

CLASSIC SCENE



April 2011

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The club has an extensive archive of information relating to all aspects of classic car ownership including technical advice etc. To access this, please contact the archivist, Ranald Smith, at Hawthorn Cottage, 2 Burn Road, Inverness IV2 3NG
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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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Contents

- 3 The Chairman's Bit
- 4 STAR
- 5 Editorial
- 7 Event Diary
- 8 The Beast of Balnafoich
- 9 Miles's Meanderings
- 12 Out & About

Cover picture

*The Birth of the
Beast o' Balnafoich*

The Chairman's Bit

Last month's meeting was well attended and we all enjoyed visiting Charles Perrin's to look at his latest project. For those who were not there it's a Jag as usual but this one, rather than something you may recognise, is based on a V12 XJ but with a more 1950s special theme. The first thing that went through my mind was 'bloody hell it's enormous' but that may be because I've spent too long looking at TVRs! The body had been fabricated by Craig from CC Coachwork at Cannich and he was also in attendance to answer questions. The other thing that impressed was Chas's garage - I want one please! After the visit a few of us adjourned to The Fluke where the discussions, rather than focusing on cars, seemed mainly to be concerned with The Highland Council's Planning policy and the dire state of the Scottish rugby team (I couldn't possibly comment!)

Having mentioned starting up the Grantura after winter a couple of



months ago I finally got round to it the other day and much to my amazement it started pretty easily and the clutch hadn't stuck either. I happily reversed it out of the outbuilding and left it ticking over for fifteen minutes or so to warm the engine through. I then got in to put it away again but noticed that I seemed to be just about to run out of petrol. Yes you've guessed it about half a tank had emptied out onto the yard. This was the flexible pipe that I didn't change last year because it was awkward to get at. Why am I so stupid?!

Michael
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This Months Meeting

Thursday 7th April 7:30pm sharp. Visit to Dalcross Air
Traffic Control Tower



Sunbeam Talbot Alpine National Rally

2nd/3rd July 2011

Saturday 2nd July—Road run. Meet at Simpsons Garden Centre, Inverness. 9-10 am. Road run to Culloden Battlefield and beyond.

Saturday 2nd July—Ceilidh at Bogbain Heritage Farm. 8pm 'till late

Sunday 3rd July—Sunbeam Talbot Alpine Rally @ Bogbain. Vintage Vehicle Rally and autojumble.

Contact John Oliver on 07815 439384

SUNBEAM - TALBOT



Hi,

Last month's meeting was a visit to Chas Perrins garage to have a look over his newest 'jag' in the collection. The 'Beast' is detailed on page 8 but suffice to say that it looks as if it could swallow up lesser cars that get in its way!

The preparations for Drive-it-day are now complete and we're hoping for an enthusiastic turnout on April 17th. Even if you don't fancy the road run, it's worth bringing your classic down to the start to kick tyres and talk to fellow enthusiasts.

John Oliver has sent more details of the Sunbeam Talbot Alpine Rally to be held at Bogbain at the start of July. All club members are invited to join in the festivities with a road run on the Saturday followed by an evening ceilidh. Sunday is the Rally and autojumble. Again, all are welcome.

Don't forget the Inverness Classic Car Show and the Tain Rally—entries need to be in shortly. If you want to join in as part of the club stand at Tain, let me know asap as I need to let Christine know numbers.

My own 'project' is defying finishing by presenting even more work. I'm now 95% of the way through fettling and finishing the wings—only another 95% left to do!

This month's meeting is a visit to the control tower at Dalcross Airport. Take the exit for the Airport from the roundabout on the A96, go straight on at the next roundabout which takes you via a



bridge over the railway line. At the next roundabout exit right (at the three o'clock position). You then come to a "T" junction at which you turn right.

You then take the first left which is the access road to the ATC Tower. It has a barrier at the entrance but this doesn't work and is permanently up.

As you approach the Tower building, there are a few car parking spaces available on the right hand side of the access road. If these are full, cars can be left on the right hand side of the road parallel to it.

We need to be gathered there for 7:30 pm to contact the tower to allow us entry. If you're late, you won't get in!

Remember, you can receive this newsletter electronically, early, in full colour and do your bit to save the planet. Subscribe via the club website...

www.highlandclassic.org.uk

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HIGHLAND CLASSIC MOTOR CLUB

Monthly meetings (1st Thursday of every month)

2011

February 3rd	AGM and Quiz Night—North Kessock Hotel
March 3rd	Visit to Charles Perrins' Garage and latest Project
April 7th	Visit to Control Tower at Dalcross Airport
May 5th	Black Isle Brewery Visit
June 2nd	Road run to Fort Augustus
July 7th	Drive Each others Cars Night—Brockies Lodge, Kiltarlity
August 4th	Scenic drive to Whitebridge via Foyers
September 1st	Struie Run to Edderton Arms
October 6th	tba
November 3rd	Visit to Whites Metal Detectors, Inverness
December 1st	Christmas Club Night

2012

January 5th	Annual Auction—North Kessock Hotel
February 2nd	AGM—North Kessock Hotel

(Further details to be published in 'Classic Scene' prior to the individual meetings)

'Fordable Cortinas

Thousands are going back to 1970s bangers to beat soaring motoring costs, claim experts.

Cortinas, Cavaliers and Marinas are cheaper to buy, insure and tax than Mondeos, Vectras and Rovers. Depreciation is less, spare parts are cheaper and they are easier to maintain, says web-site carparts-direct.co.uk



Spokesman Martin Mosley said: "lots of our customers buy older cars and run them on low budgets."

Local Events Diary

Here are some details of 2011 local motoring events that may be of interest to our members

April

- 17th 'Drive It Day' 2011. Local run in conjunction with the FBHVC to blow away the cobwebs. Meet at 10:30 on Stadium Road.
- 15th-18th Austin Rally—contact Liz Bligh on liz@westbeachnairn.com

May

- 1st Forres Theme Day (New Date!)
- 7th Highland Historic Classic Commercial Vehicle Rd Run. Meet at Dalmore Distillery Alness at 9.00 a.m. approx, for run to Kyle of Lochalsh and a tour round the Isle of Skye to finish at Kings Arms Kyleakin. (Dinner B/B only £38.00)
Contact:- charlie.munro21@btinternet.com or TEL:- 01349882220
- 14th Inverness Classic Vehicle Show.
- 27th/28th Riley Rally based in Strathpeffer

June

- 5th Fraserburgh Vintage Car Rally
- 11th Strathpeffer Market Vintage Day
- 19th Tain Vintage vehicle Rally

July

- 9th/10th 37th Scottish Transport Extravaganza at Glamis Castle
- 31st Knockhill Classic SpeedFair

August

- 14th Historic Wheelsl Rally, Brodie Castle.
- 27th Fortrose Vintage Vehicle Rally

September

- 3rd Dingwall Street Fair. Contact Donald Mackenzie 01349 861009
- 4th Motor Mania—Grantown on Spey



For Sale

Humber Hawk
Mk IV 1966

Runs well, body needs
attention.

Contact George Byers
01667 493233 (Croy)

The Beast O' Balnafoich

The Beast may not be to every Jaguar enthusiast's taste but then again it is a case of recycling, all very green and all that.



Nevertheless, the purists may not be happy with the result.

I found this extraordinary looking car on one of those classic car websites. It was described as a quad cam V12, unfortunately it wasn't. Unluckily for me it lived in West Bromwich, which is not exactly around the corner from Inverness. Sufficiently intrigued though I undertook the long trip down and gave it a close inspection, then in a fit of total madness I decided to rescue it from its rather sad storage unit. Thankfully the car was delivered to my home which not only saved me

a fortune in petrol but another long road trip in a car which to say the least was suspect even though it had a current MOT.

The Beast, as it was subsequently affectionately called, is registered with the DVLA in the V5c as an MEX 52, it is not a kit car or replica, but was originally built as a one off in the late Eighties by a gentleman called Russell Mexome, hence the car's title in the logbook. As far as I can tell he used both a XJ6 and a XJ12 as donor vehicles. It uses all Jaguar running gear and a 5.3 litre V12 pre HE engine, which was coupled to an automatic gearbox in



a rather poor condition. The only course of action seemed to completely strip and rebuild it and replacing the rather tired looking fibreglass body with aluminium.



Once the chassis was stripped it was shot blasted and slightly modified to accept the planned changes, then re-sprayed in black chassis paint. A gradual rebuild started, modifying various parts to accommodate the changes that were necessary. The front suspension being fitted with poly bushes, and the rear cage rebuilt with all new rubbers and made up adjustable radius arms. A manual V12 e- type 4-speed gearbox was found along with a suitable pedal box and various other parts required for the clutch. The prop shaft had to be lengthened to reach the

shorter manual gearbox. It also received a new dashboard, a sort of cross between an old XK and an E type. A mechanical oil pressure gauge was fitted in preference to the electrical system, along with the standard Smiths instruments from the era.

Fortunately the wiring loom was not in too bad a condition, apart from the injector harness, that had cooked and had become very brittle. A full XJ12 loom contains all sorts of extra systems that the Beast does not require. Therefore, a new loom seemed an unnecessary expense as most of its wiring

would have had to be cut out. I therefore made a comprehensive cull of all the unwanted systems that were left on the loom. My less than perfect eyesight and the microscopic wiring diagrams I had to work with did not make things



any easier. However, using the computer to enlarge the diagrams helped a lot.

Although the fuel system only had one tank a provision for a second one was apparent in the frame. Consequently a second tank was found, and with various fuel



pumps and a change over switch the system is now inlet and outlet filtered. A twin stainless steel exhaust system was made by Classicfabs (01465 710500) with side exits.

The car also received new floors made in aluminium checker plate replacing the rather worryingly flimsy fibreglass, as well as a modified transmission tunnel. An extended manual gearshift mechanism was fabricated, as the gear stick would be under the dashboard due to the

shorter manual gearbox. I now know why the original configuration was built as an automatic! E-bay offered some slim leather seats, as the Jaguar seats would be too wide. The engine was compression checked and found to be OK, so after a clean up inside and out, new plugs and HT leads were fitted. Nevertheless, the injection system was not firing all 12 cylinders but I decided to deal with this problem once the body was fitted.

As soon as everything was put back together I had to make a decision on the body type. I favoured a 1930's Bentley special style. However, after chatting with Craig Chapman of CC Coachworks in Cannich (01456 415382) it became obvious that the radiator was positioned too far forward for a 1930's look. Therefore we went for a 50's style





workmanship as well as making it easier to fix any dents should these arise.

All that was left now was for the lights and external fitting to be attached. The injectors were sent off for testing and cleaning and since several were faulty replacements needed to be found and tested. A new injector harness was fitted.

The only set back has been the steering rack, which had to go back to the re-conditioners due to a minor leak.

sports car. Craig made a quick preliminary sketch of what he thought it could look like. This was followed by a wire frame of the shape for my approval and then car went off to his workshop to be clothed with 2mm thick aluminium. A few months and many visits later Beast returned home to received its last touches. Craig's skill and advice proved invaluable in getting the car looking right. We decided to leave it in an aluminium pewter finish as it shows off his superb

The Beast probably weighs now less than half than the original X J did, so performance should be interesting.

Unfortunately the snow arrived early this year so no driving tests could be done and I now have to wait for the snow to clear and the salt to dissolve before I can get the car to a testing station for the MOT.



It will probably be April before this is can be done. A long wait for a finished project!

Why the Beast o'Balnafoich ?? Well, it's where I live.

Out & About



Continental Bentley



Marlin Berlinetta

If you're interested in further details of these vehicles, contact the editor for more info