



The History of the Tayside Area



Eric M Stewart

The History of the Tayside Area

By Eric M Stewart

Edited by Anna R Gunn

Preface by the Author.

This history is inevitably coloured by my personal experiences and memories of all things Riley, so the first part might be called My Introduction to Rileys. My early days with Rileys go back to March 1967 when my friend Archie proposed that we go halves in buying a 1950 RMA, KYO 891. Archie's father and uncle had owned several pre-war Rileys and he was keen to continue the tradition. At the time, I had just passed my driving test and Archie had still to pass his for cars although he was an experienced biker.

KYO was in good general condition although it looked as if it was suffering from psoriasis as a previous owner had applied a coat of varnish to the red paintwork. This was now flaking off and looked most unattractive but had served to protect the paint and bodywork which were consequently sound. We decided that red was not the best colour and Archie repainted the car by hand in British Racing Green. It looked great.



Unfortunately, sharing a car was a bad move and caused great friction between us, culminating in December 1967 when Archie tried to pass too many cars (i.e. one) on the Loch Lomond road and was sandwiched between the car he had just overtaken and one coming the other way. KYO was a write-off and relations were strained for a year or so.

My next involvement with a Riley was in April 1969 when I bought BYJ 192, a 1951 RMB. BYJ was again in reasonable condition but was beginning to show signs of rot around the boot area. This was my transport while I finished university, started work, got married and bought a house. Riley (as he has been

known ever since) came off the road in 1971 for an extended rest, not running again until 1986.

Shortly after buying Riley, I joined the RM Club to take advantage of the spares service and for other advice and contacts. I was a fairly regular attendee at the Newarthill meetings when Neil Ross was General Secretary of the RM Club and Bill Harris was Scottish Area Secretary.

Other stalwarts were Alasdair Gunn (whatever happened to him?), David Robb, Leslie Duncan, Brian Speirs and Archie Linton, and my abiding memory of the meetings at Newarthill is that there were never, ever, any Rileys present. We never went to Bill's weekends in Selkirk as there was always too much to do at home, in the garden, with kids etc. and anyway it didn't seem right without a Riley.

In 1980 I was offered a job in deepest Essex. Our househunting eventually boiled down to the choice of two houses in Burnham on Crouch - one was older and needed a lot of work, the other was brand new. One consideration in choosing the new one was that it would give me time to work on Riley. Little did I know! In the five years we stayed in Essex, I only went to one meeting of the local branch of the RM Club, at the Halfway House on the A127 Southend arterial road. I should have persevered but was put off by what I saw as the cliquishness of the locals.

Over the next five years, I made some progress on Riley's woodwork and eventually reached the limit of my skills in dealing with panelbeating, welding and lead-loading. Fortunately, there was a classic car restoration business located in the next village so Riley went there for an extended stay. Uncle Alec rebuilt the engine, this being collected by three husky men in a Maxi. An RMB engine in the boot along with the weight of its crew gave it rather a nose-up attitude. Alec reported that the engine was in very poor condition internally with the water galleries full of rust, oil-ways sludged-up, oil-pump cracked, crankshaft ovalled etc., but it had been running fine when I took it off the road - a tribute to Riley over-engineering.

EMS

Rileys in Tayside

Nineteen Eighty-Five

While Riley was being put back together, I got a new job in Dundee, moving up in May 1985. I commuted from Essex to Dundee for several months before Margaret, Colin and Hazel came to join me and in August we attended our first Riley event in Scotland, Bob Miller's family day out at Craigtoun Country Park near St Andrews.

I was a bit apprehensive about meeting all the Scottish Riley experts from the north east, remembering my reception at the Halfway House, but I needn't have worried as they were as nice a crowd as you could meet - even in my car-less state.

It was also great to see working Rileys again, six 1½s and four 2½s. Tayside Rileys were represented by, among others, Jim Dunbar and Alastair Simpson.

Earlier that summer, Grampian Riley enthusiasts led by Doug Thurston and Norman Glen had organised a club stand at the Scottish Transport Extravaganza at Glamis Castle.

This was to be the first of several club visits to Glamis followed by continual individual attendances by blue diamond fans from across Scotland.

Of course, there were Rileys in Tayside before 1985. My own car, BYJ 192, was registered in Dundee in 1951 to a Colonel William Scott of Letham in Angus, and there was a sprinkling of others as will become clear.

Jim Dunbar had had his 1½ for years and Bob had held a family weekend at Craigtoun Park, St Andrews in the previous year. Looking back, however, it is clear now that Riley events were about to start happening.

The next important event was the first Tarradale weekend at the end of August 1985.

This was attended by six Rileys including a Roadster driven by Alec Gatherer who was the guest speaker.

As Tarradale House was a field centre for Aberdeen University, it was necessary for events there to have an educational slant; Alec provided this with his presentation.

Tarradale was the last organised Riley event in north east Scotland in 1985.



Nineteen Eighty-Six

Looking back, June 1986 was important in the history of Rileys in Scotland with Jim Dunbar from Tayside making closer contact with the Aberdeenshire contingent.

The occasion was a meeting at Doug Thurston's house to 'engine up' the chassis of his Bonallack coupe, involving large quantities of beer and sandwiches to lubricate proceedings.

This type of event demonstrates the propensity of Riley enthusiasts to turn an evening of mutual aid into a social occasion at the drop of a hat and typifies the spirit of Rileying in Scotland.

My Riley had been recovering in Essex and was ready for collection in June. As we were invited to my cousin's wedding in Paris at the same time, we drove down to Essex, inspected Riley then collected him after the wedding and drove back, taking two days for the return.



Once we had taxed Riley (not easy after 15 years off the road), the journey was pretty uneventful apart from petrol overflowing the filler hose at Stansted and the bonnet top blowing open in the slipstream from passing trucks. The car looked really good apart from the bumpers which were still rusty.

Back in Dundee, the first public event of the year was soon at hand with the Glamis Extravaganza, again held on a club stand. This was Riley's first public outing, others present belonging to Norman Glen, Jim Dunbar and Patrick Whitty.

The Alford Cavalcade in July was followed by the second Tarradale weekend then by Bob Miller's family day, this time at the Doune Classic Car Show, both of which Riley also attended. Other Tayside Rileys were driven by Jim Dunbar and Alistair Simpson.



Nineteen Eighty-Seven

While these driving events were going on, Jim Dunbar was considering the establishment of a separate Riley meeting in Tayside to act as a focus for the growing local interest. He contacted the organisers of the Newarthill and Inverurie meetings (Bob Miller and Norman Glen) for their opinion and approval, obtaining lists of the local members from the RM Club and Riley Register.

Jim wrote to each of these in January 1987 in what was to become the first edition of the future Newsletter of the Scottish Riley Enthusiasts, inviting 27 to an exploratory meeting at the Swallow Hotel near Dundee.

The meeting was held on 4th February and was attended by 15 Riley enthusiasts including 3 wives. The presence of women taking an active role from the start in the SRE has been fundamental to its development as more than just another car club run by men for men, and has probably contributed substantially to its growth.

The founding members of the Tayside/Fife Branch included several stalwarts who would actively support the branch in the years to come.

The Stalwarts included: Patrick Whitty (also the only one to bring a Riley to the inaugural meeting), Eric Hodgson, Ian Duncan, Keith Rhodes, Alastair and Linda Simpson, Eric and Margaret Stewart, and Jim and Laura Dunbar.

There was a good enough response for Jim to write again inviting everyone to another meeting on the 4th of March at which Norman Renfrew was to show slides of the restoration of his RMB. This set the scene for the future; meetings would be held on the first Wednesday of the month, and at the Invergowrie Inn as the beer at the Swallow was too expensive. The Invergowrie Inn also had a section of the lounge that could be partitioned off for meetings.

The March meeting was promptly followed by the 3rd Tayside newsletter in which Jim reported that he had received a message of good luck from John Horn, chairman of the Riley RM Club, and that the group (already called the Tayside/Fife Riley Enthusiasts) would need some form of income for Jim to continue distributing copies. There was also the prescient suggestion of a Scottish all-Riley Rally to be held later in the year...

The 4th newsletter (April) informed us that a small sub would be levied (50p per head per meeting) and that the group would support a Transport Exhibition, to be held at Arbroath Library, with further assistance from the Aberdeen meeting. Clearly, this was another sign of things to come in terms of inter-group co-operation.

At the May meeting, Eric Stewart was coerced into becoming treasurer with Keith Rhodes agreeing to help organisational matters. No mention was made of Jim's role as Chairman and Secretary. There was also discussion of the SVVC's decision not to allow one-make clubs to participate at Glamis.

The meeting in June was the first organised run of the Tayside Riley enthusiasts, heading into Angus to the Craichie Inn in typical June weather - steady rain and poor visibility. Five Rileys took part with their crews. The pattern of meetings was now becoming established with excursions during the summer months and talks, slide-shows and quizzes in winter.

The August meeting was at Arbroath Library and we welcomed Doug Thurston, Lachlan Gray and Norman Glen from the Aberdeen meeting.

Alastair Simpson is also referred to as from Aberdeenshire as he went to their meetings as well as Tayside's, Edzell being between the two.





Other summer activities were the Alford Cavalcade, and the Doune Classic Car Show, at which the Mucky Boot Award was won for the first time by Patrick.

We also attended the Craigtoun Park event, while the Tarradale weekend attracted no fewer than 1 Whitty, 2 Dunbars and 3 Stewarts)

The Autumn brought another joint meeting at Thainstone House where Jim showed slides of his Kestrel restoration.

Of even greater significance for the future of Rileys, however, was Jim's call to all Riley enthusiasts to a meeting in Perth on 15th November before the SVVF AGM, to discuss co-operation and co-ordination between the three area branches. Specifically, Jim wanted to pull together a calendar of events in Scotland organised by the Area meetings, and the possibility of a 'Scottish All Riley Event' was mentioned for the first time.

Had we known then what we know now.....

The meeting in Perth was productive with representatives from the three areas discussing a combined syllabus for 1998 and leading to a notice in the November Newsletter (No. 11) of a programme of events including a Scottish National Riley Weekend to be held at Stirling University on 4th and 5th June 1988. There was also a note that the Riley Register had accepted our meeting as "official", meaning that we now had approval from the three major UK clubs for our all-Riley group.

December saw a meeting with Jim, Patrick and Norman to progress arrangements and ideas for the National. Things were getting serious! So ended the first year of the Tayside group.



Patrick at Doune



The History of the Tayside Area

Eighty-Eight

The January meeting went ahead with a slideshow by Eric, Jim and Keith Rhodes while preparations continued for the National Weekend. February saw our first anniversary with Patrick Whitty supplying blue diamond biscuits and Laura Dunbar a Riley cake. There was also discussion about Glamis and it was decided to hold a Riley stand again, organised by us as the local group. Rules were rather onerous with the cars supposed to be on the stand all weekend, apart from Keith's valuable Sprite.

Jim had placed an advert for the National Weekend in *R.Memoranda* and this had elicited a response from Robin Cameron of the Ulster Riley Club, asking whether a small invasion from Northern Ireland could join us. Jim replied that we would be delighted to welcome them, signalling the start of co-operation and friendships that still continue. As will be seen the Ulster connection was to have a major influence in the gestation of the future Scottish Riley Enthusiasts. Meanwhile, work on the National was continuing with Jim acting as overall co-ordinator, Norman for accommodation and Eric as treasurer. By April we knew that there would be two starting points: Bankfoot Heritage Motor Museum near Perth, and the Doune Motor Museum near Stirling.

The Irish contingent met us at Bankfoot where we were able to compare Keith Rhodes' Sprite with Robin Cameron's MPH. The two groups met up in Stirling University's beautiful campus where we stayed in one of the halls of residence, dined in the refectory and were entertained in a lecture theatre by Robin showing films of TT races in Ulster and the Abingdon production line with Rileys side by side with MGs.

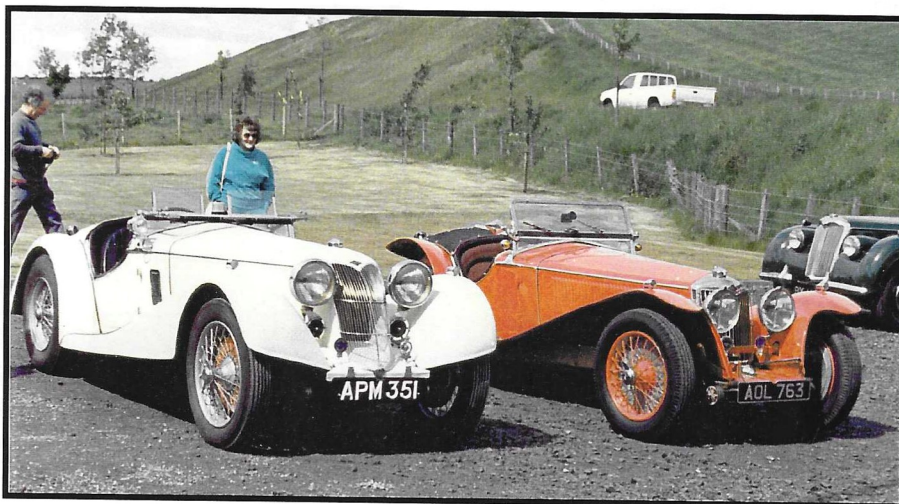
Next day saw tyre-kicking, driving tests, a time-trial and one of the fiendish Thurston quizzes before 17 Rileys and one Lea Francis drove to Doune for lunch, presentation of trophies and a leisurely departure. All the hard work and preparation must have paid off because we were obliged by public acclaim to repeat the event next year... Meanwhile, no rest for the wicked as we had to prepare for the club stand at Glamis in July. Due to the restrictive regulations on car movements, ours was the only one-make stand and was occupied by six Rileys:

The six comprised: Mike Cartney's '32 Monaco, Stuart Ritchie's '36 Falcon, Keith Rhodes' beautiful Sprite and three RMs - Charles Hutchison's RMA from Sunderland, Patrick's 'Mucky Boot' RMA to encourage everyone else, and my RMB. Jim was on holiday but visited the Camperdown Rally on his return and this was to be a welcoming event where we were to hold a club stand for the next few years.

The summer season concluded with a visit to the Northern Weekend, this time at the Marine Hotel at Rosemarkie on the Black Isle and again a great success.

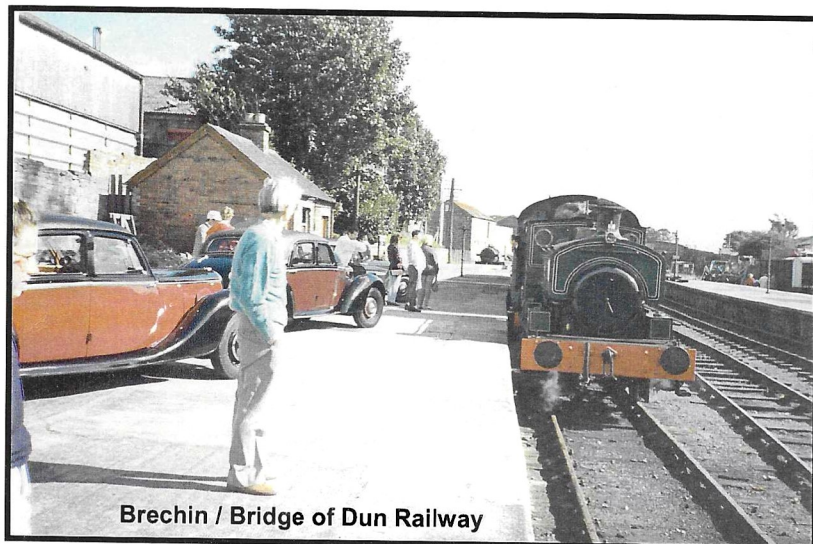
Autumn brought another meeting of all area reps at the Waverley Hotel in Perth, prior to the AGM of the SVVF on the 13th November. Following this, Jim reported that he was pleased to announce that there would be another Scottish National Weekend in 1989 in the Stirling area.

The committee was to comprise Fred Carss and Bob Miller (accommodation), Eric Stewart (treasurer) and Jim Dunbar (admin and adverts).



Nineteen Eighty-Nine

The second anniversary of the Tayside branch was held on 1st February and we were visited by Fergus McBride from Edinburgh and Mr Gomme-Duncan from Bridge of Earn.



Brechin / Bridge of Dun Railway

Jim was still writing and circulating monthly newsletters (February's was No. 25), and he was able to announce that the National would be held on 10—11 June, based at Callander.

There was also the likelihood of another visit to the National by a delegation from the Ulster Riley Club. Jim's March newsletter showed the growing co-operation in the east of Scotland as it listed a number of opportunities for the Grampian and Tayside groups to meet together quite apart from the National. These included the R W Thompson Rally in Stonehaven, Alford Cavalcade, Garioch, Camperdown, Rosemarkie and Brechin/Bridge of Dun

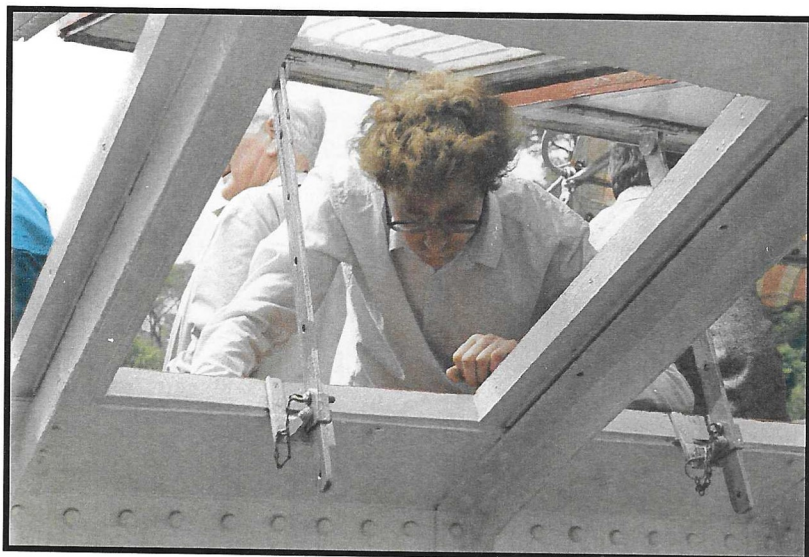


April was largely concerned with preparations for the National and Jim was able to report that entries had come in from York, Cheshire, Wakefield, the Orkneys and Inverness, as well as 12 folk from the Ulster Riley Club. By May, both hotels (Pinewood and Wolseley Park) were both fully booked and we were planning for over 70 adults and 12 children.

The second Scottish Riley Weekend started at the Bannockburn visitor centre before driving out via Cambusbarron and Kippen to the distillery at Glengoyne.

After a tour of the distillery and a lecture on the intricacies of mashes, feints and middle cuts, we set off for Callander and, after dinner, a game of Trivial Pursuit.

Next day, after the judging, we drove through Aberfoyle and over the Duke's Pass to the Trossachs pier where we embarked on the steamer *Sir Walter Scott*, sailing on Loch Katrine while the voting slips were counted. Then the prize-giving and farewells were made back at the Loch Katrine pier-head car park before the rallyists departed until next year.



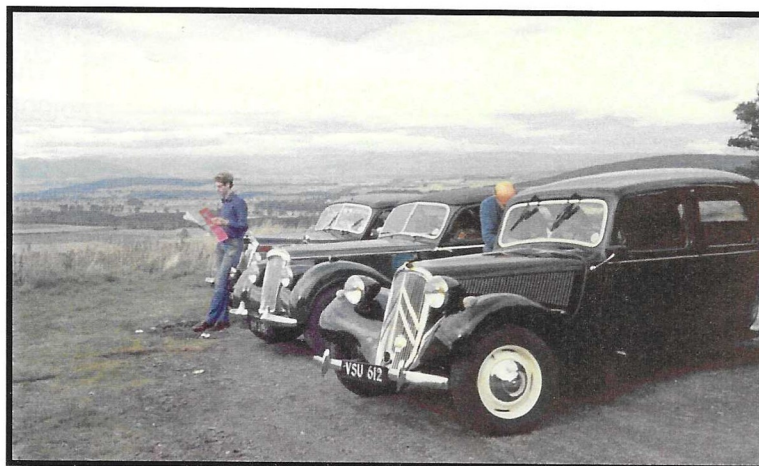
July saw a relaxing run by 5 RMs and a Sunbeam Rapier from Keith Rhodes' house at Glencarse, through Abernethy and Newburgh and across the Tay to the Stewarts' house in Dundee for a barbeque. August was the second Camperdown rally in Dundee, held in appalling weather, while it was noted that Patrick Whitty had moved to Tealing with his faithful white RMA, which was being taken off the road for a major restoration.

The car has not been seen since While this isn't long by Riley standards, we await the outcome with keen anticipation.

The Major Touring assembly type of activities concluded for the year with the Northern Weekend at the Marine Hotel, Rosemarkie (delightful as usual).

Later there was an Area Run through Angus via Kirriemuir and Carrot Hill to Carnoustie to see Jim's progress on his Kestrel.

Even in October, however, Jim was talking about the organisation of the next National weekend...



Nineteen Ninety

Jim's December newsletter and Christmas greeting duly arrived, No. 35, followed by January's, also No. 35. The numbering of the newsletter has been a little idiosyncratic over the years. Anyway, No. 35 gave dates for the 1990 Scottish National Weekend in the Perth Area (19 - 20 May), and also the Ulster Riley Club Rally (1 - 2 September), to which a strong Scottish contingent was invited to complement the support we had received in the past from the Ulster club. The National weekend was also advertised in the *R.Memoranda* for January with accommodation at Kinfauns Castle projected at £21.00 pp for dinner, bed and breakfast. Those were the days!

By now, our area meeting had been going for three years and Jim was starting to contact the national clubs to get recognition of our efforts

He reported in the February newsletter that the Riley Motor Club would list us in the next publication of the *Riley Record*, and in March that the *Riley Register Newsletter* had carried our advert for the Scottish National Weekend, 'albeit an edited version'.

We were also once more involved in the minutiae of planning for the National. The team was: Jim as co-ordinator, Doug Thurston and Alec Back (social events), Patrick (accommodation) and the Stewarts as treasurers.

My abiding memory of the Kinfauns weekend was trying to collect the money for everybody's accommodation while not knowing all our guests, as the Castle would only accept a single cheque in payment. Still, everyone else seemed to enjoy themselves and the weather was good.





Ian Duncan teamed up with Fergus McBride for one of the runs on the Saturday and the driving tests on Sunday, which consisted of Ian relaying directions to Fergus while the latter manoeuvred the car with a bucket over his head. Ian later confessed that he had felt safer when Fergus was driving blindfolded...

The Driving Tests were won by Laura Dunbar in her Elf Mk III.

There followed the usual series of summer events - Camperdown, the Thomson Rally in Stonehaven, the Alford Cavalcade and a joint meeting with the Grampian team at the House of Dun near Montrose, all leading to the next major rally, the 20th Anniversary Rally of the Ulster Riley Club.

The Irish event was attended by a large Scottish contingent in at least 6 Rileys and some moderns who went to support our Irish friends, repaying them for their encouragement at our three Scottish Nationals. The weekend was a great success with runs, food, drink, the occasional breakdown and seems to have been marked by Doug Thurston getting lost at roundabouts in the Stewart RMB.

The following weekend was spent at Rosemarkie and was blessed by fine weather, finishing with our joining a large rally in Inverness. This was marked by the downwash from a helicopter blowing off the boot-lid of the Thurston Daimler SP 250, which probably coloured Doug's memories of the event.

Newsletter no. 44 (October 1990) had a reference to bickering between the three major Riley clubs which had appeared in *R.Memoranda*, and quoted a passage from a contribution from the Aberdeen meeting remarking that such disagreements should



not arise in organisations that took unity between the supporters of all variants of Riley cars as their main *raison d'être*, with consequent potential benefits to their members and the Riley movement in general. This theme was to be taken up, mainly but not exclusively, by Jim, and developed over the next year in various forums until...but let's not get ahead of ourselves. Jim was already writing of the November meeting having to discuss advance arrangements for the next National and was looking for ideas and suggestions.

By November, the Planning Group of Jim, Patrick and the Stewarts had decided to go further afield to the Arrochar area and were negotiating prices with the Cobbler and Tarbet hotels. A supplement to the December newsletter showed that there were 31 members in the Tayside group.



The History of the Tayside Area

Nineteen Ninety-One

The year got off to a bad start with the January meeting cancelled due to the weather but the Jan newsletter showed that interest in Rileys was growing across Scotland, as Jim was musing about starting a meeting in the Edinburgh area. February saw our fourth anniversary, subs for the Tayside newsletter set at £4.00 (*cheques payable to Eric Stewart...*) and Patrick Whitty gaining his PhD.

The March newsletter reported on our first outing of the year, to David Barnett's restoration business at Inverkeilor, also attended by a contingent from Grampian area. There was also a list of events over the summer with old faithfuls such as the National, Thompson Rally, Glamis, Camperdown and Rosemarkie.

By April, applications were flooding in for the National and Jim was able to report around 100 booked for the Saturday night.

A more sinister development was the discovery of 4" nails neatly arranged in front of each Riley tyre outside the Invergowrie Inn. Fortunately, Jim noticed them before anyone drove off or we might have seen just how quick KwikFit fitters really fit!

The National passed off well but with some disappointments over the accommodation which had to be spread over three hotels. There were the usual crop of breakdowns that included Jim blowing the head gasket on his newly-restored Kestrel.

The weekend finished on a high note, however, with a sail across Loch Lomond from Tarbet to Inversnaid Hotel, then back for the prize-giving and send-off.

By June, Jim was able to pass on two important pieces of information. First, the Aberdeen group had volunteered to host the National in 1992. This was a load off the collective Tayside mind as we felt by now as if we had been organising Nationals for ever - while not to decry the past assistance from Doug, Norman, Boab and others. At least this year Jim, Patrick and I (and Margaret) would be able to enjoy the event without worrying about hotels, money, routes and all the other details required to make the weekend a success.

Jim's other announcement was a bit more cryptic - a brief business meeting to be held at Rosemarkie in September. More of this anon!

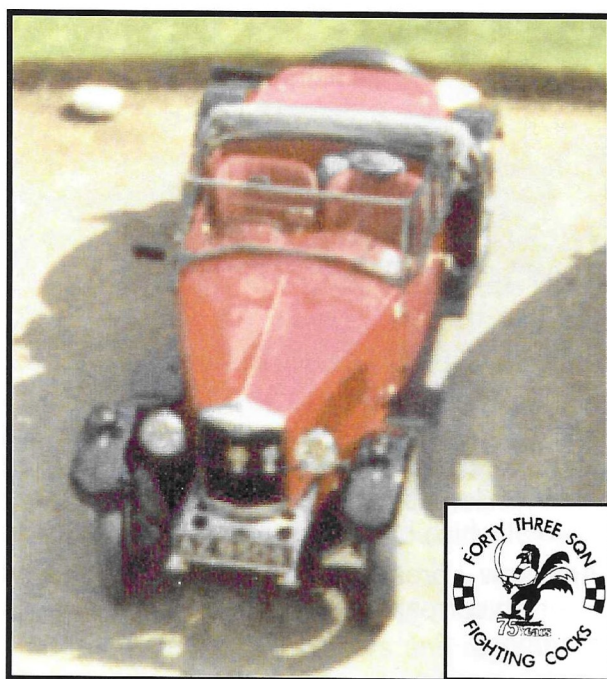
By July, Jim's long-term plans were starting to bear fruit with a call to an inaugural meeting of a group in Edinburgh at the Glencairn Hotel, Royal Circus on 12 August. Jim had been canvassing support through the club newsletters and was able to report a 'very promising response' which boded well for attendance at the Glencairn. The results of the meeting were startlingly obvious when the August newsletter hit the floor with a thump - five pages, courtesy of the new Editor, Bob Mutter.

Bob had appeared at the club stand at Lauriston Castle, then at the Glencairn meeting and had volunteered to edit (i.e.. write) the newsletter after 53 or so editions by Jim. Bob had a PC with a desk-top publishing package and Jim was happy to hand over to him, especially as he (Jim) had not long graduated from a typewriter. He still contributed a page or so of Tayside news, however.

Bob included a report on the Camperdown Rally and told how Ian Duncan had been invited to a celebration at RAF Leuchars where 43 Squadron, based there, used to fly Gloster Gamecocks which were now the squadron emblem. They thought it would be nice to invite Ian and his Gamecock along for the day.

Bob also included an advert for a 2½ litre wanted by a friend of Eric Stewart. I have absolutely no recollection of this.

The October edition was even more ambitious with no less than eight pages.



The most significant news in the October edition was on Page One where Jim wrote of the formation of a new organisation to be called

"Scottish Riley Enthusiasts".

This strange beast had three functions: to manage the newsletter, to oversee the National Rally, and to promote closer co-operation between the three Riley clubs in Scotland.

A survey was to be sent to all Scottish members of the three Riley clubs and following this, a small committee would be elected. At last, Jim's ambitions for Rileys in Scotland were starting to fall into place.



By December, the SRE *Newsletter* (still eight pages!) was advertising the inaugural meeting of the SRE at the Glencarse Hotel near Perth on 8th December.

The agenda was to establish the make-up of the committee, the number of office-bearers, to elect the committee and set a date for the AGM.

The meeting was attended by 15 members and the Interim Committee was elected.

Register Area Secretary
RM Club Area Secretary
RMC Area Secretary
Aberdeen Area Rep
Tayside Area Rep
Glasgow Area Rep
Edinburgh Area Rep
Newsletter Editor
1992 Rally Co-ordinator

Jim Dunbar
 Bob Miller
 To be confirmed
 Alasdair Gunn
 Eric Stewart
 To be nominated
 To be nominated
 Bob Mutter
 Doug Thurston

Chairman

Secretary
Treasurer

The way was now clear to consolidate and develop Riley activities in Scotland.

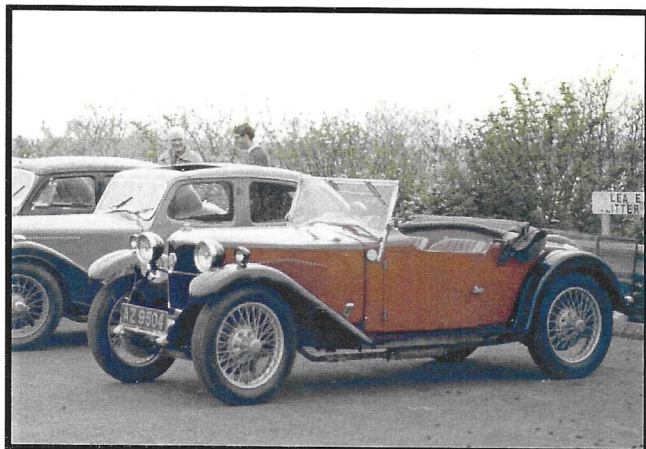
Nineteen Ninety-Two

The February *Newsletter* (number 59) had reports from Monte Carlo, New Zealand and even Edinburgh but nothing from Tayside. We obviously know how to enjoy ourselves and had done nothing of note in January. There was, however, a note on the National, now fixed at the Craighaar Hotel in Aberdeen, which advertised two nights B & B plus a packed lunch for £50 and dinner for £5.00. Those were the days!

February was a little more productive with a Committee Meeting held *chez Stewart* to discuss 'a full agenda', one of the items being a review of current insurance arrangements. It's like *deja vu* all over again! Meanwhile, the highlight of the Tayside meeting in March was a visit by Frank McKee of the Ulster Riley Club at which he presented the Ulster Club Trophy to Alasdair and Anna Gunn.

April saw a presentation by Jim Thomson, lecturer on classic car restoration at Elmwood College and Scottish correspondent for *Practical Classics*, which caused great interest to a large turnout of local members.

For some reason we seem to have stayed at the pub for the May meeting rather than go for a run, but we were able to admire Ian Duncan's Gamecock and, in contrast, the Elf Mk II restored by Bill Webb and his son-in-law Scott Craig.



We were also able to look forward to the National in Aberdeen as mere participants without the added stress of organising it.

Our meeting in June took the form of a visit to Fergus Robertson's house at Stanley near Perth, where Fergus was restoring his RMA.

The car has been in his family since new, having been delivered to his father in January 1948.

The visit to the Riley's abode (an old battery hen-hut) was followed by a pleasant evening chatting and sampling Fergus's home-made wines. Very civilised!

July was a busy month with a picnic in Fife organised by the Edinburgh SRE-ers and then, of course, the Glamis Extravaganza at which the Stewart RMB was earmarked for a starring (well, roll-on) role in *Strathblair*, a BBC television series set in a highland village just after the war and filmed in Blair Atholl.

And then it was time to start thinking about Rosemarkie and the great Pudding Contest!

Reporting on the Rosemarkie weekend, however, Doug wrote that:

"Due in part to the lack of second helpings of puddings, and the profound economy of smiles from mine host.." (actually, mine hostess) "...at the Marine, a poll undertaken resulted in a proposal to change the venue for 1993. The Ullapool area was mentioned..".



The SRE's first AGM was held on 1st November 1992 at the Glencarse Hotel. The Constitution was agreed as amended, giving us a solid base for the future. Membership and finances were healthy, the *Newsletter* was a credit to the editor Bob Mutter, and a subscription of £6.00 (£7.00 for joint membership) was agreed. Members were advised that the 1993 National Weekend would be held in Troon and it was hoped that the 1994, 1995 and 1996 Nationals would be hosted by the Edinburgh, Tayside and Aberdeen areas respectively.

The Riley year of 1992 in Tayside closed with our December meeting. We were treated to a talk on car electrics by Scott Craig who worked for Lucas and covered starters, dynamos, alternators and regulators. Jim also reported that Ian Duncan's Gamecock had left the area.



Once again there was no report from Tayside for January in the *Newsletter* as the meeting was cancelled 'due to various circumstances', but we had our usual anniversary celebrations in February with Patrick 'Mr Kipling' Whitty providing the cake again. Scott Craig's wife Carol presented him with a son and heir, and Jim debated the chances of the Elf winning another prize while filled with nappies, bottles and sticky finger prints.

We don't seem to have done much in March or April either, apart from looking forward to another National-without-tears, but Jim was confident that we would have a run in May.

The National, in Troon was another resounding success with the customary invasion from the Ulster Riley Club and ending up on a glorious Sunday afternoon in a Park at Culzean Castle.

The same *Newsletter* (June) contained a report by Patrick on his life with JDL 213 from its original sale and registration to Brigadier Vivian Edgar Halifax Sanceau of Freshwater, Isle of Wight (*there's a name to conjure with!*), its purchase by Patrick and their happy history together, to its laying-up in Tealing, snug in a brand new garage. Patrick recounted how it drove into its new home, 41 years to the day after its original registration. Attaboy Patrick!

We really did manage to get out in July with a run round Fife, then a visit to Jim's garage in August to see the basis for his next project, a Special. Then it was time to look forward yet again to the Northern Weekend, held this year in Contin and finishing up with a trip on the Strathspey Steam Railway at Boat of Garten.

Autumn and the AGM saw a change to the 'corporate communications' sent to members with Jim taking responsibility for a regular monthly newsletter (one or two pages) while Bob continued to produce, to his accustomed high standard, a quarterly magazine of more general material.

Confusingly, the new *Newsletter* started at Issue 1, while the *Magazine* appears to have missed a number, going from 72 to 74 without pause.....

Anyway, the AGM was well-attended by 'a quarter of the membership' - very gratifying for the committee.

The final edition of the *Newsletter* for 1993 included a note that the Tayside group were undertaking a new venture - a new year dinner! We really know how to enjoy ourselves in Dundee.

Nineteen Ninety-Four

Our dinner was at the Auld Smiddy in Errol, a regular destination for summer runs with good food, beer and an open fire in the middle of the dining room.

We followed this excitement in February with our seventh anniversary celebrations, Patrick again producing a sticky diamond-shaped cake.

We were already anticipating the National in Kelso but Jim, always looking forward, was laying the ground for the next Tayside National in 1995 by co-opting Patrick as the co-ordinator. It can't have seemed too onerous as Patrick agreed, possibly because he was going to China for some weeks and felt his return might be delayed.

The year's programme of events was falling into place with a weekend in Fort William in April, the National in May, Glamis in July and the Dundee Vintage Vehicle Rally at Camperdown in August.

In March, Keith Rhodes treated us to a video of the 1993 *Monte Carlo Classic Rally* with occasional views of Alex and Judy Back. Meanwhile, Fergus Robertson was continuing the restoration of his RMA.

Each event, particularly those involving a weekend away with the cars, has particular memories associated with it and the '94 National in Kelso is no exception.

One memory will be restricted to a select group from Dundee, Gight, Sauchen and Galashiels, and involves a hilarious dinner spent at Burt's Hotel in Melrose. There was insufficient space in the dining room to accommodate the party so they had to sit outside in the lobby - a decision probably welcomed by the management as the guffaws and laughter threatened to disturb the other guests.

The other abiding memory of the Kelso rally is the bitter wind blowing over the park on the Sunday during the driving tests and prize-giving. It unfortunately overshadows memories of the beautiful run through the Borders on the Saturday and the civic reception granted to the SRE by the Council.

We had a successful rally at Camperdown in August with Jim's Kestrel, an RMB, RME and three Elfs on our stand plus other Rileys in the paddock. Keith Rhodes won Best in Class with his 1.5.

Then we were off to Tain for the Northern Weekend. Riley owners must be getting richer if they can afford to stay here! The standard of puddings was far ahead of Rosemarkie (especially the white chocolate bombe!) and you don't have to resort to subterfuge to get two helpings. Somehow, that had been part of the fun.....

1994 concluded for SRE with a couple of problems: First, Bob Mutter resigned as *Magazine*

Editor after two years of producing a full, interesting journal of articles, old advertisements, photos etc. but Phil Gray stepped into the breach.

Second, our arrangements for the 1995 National in Tayside were thrown into confusion by Kinfauns Castle being sold and the new owners reneging on our booking for May. We did, however, change the base to the Travel Inn at Discovery Quay (subsequently changed again to the Gourdie Croft Travel Inn on the Kingsway which was to prove successful).



Keeping warm and saving fuel in Kelso



Nineteen Ninety-Five

We were soon immersed in the detailed preparations for the National (doesn't four years pass quickly!) and looking forward to welcoming two new Tayside cars to our meetings: Fergus Robertson's RMA and Gerry McGonigal's RME, both nearing completion. One non-standard event on the horizon was the 25th Anniversary of the Ulster Riley Club which was advertised for September, another was the Riley Motor Club's repeat of the 1925 Riley run from London to Edinburgh via Peebles, neatly timed for the same weekend as the National. This was to interfere somewhat with our arrangements in this and future years.

By March we were hard at the task of organising the National but not too busy to welcome back John Baker, nor to view Jim's oft-postponed slide-show. April saw us still indoors at Invergowrie with no Rileys in attendance. Patrick noted that 'Eric has pulled his car to pieces but has no excuse for not bringing it to the Rally since you can drive without running boards and radiator grille.'

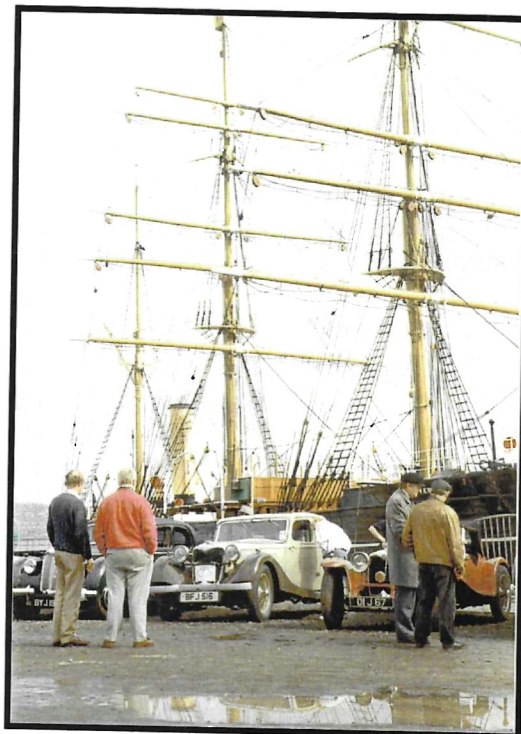
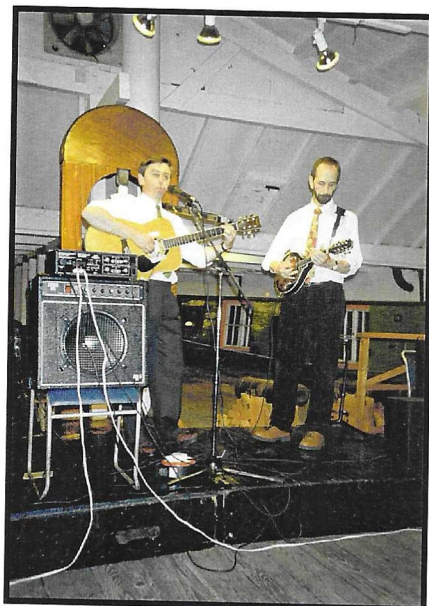
As with all things, the weekend of the National eventually arrived and we put on a good programme, from the four runs on the Saturday to the evening function on *Unicorn* and a final run to Glamis Castle on



Sunday for the prize-giving and departures. Pity about the rain.

We finished promptly to allow the more enthusiastic enthusiasts to drive to Peebles to meet the London-Edinburgh rally, and then there was that glorious feeling of anti-climax when you feel that all of life's burdens have been lifted off your shoulders.

The summer continued (yes, there is life after a National!) with outings to Edzell with the Grampian group, Glamis, Stirling with the Edinburgh Group, and our SRE stand at Camperdown.



Tain Tenth - Eric receiving Skelly Cup

Meanwhile, Patrick was replacing parts of his Morris, itself a replacement for his Riley, and discovered that the sills had been reinforced by having 3½ feet of angle-iron shoved up them. (*The thought brings tears to the eyes...*)

Our September meeting was a barbecue at the home of Keith and Joan Rhodes where we saw the wonderful work Keith had completed on his 1938 Fiat Topolino and Scott motorcycle. And then Tain for the eleventh Northern Weekend, although Norman, being a sucker for an alliterative couplet, couldn't resist calling it Tain Tenth again because it was the tenth anniversary of the first weekend at Tarradale.

In view of the forthcoming Centenary of the Riley marque, the SRE Committee decided not to hold a National in 1996 but to organise a 'Feeder' rally to Coventry for the celebrations being organised by the Association of Riley Clubs. This trip was to prove memorable for some of the SRE contingent, as will become clear.

Nineteen Ninety-Six

The Association of Riley Clubs (ARC) was (indeed is) in some ways like the SRE and the Ulster Riley Club before it. Its aim is to bring together the different factions within the Planet Riley regardless of the age of the cars supported, but its membership is restricted to clubs rather than individuals. The Centenary Rally was a brave attempt to meet this aim and indeed succeeded in bringing together perhaps the largest gathering of Rileys and Riley enthusiasts in memory, of all ages and from all over the world.

Planning a Feeder run from Scotland had already started with Jim, Norman, the Edinburgh Franks and Manny Rosenberg taking early roles in the organisation. The plan was to assemble at Stirling University over the weekend of 22/23 June, then head off south in loose convoy, taking in various sights and attractions en route, to arrive in Coventry the following weekend for the centenary celebrations. Sounds great; if only it were that simple.

In the meantime, Riley life in Tayside continued as usual with meetings cancelled due to weather conditions and a fun-filled trip to the Grampian Late Christmas Dinner by the Stewarts, involving snow, fire and flood if not the Four Horsemen of the Apocalypse. We thanked the Gunns for their hospitality as we left but said they didn't have to provide entertainment next year.

The delayed Tayside anniversary meal was held in the Old Smiddy again with sixteen diners including Ian Duncan after a long absence, and Jim Makin from Edinburgh. Patrick was absent this year, being in Australia for work, so we had to get by without his traditional Riley cake and biscuits.

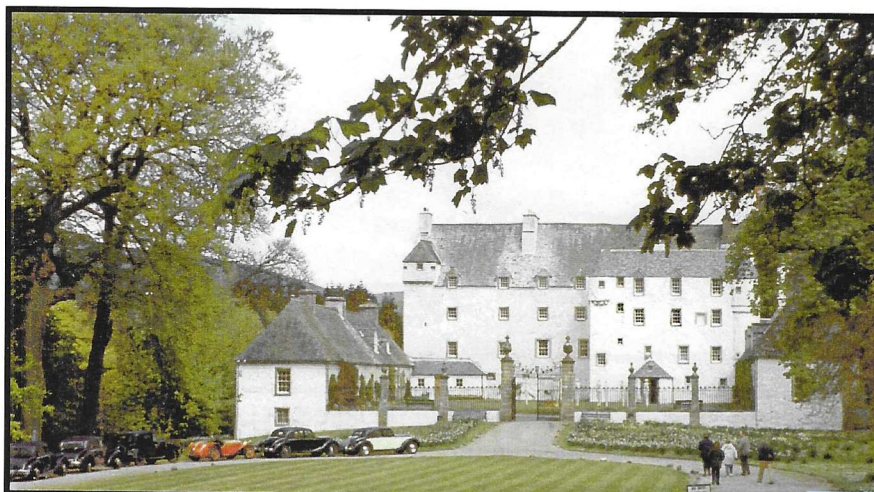
Preparations for the feeder rally were now gathering pace with exhortations for seats to accommodate overseas visitors. There were also cars coming from various points in England to join our expedition back to Coventry - what some people will do to win the distance award.

The Stirling send-off passed off successfully on Sunday 23 June with various runs to help us get acquainted with the Australians who were to accompany us in a mini-bus, and an evening reception with Victor Riley. Victor had somehow managed to hurry from Wales, allowing him to attend the send-offs of both Scottish and Welsh feeders. Most of the contingent stayed in Stirling overnight but we went home to Dundee, arranging to meet at Linlithgow Palace on Monday Morning.



The following account of the feeder rally is personal and relevant in part only to the Stewarts and Gunns, with tales of oil leaks, diesel injection pumps (in a Riley?) and fat slappers. The plan was that I would drive Riley and Margaret her Peugeot 205 as our daughter Hazel was finishing her first year at university in London and I planned to dash down from Coventry to pick up her and all her belongings on the Saturday in the Peugeot, travelling back in convoy to Dundee on Sunday 30th.

We met as planned at Linlithgow before setting off for lunch at the Leadburn Inn and proceeding to Peebles and Traquair House, spending the night with friends at Galashiels and meeting the rest of the party again in Jedburgh on Tuesday morning.



In the Jedburgh car-park the first hint of trouble arose. Fergus Robertson had finished work on his RMA, including fitting new oil seals to the back hubs and one of them was leaking. The search for EP140 gear oil eventually led us to a farm machinery dealer and a delayed start for Fergus, Alasdair Gunn and me.



We caught up with the others at Carter Bar then had a gentle run down to the open air museum at Beamish where a group entry had been arranged and we spent the afternoon.

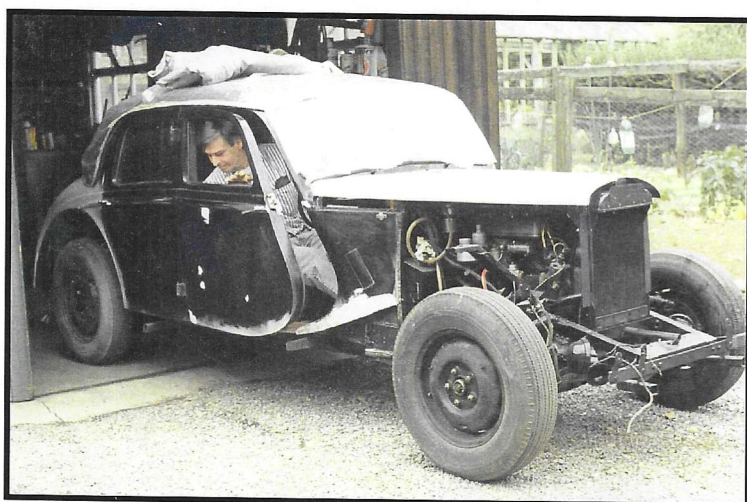
At this point the Gunns and Stewarts, renowned for their forward planning, had neglected to book overnight accommodation and so became separated from the rest of the group. We ended up at a country B&B in the hills above Consett, and were so comfortable that we didn't drive down to the evening visit to Ernie Mould's workshops with the rest of the group.

Next morning we set off past Bishop Auckland towards the A1 south, leaving it at Ripon for lunch. Pulling into the car park, strange noises were heard coming from the Peugeot's engine which were eventually traced to the injection pump breaking up internally. This was to take two days to replace. After a not-very-great B&B in Ripon, we drove into Harrogate for a visit the next day and were just pulling into a parking place outside a B&B when I noticed an oil spill on the road (*Ed: Noticed! Well you could hardly miss it, since RBMs have a cavernous sump and the resulting oil slick was of Torrey Canyon proportions!*) coming from Riley's oil-filter housing and caused by a leak at the sealing ring. It was just as well I was only at manoeuvring speed as the leak could quickly have led to serious oil starvation. (*This was the reason why we were unable to take up Brian Morison's kind Windscreen note of invitation to visit for a cuppa*)

To cut a long, sorry tale short we eventually left Harrogate on Friday afternoon, once more in three cars but without any great confidence in Riley's continence. The mass of orange sealant and PTFE tape round the filter housing held, however, and we were able to reach Coventry that evening without further incident.

Next morning I left Coventry early as planned, drove to London and collected Hazel then returned to Coventry and headed for the rally site at Coombe Abbey. The rally itself has been well described elsewhere so I won't dwell on it; we (Margaret, Hazel and I) left about lunchtime on the Sunday to drive back to Dundee which we reached after midnight, tired and stiff. And the fat slappers? Best not to ask.

Back to normality, the July *Newsletter* contained a poignant plea from Jim for a volunteer to take over the editorial chair, also notice of a barbecue to be held at Bill Pirie's house near Fettercairn, a really enjoyable afternoon.

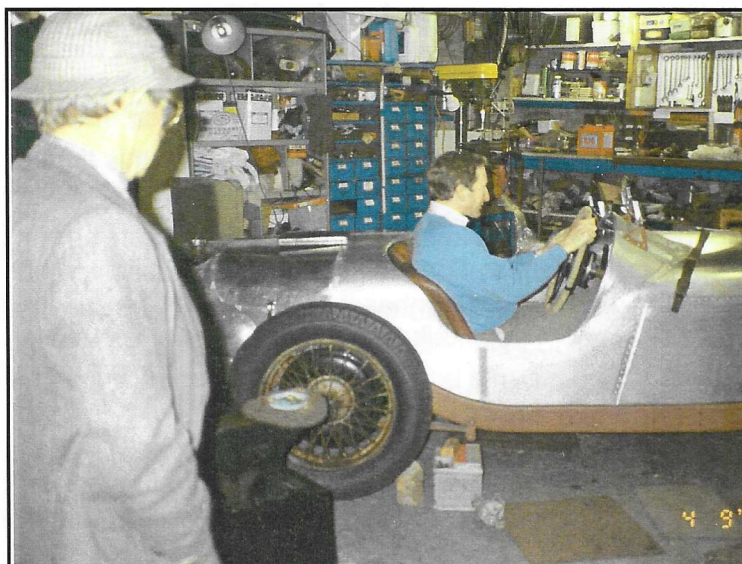


The Northern weekend this year was based in Lossiemouth and had a strong educational theme with visits to churches and Pictish sites on the Saturday then Cawdor Castle on Sunday.

In early September there was a garage visit to Jim's to view the progress of Jim's Special.

By September Mike Anderton had taken over as *Newsletter* editor and in October we were all saddened to hear of the death of Fergus McBride in his eightieth year.

There was a vote that we would look at other venues for our monthly meetings in Tayside, eventually deciding on the Inchtute Hotel, our first meeting there to be in January. We met at Bill and Christine Webb's house in December to view the Coventry video and were able to welcome a member to our group, Ian Stewart from Markinch with an RME. And so ended a full year of Riley activities.



Nineteen Ninety-Seven

The new year started with our first meeting at Inchtute where we met Ian Duncan again after a long absence. The National this year was to be in Aberdeen so it promised to be another tranquil year in Tayside with Jim making solid progress on his special.

In February we had our 10th anniversary meal, this year at the Baiglie Inn near Bridge of Earn. Jim's Tayside News in the *Newsletter* contained a reminder that we had agreed at the AGM to write our Local Histories of the different Areas and send them to Anna Gunn this year. He exhorted us (*Ed: Unsuccessfully!*) not to leave it till October! (*Ed: And for the next three years ... !*)

Our meeting in March was held at Fergus Robertson's house but was attended only by Patrick, Ian and Gerry. The March *Newsletter*, incidentally, pioneered the use of colour photographs which really improved the look of the publication. In April we had another garage visit to Jim, this time to see Noel Stone's car, while in May we had a run through Fife, ending up at the Fernie Castle Hotel. It was good to see Ian's RME for the first time.

Also in May, a team of Rileys responded to a challenge by the Wolseley Register to an inter-club driving test at Doune. We lost to the Morris team by a single point, soundly beating the Wolseleys. We were also saddened to hear of the death of Tom Alexander from Fort William, well-known for his RMA 'Cherry Ripe', white with a red roof.

We were unable to attend most of the National in Dyce but made it to the prize-giving at Crathes Castle to witness the conclusion of another successful event.

The Tayside regulars kept up their good summer practice of going for runs during the summer months with visits to the Enverdale House Hotel at Coupar Angus in June and the Strathmore Arms at Glamis in July.

We also agreed to hold an SRE club stand at the Fife Association of Vintage Vehicle Owners show at the Dabbe equestrian centre at Giffordtown on 3rd August. This was a great success with 4 RMs on show and held in good weather for once. However, as Margaret suffers from hay fever and is particularly allergic to horses, the venue was less than ideal for us.



Our August run, just a few days later, was also to Fife (Falkland this time) and the weather closed in leaving us to find our way home through thick mist. There was discussion in the *Newsletter* about another Feeder run to Coventry in 1998, this time to mark the centenary of the first four-wheeled Riley car, and Jim announced in print that he would be stepping down as chairman at the AGM.

In September we went out for another run, this time back to The Old Smiddy in Errol and in October it was to The Ship Inn in Broughty Ferry. Jim passed the baton of SRE Chairman to Frank Hutson at the AGM.

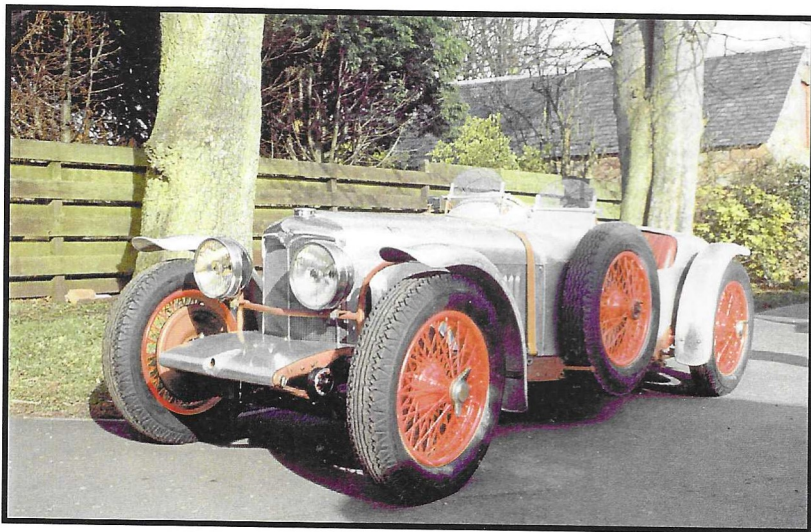
The Northern weekend had meanwhile been held again at the Morangie House Hotel in Tain with the Sunday run up to Dornoch and Lairg. Our November meeting was then back at the Inchtute Hotel for a natter, then for December it was back at the Invergowrie Inn for a slide show by Jim and Eric. Already there was ominous talk of the next National we would have to host in Tayside, 1999. Where could we base it this time?

Nineteen Ninety-Eight

The 1998 National was to be held at Strathaven under the experienced supervision of Bob Miller, being closely followed by the Scottish Feeder Rally for the 1998 ARC Riley Car Centenary at Gaydon near Coventry.

The Scottish Feeder was to start at John o' Groats on Monday 6th July, making its way via Inverness, Balloch, Penrith and Whitchurch to arrive at Gaydon on Friday 10th in time for the Centenary over the weekend. Mikes Anderton and Cartney had done the preparatory work and were authorised by the committee to carry on.

The 1999 National should have been the responsibility of the South-East Area with Tayside taking over in 2000, but there was to be yet another re-run of the 1925 London-Edinburgh rally and it was felt better to co-ordinate this with a National based in the borders.



Back in Invergowrie, we were able to see Jim's special in the flesh for the first time - **Wow!** - and were entertained by Gerry and Fergus who laid on a very successful 'motor parts quiz'.

We also agreed to Bill's suggestion that the 1999 National be based in Pitlochry after he had done some investigating of suitable hotels. Bill was elected co-ordinator.

Our February meeting was at the Baiglie Inn for our anniversary meal; Bill reported that cars were not discussed at all and no-one seemed to mind!

Our meeting in March should have included a talk by a representative of Michelin but he was unable to attend, so Bill presented a transport quiz instead. By May we were once more exercising our cars, eight members in seven Rileys drove to the Strathmore Arms at Glamis for an evening run.

We heard with regret that two of our local stalwarts, Keith Rhodes and Ian Duncan, had decided to 'retire' from the SRE.

For our June meeting, Iain Drummond, one of our newer members press-ganged into the club by Jim, invited us to his garage in Letham to view the 2½ litre special he was building.



Drummond 2½ litre Riley Special

The Stewarts were unable to attend the Strathaven National this year, the first they had missed, as it was Hazel's 21st birthday and having had to share her birthday with Nationals for most of her life, she drew the line this year. By all accounts, the rally was again highly successful with the chance to use the Kames race track on the Saturday and finishing up at Leadhills.

Our July meeting was a run to St. Andrews and we were given advance notice of some forthcoming events - another club stand at the Fife rally in Giffordtown, a Sunday run to Dunkeld for our August meeting, and attendance again at Camperdown in September.

August brought the sad news of the death of Bob Mutter who had been the editor of the *Newsletter* and then the quarterly magazine "*Scottish Riley Enthusiast*", bringing a professional feel to the publications. As treasurer and membership secretary, I had a lot of contact with Bob and always found him a delight to work with.

We lost another editor, figuratively speaking, in October when Mike Anderton relinquished the green eye-shade and the duties were taken up by Gordon McAllan of Strathaven. Mike had introduced colour photographs to the newsletter, the cost of which never appeared in the accounts, and I suspect it would have taken the Strathclyde CID to discover the source of these.

Our meetings in November and December were at another venue, the Beefeater Inn on Kingsway West, Dundee, the same as the base for our National in 1995. The main topic at both meetings was the impending 1999 weekend in Pitlochry.



Jim and Andy Dunbar at Kames

Nineteen Ninety-Nine

The new year opened with news of a tragic road accident in which Bill and Christine Webb's daughter Carol and granddaughter Hannah were seriously injured and the lady driver of the other car was killed. Despite this personal tragedy, Bill continued his work as Area Sec. and co-ordinator of the National with his customary charm and efficiency.

February saw us at our customary anniversary dinner, this time at the Carlogie House Hotel at Carnoustie. The main, though by no means only, topic at the March and April meetings was the arrangements for the National in Pitlochry, and by May Bill was promising that, if we were good, we could go for a run in June.

The 1999 National was based at the Pitlochry Hydro Hotel and involved the usual eclectic mix of runs, dinner and a Ceilidh on the Saturday followed by a leisurely run to Scone Palace for the prize-giving and farewells on Sunday.



There is always the worry that, despite having done it before, complacency can teach you a lesson. The Pitlochry weekend was blessed by reasonable weather and seemed to pass off to the satisfaction of all and the certain relief of the organising committee.

We got our longed-for run out in June, once more to the Enverdale Hotel in Coupar Angus, and it rained. After a post-mortem on the National, we decided to hold another club stand at Giffordtown in Fife on 1st August.

July was wet again but the FAVVO show in Fife was blessed by good weather. Our regular August meeting was at Jim and Laura Dunbar's house to view Jim's progress on his '32 Monaco and '34 Kestrel, before we all drove the short distance to the Carlogie House Hotel for a small libation or two. We were able to welcome Colin and Sally Paterson to our meeting in their black and white RME.

The meeting in September took the form of a run in glorious weather to the Strathmore Arms in Glamis, then it was time for the show at Camperdown where we achieved 3rd place among the club stands. The Stewarts, meanwhile, attended Mike Cartney's Taynuilt weekend near Oban, along with the occupants of 8 other Rileys and with Victor Riley as guest of honour.

The weather was generally fair after our arrival on Friday but the rain encountered on the way to Taynuilt found all the leaks round Riley's windscreen and scuttle. I had to drive with the window open a little to clear the condensation from the windscreen and a passing truck sent a tidal wave straight through the gap.



The run on Saturday was to Seil Island and Easdale via the Bridge over the Atlantic with the most gloriously tacky souvenir shop and tourist trap this side of Blackpool. Anna Gunn would have been enchanted! On Sunday we visited the Cruachan power station before a farewell cuppa and home.

By November we had decided that the Beefeater was not suitable for holding

quizzes or showing slides so we decamped to the Downfield Hotel in December. Bill had compiled a quiz which we held in a room which looked suspiciously like the landlord's sitting room so we felt we couldn't ask to use it again. This meant we were again in the same position as before.

Two Thousand

The big news in January was of Patrick's marriage, while in February we were sitting blethering when a young man approached us looking for Jim. It transpired he had an RMA whose garaging was about to be demolished and he had 2 days to find a home for it or it would have to be scrapped. This was the car that had previously belonged to the playwright and artist John Byrne who penned the successful television series 'Tutti Frutti', so with this history, the car clearly had to be rescued.



To cut a long story short, within a week the car had been bought by Jim, taken to Scone and then sold to Iain Drummond and transported back to Letham. Iain was nearing completion of his fearsome 2½ litre special and looking for another project. He fully intended restoring the car as built but a partial strip-down revealed funnies like the floor-pan being welded to the chassis and he decided to rebuild it as the now-famous RMA pick-up, naturally named: *Tutti Frutti*.

In March we had our delayed Anniversary dinner, this year at the Enverdale Hotel, Coupar Angus, and then went for a run down the south side of the Tay to the Baigle Inn. This was the first outing for Iain's special and it did him credit. The Stirling Mikes were there in Mike C's special and it stayed dry for them in the open. There was no danger of overheating that night!

By now we were looking forward to the National at Barony Castle, Eddlestone near Peebles. This was another triumph with the spectacular meeting on Sunday at the Crook Inn, where the 2000 London to Edinburgh Rally joined forces with our National, resulting in 60-odd Rileys crowding the hotel's car park. Then we drove in loose convoy into Edinburgh to congregate at Holyrood before dispersing.

Our June meeting was at Iain's house to view progress on his saloon before we drove to see Jim's new workshop, all clean, tidy and everything in its place.

The next event on the horizon at this time of year is the Glamis Extravaganza but my car suffered a leaking brake cylinder which proved difficult to fix and kept the car off the road for several months.

In August our monthly outing was to Fernie Castle in Fife, then we held club stands as usual at the FAVVO rally at Giffordtown and at Camperdown where the Riley stand took second place. The September run was again to Coupar Angus, then the Stewarts travelled to the RM Club National at York (in modern as Riley was still sick) in company with the Gunns.



In November we actually succeeded in arranging a programme for the next few meetings. Gerry invited us to his house in December to inspect progress on his RME and we were all deeply impressed by the quality of his work and the fact that he is permitted to keep parts of it in the house - not only that, in the lounge!

We were glad to welcome Bob Bond from Perth and Charles Isles from Newtonmore and hope to see them again.



Retrospective

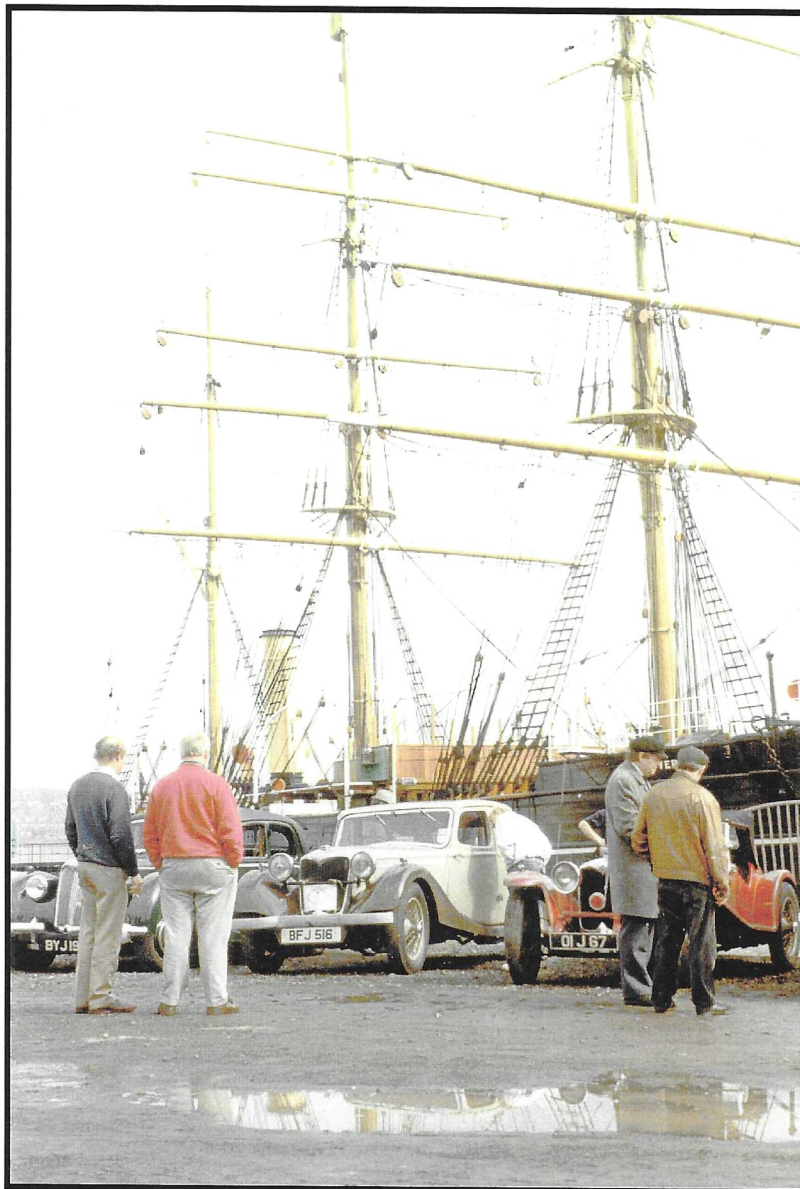
So ends this history of the first 15 years of the Tayside Area of the Scottish Riley Enthusiasts and its preceding informal groupings. It has been most interesting and enjoyable to be part of its development from casual meetings at car shows, through the Northern weekends at Tarradale and Rosemarkie where the foundations of the club were laid, to its present status as a club of national significance with members in all parts of Britain and abroad.

In particular I must pay tribute to all those mentioned here for their contribution to the SRE and for their lasting friendship you couldn't meet a nicer bunch. Is it something to do with breathing in the scent of a Riley?

I take full responsibility for this history and for any names or events that may have been overlooked.

I'm still not sure about the *Newsletter* issue numbers, though.

EMS



The History of the Tayside Area

**by
Eric Stewart**

This Volume is one of a uniform suite of six Club Histories published by Scottish Riley Enthusiasts. The History of Scottish Riley Enthusiasts is an overview of the development of the Club until 2000. The others cover the period from their beginnings till 2000, and these are related from the perspective of one of the Club's local Areas.

The other Volumes in the suite are entitled:

The History of Scottish Riley Enthusiasts	by Anna Gunn
The History of the South-West Area	by Bob Miller
The History of the North-East Area	by Anna Gunn
The History of the South-East Area	by Frank Hutson
The History of the Central Area	by Mike Cartney

Published by Scottish Riley Enthusiasts

Printed by W Peters & Son, Ltd. Turriff, Aberdeenshire

First printing May 2003