

CLASSIC SCENE



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CLASSIC SCENE

The next 'Classic Scene'
GOES TO THE PRINTER
on the Monday of the week preceding
the next meeting

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COVER PICTURE

Jaguar found hiding in its lair in
Inverness

The Presidents Chatty Bit

I missed last months visit to Charles' garage and I hope that somebody else has penned a review. And if not, why not? Dear fellow members, please put pen to paper (or hands to keyboard) and write wee little articles for our magazine. If you are stuck for ideas here are some:

- my motoring cherry – only a very small number have amused us with their first car antics so far;
- you and your (classic) car;
- restoration restoration;

as long as your article has a car in it somewhere...



We received a not so friendly letter from the DVLA recently. Apparently a car sporting a registration similar to our Smart was spotted in Hull in early February. And since we have declared our Smart as SORN'd, the DVLA demanded payment or else..... Now, our Smart has been garaged since September – as those of you reading the magazine will know – and we therefore contested the DVLA's photographic evidence. We received their response the other day and yes, you guessed it, they misread the numberplate. Someone out there

needs new glasses.

This months outing is to the Dingwall Police Station, starting at 7.30pm. As we were not sure how many of you are interested in getting locked up or breathalysed for fun, we cautiously agreed a not too large a crowd of around 15 people – first come first serve. See you there.

ANTIFREEZE

Blue, Red, Pink, Green?



Traditional blue ethylene glycol (Inorganic Additive Technology, IAT) is a toxic but highly effective antifreeze; it contains silicates as an inhibitor to help prevent corrosion in engines with mixed metals in their make-up. Bluecol, Blue Star and Halfords own are all declared suitable for "classic cars".



Low or no silicate ethylene glycol formulations (usually red) may not be suitable for all engines. Antifreeze mixtures using organic acid technology (OAT) seem to cause problems in older engines. Over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing damage in "old" engines. The manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink, or orange.



The final category is HOAT. These products use Hybrid Organic Acid Technology and the product is usually coloured green and their use is not recommended for use in historic vehicles.

- Only use blue coloured IAT antifreeze in historic vehicles.
- Only use OAT products ('advanced' or 'long life') if the vehicle used it when new and if directed by the vehicles manufacturer.
- Never mix different types of antifreeze without thoroughly flushing the system first.
- Always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.

LOCAL EVENTS DIARY

Here are some details of 2013 local motoring events that may be of interest to our members:-

April

21st "Drive It Day" 2013. Local run in conjunction with the FBHVC to blow away the cobwebs and promote the use of Classic Cars. Meet at Stadium Road at 10:30 for a scenic run via Loch Ness.

May

5th Vintage Commercial Highland Road Run. Contact charlie.munro21@btinternet.com
5th Forres Theme Day
11th Inverness Classic Vehicle Show
12th Buckie Classic Car Show
30th -4th June Shetland Classic Motor Show & Tours

June

1st Kirkhill Gala Day
2nd Fraserburgh Vintage Car Rally
16th Tain Vintage Vehicle Rally
29th Gairloch Gathering. Contact Douglas Gibson
douglass@burach.org.uk

July

6th/7th 39th Scottish Transport Extravaganza at Glamis castle

August

11th Historic Wheels Rally, Brodie Castle
18th Dunrobin Vintage Car Rally
31st Fortrose Vintage Car Rally

September

7th Dingwall Street Fair. Contact Donald Mackenzie 01349 861009
8th Motor Mania, Grantown on Spey
7th/8th Knockhill Classic Speed Fair
14th/15th Selkirk Rally

If you notice any errors or omissions, please let the editor know

MARCH VISIT TO CHARLIE PERRIN'S GARAGE

Garage. The word can have many meanings it seems. Just as "car" can encompass anything from Morris Minor to Ferrari, so too can "garage" mean different things to different people. For many of us it means a shed like affair where we can just about squeeze a car in, along with sundry lawnmowers and pushbikes that we fall over when we attempt to do any jobs.

How Charlie manages in his garage I don't know. At forty-five feet long by twenty feet wide it's a real struggle. There's only room for two cars end to end, and with four or five feet on either side to spare you really have to squeeze past. Imagine having to put up with underfloor heating, and proper shelving, and all those fluorescent lights. Worst of all I couldn't see any of that layer of dust and grime that seems to be automatically installed in any garages that I've ever owned. But somehow Charlie soldiers on.

Well enough of the sarcasm. Charlie's garage is more in the Ferrari league, or perhaps it's Jaguar since that seems to be his main area of interest. The March visit gave us a chance to see his new project and renew acquaintance with his previous one; The Beast of Balnafoich!

The Beast was originally a special that somebody else built using a Jaguar V12 engine and transmission on a square tube chassis. It looked a bit like a Lotus 7 on steroids. After sorting out the mechanicals Charlie commissioned an aluminium body by Craig Chapman at Cannich (whose workshop we saw in May 2010). The result is dramatic to say the least, although given the torque of a V12 engine against the low body weight I'd be interested to see what happens if you stamp on the loud pedal. I suspect a sideways trip might



be experienced.

The most recent project raises the stakes to a new high. Charlie purchase an XK120 with a poor body which he sold off. Once again Craig was commissioned to build an aluminium body, this time a replica 120 Le Mans. Jaguar produced three of these at a time when they thought that the C type wouldn't be ready for the season. At six hundred-weight lighter than a standard XK 120 the performance is still impressive by today's standards. Finished in (of course) British Racing green it is positively mouth-watering. There is only one aeroscreen for the driver, so any passenger will just have to pick the flies out of their teeth. There are no wimp fittings like seat belts although the steering column has been changed for a later collapsible version since the original solid one was likely to spear any unfortunate driver.

So what now? The "Beast" is for sale, and knowing Charlie the XK may eventually depart, so watch this space.



Ray explains to Charlie how it should be done whilst Zak thinks "I bet I could find an MOT fail in it somewhere".



Beauty and the Beast.

This Months Meeting

Thursday 4th April - 2013.

Visit to Dingwall Police Station. 7.30 pm. Also see the Presidents Chatty Bit.

Following the visit to Charlie Perrins Jaguar lair he kindly sent photos of the car that inspired his build of a replica and the condition of the donor car it was based on.

Below is the original lightweight Jaguar at Pebble Beach and on the next page several photos of the donor car and the spectacular result.





The Editors Bit

Welcome to my second edition of Classic Scene. As I haven't received any complaints and actually got several compliments on the first edition I think it will be safe for me to assume I've got the job for a little while longer, just don't turn up late for the AGM! Apart from the weather being a bit cold we seem to have got off a bit light as regards winter this year. But that hasn't stopped the Highland Council salting the roads. I actually saw a gritter furiously dumping salt on a road when it was p.... err, pouring down with rain! I suppose that might stop the sewers freezing. But as you know I have a 1974 Lancia. Now Italian cars of that era are well known for their corrosion prevention capabilities (Yeh, right!) so the Lancia stays in the garage until well into April and will only emerge when it has rained at least 3 or 4 times. I usually can get this done in just one spell of rain such is the weather in these parts. On the last time that the Lancia was used the, slightly, noisy exhaust finally let me know that all was not well. Closer inspection revealed a cracked weld in the centre section and a manifold that looked like a spiders web at the lower joint. Perforated was an understatement. As this had been welded at least twice before it was unlikely that Ross-shire Engineering could perform a miracle and weld fresh air. So into the garage, SORN applied for, up on axle stands and off with the exhaust system. Then I got bored. Very dangerous. As you may know my Lancia has a non-standard vinyl roof, a tatty vinyl roof. A little tug here, a big rip there and the vinyl was off. Shame that the non standard respray didn't reach as far as the roof. Into Halfords and about a dozen cans of Nissan 365 red, red primer, primer filler, various grades of wet and dry and a large can of elbow grease later, I now have a car that doesn't have a vinyl roof. And if I may say so I think I have done an excellent job. A really deep shine, very smooth, no sign of 'orange peel' anywhere.

Shame the previous owner used grey undercoat instead of the recommended red. So please don't look too closely. The colour nearly matches, but look at the shine! Now comes the troublesome bit. When we went to Charlie's Jaguar garage the first thing Jane said was, "Why can't you keep your garage as clean and as neat and tidy as this!" Thanks Charlie, I think a lot of us got into bother on this one. But my garage has a lovely red coating of overspray as well as the usual mess that only a classic car lover can accumulate and appreciate. Everything, and I mean everything, has a delicate patina of red dust. Well at least I know what I'll be doing as soon as the Lancia is back on the road.





I was going to put this photo in for a caption competition but lacked suitable inspiration on anything other than blonde jokes.

The only thing I could come up with is one of Jim Davidson's wifey one liners.

Said in a suitable Essex Accent!

Wife: "Do these trousers make my bum look big?"

Jim: "No, its your big fat XXXX that makes your bum look big!"

"There goes divorce number three!"

HIGHLAND HEAPS

or

Its amazing what you can see from the cab of a Tesco van



Renault Dauphine in Dingwall



BMW 3 Series, 2 of at least 5 of them, all white, near Fearn.