

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
Please send articles by e-mail or typed.

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COVER PICTURE

Ranalds TR4 emerges into the light of day and now on the right chassis.

THE CHAIR BITTY NOVEMBER 2013

We were entertained by Hamish and Alex of the Inverness Coast Guard, who gave us a talk and little demo's about what the Coastguard is about ("we are **not** the lifeboats!"), what they do and giving some of us hands-on activities to do. They regaled us to an assortment of funny, sad and tall stories.



The evening was so entertaining that we eventually had to be chased out of the place. Unfortunately with the evenings drawing in, and it raining on the night of our meet, there wasn't much of an opportunity for members to admire the refurbished wheels under our Smart.

We did get round to the Landie this month and picked just the right dry weekend in which to tackle the job. By car standards, the job of removing the roof and sidepanels went reasonably quick. Replacing the seals turned out to be a doddle, although the tub-to-sidepanel seal insisted on falling out of the channel at every in-opportune moment. But we eventually managed to get the seal to stay in place just long enough to slot the side panels back on the tub and loosely fit the bolts to keep the panels in place. Sliding the roof on wasn't too bad either, but then the fun started. Would the bolt holes line up – not on your life. No matter how we pushed, pulled or applied "gentle" persuasion. We eventually resorted to building the roof and sidepanels up on the ground, but now it was so heavy we couldn't lift it anymore, let alone putting it back on the tub. And by then the light was fading so we gave up.

Next day, with renewed enthusiasm we started with remounting just the side panels, but not bothering with the bolts this time. It did make sliding the roof on a bit trickier but with some shoving and pushing the front started to line up. And then the sides. And the back. Hurray!! Finally! And dare I say it, the panel gaps appear straighter than they did before. Right on queue it started to rain, which revealed that there is still a leak that appears to come from the rear stop light.

This months meet is at the North Inn / Bog Roy near Kiltarlity, I can't remember what they call themselves these days. Brian will give an updated talk on the ergonomics of car seats. I can remember a similar talk a few years ago and look forward to hearing his opinion on modern transport.

Trish.

Me and My Car



The story of laying my hands on the Roadster was one of twists and turns. My previous car a Subaru Legacy was coming to its end, the dreaded tin worm was quietly insisting that the windscreen should fall out sometime soon. I had been thinking about a replacement, my usual suspects came to mind

Porsche 911, Mercedes C43 AMG and others of that ilk. It was Trish that suggested I look at a Smart Roadster, yeah right. The new prices were just far too steep, but looked nice so what the heck, nothing ventured nothing gained. So, I phoned Mart in Perth and arranged a test drive of a Roadster, not expecting a Brabus at all, but that was all they had, but had to wait a week as the car was in Aberdeen. The day dawned and the car was present to me, a Brabus Roadster! Oh boy 5 miles on the clock and I was let loose on it. I have never felt so much neck jerking acceleration or the biggest smile on my face. I did have a look at another Roadster, but the Brabus had stolen my heart. This smile never left me on the drive back home. After some financial calculations, we arranged for another drive and this just further confirmed my Cheshire cat grin. The monies were agreed, I got £3k off the list price, nice one and the Brabus was mine. What a car even now 7 years later, get in and smile, my baby supercar.

Alice

In the UK we used to drive
on the Left of the road

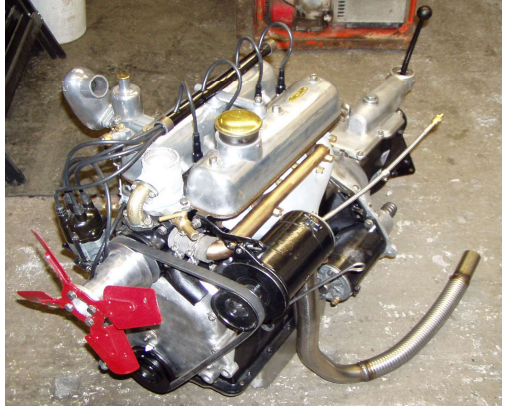
Now we drive on what's
Left of the road

RESTORATION OF A 1954 RILEY RME

By Roy Macgregor

Part 4 (and final part)

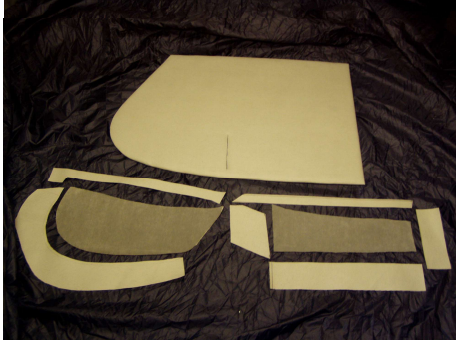
For those of you bored by the first three chapters time to skip on a few pages again, for the rest, you will be pleased to know this is the last chapter. We left off at the end of the last report with the car looking like a car but no engine. Remember this lot.



Well once I got the parts back from the engineering workshop, Big ends converted from White metal to shells, rebore and new pistons the whole lot was put back together and hey presto a shiny engine. I borrowed Gordon's Engine hoist and shoe-horned the engine in, connected everything up turned the key and believe it or not it started. Now desperate to get it on the road I started on the interior. The headlining which I had purchased was in 8 pieces and was nailed in place, yes nailed, next time you see it see if you can spot the fixings.



I bought the majority of interior materials from Woolies and set about making door panels, I became quite proficient with a sewing machine eventually. The door cards are made up from 4mm ply and many pieces of material as can be seen in the photo for each door, the front in particular has elasticated pockets for the maps to complicate the construction.



But after a few failures I managed to put together gear stick gaiter, steering wheel cover, 4 door cards and 2 footwell panels. Carpet from General George bound at the edges, re-coloured the leather seats, and fitted new door seals, re-varnished the Window surrounds and Dashboard to complete the interior.



The new chrome work which I had purchased a year earlier along with some I had re-chromed was now fitted, new radial tyres were purchased from Sandy at Alness and the car was ready for MOT and Insurance.

This was all completed the week before drive it day, and I took it out on the road for the first time since I got it 20 years ago. The first trip was a bit nerve tingling but the joy was soon dampened when the drive train was found to vibrate at anything over 40mph. Still I was determined to take it to the car park on Drive It Day. As soon as everyone left it was back to the garage whip off the back axle and investigate. I Stripped it down and replace all the bearings rebuild and road tested, no difference.

I then heard of a farmer at Kiltarlity who had two RME cars. When I contacted him about purchasing for spares, he had been approached by a John Beaton who wanted to restore one using both for parts. However after a few weeks I was delighted when he decided to sell me one of the back axles. This was collected a week ago and is in the process of being dismantled and hopefully will solve the problem.





I was asked by a good friend to use the car for his daughters Wedding middle of September, I felt as long as I kept below the vibration speed it would be OK, and it was. It might not be perfect but its getting better.

I hope over the winter to fix the axle problem and have the car at meetings next year, for its only 21 years in the restoration, I suppose it kept me out the Pub.

Hope you enjoyed this rubbish and if anyone has any questions please do not hesitate to ask at any of the meetings.

Regards

Roy Macgregor.

THIS MONTH'S MYSTERY CAR



What is it? Answer on the back page, but a couple of clues:-

Sylvester Stallone had one.

And its not a Humvee or the Ford lookalike Hummer.



Your Editors Monthly Rant



First an apology to all those who get the Newsletter from the website but first work out the following equation: -

New computer+Windows 8.0+Windows 8.1+New printer.

And the answer is:—

Confusion+anger+Lots of words beginning with F and B!

For once the printer worked first time (well nearly) and those who get their copies via snail mail actually got them first. It took me until the following weekend to work out what **I** was doing wrong. Always remember that computers are totally stupid and without any brains whatsoever. They will do exactly what you tell them to do. And as for Windows 8, just make sure you update to Windows 8.1. It's slightly easier to use. But the whole program needs a completely different mind set. It's a bit like driving from my home in Muir of Ord into Inverness. I can either go via Beauly and Bunchrew or up past Redcastle and Tore. Both routes are the same in time and distance and you end up in the same place but using a totally different route.

That's this months rant out the way. I hope that I've not had any more problems and you are reading this on time and not just before Christmas!

Not much seems to be happening on the classic car scene at the moment, everyone is tucking their cars into a nice warm dry garage for the next few months. Have seen several classic rally cars around this week getting ready for the start of their season no doubt.

HCMC EVENTS

Date:

7th Nov 2013	Car Ergonomics Talk—Bogroy Hotel, Inchmore
5th Dec 2013	Christmas night—Bogroy Hotel, Inchmore
9th Jan 2014	Auction Night, North Kessock Hotel
6th Feb 2014	AGM, N. Kessock Hotel (Don't turn up late!)

THE MYSTERY CAR

It's a Lamborghini LM004. It is powered by a 7.3 litre V12 engine and makes a Range Rover look tiny



FOR SALE



Rolls Royce Silver Spirit

Blue – blue leather interior. Registered 04/02/1986

100837 miles (approximately 3800 miles per annum)

All MOT's from 1988 to present

Body work in above average condition, rear wheel arches replaced 2013.

Serviced, maintained and MOT'd by Campbells Garage Fortrose.

Good history, lots of VIP's carried in vehicle, Chauffeur driven at all times.

Vehicle now surplus to requirements. Private registration number on vehicle will be retained and does not go with car.

£8000 ONO

Contact Stewart Hiddleston

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