

CLASSIC SCENE



February 2010

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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.

Archivist

Ranald Smith
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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Cover picture

*2 litre Diesel Rover Maestro spotted
locally last summer.*

THE CHAIRMAN'S BIT

It was a very cold night for the January Auction meeting at The Kessock Hotel but around thirty hardy souls turned out to get rid of motoring memorabilia (and loads of other c**p as well). With Bryan's skilful auctioneering it's amazing what people will buy and over £87.00 was raised for club funds. Thanks go to Bryan and also to Ian Thompson for controlling the cash. Lot of the night was the special thirtieth anniversary bottle of malt which was snapped up by Tom MacCallum, I'm not sure it was because he was one of the original members or maybe he just likes a drink!

The February meeting is the club's AGM (followed by a quiz) so now is the time to have a think about how the club is run or any other issues you may want to bring up for discussion, or if you wish to be considered for any of the club's office bearers or committee posts.

I think 2009 was a pretty good year for the club with all of the monthly meetings being well attended. We had successful and interesting visits to Moray Firth Training, Dalcross Aviation Museum and Autohead Recon. The summer months were taken up with runs to various places (oh all right, pubs!) and the 'Drive it Day' and the Fortrose show were both very



popular. Classic Scene has been an ongoing success story and the ongoing revamp of the web site is looking professional and exciting. For these reasons I think a special vote of thanks to Callum is well overdue for the work he is carrying out on these 2 projects. I would also like to thank the usual suspects (you know who you are) who put in hours of their time in ensuring that the monthly gatherings and other events run smoothly. I totally agree with Bryan, who in last month's article celebrating 30 years of the club, said that "one of the clubs strengths is that we have always welcomed people whatever their level of interest, or whatever vehicle owned". I will be standing for re-election.

Michael

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This Months Meeting

Thursday 4th January 7:30pm. AGM and Quiz Night. North Kessock Hotel.

EDITORIAL

Hello,

Last months autojumble was very well attended and saw me bring home even more junk than usual—I've got a lot of reading to do before the next one!

This months meeting is the club AGM and motoring related quiz night. There's usually a surprise in store, whether its the technical merits of the Fiat Panda or a round on obscure Lithuanian tractors. All I can suggest is that you swat up on Austin Sevens and motor-racing.... 7:30 pm sharp at the North Kessock Hotel.

I've just got notice of this years Gairloch Highland Gathering on the 3rd July. It might be nice if we organise a run over there on the Friday evening and camp until the show on Saturday. I'll include more details in the next newsletter.

In this issue, we've got the second part of Roys Riley rebuild, more Meanderings from Miles and a bit of a Maestro theme (co-incidence—honestly).

Membership renewals are now overdue. If you haven't yet paid, either send a £15 cheque to



Bryan (address inside the front cover) or download a Standing Order mandate from the club website. If you joined at the Fortrose Rally, and haven't yet paid, then your subs are now due. Anyone outstanding after this month will not receive any further newsletters.

Remember, you can receive an electronic version of this newsletter ahead of everyone else by subscribing to an email-only version on our website:

www.highlandclassic.org.uk

This will also save me the trouble of printing, folding and stapling an increasing number of newsletters every month!

Callum

editor@highlandclassic.ndo.co.uk

HIGHLAND CLASSIC MOTOR CLUB Monthly meetings (1st Thursday of every month)

2010

February 4th	AGM and Quiz Night, North Kessock Hotel
March 4th	SGL Group visit, Muir of Ord
April 1st	Highland Printers visit, Dingwall
May 6th	Cannich Workshop Visit
June 3rd	Ice Cream Run to Strathpeffer
July 1st	'Drive Others Cars' night—Brokies Lodge, Kiltarlity
August 5th	Scenic Drive to Whitebridge (Avoiding Black Isle Show)

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

Local Events Diary

Here are some details of 2010 local events that may be of interest to our members

April

25th 'Drive It Day' 2010. Local run in conjunction with the FBHVC to blow away the cobwebs

May

1st Highland Historic Classic Commercial Vehicle Rd Run. Meet in Inverness at 9am for run to Ullapool Contact CharlieMunro21@btinternet.com or 01349 882220

2nd Forres Theme Day (New Date!)

June

6th Fraserburgh Vintage Car Rally

20th Tain Vintage vehicle Rally

July

3rd Gairloch Highland Gathering and Classic Car Show

10th/11th Scottish Transport Extravaganza at Glamis Castle

18th Knockhill Classic SpeedFair

August

1st Moray Muscle Show

8th Historic Wheels Rally, Brodie Castle.

28th Fortrose Vintage Vehicle Rally

September

4th Dingwall Street Fair. Contact Donald Mackenzie 01349 861009

5th Motor Mania—Grantown on Spey

18th/19th Selkirk Rally

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

Historic Wheels Club

Norman Dewis Talk

Darren McWhirter has been in touch to advise that the Historic Wheels Club has invited Norman Dewis to give a talk on Thursday 18th March at the Knockomie Hotel, Forres at 7.30pm. Norman is an iconic figure in the history of Jaguar (he is ex works and development driver) and a great story-teller so it should be a good night. Our members are cordially invited to attend."

RESTORATION OF A 1954 RILEY RME



Undercoated, sanded, undercoated, and top coated a min of 5 coats of cellulose. I did most of the panels off the car as it makes it easier and also coats all the hidden flanges. The picture attached is work in progress, as you can see due to the size of car and garage you only do one side at a time and push the car out turn it round and push back in. (by this time it was getting very heavy)

For those of you totally bored by part 1, skip on a few pages, for those daft enough to want more, the story continues.....

We left off last month with the car starting to take a shape that resembled a motor car, the woodwork was finished and the metalwork was progressing slowly.

The Paintwork was next, not a lot I can say about that, except it takes for ever. The car was originally lead loaded at joints, but this is something I never mastered, and cataloy works just as well and is lighter. The color was originally Black over Peacock Blue metallic, and is now Black over the nearest jaguar color to the peacock as recommended by the RM club.

I took the car back to bare metal and filled and sanded, sanded and filled and then filled and sanded some more.

Wiring was next, a loom was ordered from Sparks. Here I made another one of those mistakes; I should have got extra wires fitted for Flashing Indicators, but I forgot.

As the loom was not on the car when purchased, it took a bit of trial and error with the workshop manual wiring diagram to work out the route it took around and under the car. It was eventually made a little easier underneath when I realised that the



small tapped holes in the chassis were for the loom retaining clips.

Each Item of electrics, if I got it with the car, needed to be renovated, if I did not get it, for example fog lights, windscreen wiper motor, Semaphore indicators, starter, starter solenoid, control box, fuse box, junction box and heater all had to be sourced then renovated prior to fitting.

My wife was about to call the doctor at one point when she found me sitting on the garage floor waving my index fingers backward and forward in parallel and then in opposition. She relaxed when I explained that the windscreen wiper motor which I had just finished rebuilding was going in

parallel as it does in a modern car but should go in opposite directions on the Riley, So strip it down and start again.

It was a great feeling of achievement when I switched the ignition switch on and the warning lights lit up, all the electrics fitted to that point i.e. dashboard lights, side lights, head lights, fog lights, heater, windscreen wipers, Horn starter solenoid and indicators all worked.

The Roof was next; the RME has a perforated metal roof with a leather effect material covering, both are nailed / screwed to the timber roof structure.

At least that is what the books says, as



the material and guttering were missing and the metal roof was unattached when purchased, it made dismantling simple but reconstruction a bit of a jig saw puzzle.

I welded new metal into the bottom edge of the roof, filling the corroded gap between it and the main body and then screwed it to the timber frame. The roof was then covered with an old army blanket and this was nailed down before a sheet of thin polythene was added, this makes the leather effect material covering slide more easily when fitting and helps with waterproofing.

Fitting the main cover takes three weeks in which you need lots of sunshine. (I could say I waited 15 of

the 16 year restoration for that but I would be lying). You make sure its central and stretch it in the sun before nailing with copper tacks at 3" intervals, leave for a week and take out in the sun again, remove each nail, stretch again and nail at 1" centres, leave for a further week and repeat checking seams are dead straight and nail at 1/4" intervals. Trim excess and nail on the Aluminium gutter support, insert rubber gutter and fold the trim over it. Mask roofing material and Aluminium gutter all round top and bottom and silicone seal it to stop water getting under gutter, remove masking tape. Its just as easy as that!!!*** !!!.

Now that the roof material was on I could begin the window refit.





tried and failed and many called in Autoglass or similar. It is supposed to take a minimum of three person's, I ended up with 9 timber braces off every conceivable fixing point on the rear wall of the garage and a whole week of working each evening but

eventually it popped into place and stayed in.

New rubbers, and seals were purchased thru the RM club and The two windscreens were fitted into their "U" shaped channels, then a seal is fitted all round the channel to seal against the body and roof and the whole thing is screwed in place.

The window mechanism for each door was stripped, cleaned, Greased and refitted along with new channels in which the window's slide.

The rear window is the worst to replace the rubber seal is very complex, one slot for the glass , one for the steel plates screwed to the timber surround and one for the chrome insert.

Lots of discussions on the club website did not instil confidence as many had

Well the story of this restoration is taking almost as long as the rebuild so see those of you who want more drive in there lives next time

...to be continued.

Roy MacGregor



HIGHLAND CLASSIC MOTOR CLUB

Minutes of the ANNUAL GENERAL MEETING 5th February 2009

The Chairman welcomed everyone to the meeting.

1. Apologies:

Apologies were received from Peter Stewart, John MacKenzie, Alex Mann, Graham Jameson and Jim Lorrain-Smith.

2. Minutes of 2008 AGM.

The minutes were passed as an accurate account of the 2008 AGM.

3. Matters Arising.

There were no matters arising from the minutes.

4. Chairman's Report.

The Chairman's Report and Review of the year had been previously circulated in the current edition of "Classic Scene". The Chairman did not add to this except to say that he had enjoyed all events and hoped that the members had also done so.

5. Treasurer's Report.

The Treasurer reported a surplus of £255.26 for the year. The income and expenditure summary was circulated. It was agreed to discontinue any advertising in the Inverness Courier as no benefit and come the way of the Club.

6. Determination of Annual Subscription.

This will remain at the current figure of £15.00

7. Election of Office Bearers.

The current Committee was returned en bloc.

8. AOCB.

There being no further competent business the meeting was declared closed at 20.11hrs.

Ian R F Nixon. Secretary. 06.02.2009

For Sale

Hightop Commer PB Camper

1700cc engine, Tax Exempt, Last used
2003

Contact Steve Brown
Waterloo House, Nairn
01667 451994



Miles's Meanderings

Well that settles it; my next Classic will have to be a Lada Niva! It may be Naff but at least it might cope with eighteen inches of snow and get me out of my drive without three hours of shovelling (and I've always secretly fancied one anyway).

Now that was a pretty spectacular fall of snow, wasn't it? No wonder we don't have any of those New Year Day Runs up here, I'm not sure the turn out of Classics would be up to much.



My Mini, (which should have been tucked up in its cosy garage, now that I've worked out how to get it up in there), was still residing on the parking space that I had made for it where the front lawn should be. It rapidly disappeared and became a novel Snow Sculpture for nearly four weeks.

Luckily it was wearing its very fetching special Mini-Shaped Cover that I had gingerly invested in a while ago; money well spent I think (at least

that's what I said to 'Er Indoors!).

I'll tell you what though; the wee thing still started straight off the button even with a foot of snow perched on it which was better than my poor 924 ever managed, to start that you always needed a spare vehicle to jump start it from and a mechanic on hand to deal with each new strange noise or whatever fell off it as you pulled away!

The only other car that I know of, that is as annoyingly reliable, is that B reg automatic Maestro that my Dad had until he recently sold it to Eddie in the Club. As my parents stay in Cyprus, it used to sit for up to four months at time here in Inverness, unused and when they were due home I would pop round (sometimes in the Porsche if it was going) and check it for them. The Damn thing would burst into life at the first turn of the key, without fail.

He only parted with it ("sold it" is maybe a little strong considering its meagre value at the time of exchange; a future Classic I believe!) because he fancied something a little more reliable (!?) for longer runs, so he plumped for a V reg Honda Accord.

This, however, on his recent visit for Christmas, after the car's first period of inactivity, promptly required the services of the A.A. to coax any sort of life back into it (something to do with

the immobiliser I believe; I can only assume that it immobilised it!).

I'm not surprised though, as the rest of my parents Yuletide visit didn't exactly start smoothly either. Firstly, they received a phone call in early December from a concerned friend in the UK to see if the impending strike by the British Airways Cabin Crew would affect their travel plans. "No" they confidently replied "We are travelling with Fly Globespan!"

So after frantically arranging new flights to Gatwick (for a week prior to their intended travel date) they consequently landed on the same day that snow arrived in London, thus their Easy Jet flight to Inverness was cancelled with no new bookings being taken until the 26th of December, which was of little use to them.

As a result of the ice and a few flakes of snow falling in Southern England the road network down there was inevitably rendered impassable within about five minutes so a hire car was out of the question and another route of escape was required.

A Bus wasn't an option as they use the same stretches of tarmac that all the Muppets in Motors had managed to block so efficiently within moments, so they jumped on a Virgin (well there are "four and twenty" of them "down from Inverness" knocking about there

somewhere!) Train.

Now Dad is not usually a Public Transport sort of person but I think he quite enjoyed his wee run on this modern mode of transportation, especially after the gobby mother-of-four, seated close to them, finally left the carriage having screamed at her kids for the entire first three hours of the trip.

Their only slight scare came when the "Train Manager (?)" announced that they may have to change onto a Diesel train at Carlisle because they couldn't find enough electricity to take them to Glasgow (!). Luckily, they conjured up enough of the sparky stuff and they made it all the way there, perhaps they found a longer extension cable to use!

As it was now getting late they opted to stay the night in a Glasgow Travel Lodge so, on exiting the Station they hailed a cab (talk about Planes, Trains and Automobiles!) and instructed him to take them to Sauchiehall Street, which he duly did be way of a fifteen minute journey consisting mainly of right hand turns....

....and yes, in the light of day, when they stepped back onto the street from the Travel Lodge they could clearly see the Railway Station not fifty yards away from them. If only they had used the other Exit from the Station at the far end of it the night before!

The final leg of the journey, this time by Bus, was fairly uneventful, very picturesque, but a little long. Lets just say that their bus was not a direct service as took in every inhabited nook and cranny up the entire length of the A9 between Glasgow and Inverness. At least they were home now.

And home they stayed! Primarily they had come back at this time of year because it gets too cold in Cyprus to enjoy a non-winterised villa, so the irony was not lost on them when they were subsequently snowed in for a week in Culloden, only able to venture out on foot to the local store for supplies now and again.

Unable to extricate their Honda successfully from the unploughed cul-de-sac they didn't exactly get their money's worth from it this trip either,

the last few days of which consisted mainly of walking to Culloden Library to check, via the internet, which flight might actually be leaving Inverness enabling them to return to Cyprus. Twice they even had to change these plans.

Then, after all that, Eddie informed me at the Auction Night last month that he had been casually popping down to the likes of Edinburgh and Glasgow in the Maestro without incident. Oops!

So the moral of the story must be; "They don't make them like they used to!"

(Well they certainly don't make them like a B reg Maestro any more!)

MILES



Highland Heaps

Restoration projects spotted in and around the Highlands.



Abandoned Citroen CX



Cortina in Crisis



Ford Zephyr Hitching a Ride



Renault 5 (Le Car)

*If you're brave enough to want to rescue one these 'heaps',
contact the editor for more info*



An early Marcos on a recent run



A Teal—Bugatti T35 replica