



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc July 2015

www.rileyqld.org.au



Mille Miglia 2015 Riley

Editor: Bill Short

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Next Meeting will be at the Jack Warr Shed on 9/07/2015 at 2000hrs, preceded by a cuppa at 1930hrs.

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Agenda/Minutes of Riley Club General Meeting
Held on 11 June 2015
At the Club Shed Samford

1. The Vice President Alan Hill declared the meeting open at 2005hrs.
2. **Attendance** – 16 members and visitors as per the attendance sheet. Visitor Gordon Kelly brought his newly acquired RMA Special and was warmly welcomed to the meeting.
3. **Apologies** –Ken and Wendy Lonie, Mark Baldock, Dorothy Cameron, Ray and Bev Burrows, Brian and Lyn Jackson, Greg Mewha, Di Phillips.
4. **Minutes** of the General Meeting held on 14/05/15 were moved for adoption as a true and correct record by Bill White and seconded by Robin Hull.
Carried

Business Arising – The Treasurer advised that the Auditors Reports for 2013 and 2014 are finally available and proposed reconvening this year's AGM at the closing of this monthly meeting to receive them.

The Secretary's new membership form was presented for discussion and handed to the Treasurer for his input.

The Chairman acknowledged new member Barry Evans of MG Automotive, Brendale who joined last month.

5. Secretary's Report and Correspondence

Inwards –

Club Magazines from: - Blue Diamond from Victoria
Gazette from NSW
Riley Crank from South Australia

Correspondence from: - UHY Haines Norton Chartered Accountants – Audits - ref reconvened AGM 11/06/2015
Moreton Bay Regional Council - ref to Bill White's Shed Report.

Outwards – Nil

Moved by Bill Short that the inwards correspondence be received and the outwards endorsed. Seconded by Bill White

Carried

6. Treasurers Report May 2015:

Balance as per Bank Statement, 1 May 2015	\$7998.15 CR
Income	
Fees, donations, used parts, interest	477.00
Expenditure	
Editors & Treasurers Exp & 'A' frame sign	275.00
 Balance as per Bank Statement, 31 May 2015	 \$8200.09 CR

Accounts for payment – Nil

Moved: Linden Thomson - Seconded: Bill White

7. Report from Club Captain

Sheila gave an account of the very successful 'Around the Houses' run to Marcoola (Brian Jackson's RMF), Narangba (Bill Short's RMC), Samford (Alan Hill's RMA Special and Rod Longden's RMB). Over two hundred kilometres travelled and so well attended that this type of event will have to be repeated.

The Tinchi Tamba short run was also well patronised with over twenty people, aided by the MG contingent.

The RACQ QHMC rally at Pittsworth was attended by the Hulls and Walters. Thanks to Michelle W for identifying herself as a Riley owner even though Neil and Michelle were in the Singer!

8. Report from Torque Tube Editor –

Bill Short advised that more contributions are always appreciated, including photos with descriptions, and anything of interest.

As Bill will be away from 21 July - 7 August the July issue will be early and therefore he will require contributions, preferably in 10pt Arial font, earlier than usual.

9. Report on Jack Warr Riley Shed –

Bill advised that the shed is still supplying members with used parts.

The Council's decision to soon terminate the lease on the building has been confirmed by a grant of \$600 to assist with the move and the building committee (appointed at the last meeting) is proceeding with a plan to sub-lease land adjacent to the 'Men's Shed' at the Samford Showgrounds. The committee has had productive discussions with the Council and representatives from the 'Men's Shed', which they hope will result in some shared facilities and much reduced establishment costs.

We will of course have to fund a new building and the committee is now actively investigating sources of community grants for this purpose. To bolster our resources a suggestion was made to raise our subscriptions slightly and ask for willing members to prepay subs five or ten years in advance.

Bill has suggested a one hundred and fifty square metre steel building on concrete slab and has some preliminary costings but will do a more detailed budget when negotiations for a site are confirmed.

The council's letter also offered ongoing support for the move, including extending the roadway to the site. It was agreed that a written response should be sent with our thanks.

10. Report from Registrar – Nil

11. Report from Spare Parts Officer - Stocktake of new parts at Indooroopilly is proceeding as planned as parts are moved from under Jack's house to steel cabinets in the carport.

12. Report from Website Coordinator – The website is currently up to date although this is an ongoing task. The section on parts will be updated after the new stocktake is completed.

13. General Business.

On Sunday 5th July Brisbane's iconic, heritage listed Story Bridge will be closed to all traffic except one Riley and a handful of less significant vehicles as part of the 75th Anniversary Celebrations of its opening. Alan Hill will drive the Lord Mayor, Graham Quirk, in his 1937 Riley Lynx at the head of the official motorcade. This will be great publicity for the Riley name and for our club.

14. Car Reports - Nil

15. Next Meeting will be at the club shed on 9/07/2015 at 2000hrs, preceded by a cuppa at 1930hrs.

16. Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 2112hrs.

THE 2015 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Alan Hill	07 3289 1063 alshe@bigpond.com
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
CLUB CAPTAIN:	Sheila Hill	07 3289 1063 realsheila@bigpond.com
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 ian.wil@hendoco.com
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0412 071 903
REGISTRAR:	Di Phillips	0732813807 diannephillips1@optusnet.com.au
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WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR	Bill White	07 3289 4282 thewhitehouse7@bigpond.com.au

EDITOR'S REPORT

Hi Readers,

It has been a quiet month on the home front.

Keep watching for Shed news and development as it is very important that all members are up to date.

Cheers.

Bill.

The Shed

Following a club decision to investigate the possibility of the Riley club building& owning a dedicated combined parts storage/meeting room, a number of meetings with local councilor, Bob Millar, have followed. A proposal has been put to the Moreton Council to allow us to erect a shed on the site licensed to the Samford men's shed. This is on a council reserve adjoining the Samford Showgrounds. The Men's Shed is very amenable to this. We would be a sub licensee to the men's shed. We would have access to the toilets in the Men's Shed and would avoid many costs involved with obtaining a separate licence to use the council reserve. The proposal has gone to the planning department of council for approval. We believe this is an excellent answer to the need for a permanent home for our spares as well as a comfortable meeting place.

The next question is how to fund this project. The committee will be approaching a number of known funding sources. We must also consider our own club funds to help build this project. This includes use of funds held in bank accounts, and asking members who want to help by paying 10 or 5 years in advance. The membership subscriptions would rise to \$50 and \$15 if approved. The committee would like all members to consider all these options. We welcome your thoughts and ideas for this very worthwhile club facility.

Shed Committee Alan Hill, Trevor Taylor, Bill White

Riley Program 2015

June	Sunday 28th	June breakfast run See details below
July	Thursday 9th Sat./ Sun. 11th/12th Sunday 12th Sunday 26th	Club meeting at Shed 7.30pm Samford Show Display Day RACQ Motorfest Eagle Farm Gymkhana Day
August	Thursday 13th Sunday 16th	Club meeting at Shed 7.30pm Breakfast Run to Brookfield Garden Centre.
September	Thursday 10th Sunday 20th	Club meeting at Shed 7.30pm Riley National Rally. Perth WA. Sept. 10 th – 14 th . Amberly Air Force Museum and Pub lunch
October	Thursday 8th	Club meeting at Shed 7.30 pm
November	Thursday 12th Sat 14th, Sun 15th	Club meeting at Shed 7.30 pm Gold Coast Autorama
December	Thursday 10th Sunday ???	Club meeting at Shed 7.30 pm Christmas Party

ALL DATES ARE SUBJECT TO CHANGE!!!

Information on runs

Saturday 11th and Sunday 12th we have several Rileys on display at the Samford show together with numerous other old cars, motorcycles and caravans. Well worth a visit on either day!!

Our main event for July is the mini gymkhana day at the Hill's, 4 Mahdeen Place Samford Village.

Starting with morning tea at 9.30 am we will then do a short run to view the proposed site for the new shed, before returning to commence the gymkhana. BBQ lunch will be provided at around 1.00pm before conclusion and presentation of prizes!! Events will be open to ALL vehicles!!

A charge of \$10 per person will cover morning tea and lunch, with the net profit going to the club
BYO alcohol and it would help if you advised Sheila on 32891063 if you are attending

It is proposed to do a weekend away trip in October to visit the Margaret Olley Exhibition at Murwillumbah.

Would members please give an indication if they would attend by ringing Sheila. We will organize accommodation, meals etc. nearer the due date.

The June Breakfast Run

The June breakfast run will be on Sunday 28th. We are endeavouring to find new & interesting destinations for these generally short runs. The breakfast will be in the Mt Cootha Forest, at the Gap creek Rd reserve picnic area, UBD map ref 157. Plan to meet at the reserve at 0900 & those wishing to start in Samford will depart at 0815. Facilities at the breakfast site include shelter sheds, electric bbq's & toilets. Any inquires call Trevor Taylor 0407717853 or Bill White 0404604459.

Classic Car display at the Samford Show

Spaces are still available for the Classic Car display at the Samford Show on 11/12 July.
Contact Trevor Taylor on 0407 717 853 for details and free entry to the show.

Sport Details For Riley Sports S 2 Seater 1937 For Sale.

Courtesy of Prewarcar.com
<http://www.prewarcar.com/contact.html>



First registered 17/04/1937 (as V5C) Chassis # 67M2707
Engine # F3342
1926, Percy
Riley showed off his first
Make: Riley
Type: Sports
Coach: Sports 2 seater
Year: 1937
Price: On Request

ground-breaking overhead valve 9hp 1100cc engine. At that time, he had absolutely no idea that 87 years later, these engines would be the power behind a revolution in pre-war specials across UK/Europe... and this even more so with the highly desirable and very potent 1500cc engine known as the 12/4. The perfect combination for any special is to reduce overall weight where possible and have a suitable engine. This car has just the right recipe with a 12/4 engine and an attractive long-bonnet 2-seater body. The down-side to most specials with a boat tail is

having little or no luggage space. FPD155 ticks this box superbly well, due to her ample storage space. FPD155 started out life as a 1937 Merlin saloon. The Merlin chassis was introduced in 1936 and was a much-developed version of the well-balanced vintage chassis developed some 10 years earlier. Important improvements over the vintage design included weight savings, alongside increased rigidity and strength. The brakes were also upgraded to rod-operated Girling units. The combination makes this chassis ideal for a sports-focused special... and in this case it is fitted with the power unit of choice... the 12/4 engine!

This car was first altered into its current form in approximately 1993. Following the purchase of the running gear (minus the body), the chassis was stripped and then rebuilt. FPD155 utilised the original 9hp engine for approximately 10 years. She was then sold to a family member and, after initial enthusiasm, was left to rest for 5 years before being once again rebuilt. FPD155 was then stripped down again and the chassis modified to take the 12/4 engine. Further chassis weight saving was made, the car was lowered and the engine position moved back for better weight distribution and more pleasing lines. The original boat tail from the first incarnation was re-designed resulting in the current body style, which takes influence from a Frazer Nash Super Sport.

This gives the owner several options: firstly to use with an occasional rear seat (for pub/shop trips and back) or secondly as a two-seater with a good amount of luggage space for holidays/long trips (a rarity in a two-seater sports special). We sold FPD155 car to Belgium a little over 12 months ago during the winter she has had a complete engine rebuilt with many new parts costing around 13000 Euros, which included New Crank, rods, high compression pistons, along with a fast road/sport cam. No expense was spared as the owner had no intention of parting with the car. However he was seduced by one of our latest offerings. So she is now reoffered for sale ready for any adventure.....!

In brief a very effective and useable special for all kinds of historic motoring disciplines from general touring to motor sport.



Seller: Tom Hardman Limited
Location: UNITED KINGDOM
Phone: 01756719056

Another Riley Hits The Road

Just to let you know I now have the old Riley registered and back on the road with a new set of reconditioned brake cylinders and master cylinder.

There are still a number of minor items to be fixed but it passed road worthy today. I discovered the hard way on the way home from registering the car that the fuel gauge always says half full when it really is too low to be drawn through by the pump. I think I will look into one of those electric pumps you were talking about and keep spare fuel in the boot.

Thanks for your help.

Regards

Graham Wilson

Putting A Step In Your Spring

After having problems with my RMB where the rear door locks would refuse to stay in the locked position after the internal latch was moved forward to lock, I decided to pull the locks apart and increase the friction on the interior latch. This worked well, but when I unlocked the door from inside and then closed it, the handle would stay held in the open position. It was only when I came to the first corner and the rear door flew open, that I realised something was wrong.

After discussing with others and examining a number of rear locks did I find that there is supposed to be a vee-shaped spring which is meant to be in the inside handle base and which holds the inside handle in the locked position when the door is locked. However, the spring was broken and long gone in all the locks I looked at. It was only due to a photo from Phil Wyllie, that I know what the spring is supposed to look like.

I then started to look around for some spring steel which I could use. I had thought of the spring used in sets of ignition points, but while going through a friend's old point sets, I came across a set of spring clips used to retain the cap on a distributor. The photo below shows one of these clips fitted to one of the door handles. The end of the clip neatly fits into the vee cut into the sector to hold the handle in the locked position.



I drilled and tapped a three sixteenth hole to fit a bolt in one end to retain the clip. To provide some pressure on the spring, I made up a small off centre eccentric (10 mm diameter by 10 mm long drilled and tapped three sixteenth. After clamping the eccentric with a bolt through one of the existing corner holes, I rotated the eccentric until the correct spring pressure was achieved. The eccentric was then tack welded to the base and the bolt removed. When installing, the eccentric doubled up as the nut for that corner bolt.

Job done. Since completion and installation, I understand Paul Bayee has new springs which I could have purchased. Regardless, the new setup is working perfectly and probably better than the original.

Happy motoring
Your roving correspondent
Ken Lonie

Teamsters Hall of Fame Trip.

Sunday 14th June saw the Hills and Robin Hull in RMB's, Chris Reynolds in Drohead, Graham Moore in MGA , Di Phillip, Thomson's, and visitors Stacey and Peter Olson in moderns meet at Centenary Lakes Caboolture for the trip to see the old Cobb & Co, station and a genuine restored Cobb & Co. Coach

As we assembled for morning tea we were joined by an elderly lady who sat down with us, I was not sure who she was with, but offered her morning tea which she accepted gratefully, it was only when she pulled out her purse to pay that I realized she was not with any of us!!

We then set off for the Hall of Fame, only to arrive at the Steve Erwin way, which Alan had assured everyone "If you get there you have missed it!" With help from Di's Satnav, and Chris reading Alan's UBD we eventually arrived and were greeted by Steve who was a mine of information about the formation and operations of Cobb&Co. After a lunch of sausage, rissoles potato bake and salad, we had a short black and Wight film with coaches racing each other, and one racing a VERY ancient stem loco in about 1800 and something, and then went to a large shed which contained one of the 7 remaining genuine Cobb& Co coaches. Steve is also a wheelwright and has masses of equipment for the manufacture of all kinds of timber wheels. He is also making 2 replicas of the Leviathan, an enormous coach that they tried out. It weighed in at around 81/2 tons (not sure if that is loaded or not) and carried 89 passengers.

After a very interesting day we set of back toward Caboolture by what Alan thought was the correct route, but still returned the way we had come. Alan is going to do a navigation course.

Sheila Hill
Club Captain

Photos thanks to Chris Reynolds





Riley Register

Dear Members

As registrar of the Riley Club I would like to continue the work of previous Registrars in updating our register. To do this I would very much appreciate your assistance by your completing the form below. I hear some say "I have already done this" Many members have and some have not. It was interesting to identify 2 out of the 4 cars we viewed on our restoration run in May were not listed on the register.

Please use a separate form for each of your cars.

Information for Riley Register

Owner:..... Address:.....

Model:..... Year:..... Chassis #:.....

Engine #:..... Body Type:..... Colour:.....

Registration:..... Condition:.....

Year Acquired:..... Purchased From:.....

Comments re Car:.....

Have you disposed of any other Riley in past 5 years:.....

Details:.....

.....

Thank you for your help in maintaining our Riley Register

Please email or post completed form to diannephillips1@optusnet.com.au or 34 Blackwood Street East Ipswich Qld 4305

Europe

Our 3 month trip to Europe, so far has been excellent, we spent 2 weeks in Italy, a week in France and have just left Berlin for an 11 day cruise on the Baltic Sea. The weather has been perfect and we have not experienced too many misadventures. Travelling a lot on the European train systems and have been very impressed. 250 kph seems the norm. Ken became fluent with Italian very quickly after he popped an "o" on the end of English words! He enjoyed serious conversations with this method and felt quite chuffed with his accomplishments, but left the Italians looking somewhat baffled.

We caught several trains from Riomaggiore on the Cinq Terre to Cascino near Pisa to see the Mille Miglia, a reenactment of the famous race from the 1930's. This rally goes from Brescia to Rome & back, a 1000 mile loop. Sterling Moss did the run in 15 hours, averaging over 100mph, and that record still holds to-day, though these days the Mille Miglia is run over 4 days. We positioned ourselves in a top spot on a roundabout. We were surprised to see the first 120 cars were top of the range modern Mercedes & Ferraris and wondered if we had read the promotional material wrongly. After some time, the real reason for us travelling to this place started to race into town. Mostly European cars, Bugattis, Alfa Romeos, Fiats, OM's, Lancias, Jaguars, Bentleys, Aston Martins, Mercedes, Lagonda, B.M.W's, Maserati, others AND 3 awesome Rileys. Some of these vehicles had competed in the original Mille Miglia. We watched as 450 cars sped past and got some amazing photographs. Needless to say, the Rileys were our favourites!

A week later we were in Strasbourg, France and we hired a car to travel south to Mulhouse (pronounced M'Loose) to visit Cite de L'Automobile National Museum, The Schlumpf Collection. This amazing display in a massive restored warehouse houses 500 magnificent and mostly unique vehicles. Again the Bugattis were the prominent marque. All were wonderfully displayed with excellent signage of the vehicles history, some having been owned by The Tsars and Royalty. Unfortunately there were no Rileys.

Again our cameras clicked away furiously at the grand, the legendary, the unique and a few ugly vehicles but all most impressive.

Having had these 2 great car related experiences, we are looking forward to enjoying our 11 day cruise on the Baltic Sea, visiting Estonia, St. Petersburg, Finland and Scandinavia before continuing the rest of our holiday in Spain and France. We don't expect to see too many noteworthy vehicles in Russia!

Wendy Lonie.





Mille Miglia 2015 Rileys

A Little Diversion

The restoration of George had not been completely finished prior to Army discharge. In fact, I have to confess that the engine was thrown together just a few days prior to the removal and installed without a distributor as one had not come with the car. Just in the nick of time with all available bits assembled George was put on a tow truck for removal to Maleny. But thankfully all of the rush was soon over and now the focus is on enjoying garage toys and building Rileys. So a few weeks ago it was decided to give Albert a rest from re-constructive surgery to finish George so weekend Riley events could be enjoyed.

On the day of moving George from the workshop to the garage his starter button was pushed but the engine didn't turn over as it should have. The crank handle was deployed to see if it was a mechanical issue and alarmingly it seemed hard to turn the engine over. The spark plugs were then removed and the engine turned again by the use of the crank handle but the engine was just as stiff. I wondered whether it was associated with the mains bearings that had been engineered by Jack Warr with innovative slipper shell cut outs. While wondering about this the dip stick was checked and the shocking truth was revealed. Water had invaded the oil gallery! Could the oil have lost its viscosity to the point of a hard start? No, that is a little too much to imagine. But, there was nothing for it but to take the engine out to investigate. There is no need to go into the details about the engine removal as it was a standard operation with no unexpected issues. The gearbox came off without issue and the engine was bolted onto the engine stand.



George; restored and in what appeared to be pristine condition



Engine out and on the engine stand

Next day the sump plug was removed and a creamy oil flowed out into the bucket. How sad. The engine was less than fifty kilometres old as the car had only been driven in and out of the workshop. So the first step was to take the head off and examine the head gasket. The head came off easily and the gasket was carefully examined. No leak there. Next the sump came off and the creamy oil residue examined for lumpy bits but none was found. Next, the timing cover was removed and suddenly the whole awful truth was revealed. A line of gunk emanated from the inlet side water jacket plug.



Water jacket plug

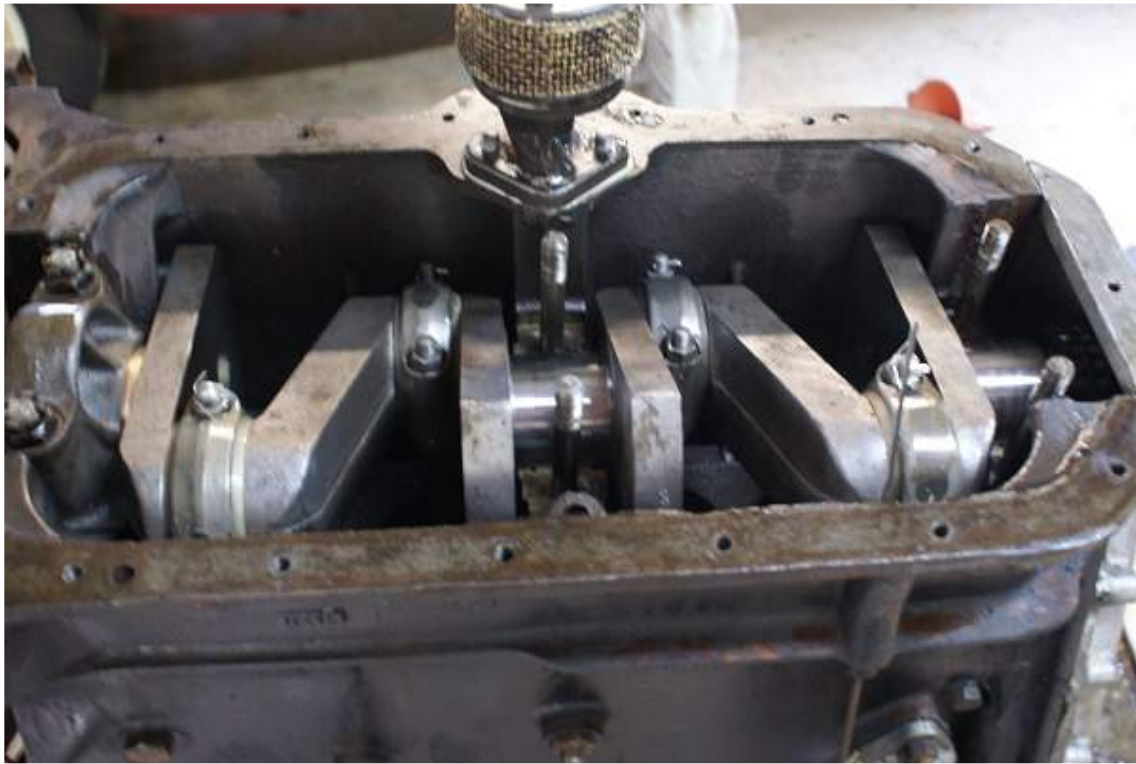
To get at the water jacket plug the timing chain gears had to come off. This done a socket was applied to the water jacket plug and to my further horror it was quite loose. The other plugs were then checked and they were tight and leak proof. Now, I have to be honest with you and say that I don't remember the details about building this motor. It was done in a hurry but I am sure that an oil resistant gunk would have been applied to this plug as it had been with the other plugs and then tightened to the specified tension, but there you are. It was loose. It is an old lesson. Always check everything twice during assembly otherwise you end up repeating yourself. After the water jacket plug thread was checked for corrosion, the head, the engine, crank shaft, oil pump and sump was thoroughly cleaned.

Seeing as the engine was out it presented a special opportunity. The gaps in the mains bearings could be checked, the water pump bearings could be replaced and the bell housing could be changed. The issues behind these thoughts will be explained in more detail later but in the meantime, the thread of the water jacket plug was smeared with Lock Tight and the plug refitted tightly. Then the timing gears and chain was refitted, the timing chain cover replaced and the fan belt pulley refitted.

Now, what about those mains bearings? In the 1960s many Riley owners could not afford to re-metal their mains bearings and so a quick fix involved taking the bearing caps off and filing them down a smidgeon presumably with a rasp and then refitting them to get a closer bearing fit and thereby ridding the engine of knock. The trouble with this quick fix is that depending on how the file was handled the surface of the bearing housing could be angled in any direction and each of the bearings could be angled differently and one bearing could lose more metal than the other bearings and each bearing could have lost more metal on one side than the other side. Sounds like fun doesn't it? But the writer discourages the practice of filing mains caps for the sake of any future owner. Now, Jack could not do anything about filed bearings, he simply accepted the set of bearings offered and cut them to accept slipper shells and you received back exactly what you gave him to modify.

Some Riley restorers were fortunate, like Ken Lonie whose bearings had never been filed. But I was not as fortunate and needed to pack each bearing cap with different amounts of shim material. So you can now understand my interest in revisiting the bearings.

The caps were therefore removed, the gaps checked and the shim packing adjusted to suit and this is the outcome:



Mains bearings with shims

Rear mains bearing cap
shims 21 thou

Centre bearing cap
shims 25 thou

Front bearing cap
shims 17 thou

After that the sump was refitted and the engine was turned up the right way so that the head could be fitted. In that moment it was noticed that the rear exhaust side rocker shaft lubricating tube had oil in it. That was curious. It should have drained away by that time. So as you do, I put my lips on the tube and blew and discovered that there was a blockage. The other three were fine. In that moment a suspicion rose up in my mind.

Only a few months ago Ken Lonie had asked me whether the camshaft bush should be put in with its oil gallery at the top or the bottom of the camshaft. The question was asked because the service manual picture in your workshop manual is too small to determine which way the bush should go in. Ken was pretty certain that it went in with the gallery at the top but my recollection was a bit hazy so the garage manual was checked to be certain (it has pictures three times the book size) and it was confirmed that the oil gallery is at the top. This is the natural position for it because when the engine is stopped the gallery retains the oil so when the engine is restarted there is an immediate supply of oil to the camshafts.

But that is not all. Just adjacent to the gallery is a two millimetre hole that supplies oil to the rocker shaft lubrication tube to lubricate the rocker shaft. It was blocked. Durr! It wasn't water in the oil that caused the engine to stiffen, it was a partially dry rocker shaft! I had put my inlet camshaft bush in upside down and the rear exhaust side camshaft hole that provided oil to the rockers was blocked. There is an old saying that goes, 'less haste more speed'. A better job would have been done if it had been started sooner.



Cam shaft bush

After clearing the hole and refitting the camshaft bush correctly the head was replaced and tensioned, rockers reinstalled, tappets roughly set and rocker covers replaced. After that the carburettors were refitted and attention was focused on the water pump.

The water pump disassembly and rebuild doesn't need explanation as it is straight forward.



Water pump

Next, the bell housing was looked at again. The reason for that was that when it was first examined prior to George's restoration it had a hairline fracture around the oil seal seat. It is something that has always caused me wonder how it

came about but at the time bell housings were hard to find so this one was welded. Ever since then there has been a niggling concern that the oil seal was not exactly in its correct position. Thankfully, between then and now a badly rusted gearbox and bell housing was acquired and put aside for just this kind of occasion.

The previous owner had unsuccessfully tried to separate the bell housing from the gearbox but failed because the clutch shaft was frozen with rust and the nuts behind the shaft were inaccessible. The other bolts had been removed. He clearly lacked a crow bar. The working parts had been frozen solid with rust but with the use of a crow bar and lots of lubricant the shaft was coaxed into incremental movements until it could be moved by hand. The cotter pin however refused to move so it had to be drilled out. The shaft was then pressed sideways and worked backwards and forwards until the clutch fork could be pushed off the shaft and then the bell housing seal was punched out. Following that the reverse switch, which had also rusted solid, was disassembled, cleaned and oiled. Reassembly involved fitting a new seal, refitting the reverse switch, bolting the gearbox on and refitting the clutch shaft, fork and thrust bearing.



Bell housing welded



Bell housings together

Reassembly of the engine with the flywheel, clutch and pressure plate was without incident and followed the usual steps. After that the gear box was refitted and the mechanicals were installed into the car. During the next week the distributor will be timed and tappets set. So then the glad owner can go back to finishing George's restoration which includes a few more coats of paint and a small extension of the headlining around the rear window corners. Engine assembled with gear box and about to be refitted to the car (picture)

A less hasty Phil Wyllie