scott Drive, our Cars and Coffee wing used the Distributor Road to distribute a bit of joy.

It was just for fun, simply smile, DRIVE and WAVE , turn at the end, then smile, DRIVE and WAVE some more. This was a way of getting together without getting together and judging by the many smiles in the pictures, it was a big success and we plan to do something similar on Sunday 13th December. (See last page.)



Credit for the rather excellent photos goes to **VINNY SHAW PHOTOGRAPHY** vinnyshaw.com



These pictures are a sample of the cars and the smiles and waves. The owner of the Renault 5 GT TURRRRBO! Also owns the green Jaguar as spotted by Jim Mackay in his out and about wanderings elsewhere in this newsletter.



HCMC Club Night

Thursday Dec 3 07:30 PM

BRYAN MCILWRAITH is inviting you to a scheduled Zoom meeting.

Join the Zoom Meeting

<https://zoom.us/j/98907699411?pwd=dWlIYTFWUkpkcU5hTUZpVExIVHhMdZ09>

More login details in the Newsletter email.

Topic tbc at the time of going to press, but come along and have a natter. BYOB.

Cars and Coffee Mission Christmas

Sunday 13th December between 11am & 12noon :

CARS AND COFFEE - INVERNESS "Motoring for Mission Christmas" in Aid of MFR Cash For Kids.

Location: Inverness Distributor Road. A drive and wave event.

See <https://www.facebook.com/carsandcoffeeinverness> for details.

Out and About Part 3

Jim Mackay

