



TORQUETUBE

**Newsletter of Riley Motor Club Qld Inc. September
2016**

www.rileyqld.org.au



Alan Hill in his restored and registered Riley Lynx

Editor: Philip Wyllie
philip.w.wyllie@gmail.com
07 54999826

Next Meeting:
Thursday, 8 September 2016.
Queensland Riley Car Clubhouse, Samford Showgrounds
7.30 PM for an 8 PM start

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Editorial

My bride, Doreen and I enjoyed the visit of club members to our garage, workshop and back veranda. There was much more to show and tell but time limitations required a strategic moving on to Ken and Wendy's home in what seemed like no time at all. Featured in this month's Torquetube is the Maleny garage run, Alan Hill's Riley Lynx restoration and 'Dressing Albert; a story about fitting the chrome to a RMD .' The visit also provided an opportunity to introduce Elspeth to the club. Elspeth is a 1936 Riley Falcon who has made her way up the coast to enjoy the Queensland sun.



Are you engaged in a Riley project? The editor is keen to know what is happening in your garage and is willing to help write up the story.

SPARE PARTS

**PARTS ARE AVAILABLE FOR PURCHASE EVERY TUESDAY AT THE CLUBHOUSE:
38 SHOWGROUNDS DRIVE, HIGHVALE, 4520**

PHONE: IAN H 0407 129640

. BRIAN J: 0417 625099

The Editor appreciates receiving articles by the 21st of each month.

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**Minutes of Riley Club Qld. Inc. General Meeting
Held on 11 August 2016
Queensland Riley Club Shed
38 Showgrounds Drive, Highvale 4520, Samford Show Grounds.**

1. The President Ken Lonie declared the meeting open at 2010hrs.

On behalf of the Club, Ken noted the passing of Phil Wyllie's father and passed on the Club members condolences.

2. **Attendance:** as per the attendance book.

3. **Apologies:**

Phil Wyllie, Matthew French, Wendy Lonie, Helga Schooneveldt, Bill White and Di Phillips.

4. **Minutes:**

Minutes of the General Meeting held on 14 July 2016 were circulated and moved for adoption as a true and correct record by Rod Longden and seconded by Robin Hull.
Carried.

Business Arising:

- Letter of thanks forwarded to Ken Lonie for construction of the dividing wall in the shed.
- Advice of photographic event on 19 July sent to members.
- Treasures Report for June not provided.
- Discussion required on financial delegation to Committee Members as raised by Simon Schooneveldt.
- Ron Cochrane notified of acceptance of Membership

5. **Secretary's Report and Correspondence:**

Inwards:

Club Magazines from

- August Crankhandle (GCAAC);
- Riley Gazette.

Correspondence from:

- Phil Wyllie regarding his thoughts on selection criteria for the QLD Rally in 2018.
- Advice from Retro Auto's that their magazine is again available on line.
- Reminder from Lockyer Antique Moto Association (LAMA) that their rally is on 1-2 October and that entries close on 16 September.
- Corey Lawson Memorial Car Show.
- King of the Mountain (Peter Brock) dinner 10 September.
- Barry Hickman advising his resignation as Spare Parts Manager in the UK Club.
- Melinda Brandt re spares she has available and further advice will be provided.
- Margaret Harman regarding accommodation for the Phillip Island Rally 2017.
- Insurance renewal documents from Arthur J Gallagher (AJG) for 2016-2017.
Carried that the Policy be renewed as detailed and that the Treasure would arrange for premium payment.

Further information on any of the above can be sought in the first instance from the Secretary, Mark Baldock.

Membership Form Received from: Nil

Outwards:

- Letter of thanks to Ken Lonie.
- Membership notification to Ron Cochrane.
- Letter to AJG re extension of time for renewal of Insurance in cognisance of Club meeting dates.

Mark Baldock moved that the inwards correspondence be received and outwards be endorsed, seconded by Alan Hill.

Carried.

6. Treasurer's Report: The following reports were presented:

Treasurer's Report for June 2016:

	BOQ	Bendigo	
		General	IF Loan
Balance as per Bank Statement, 1 June 2016	\$65.00CR	\$6053.37CR	\$867.81CR
Income			
Membership fees ‡	100.00		
Membership fees		95.00	
Sales of Regalia		354.80	
Donation & raffle proceeds		1082.10	
Interest		4.94	0.78
	\$ 165.00	1536.94	0.78
Expenditure			
Regalia – Badges – Eastcoast Engraving‡		108.60	
Treasure's expenses—L. Thomson‡		151.22	
Shed -electricity usage - SAMS ‡			30.00
Shed—sundry expenses—White; Taylor‡			317.30
	\$ 0.00	259.82	347.30
Balance as per Bank Statement, 30 June 2016	\$165.00CR	\$7329.99CR	\$521.29CR
Unbanked Cash		1.00	
Consolidated balance		<u>\$8016.78CR</u>	

‡ EFT/BPay

(Presented at OGM 11 August 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 30 June, \$8380.00 has been advanced by Members.

Treasurer's Report for July 2016:

	BOQ	Bendigo	
		General	IF Loan
Balance as per Bank Statement, 1 July 2016	\$165.00CR	\$7329.99CR	\$521.29CR
Income			
Interest	0.02	4.80	0.46
	\$ 0.02	4.80	0.46
Expenditure			
	\$ 0.00	0.00	0.00
Balance as per Bank Statement, 31 July 2016	\$165.02CR	\$7334.79CR	\$521.75CR
Unbanked Cash		1.00	
Consolidated balance		<u>\$8022.06CR</u>	
‡ EFT/BPay			

(Presented at OGM 11 August 2016)

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Moved by Linden that the reports be accepted and seconded by Brian Jackson.

Carried

7. Report from Club Captain:

- Around the houses on 14th August is the next club activity.
- 21 August Breakfast run with MG members.
- 18 September All British Day.
- 24 September Kilcoy Classic.
- Oct TBC Amberley Aviation Museum.
- 6 November Old Petrie Town.
- 18 Dec (tentatively) Christmas Party at Club Houser

8. Report from Torque Tube Editor:

The late publishing of the August edition of Torquetube was due to an unexpected but necessary visit to family in Tasmania. Usually Torquetube is published as near to the 28th of the month as possible and members can be assured of getting their articles into the magazine if they are received by the 21st. Maybe it is also helpful to know that the best way to keep Phil Wyllie from banging on about Albert is by taking up space in the magazine.

It is hoped that members enjoyed reading the stories about the history of the Spare Parts of the Queensland Riley Car Club. Of course all of these stories are the recollections of those who may not remember things as precisely as you do. Be assured though, that all care was taken to ensure accuracy.

Some of the Torquetube articles are worthy of publishing in local newspapers. For example, the article written by Wendy Lonie about the Clubhouse opening comes to mind. Such articles could attract public interest in Rileys and perhaps new members. Is the meeting happy for stories from the magazine to be offered to local newspapers?

9. Report on Riley Shed:

There was no formal report, however it was advised by Trevor Taylor that a further grant application has been lodged with Council and progress will be advised. Following discussion regarding whom should be the Club contact for MBRC for ongoing shed related matters, the President Ken Lonie moved that both Trevor Taylor and Bill White remain as such and he will prepare documentation to this effect.

Carried.

All Grant Application documentation is to be forwarded to the Secretary for record purposes.

10. Report from Registrar: Nil

11. Report from Spare Parts:

Last month was a reasonable month for sales with 18 Invoices being raised.

Parts out for appraisal have now been sorted out with no follow up action required. Ken Hooper still has spares available and any surplus will be held at the shed.

12. Report from Website Co-ordinator:

Linden advised that the web site is up to date and July Torque tube is now on line

13. General Business:

- The motion previously submitted by Simon Schooneveldt regarding authorization of officers for expenditure amounts was withdrawn, as after further discussion it was agreed that existing arrangements were working well and some flexibility needs to be retained.
- The issues raised by Phi Wyllie regarding selection of the location for the 2017 National Rally were noted and it was agreed that the committee would consider such in the selection process.
- Phil Wyllie's suggestion to pass on magazine articles to local newspapers was supported

Ron Cochrane was the lucky raffle winner and left with a laptop bag.

14. Car Reports:

Ian Henderson advised, with some enthusiasm, that his roadster is now registered and the engine miss has been traced to the distributor only earthing intermittently which was remedied by the addition of an earth wire.

Please note that the Tuesday get together is traditionally held at the Hills and **all** members, not just the regulars, are most welcome.

15. Next Meeting:

Will commence at 8.00pm on Thursday 8 September, 2016.

Meeting closed:

Attendees were thanked for their attendance and the meeting closed at 2100 h.

The restoration story of Riley Lynx EZ 6210

Riley Lynx EZ 6210 was first registered on 2 March 1937, but available records only go back to 1956. At that time the Lynx was a resident of RAF Ballykelly in County Derry, Ireland. It appears that the car was passed from one Airman to another as members were posted out of the Airbase, relinquishing their possessions and moving on to other positions and locations. The County council records five owners including one addressed at the Officer's Mess, another at ARHT Section, still another at 204 Squadron and even one to the local Post Office. A document printed and stamped by the County Council attests to each of these transfers of ownership.

In 1966 the Lynx returned to its country of origin and went to live in Yorkshire, finishing up with Mr Michael Baxter who paid 2650 pounds for it in 1982. Michael then sold the car to Bill and Edith Parks of Melbourne, and like many of us Poms in 1984 the Lynx found itself in Australia. It was then bought by Gordon and Dorothy Cameron and the car came to live in

sunny Queensland (readers of TT will remember the picture of the Lynx at the Cameron's home in Manly). Visits to Gordon's place were always a time to drool over the Lynx. Gordon began the restoration but the many years of neglect in Ireland were taking revenge on the poor car. Gordon was having reservations about finishing it, and eventually was persuaded to let me buy it. At this time in 1995 I had just got my 12/4 special on the road, and the next couple of years were spent sorting that out.



The Lynx at Dorothy and Gordon's home

As 1997 arrived I finally began to pull parts of the Lynx apart. Out came the engine. It required a major overhaul. After stripping the engine down it was found that there was so much white metal intact that the mains could be line bored and a modified post war crankshaft could be fitted. The original crankshaft was .090 inch undersize and with the line boring the larger post war crank made a comfortable fit. At the same time the post war crank



was taken into work and modified to suit. The conrods were bought to suit the crank and it was discovered that three of the rods were pre-war and one was post war. A lot of material was taken off the post war conrod to match the pre-war rods with a good outcome. Eventually all of the issues were resolved and the crank and rods were balanced. It was quite a task to fit the post-war crank but this achieved and the engine was assembled. The original

Zenith carburettor came with the car and it too was restored to its original condition and it has performed perfectly ever since.

The mudguards came off with the help of a large hammer as did the doors, hood, windscreen, boot lid and as all of these things occurred the enormity of the restoration task began to emerge. The Lynx body is aluminium over timber and the timber had been fixed to a steel body tray that is bolted to the chassis. Very large parts of the body tray were so completely rotted away that the little that was left was so rusty and disconnected that it was irreparable. The timber that remained was in such poor condition that it could only be described as something reminiscent of wet cardboard. A skirt that turned out to be an addition to the original simply fell off. And at this stage of disassembly the body literally fell apart. This brought on a moment of truth. Where to from here? Thankfully much encouragement came from various people, both here in Australia and from the UK.



The body tray in poor condition

First up, the body tray and chassis was taken into work and over the next two years the under tray was recreated out of completely new steel and the chassis was repaired. In the picture attached readers will notice that a large section of the chassis was replaced with new steel. After the tray and chassis came home they were painted and set up in the garage and the engine was fitted into its place.

Much earlier the pre-selector gear box was sent to Cliff Grice at Crows Nest in NSW and shortly afterwards the gearbox that was reconditioned by Cliff was attached to the engine when it was finished. The Luvax shock absorbers were repaired using an article written by the Late Noel Wyatt printed in the Blue Diamond in 1996 and seeing as the original rear shock absorbers were missing modern telescopic shock absorbers were fitted. **Right: the repaired chassis**



With the chassis complete and the engine and gearbox fitted, the brakes were attended to. The Lynx has a Girling Rod type braking system that was used on all of the 12/4s. Initially the drums were skimmed and new shoes fitted. The brake rods were in such poor condition that new ones were made. The linkages were also worn so badly that new over-size clevis pins were made and fitted.

The timber was sourced from a specialist timber supplier in Brisbane. They provided

sufficient Tassie Oak to complete the build. All the work was carried out in my garage and with a range of saws, band saw and routers that had previously been purchased the work was carried out. Initially all of the individual pieces were cut out. After that they were assembled and fitted to the frame of the car. All up it took many months to make and assemble the timberwork but the outcome was pleasing.

Dave Moss who worked for Joe Wilson restorations had previously done all of the panel work on the 12/4 special that had been a previous project. He set to work on the steel parts of the Lynx project and belted the remains of the mudguards into shape, remaking one of the



rear guards completely and while he was doing this job he showed me how to anneal aluminium. Aluminium comes in many thicknesses and harnesses and the aluminium that is used to make car panels is soft. With the use of formers and mallets the material becomes hardened and it needs to be annealed again. To do this an oxy-acetylene torch is lighted and set so that it produces a black carbon deposit on the material, then the oxy-acetylene is reset to

heat the material until the carbon deposit disappears and then it is allowed to cool naturally. Once it has cooled it is annealed and malleable so that it can be worked with formers and mallet again. With this process it was possible to shape the aluminium skin to the shape that was desired.

The wiring harness was created by Brian Jackson from a diagram of a 1946 RMA He had to include extra wiring for the indicators, but apart from that by all purposes the Lynx was fitted with a post war harness. After making up the harness he fitted it so that it was negative to earth to accommodate a modern radio/CD player but it also incorporated the original generator. All of the instruments were in good condition so these were not serviced but the speedo was recalibrated and taken back to zero by Lionel Otto and this with the other instruments were replaced into the dashboard.



Dave Moss did most of the paint in the garage at home. He had a business called D and M

Moss and Son but it has long since closed down and Dave has returned to England. The colour was based on remnant paint that was found on timber that had survived on the car through several owners in Ireland, England and Australia. It seemed to be the original and so this was used to produce the colour that can be seen on the car today. It was done in two pack. Norm Evans did the trim. The picture adjacent shows the condition of the door trim prior to any



work being done. The seats needed to be completely rebuilt. The hood, the hood bag and the tonno were made and everything was made in a good quality Green leather. It took three months and during all of this time the car lived at the Miami Motor Trimmers on the Gold Coast.



The final picture shows the car completed. The work could not have been done without the help and advice of Ross, Lindon, Brian and the Tuesday play group whose contribution was huge. All of the Chrome was done by A1 Quality Chrome. It cost a small fortune and the business has long gone but the results are still evident in the car today. The wheels were

never particularly good but I was very fortunate to acquire new half shafts and hubs when the Victorian club had some manufactured. EZ 6120 had its first official run in 2008. Its longest trip to date has been the riley rally at Mittagong.

Alan Hill

Maleny Garage run

At about 10 AM the unmistakable noise of Riley engines sounded as the cars came up the driveway. They included Alan and Sheila Hill's RMB, Mark Baldock's RMB, Simon and Helga Schooneveldt's RMB, Ray Burrows' Pathfinder, Brian and Lyn Jackson's RMF, Mathew Schooneveldt's Riley 9 roadster and Ken and Wendy Lonie's Sports Special. Along with them were Ron and Sylvia's MG TF.



The Rileys were accompanied by Robert and Dulcy's modern and Ian Henderson's modern. The front lawn was not designed for Riley Car parking but the drivers made do and after parking the group assembled in front of our Treehaven Way home on the southern edge of Maleny.

The group immediately gathered around Elspeth, a yet to be restored 1936 Riley Falcon, the newest addition to the Queensland fleet of Rileys and Albert; the never say die 1950 RMD. Not much could be said about Elspeth apart from a brief story about her history in NSW and careful storage over many years by Stephen Figgis. She had just arrived in Queensland and she was in near complete condition. Albert however was well known by the assembled Riley enthusiasts as the Riley that had been languishing in Coronation Drive since before the 1974 flood. The headlamps



attested to this fact by the tidal marks that ran across the reflectors and these were dutifully shown to the assembled group. Currently the body of Albert has been rebuilt, painted and chrome door strips and front and rear lights installed. It is hoped that he will be ready for the 2017 National Rally.

An invitation was extended to the group to participate in a guided tour. First the group visited the timber workshop where various jigs for making timber Riley frame parts were stored and some samples of door posts, quarter panel and roof timbers were exhibited. A conversation arose about the best timber for making Riley frames. Some suggest that Tassie Oak is the best local timber for framing Rileys but another view is that any lightweight hard wood could be utilised.



Whatever view is held, Rileys have been framed using a variety of timbers and some more successfully than others. Albert's main stick was in Permatia, the header and hood header in Terminalia and the door and rear quarter timbers has been framed with Oak.



The group then moved on to the garage where an engine was being prepared for George, a 1949 RMB that had suffered a catastrophic engine failure that ended with the number one con rod going through the side of the block. Various comments were made about the engineering but the one that stays in mind is the issue about the oil apertures in the mains shells. At the site of the oil aperture a cut was made

across the bearing using a mill, no groove had been cut around the inside circumference of the bearing. This meant that the bearing only received a squirt of oil once every revolution of the crankshaft. After the weekend the engineer was contacted and he said that the engine would run forever with that cross cut in the bearing. But Linden Thompson and Brian Jackson were so adamant about the need for a lineal cut in the shells that the bearings were taken back to the engineer and for a further cost the extra cut was made using a lathe.



Following that, morning tea was enjoyed on the back deck and our visitors enjoyed tea and cakes. It didn't seem long after that when it was past 12 noon and the group needed to move on to Ken and Wendy's home. We were a little late getting away with putting things away and when we arrived the ladies were sitting with Wendy and the men had gone down to Ken's shed. By the time I arrived there was keen discussion happening

about torque tubes and power steering. While there Ken displayed a device that he had made for rope making. That is remarkable in itself, but then he demonstrated a milling setup that he has used for cutting the shaft splines on steering columns to fit a power steering device (and this was in a backyard shed!). He then demonstrated a device for testing distributors and their rate of advance curve and vacuum advance. After that Ken raised the Riley Sports Special on the 2 post hoist and discussed the clutch and brake linkages and other modifications that he had engineered for this vehicle. The group enjoyed the tour and were very impressed with the wide engineering capacities of the club chairman.



Soon the men, driven by hunger, made their way up to the Lonie home. Mark



Baldock took responsibility for cooking the barbeque and Sally, Ken and Wendy's daughter womaned the kitchen and prepared the salads. Thank you, Sally. The meal was sumptuous, the fellowship sweet and the discussion interesting.

26 people attended the garage run, and all praise is due to our Club Captain, Sheila Hill who brilliantly organised the



travel to the Sunshine Hinterland, the visit to the two sheds and the return home. In all it was a full day's activity.

Riley conversation (ad nauseam!), fantastic camaraderie and great hospitality and food were enjoyed by all. p.s. - ad nauseum as per the Oxford Dictionary – to an excessive degree! (Edit: that comment is sure to have been penned by Wendy Lonie who without doubt is expressing the

minority view. The other view is that discussion of Riley technical details have not in the past 60 years been exhausted. And surely there is more to be said.)

Wendy and Ken Lonie and Phil Wyllie

Dressing Albert

Fitting the body parts of a RM compares well in my mind to flying a helicopter for the first few times. When pilots gave me the controls it was possible to steer the aircraft in the right direction and even keep it level with the horizon but impossible to do that and also maintain the right height and keep the platform pointed forward as well. On one occasion when I thought that I was keeping the right height and going in the right direction and doing fairly



well the pilot asked me if I felt like it was a bit breezy. I said yes and then he pointed out that I was flying the aircraft side-ways. It is not easy being green and keeping a rotary wing aircraft at the right height, direction, level to the horizon and in the correct alignment. So you can see that it is similar to building a Riley. For example the boot lid has to fit squarely in its place with the same gap around its edge, On its surface it has to be level with the tub section skin and then the hinges and boot lock need to fit correctly and on top of that or perhaps on the bottom of that the spare wheel well door has to match the boot lid gaps, open sufficiently to remove the spare wheel and be level with the surface and bottom of the tub section. It is nearly impossible to get all these things right. Add to that the naughtiness of Riley apprentices who I think deliberately made parts too long or too short and you could lose your hair or go grey-haired or both!

So the first thing done was the easy bit. Strips of weather resistant cream vinyl were cut 50 mm wide from a role that was purchased from Clark Rubber. Previously 3MM plastic bead

had been acquired and this was laid out over the vinyl strips and sewed into the vinyl using an industrial machine. This provided the piping that goes between the panels and body. The rear guards were fitted first so that the end of the guard aligned with the rear bottom tip of the body and the vinyl covered beading was set in place and using a hole punch the bolt locations were cut into the fabric and the guard bolts were tightened in their place.



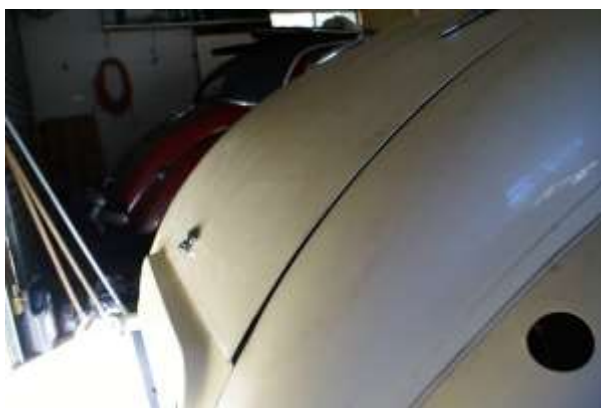
The front guards were second to be fitted. This was a little bit more fiddly as the front guard supports needed to be set at the right height so the top of the guards were level and straight and fitted snugly against the grill. Once this was accomplished a long piece of vinyl strip was set in place from the quarter panel ensuring that there was sufficient gap between the guard and the quarter panel for the bonnet side piece to fit in place. Then the running board was fitted under the outer sill with the vinyl piping running along its length. But alas, it must



have been Monday when the running boards were made because they were half an inch short. Truly, it must be like that. My '48 RMB has short running boards and so a couple of pieces of black rubber hose were used over the bolts to bridge the gap between rear guard and running board, my '49 RMB running boards meet front and rear guards neatly with a nice line of beading running around front and rear running board edges and now Albert's running board has been found to be half an inch short as well. Now, the reader may think that the short running boards may belong to an RMA but not so. It is just those Riley inconsistencies that were created by naughty apprentices in order to frustrate the Riley restorer 60 years later.

Next the spare wheel door was fitted. Because the drip sill was welded into place from bits and pieces of other drip sills the slots for the hinges needed to be cut and when this was done the door was fitted and removed to make adjustments and fitted again. This continued for some while because I wanted it to fit squarely, with even gaps and flush with the tub.

After several repetitions the adjustment was as close as I could make it so it was left at that. After that the boot rubber was re-fitted and the boot lid was set in place. Immediately it was realised that when the top of the tub was welded onto its base, although much attention was given to get the gap between boot and tub consistent not enough attention was given to the level of the boot lid against the tub. There was a ¼ inch gap on the bottom right side and a ¼



gap half way down on the left side of the boot lid. It appears that when welded a little too much downwards pressure was applied slightly distorting the tub. After some thought a visit was made to the spare parts annex of the Clubhouse. Ian Henderson (Queensland Spare Parts Officer) provided me with a boot lid and by the end of the day I had it home. The next day I fitted it and it was more or less the same as the one I had. The inside skin was strategically cut with a thin cutting off disc and the shape of the boot lid was adjusted to suit the tub. This was done by

slightly flattening the downward curve of the boot lid on both sides, then the bottom corner was cut at the bottom of the boot lid and the lid was pressed to align with the tub. After that it was only a matter of welding the inside skin cuts so that it formed a solid boot lid to match the tub. Readers may judge for themselves about the success of the surgery from the pictures. After that it was simply a matter of stripping the paint, cleaning the rust off and painting the boot.



After that rubber grommets were fitted over the fuel filler pipes. Readers will know that the filler pipes are left and right handed and only fit one way so when this was done the hose clamps were tightened and the filler caps fitted.

The grill was then fitted with piping and bolted into place through the number plate base to the chassis and the top side brackets were bolted to the radiator. After that, the centre piece for the bonnet was bolted on to the grill and then at the rear to the window surround bracket. This was very impressive as the centre piece fitted perfectly in its place. Finally the



bonnet sides were set in place and the side pieces fitted. The driver's side fell into place with no issues but the passenger side required the hinges to be re-set for the bonnet to sit a quarter of an inch further back. All of this was quite exciting as Albert now looked like a car!

The sidelights and headlamps were fitted without issue except that one of the headlamp pods turned out to be from a RMA so another RMB pod needed to be sourced, cleaned, painted and fitted. I have no idea where the RMA headlamp pod came from but think it must have been amongst the David Shock parts that came to me a few years ago.

Much careful manoeuvring was then applied to the doors to get them into place without scratching the paint. This is not as simple as you may imagine as they were fitted without the window assembly, chrome strips, door locks and trim. I guesstimated that when weighted the doors would settle a quarter of an inch so the hinges were shimmed to allow the doors to settle that much lower. This meant that the door locks were not fitted until after the doors were loaded.



This done attention was focused on Albert's bling. Previously the bumper bars, over riders, door strips, hood catches and handle, locks, striking plates and lock receivers had been



chromed so the bumper bars were fitted with their overriders, then the 'D' lights, chrome strips and side and head lamp pods were fitted. After months of searching two "cats eyes" headlamp lenses were sourced and these were fitted with their chromed surrounds (the original headlamps were displayed recently complete with tidal

marks during the Maleny garage run). After that the windscreens were fitted and the boot handle set in place. Left until later were the door handles until the windows are fitted. These should be fitted soon as a glass cutter currently has templates and has promised to provide them in the next week or so.

Philip Wyllie

Breakfast run to McGavins View at Lake Samsonvale.



On Sunday the 21st the MG component of the Riley club had a breakfast run to McGavin's View at Lake Samsonvale. The weather was perfect for the run. The cars were beautifully presented and in order, Rod Longden's TD, William and Coral Carroll's green TF, Noel and Joanne McCorkindale's red TF, Ron and Cynthia Cochrane's maroon TF, Trevor Taylor's cream TF and Elizabeth Collins's MGB.



Pictured are Riley enthusiasts enjoying morning tea during the Maleny Garage run.

(A late but welcome picture from Dulcy and Robert Spiers.

FOR SALE

Just a quick note to let you and the Club know that due to unforeseen circumstances, I have to quit the Riley RMA. So, she's for sale on Ebay at the moment,

<http://www.ebay.com.au/itm/282144256126?ssPageName=STRK:MESELX:IT&trksid=p3984.m1555.l2649>

With no reserve.

If anybody is interested in the Club, they are more than welcome to phone me on 38784468 to come and have a butcher's if they want.

Sadly, I will not see the project finished now but would love to see somebody else have the fun of it all!

Barry Bromley

The e-mail above came a little late for seeking a photo or further information (Edit)

2016 EVENTS PROGRAM

September 8th Thursday Monthly meeting

September 18th Sunday ALL BRITISH CAR DAY (see advertisement below)

September 24th SATURDAY Kilcoy Classic on Wheels Display.

Meet at Woodford in Picnic Shed, by Toilets outside Woodford Memorial Hall at 8-30am to move off at 8-45am.

Travel to Kilcoy to Anzac Park, Seib St., Kilcoy (next to the Kilcoy High School, before entering the Town)

(See advertisement below)

October 13th Thursday Monthly meeting

November 10th Thursday Monthly meeting

November 6th Sunday Run to the Old Petrie Town?

December 8th Thursday Monthly meeting

? Christmas Party

January 2017 Presidents Run

February? AGM.

**ALL BRITISH DAY
Brisbane 2016**

36th year Sunday 18th September 8.30 AM - 2 PM.

**Gates open at 7 AM. St Joseph's College Sports Grounds Vivian Street, Tennyson,
Brisbane**

Featuring classic British cars, Motorcycles and Commercial Vehicles.

All proceeds to charity

Display vehicles \$15 Walk in spectators \$2 Car parking \$5

Contact Max Johnson for further details 0419 784 680

KILCOY CLASSICS ON WHEELS

Anzac park, Seib Street, Kilcoy (next to the Kilcoy High School)

Saturday 24 September 2016

**Classes, Trade/Market Stalls, Entertainment, Cooking Demonstrations, Competitions
and More**

**Further information: Richard White 07 5497b2563 / 0417 640 346 or
Julie McBurney 0468 558 321**

THE 2016 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:	Brian Jackson	0417 625 099 brianjackson@iinet.com.au
REGISTRAR:	Di Phillips	0732813807 diannephillips1@optusnet.com.au
EDITOR:	Philip Wyllie	07 5499 9826 philip.w.wyllie@gmail.com.au
WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR	Bill White	07 3289 4282 thewhitehouse7@bigpond.com.au