



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc. April 2016

www.rileyqld.org.au



Pictured is Brian Jackson at the wheel of Ken and Wendie Lonie's Riley special. It was the cars first official outing and the first 'complete car' to enter the shed

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Next Meeting:

Thursday, 12th May 2016. **6.30 PM for a BBQ** and an 8 PM start for the monthly meeting.
Queensland Riley Car Club Shed
38 Showgrounds Drive Highvale 4520 Samford Show grounds

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Editorial

Following some initial teething issues with my first edit of Torquetube, your copy of TT should now be in your hands or on your computer screens hopefully with correct grammar and spelling. You can help your new editor with positive critiques, articles, pictures or suggestions about articles you would like included. I am very happy to be a reporter/photographer for the TT. Please note that the magazine is assembled on the 28-29th of each month and distributed by the 30th. Contributions after that date will be included in the following TT.

The move of Riley parts to the new shed was awesome. It was a big day. The size of the



shed was impressive, with mezzanine floor, racking, shelves and ample room for meetings. I wonder how long it will take before it becomes too small?

Cover page photograph curtesy of Peter Lee. Everyone agreed that Ken can expect an open cheque from George Miller if he lends his car for a sequel to 'Mad Max - Fury Road'.

Agenda/Minutes of Riley Club General Meeting Held on 10 March 2016

At the Jack Warr Riley Shed in Samford

1. The President Ken Lonie declared the meeting open at 2020hrs.
2. **Attendance** – Members as per the attendance sheet.
3. **Apologies** – Delma Thomson, Dorothy Cameron, Di Phillips, Robin Hull, Rod Longden, Phil Wyllie
4. **Minutes** of the General Meeting held on 14/02/16 were moved for adoption as a true and correct record by Brian Jackson and seconded by Matt Schooneveldt.

Carried

Business Arising – Letters of Appreciation have been sent by the Secretary to

Cr Bob Millar MBRC, and UHY Haines Norton.

Carried.

There was no further business arising that was not dealt with in later business.

5. Secretary's Report and Correspondence

Inwards –

Club Magazines from: - March Crankhandle,

Correspondence from: -

Bayside Vehicle Restorers Club advising that a limited number of covered swap sites are still available.

Roma Historical Motor Club Inc. are offering discounted accommodation for "Easter in the Country".

QHMC reminder for combined RACQ rally 3rd to 5th June 2016.

Reminder from Bayside Vehicle Restorers Club (BVRC) for 20 March 2016

New Membership Received From: Nil

Outwards – Letter of Appreciation to Cr Bob Millar for assistance with new shed.
Letter of Appreciation to UHY Haines Norton for Auditing services

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Alan Hill

Carried

6. Treasurer's Report for February 2016:

	BOQ	Bendigo	
		General	IF Loan
Balance as per Bank Statement, 1 February 2016	\$31904.18CR	\$715.00CR	\$0.00CR
Income			
2016-various Membership fees in advance ₪	500.00	400.00	
2016-2018 Membership fees in advance		150.00	
Membership fees ₪		65.00	
Membership fees	15.00	100.00	
Spare Parts – for transfer to Spares A/c	332.00		
Club shirt – to be paid to R. Burrows	47.85		
Transfer of Int. Free Loan – Moreton Bay Reg. Council ₪			15000.00
Interest		0.10	
	\$ 894.85	715.10	15000.00

Expenditure

Transfer of IF Loan moneys	15000.00		
Club shirt costs - R.Burrows	47.85		
Transfer to Spare A/c	332.00		
Shed - purchase – final p'ment – Pumpa Consulting	9475.00		
Shed – sundry expenses – T.Taylor	35.55		189..22
Shed -erection – deposit & prog. p'ment – Jrob Enterprises ‡			3500.00
Shed - earthworks – Edwards Earthmoving			660.00
Shed – tank & fittings – Q Solutions			930.63
	\$ 24890.40	0.00	5279.85
Balance as per Bank Statement, 29 February 2016	\$7908.63CR	\$1430.10CR	\$9720.15CR

Consolidated balance \$19058.88CR

‡ EFT/BPay

(Presented at OGM 10 March 2016)

Note re Bendigo Community Bank Accounts:

Two accounts are operational: -

Riley Motor Club Qld Inc BSB 633000 A/c No. 156635229

Riley Motor Club Qld Inc Council Loan Account BSB 633000 A/c No. 156635728

The latter account is for the shed project and servicing the IF Loan only.

Note re Advance Memberships:

To 29 February, \$7430.00 has been advanced by Members.

7. **Report from Club Captain** – Sheila did not present a formal report; however, she will independently send details to the Editor for inclusion in the next Torque Tube.

The **Conrod Trophy** was presented to Ian Henderson for his outstanding effort in cataloguing and updating the spare parts inventory.

8. **Report from Torque Tube Editor** – The advertisements that seem relevant are mostly SE Queensland and Riley car club events and these will be included in TT. An 'other clubs and community advertisement' section was included at the end of the March TT to fit advertisements into available space. Since the first edition of TT my computer software has been upgraded and this will allow me to convert PDFs into word docs. Bill provided a comprehensive handover/takeover and has provided helpful advice. Ken and Wendy Lonie, Ian Henderson, Mark Baldock and Simon Schoonsfeldt provided helpful input. A new front page format will be created for the next TT in the latest version of Windows. The one picked up from Bill is the 1993 version. The secretary provided a more up to date distribution list than the one used to distribute the March TT. Posted copies of TT will be A4 page size. Should the cost of posted copies be increased?

9. **Report on the Queensland Riley Car Club Shed –**

The shed was certified today, subject to the provision of turf to the exposed areas around the slab. Once placed a photograph of the turf is to be sent to the Certifier for finalisation

The shed is now able to be locked and is complete with power, lights, etc., and toilet facility are shared with the adjacent Men's Shed.

The shed floor will be epoxy coated tomorrow and the dividing wall between the storage area and the meeting area will be constructed in due course.

We have been advised that the insurance of the shed is covered by Council in conjunction with the Men's Shed, however contents insurance, if required will be a responsibility if the Club.

Bill White and Trevor Taylor, as the Shed Committee, will now relinquish their roles as the procedural requirements for provision of the shed are now complete.

Ian Henderson will now take control of the shed and placement of all internals.

It was confirmed that the contents of the current shed will be moved to the new shed over the weekend of 19th & 20th March, commencing at the current location at 0800hrs, and any assistance will be welcome. Furthermore, there will preliminary works undertaken on Tuesday 15th in order to expedite the following week ends work.

Once the move into the shed is complete and all matters are finalized, there will be an official opening and the Secretary will arrange for invitations to be distributed: details of which will be finalized at the April OGM.

Moved: Ian Henderson

Seconded: Bill White

Carried

10. Report from Registrar – Nil

11. **Report from Spare Parts** – Ian advised that manifold nuts are now in stock and the ordered Riley 9 hubcaps are due in next week.

12. Report from Website Coordinator – Nil

13. General Business –.

Ken is still reviewing the revised Membership Form.

It was suggested that “fund raising” be considered for future runs which Ken will consider and organise.

Phil Wyllie is working on a Riley Calendar which will be discussed when more information is available.

A Sub Committee will be required for the National Riley Rally to be held in QLD in 2018.

14. Car Reports –

Rod Longden has had some issues with his RMB engine recently as evidenced by a bag-full of bits provided in his absence by Alan Hill. It appears that the no 1 big end may have had an oil supply problem which resulted in severe damage to the bearing, connecting rod and crankshaft.

Mark Baldock advised that replacing the worn pins in the mechanical brake linkages significantly improves the feel of the brakes and efficiency.

Next Meeting will be the April OGM at the new Shed on **14/04/2016** at 2000hrs, preceded by a BBQ at 1830hrs.

Note, the address of the new shed is 38 Showgrounds Drive Highvale 4520 (Samford Showgrounds). The Shed is immediately behind the Men's Shed and can be seen from the road.

The usual 2nd Thursday of the month schedule will continue unless advised otherwise.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 2230hrs.

New Clubhouse

Queensland Riley Club announces the successful transition into our very own Clubhouse. Since the inception of this Club 44 years ago, we originally met in Members homes, then a series of rented premises, South Brisbane (sold): Virginia (the internal steps to the Meeting Room were very steep: CSIRO Samford (reclaimed for development). This prompted a

determined effort to find a permanent Clubhouse. Thanks to the tireless efforts of Bill White and Trevor Taylor and the cooperation of the Samford Council, we were granted a sublease to the Mens Shed site on the Samford Showgrounds. Then a suitable sized shed had to be

decided on to accommodate our need for a Meeting Room & ample storage for spare parts etc. Again Bill and Trevor have worked tirelessly and produced miracles. Certifiers had to be pacified, cement slab poured, shed erected, electrics installed, plumbing installed and Voila! The Queensland Riley Shed was ready for the big move. Bill put out a call for "all hands on deck" for the weekend and on the day our Members rallied with utes, box trailers, car trailers, bag trolleys, hoists & a crane!



Some of the storage in the new shed

The week prior to the move, several Members painted the new shed floor with an epoxy finish to repel oils etc and a substantial mezzanine floor was constructed along 3 bays of the shed. Graham Bourne generously fabricated

and donated the metal supporting hangers for the mezzanine floor. This upper level is invaluable to store panels etc

Ian Henderson has done an outstanding job with spare parts and true to form, he had numbered all items with corresponding shelves & locations to match a detailed drawing he had prepared of the shed. With the number of workers over the very hot and sultry weekend, the move of spare parts went seamlessly. Some chaps were at the old shed, some at the new shed receiving and others ferrying the things across. It was extremely hot & heavy work. The sheds are located about 8 klms apart. The "girls" certainly played their part by encouraging hydration and supplying lunch & morning/arvo tea. The teamwork was a pleasure to observe and the entire job was completed by midday on Sunday. A huge amount of spare parts from tiny springs & screws to engine blocks and body panels and everything in between were moved.



I congratulate all the Members who have contributed to our new Queensland Riley Shed, it is a wonderful asset for our Club and one we can all be immensely proud to have.

Ken Lonie - President.

Riley Parts to the new Shed

A very early learning from Army days was never take a photo home of the end of exercise BBQ. It makes you look like you were having a very good time over the entire exercise while all the hard work was happening at home. So no happy snappies of me during the move of Riley parts. It was all hard sweaty work. And who chose the hottest and most humid day in March to make this happen? After an hour most of the workers looked like they had taken a shower with their clothes on. But by midday most of the parts had been relocated.



Lunch time



There were heaps of donated Post War body parts to move as well as heavy engine, gearbox and diff parts. There were also lots of new parts that had been carefully catalogued



by Ian, our spare parts officer and placed in their special containers. Then the move took place. In typical enthusiastic style many hands took parts and transported them to the new location and they were placed on the floor, benches, cupboards and on shelves. Alan Hill was heard to say, 'I knew this would happen.' It was organized chaos and lots of parts were jumbled with other parts and so much of Ian's work in the previous shed had

been re-created. But being the optimist that he is Ian's response was that it was all coming together.

The afternoon of Saturday involved more moving of parts and a consolidation of parts that had been moved into their approximate permanent positions. And finally the day began to cool. At that point it was time for some to leave but hardened workers continued until everything was done. The last picture shows the Sunday team who completed the job. Well done everybody who could help.



HAPPENINGS DURING APRIL

Penrite Factory Tour Sunday 10 April

Ray Burrows has been advised by Bill Martin that only 56 people have volunteered to attend the Penrite Factory Tour, 172 Magnesium Drive, Crestmead on Sunday 10th April Commencing 10.00am. The Penrite Factory has been closed on Sunday so that a tour can be organised. Closing Date has been extended until tomorrow week (Friday 1st April). Apparently Penrite in Melbourne are putting together sample bags. If you are interested, please contact Bill Martin on email billmartin11@bigpond.com or phone 3200 0640 to advise of attendance. Also if you are going by classic car let Bill know. He was allowing for 100 people to attend.

Ray W Burrows

Breakfast Run Sunday 10 April

Meet at 9 AM at McGavin's rest, Pine River dam at Whiteside between Peatree and Dayborough on the Dayborough Road

Trevor Taylor

0407 717 853

Monthly Meeting 14 April

The meeting will be preceded by a BBQ dinner at 6.30 PM. Come and join other Queensland Riley enthusiasts to celebrate the first events in the new Clubhouse.

National Rally participants departure 28 April

Brisbane Participants meet at the BP service station at Blacksoil off the Ipswich freeway at 9 AM. For those who find it more convenient a second meeting point is at Gatton at a location to be determined at 10.30 AM. Further details will be presented at the monthly meeting.

Sheila Hill

Thank You to Graham McKay

During my report at the AGM, I thanked the committee for their efforts during the year, particularly Bill Short who was relinquishing the role of editor as well as membership as he no longer has a Riley, and Jack Warr for his devotion to spare parts support over many years.

However, I omitted to thank Graham Mackay for his assistance to Jack as Spare Parts Assistant over many years. Graham has an uncanny ability to ferret out disused and derelict Rileys and to secure them for the benefit of the club. He has also been Jack's wheels in chasing up the manufacture of new parts. Thank you, Graham for all your efforts over many years.

Ken Lonie
President



Far North Queensland Hub Rally

The Easter weekend heralded the Far North Queensland Hub rally and 2016 was Mackays turn to host this annual event. Ken and Wendy Lonie drove Penny, their RMB to attend the two day rally. It was an excellent way to meet up with our FNQ Riley friends, Ron and Heather Anderson, Bill and Bev Hunt and Mal and Lorimer and Pam. A wonderful time was enjoyed in beautiful MacKay, good weather and excellent camaraderie.

Two major stone chips on both windscreens were the only blight on the car.

Wendy Lonie



Riley Motor Club Qld Inc **Annual Membership Fees Now Due!**

Please remember that annual fees became **due and payable** on **1st January 2016**.

Make life easier for the Treasurer by paying promptly.

From 1st January, annual membership increased to **\$50.00** for single membership with **\$15.00** for an associate.

Note: If you first joined after 1st October 2015, you are financial until 31st December 2016 and no payment is required. Similarly, if you paid fees in advance to support our new shed, your membership extends to the end of your selected term

You may pay by **cash or cheque in person** to Treasurer, **cheque by mail** to Treasurer at 39 Third Avenue, Sandgate, 4017, or by **direct deposit** to: Riley Motor Club Qld Inc, BSB **633000**, Account **156635229**

(This is a new account with Community Sector Banking at the Bendigo Bank.)

(**Important:** Direct depositors please include your name and 'membership' in deposit details and mail or email lindenthompson@optusnet.com.au to advise. If you don't do this I am unable to identify the depositor and cannot issue a receipt or membership card.)

Albert's heart

Heart surgery is always a huge undertaking and incredibly stressful for patient and maybe the surgeon. But after a couple of weeks under the Brisbane River and forty years in an exposed backyard only serious intrusive surgery could rehabilitate Albert's engine. The gearbox was separated with the use of two crowbars working either side of the engine. With the force utilised the gearbox shaft was dragged out of the flywheel, the clutch pads were torn



apart and the thrust bearing disintegrated as the gearbox shaft was pulled through the pressure plate and the surgeon and nurse (my wife) were spent.

Above: gear box and engine separated

Right : clutch and flywheel



But the engine survived. Separating the head from the block required less effort but by this time the nurse had lost interest. The biggest external challenge was undoing the crank pulley nut. For that a tool was made that had a small 'T'



piece at one end of a rod and a very big 'T' piece at the other end. The small 'T' fitted into the pulley nut and resting the rod on a block of timber the big 'T' piece was forced to turn using all the energy that a skinny old bloke could muster. After several attempts and with copious lubrication and an extension tube

on the crossbar the nut moved, the pulley was then removed and the timing chain cover taken off. For those interested in utilising the pulley nut tool, it is now in the possession of Graham McKay who faced a similar challenge with the other David Shock engine.

The timing chain came off easily with the use of an angle grinder and the cams were delicately removed with copious lubrication, a sledge hammer and a brass drift. Next the sump was removed and then mains nuts and big end nuts removed with their caps and with the sensitive use of a crow bar and copious lubrication the crank was lifted out of the bearing housings. That completed the head studs were removed and the engine block was lifted from the engine stand and set upside down on the floor on timber blocks. Then the pistons were gently belted out.



The block, head, crank, cams and other parts were then submerged in a molasses bath for a couple of months as per the tuition of Ken Loney (Queensland Riley club president) who has a molasses spar bath which he uses regularly and who looks all the better for it. The engine was dipped and removed from the bath with the use of a block and tackle on a swinging arm. The block was then

washed in water and lubricated with a thin coating of oil to prevent oxidation. Oh, in case you are wondering there was no engine oil contamination in the block to inhibit the effects of the molasses. After much cleaning of the block, Jack Warr's steel saddles were taken out of storage and at last the opportunity came to play with them. After a couple of hours of confusion (it has to be said that I am easily confused) it occurred to me that some technical advice was required, so the block, Jack's saddles, the slipper shells and crank were taken to an unsuspecting yet remarkable engineer who would have received the job of machining the crank and the block anyway. I arrived at his engineering shop just before lunch. He was not there at the time but his workmen were and the distinctive smell of molasses evoked comments about their hunger for lunch. Strange that, it has never occurred to me that some people might be provoked to hunger with the combined smell of engine block, oil and molasses, but my experience of life is but limited.

David Chilton – the unsuspecting engineer



During the time that the block was at the engineering shop the head, rockers and cam shafts spent more time in the molasses bath. Even after a long time in molasses it took three days to free up each component of the rocker gear, clean it, oil it and reassemble it in its correct order. I must say though, that the oxidation pitting makes them look rather rugged and enduring. In the meantime valve guides and valves seats were fitted. Then when the head was returned the valves were seated and the rocker gear installed. Sadly, the head has now

been sitting on a shelf in my garage for a couple of months alongside of a starter motor waiting for the block to be returned from the engineer.

I should say that the engineer who incidentally is David Chilton of Chilton Engineering had significant health issues so it is entirely understandable that it has taken such a long time to sort out all the issues with the block, crank and bearings. Apparently the crank was slightly bent (I did not confess how it was removed from the engine). But that was the least of the issues. The new pistons that I supplied were so old that the gudgeons had seized in the pistons. David actually invited his apprentice Engineers to look at them because apparently they were nearly as old as the engine and the manufacturer had not been in business for over thirty years. When looking for alternatives 20 thou oversized pistons could not be found either here or in Sydney so the larger 40 thou oversized alternatives were used. After that David telephoned me and we discussed his cunning approach to fitting Jack Warr's slipper shell saddles. Suffice it to say they needed a little tweaking. A solution was reached and after five months of feeling lonely for Albert's heart the block, crank, con rods and bearings with saddles were returned for fitting.

Incidentally, another engineer in Sydney has recently received Jack's saddles with a block and crank to machine for a Sydney Riley enthusiast. After asking questions of the NSW spare parts officer, Paul Baee telephoned me and asked for a step by step guide on fitting the saddles so with guidance from David a paper was written up and sent to Paul. Anyone considering using Jack's steel mains saddles may care to obtain one from him prior to purchasing the saddles so a fairly accurate cost and time expectation can be obtained for machining the parts.

Ken Loney was invited to witness the auspicious occasion of the first hour of engine assembly. Prior to that the block was loaded onto an engine stand that had been purpose built for Rileys (it's big and robust), then the slipper shell saddles, cams and cam bushes, crank, timing chain tensioner and mains caps and nuts were all cleaned in anticipation of the rebuild. All of the oil holes were checked, and the crank blanks were fitted into the crankshaft, the water jacket plugs checked for integrity and welsh plugs fitted. Upon Ken's arrival Jacks Slipper Shell saddles, the caps and crank were inspected but at this stage no victory sipping of champagne occurred.



Assembly was not different from any other Riley engine assembly except that at every step significant effort was required to remediate the effects of Brisbane river inundation and forty years of neglect. Great care was

exercised in assembling the parts as each saddle had been numbered, top and bottom, each bearing numbered top and bottom and each cap numbered so they could not be assembled out of order or the wrong way around. The pistons had been weight checked and everything that could be balanced was machined or drilled to make a good finish.

A final note is in order to complete this story. Some of you may remember the Englishmen who toured Australia in their big four Kestrel following the WA national Rally) Whilst Alan and Eddie were visiting a suggestion was made by Eddie that I might be benefitted by some advice from Barry Hyam who had previously completed a RMD restoration in the UK. Two things that Barry said was that the, 'four studs that pass oil to the rocker pedestals ... leak oil. When fitting the head gasket I used some small 'O' rings over the studs – they nest inside of the punched hole in the gasket.' And 'use the Roger Lamb method of tinning new core plugs before use. A few of us bed them in epoxy resin (JB weld rather than Araldite because of its higher temperature resistance) and set in place with plain ended drift just smaller than the diameter of the plug.' Thank you Barry for your advice.



Philip Wyllie (still waiting for less humid painting weather).

Some further pictures of the move



First of the engines to be moved into place

More organised chaos

OTHER EVENTS

National Motoring Heritage Day

Sunday 15 May, Queens Park, Ipswich. Free entry for 200 vehicles plus free entry to the public. There will be trailer parking at Limstone Park.

Vehicles are to be in position by 9.30 AM until 2.30 PM. BYO picnic . There will be entertainment, trade displays, historic bus tours and awards for vehicles and displays. Phone 3260 6197 for further information.

OTHER EVENTS

"Hillbilly Rally" RACQ/QHMC/QVVA

Toowoomba 2016 – 3rd 4th & 5th June 2016

Come and listen to a story about a man named Jed, A poor mountaineer, barely kept his family fed, And then one day he was shoot-in at some food, And up through the ground came a bubbling crude. Oil that is, black gold, - Billy tea! Well the first thing you know old Jed's a millionaire, Kinfolk said "Jed move away from there" Said up the "Darling Downs" the place you ought to be" So they loaded up the truck and moved to "Toowoom-be"

THE PLACE TO BE FOR THE - 2016 RACQ/QHMC Rally - Hosted by QVVA

This event will be begin on Friday 3rd an(optional day), Saturday 4th and Sunday 5th of June 2016.Our "Hillbilly Themed Rally" will be based at the Darling Downs Veteran and Vintage Motor Club, 2 Rocla Court Glendale 4350.

Rallies over the three days have been planned to suit Veteran, Vintage and Classic Vehicles. Ease of driving for an enjoyable adventure through the historic towns of the Darling Downs, incorporating the spectacular mountain top views, passing palatial homes, manicured gardens and historic buildings, in and around the city of Toowoomba some dating back to the 1800's, and restored to their former glory. Stopping in along the way for some tasty "Vittles" (food) just like "Granny" used to make!

Saturday night join us for our "Hillbilly Shindig" You don't know what a shindig is; well it's a "Hillbilly" word for Great Time and Loads of Fun!

Our Band will entertain us; your feet will be a tapping to "Hillbilly" tunes and some of those old time Country favorites!

Hillbilly attire: Come dressed in your old jeans and rope belt, braces, well worn hats, comfy boots, and that old gardening shirt. Just take a look at what Jed and Granny used to wear don't forget Jethro and Ellie May

Vittles! Prepared by Toowoombe Country folk, nothing tastes better than old fashion "Hillbilly" vittles. Entrée, Main and Dessert, includes tea and coffee. If you want something a bit stronger like old Jed's moonshine it's BYO or the Darling Downs Motor Club bar will be open.

Excited, we are, get your entry in quick, as a fox with a load of buckshot up his RRRRRRS! For more information contact:

Rally Coordinators

Graham Porter graham@cpmetal.com.au and Susan Porter Mobile: 0407257437

Registration and accommodation details may be sourced from the coordinators

FOR SALE

1950 RMB for sale

Make an offer. The car hasn't driven it for some months. Jeff Harris was a member of our club some time back and would rather it stay in Qld and is offering it to club members before he advertises it more widely.

Offers to jeff harris

[mailto:bomberh@westnet.com.au]



1949 RMB and Kestrel



My two Riley's are up for sale, both are fully registered and are in good condition with fully rebuilt motors and would come with a Qld roadworthy.

I am looking for \$15,000 for the '49 RMB

and \$5,000 for the '69 Kestrel.

Detailed descriptions and or pictures are available upon request.

Interested applicants may contact Ian Ripley via e-mail: iripley@bigpond.com



1950 RMB Riley for sale

The car has been garaged in Canberra car all its



life. It has done 63,000 miles

Price: \$18,300, Call Woody 0438 209 465

Before 8pm please.