



TORQUETUBE

**Magazine of the Riley Motor Club, Qld, Australia Inc.
September 2018**

www.rileyqld.org.au



A Lovely line-up of Rileys at Louise and Wayne's home in country Queensland during the last outing

Editorial

It seems that this has been a big month with a garage run, a trip to Sydney and a few projects on the go but it has been fun.

This is not really an editorial comment, but I could not let the opportunity pass without making a comment about the last monthly meeting. The number of people who attended was disappointingly small. One member pointed out that it was not in-consistent with the numbers who come to the night time monthly meetings. But still, it was daytime when those who don't drive at night could come and a few of us did. But for a club with over seventy members, I wonder what all the other members were doing that day? Maybe they were all on holiday in the north with Ken and Wendy Lonie? It was

a well run, interesting meeting followed by a excellent BBQ. I hope there will be more day time meetings like it that I can attend in the future.

Thank you to Peter Lee who wrote a number of articles for this month's Torquetube.

The current project is making sparks



The editor appreciates receiving articles by the 21st of the month

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Contents

Cover page

Rileys at Loise and Wayne's homepage 1

Editorial, committee contact details and disclaimerpage 2

Happenings

August Riley Motor club outingpage 3

Breakfast run and the reliable Riley.....page 4

September Eventspage 5

Annual membership reminderpage 6

Club House newspage 7

Tuesday Boyspage 8

New Zealand Riley Club librarian's report page 9

Technical subjects

SR 4 Magneto road side servicingpage 10

Clever tools made by Robin Hullpage 13

In the Garage

What colour will I paint my Riley?page 16

Wanted and for salepage 17

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August Riley Motor Club Outing by Peter Lee



According to The Australian newspaper, South-East Queensland's current property hot spots are in the Sunshine Coast hinterland.

Well, no wonder! The Club's August run to Maleny and Kenilworth showed just how beautiful this neck of the woods is and how friendly it is to old cars (and even older drivers). The scenery is terrific, the off-highway traffic is negligible and the hills are nothing for an RMB.

Those of us who met at the highway BP enjoyed a great (once off the highway) drive up the mountains to Phil and Doreen's delightful home at Maleny.

Above: The grassy knoll at Louise and Wayne's home and below: Morning tea



Above: George; the 49 RMB in the background, Harold and Errol on the right with humans; Bill White, Stuart Paton and Mark Baldock.

After examining the patients in Phil's Riley hospice, we had a huge morning tea that set us up for the next stage of the trip – the run to Wayne and Louise's home near Kenilworth. Just like Phil and Doreen's Maleny abode, their place also features a beautiful sub tropical setting.

However, there is a grassy hilltop with just a couple of very large trees - a perfect setting to display all the Rileys. Well almost all the Rileys – host Wayne's RMB was 'resting' back down the road on a sidetrack.

Phil and Albert raced to the rescue and the RMB soon joined the other Rileys on the hill. This was followed by a bbq lunch with cakes and coffee.

(Editor: It is amazing what you can do with a piece of wire and if you do not have a piece of wire maybe a piece of string! An accelerator connecting rod came off Wayne's car and was lost along the road. No wire was available so a piece of string was tied to the ball end of the mechanism, looped around the chassis and in through the drivers' side window. Wayne was thus initiated into Riley road side repairs. He drove home with one hand on the steering wheel and the other hand operating the string accelerator assembly)



Above: A shady spot at Louise and Wayne's showing the cars from different perspectives

August Breakfast Run to Woodford

On Sunday 26th August 10 souls braved the inclement weather and met for breakfast in Woodford. There were two identical Chev utes, two classic Rileys, an MGA, a Jaguar, and a modern Mazda. Excellent company and good conversation accompanied great food and coffee.



Picture to the right: The main street of Woodford on another occasion

Rileys are better



The advertisement to the left appeared on a Sydney street on the day that our previous Prime Minister 'stood down'. It could be that Mr Riley understated the warranty on his Marque. Pictured below is a Riley Roadster celebrating his seventieth birthday in 2018—the Riley not the driver.



September Riley Motor Club Events

Tuesday morning 4th Riley Tinkerers at the Club House, Samford Show Grounds. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Sunday 9th Breakfast Run to the picnic site at Bullocky rest. We will leave Samford at 0815 to be at the site by 0900. Join in on the root or go direct. Trevor. 0407 717 853.

Tuesday morning 11th Riley Tinkerers at the Club House, Samford Show Grounds. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Thursday 13th 8 PM. Monthly General Meeting of the Queensland Riley Motor Club, Samford Show Grounds.

Tuesday morning 18th Riley Tinkerers at the Club House, Samford Show Grounds. Re-

storers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Sunday 23rd The All British Day will be held at the St Joseph's College sports ground at Tennyson in Brisbane.

Tuesday morning 25th Riley Tinkerers at the Club House, Samford Show Grounds. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Sunday 30th The Noosa Classic Car Show will feature British marques at the Noosa Heads Lions Park. A strong Riley attendance is required to not only wave the Riley flag but also to support Riley enthusiast; Chris Stafford who is a sponsor of this very popular event – up to 300 entries are expected this year.

It takes place at the Noosa Heads Lions Park and the gates open for exhibitors at 6 am and close at 9 am. For further information visit: www.noosacarclub.com.au or note the advertisement below. This will be the Club's official outing for September

NOOSA BEACH CLASSIC CAR CLUB

Classic
CAR SHOW

Sunday 30 September 2018
Lions Park, Noosa Heads
8.30am - On
Courtesy Bus to & from THE 'J'

ASTON MARTIN DB5

Proudly supporting the
SUNSHINE COAST
PROSTATE CANCER
SUPPORT GROUP

30
ANNIVERSARY

FEATURING ALL BRITISH MARQUES



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

Please remember that annual fees became **due and payable** on **1st January 2018**, and you are now again invited to renew your membership for 2018.

Under our Articles of Association, any member failing to renew by 28 February becomes unfinancial and is to pay a new joining fee to renew membership. I proposed at the August O.G.M. that this condition be relaxed for members who were financial in 2017. This was agreed to by the meeting, so you are now invited to renew without penalty, so please consider. We don't want to lose you. If there is a particular reason you have not renewed, please let a committee member know.

If you are renewing, please make life easier for the Treasurer by paying promptly.

Annual membership is **\$50.00** for an individual with an additional **\$15.00** for an associate.

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 our Bendigo Bank account:
Riley Motor Club Qld Inc,
BSB **633000**, Account **156635229**

(**Important:** Direct depositors please include your name and "membership" in deposit details and mail or email lindenthomson@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.)

We look forward to your continuing membership of the Club.

CLUBHOUSE NEWS by Peter Lee

The Riley Clubhouse received some very welcome visitors in August. On 21 August, Tom Palagi arrived with Jack Warr and a chocolate cake to celebrate Jack's 94th birthday.



Above: Jack blows out his candles while Tom Palagi and Brian Jackson look on.

Soon after, Jack's spin in the Club Captain's RMD almost became very exciting as a horse made a bolt for equine freedom right across the bows of the Riley. Thanks to Carl's gesticulating the horse veered away from the shed and headed towards the road and possibly the hills.



Above: Jack in the RMD just before the stampede.

As usual, any chat with Jack results in finding out something you had never known before. It's well recorded

that the Riley family moved out of weaving into the purchase of a cycle manufacturing business because it required far less labour. However, Jack said that before that happened the family business had been growing flowers.

The previous week (August 14) the Club hosted a group of seniors. These people all live locally and are taken on outings by organisations such as the Samford Support Network.

The Network co-ordinators certainly know their clients' interests. Straight after the group arrived one of the ladies said: "I just sold my MGTD on the weekend and now it's on its way to Tasmania." Apparently, she and her late husband were very involved with classic and thoroughbred cars. In fact, she still has a 14hp Crossley which is with her son.



Above: Two of the visitors fell in love with Ian's roadster.

As a thank you to the RMCQ, the people from the Samford Support Network prepared and served a delicious morning tea. No one bothered with lunch that day. Plans were also made for other members of the group to come along on their next visit.

Below: Morning tea at the Clubhouse



Tuesday Boys by Peter Lee



Tuesday 31 July marked the end of an era for the Riley Motor Club in Queensland. It was the last gathering of the Tuesday Boys in a member's property since the group had its unofficial start nearly 25 years ago in early 1994.

Club Elder Brian Jackson said the first Tuesday gathering took place at his property at Narangba in February of that year. He was quick to point out that, despite its name, the gatherings were never male only. "We left that to the less exclusive clubs around town such as Tattersalls and the Queensland Club," Brian joked.

One of the very early projects was Ross Phillips' 9hp roadster which was previously owned by Gordon Cameron. This was rebuilt entirely by the team and during the process some fundamental policies were established. For starters, beer was always going to be involved and so were meat pies and sausage rolls.

As the years rolled by, the number of Tuesday restorations swelled. Ross Phillips' pre-war Falcon (previously owned by Mike Bramwell) was completely restored mechanically and Ross later fitted it with a replica Brookland's

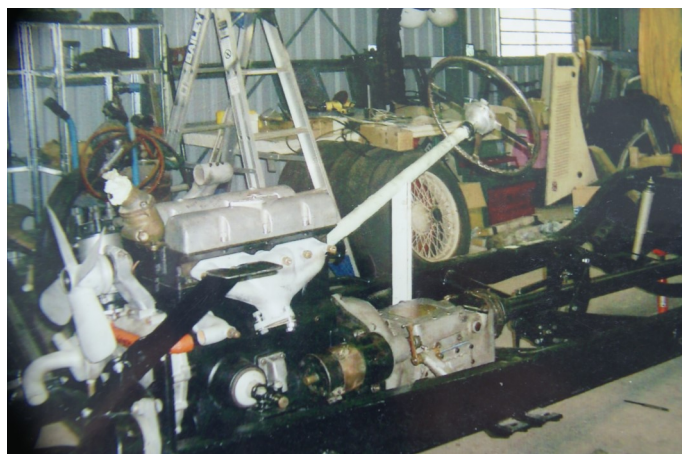


body.

Above: Brian Jackson in the Brooklands
Brian's RMB 'woody' was another Tuesday project.

In 2006, Brian and Lyn decided to relocate from Narangba to their beach house at Marcoola. The Tuesday mob then seamlessly made the move to Alan and Sheila Hill's property at Samford.

Among the projects that kept the group occupied were Alan's RMB and his 12/4 Lynx (also formerly owned by Gordon Cameron). The latter presented a lot of challenges over more than eight years before finally emerging as one of Queensland's best restored and most



attractive pre-war Rileys.

Above: The Lynx under construction

The final project was an RMA chassis. This is now poised to become a 'woodie'. However, its new owner Trevor Taylor would probably (and more correctly) refer to it as a shooting brake.

The recent sale of Alan and Sheila's acreage property is not, of course, the end of the story. Members' Rileys are still played with and talked about every Tuesday only now it is in the RMCQ's purpose built clubhouse at Highvale near Samford.



Librarian's Report. August 2018

There is a wealth of carefully husbanded knowledge on the Riley marque held by Riley Clubs all round the world and it is pleasing to see a growing willingness to share this material with other Clubs.

The latest Club to make their invaluable material available through this library is the **Riley Motor Club of Victoria** who have released over 50 years of their renowned magazine *The Blue Diamond*.

This generous open handed move provides Riley enthusiasts with a rich source of technical knowledge, gathered with much hard work over the years by some of the most renowned Riley personalities.

The Blue Diamond has its own cabinet in our library and finding material on the subject you want in such a huge collection is made easier by way of the Technical Index provided with this collection. The index is sorted by subject with Edition and Page number shown against each article. If you are looking for help with your Riley project this may well be the place to look first.

Disclaimer:- Please remember that material is made available in our library in good faith but no guarantee of authenticity or accuracy of content is given or implied by the authors or the providers of such material. Any person accessing the library is entirely responsible for any use they may make of the material therein.



Superchargers are not a subject one often associates with Riley but we have recently had two books on the subject donated by Gordon Thomas.

Book No.156: Is a reproduction of a unique historical Riley publication issued in 1929 to promote their latest and greatest; *Britain's First Standard Supercharged Sports Car*. Sadly it was premature announcement because it seems the valve gear on the new overhead valve head (which went with the Rootes Supercharger) contravened someone else's patents. The applications for patents were rampant in those days and a great deal of time and money was spent on fighting over them. Riley must have backed down on this one and their new dream sports car never made it past the brochure.

Book No.155: Is a reproduction of a brochure from Arnott Carburettors Ltd., who did make supercharger kits for several makes of British cars in the late 1940s including a kit illustrated on page 7 for the Riley 2½. If anyone has had experience of these I'm sure their Club Editor would welcome a story about them.

Lindsay Stephens
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SR 4 Magneto Road side servicing

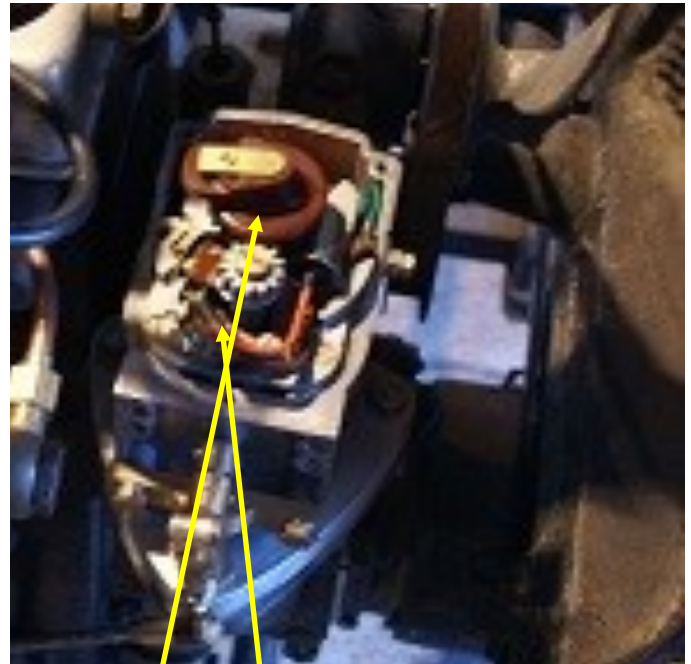
Different opinions have been expressed about the reliability and ease of servicing the BTH magneto compared to the Lucas SR4 magneto. I could not offer an opinion because I simply have not had experience with either type but recently I have had the good fortune of watching a strong proponent of the SR4 disassemble, test and re-assemble a SR4 and this is a description of what was seen and heard. It must be said that the magneto seemed very easy to disassemble and service. And with just a few tools, it seemed that if a breakdown occurred on the side of the road, and the operator had a few spare parts, the magneto could be disassembled, parts repaired or replaced, and the vehicle could be back on the road again within a remarkably short time. So, this is not an exhaustive and expert commentary on the SR4 but a description of the dismantling, testing and reassembly that was seen in a suburban garage that could be replicated on the side of the road anywhere in the world.

The first thing to do on the side of the road is to take the Bakelite cover off from the magneto body by undoing the three screws with its high tension leads and set it aside. There is nothing more to do with that until reassembly.



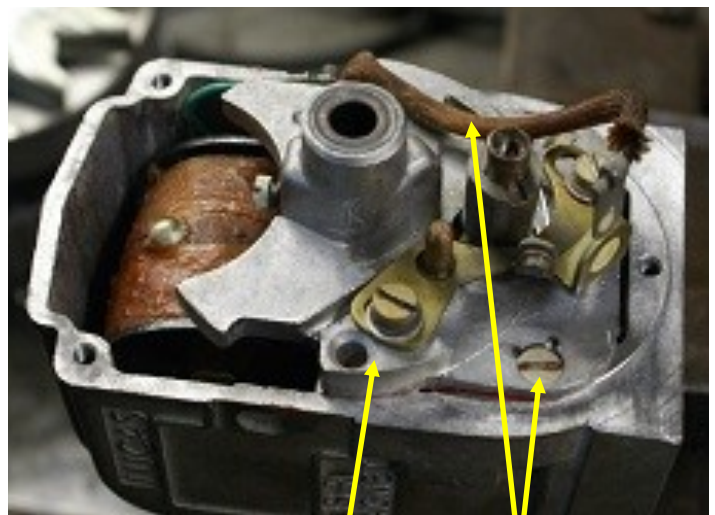
Then undo the top screw on the drive gear that is fitted to the red rotor button and take the drive gear and the red rotor button off, loosen the wire on the side, undo the two countersunk

screws from the base plate and then loosen the bolt on the low tension terminal.



Above: the top screw and the wire that goes to the points

Next, undo the two countersunk screws on the base plate and the bolt on the top mounting point for the points and lift the plate out of the way. The points and condenser do not need to be removed and these can be left on the plate without the need for re-adjusting.



Above: The two countersunk screws and the top mounting point for the points are shown in this picture



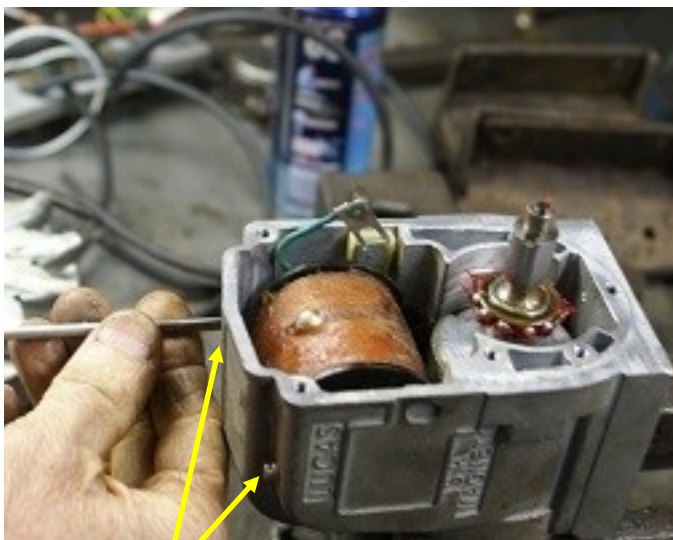
Above: The top plate lifted away

The two coil mounting screws that are on the side of the magneto body can then be removed and the coil lifted out. The coil can then be replaced by your spare which has been carefully packed away under the seat.

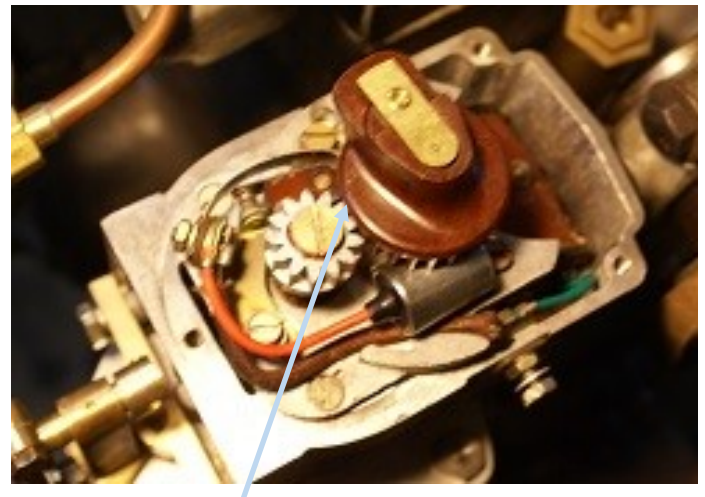


Above: The coil removed from the mag

Reassembly is the reversal of the assembly procedure but you do need to remember to line up your rotor button 'C' mark with the pinion gear "'C'. These are clearly marked on both parts.



Above: the two coil mounting screws and below the coil removed



Above: Marks aligned

The other possible recalcitrant part is the condenser. Evidence of its misbehaviour can be noticed by burnt contacts on the points or inconsistent sparking and poor engine performance. This can easily be slipped out of its position and the spare fitted into its place.



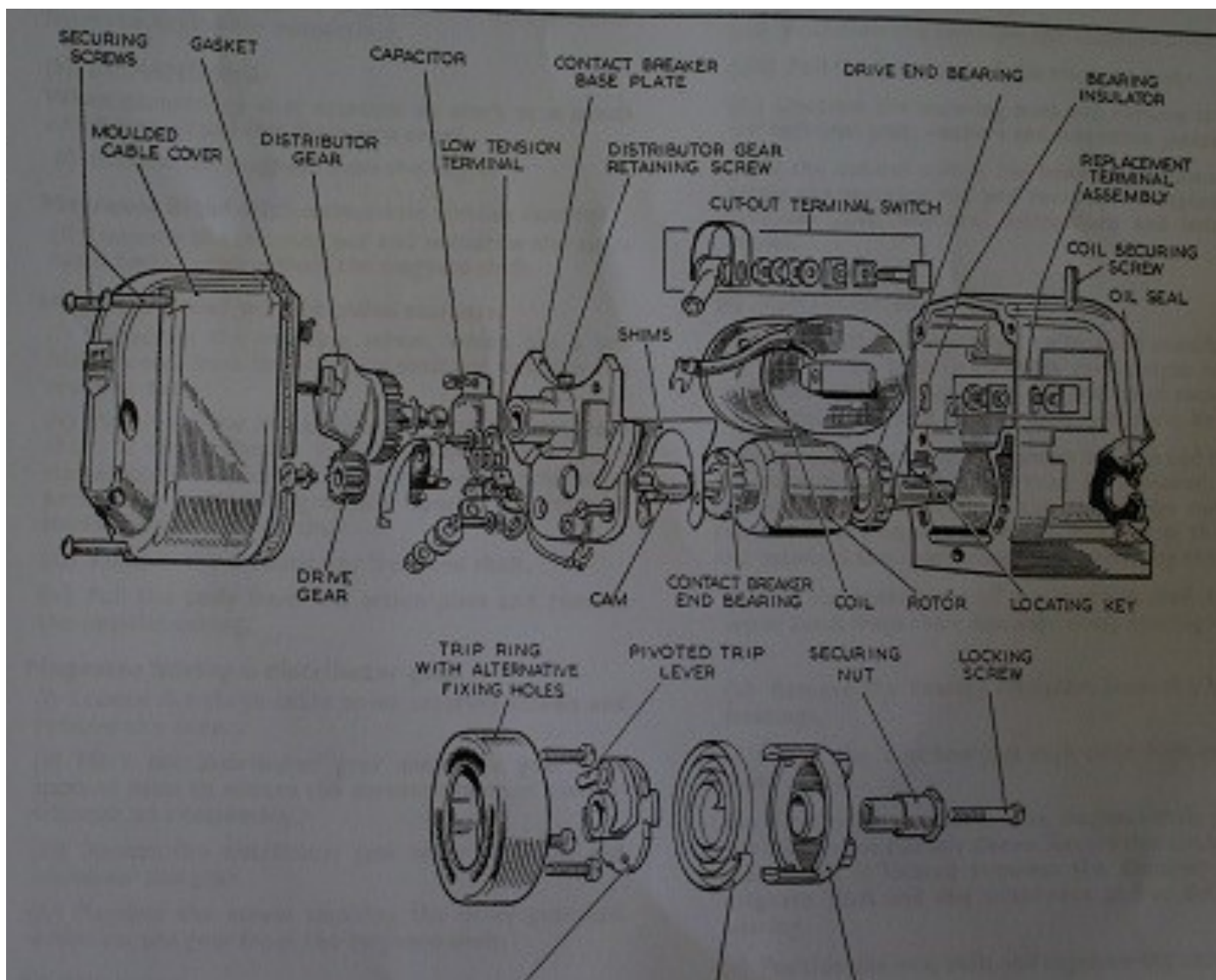
The happy thing is that the magneto does not need to be removed from its place, the timing does not need to be disturbed and the repair work can be effected in less than an hour. The only other possibility that might cause a fault is that if the bearings may have not have been regularly serviced and have dried out or worn.



Left: The bearings being re-greased and above: The points being set. These are done exactly the same as with the post war points with a 12 thou gap.

The Lucas SR 4 Dismantled

The cut out switch and the trip level are not used in the Riley 9 application



Extreme carburettor rebuild or 'clever tools' made by Robin Hull

Recently, a friend told me about a person who had offered him some Riley bits, but they were not wanted. He said that the owner lived next to the river in Latrobe, Tasmania and that the parts had gone under water in a recent flood. That sounded like a familiar story to me and I had grown fond of amphibious Rileys so during a recent visit to my mother I gave the owner a buzz and he introduced himself as Mike. Mike had been a Radtech (radio technician) in the RAAF and in his previous life he had owned five Rileys and all that he had left from those days were a few parts including a pair of SU carburettors. I visited the following day and found that the house had been built on the river flood plain (why do town councils permit that?). Even during a relatively dry winter, the ground had absorbed as much moisture as it could, and large pools of water covered the back yard. In the backyard, there also was a large puppy who excitedly jumped up and left his paw prints on my cream coloured trousers. So there you are, even on holiday it is my natural state. There was not much left of his Riley collection. There was a sump, a timing chain cover, an aluminium housing for the steering rack and a pair of furry carburettors. I was ready for another carburettor rebuild as I had just finished making a cutting tool for fitting bronze bushes into the butterfly shafts, so I was happy to take possession of a pair of seized but complete carburettors.

Below: My new furry Tasmanian carburettors. They were difficult to get apart because of the oxidation but they cleaned up well. The only 'sticking point' was the pistons in the bell chambers. They have taken a few weeks of soaking in diesel to free.



Prior to my previous carburettor rebuild, I had visited Robin Hull who showed me what he called 'a rough' tool for cutting out the butterfly shaft openings to fit bronze bushes.

Below: Robin's cutting tool employed



They worked quite well but required specially made oversized bushes and I kept it afterwards to make my own version of the tool. After keeping the tool too long while I considered how to improve on his device, I failed and it was decided to copy it, but the cutter diameter that was manufactured my garage was made the same size as the bushes supplied by the Midel company.



Above: The 'Midel' bushes

Robin's idea was simple but very clever and impossible for me to improve upon. The cutter pictured is my version of Robin's tool. The shaft is the same diameter as the brass butterfly shafts that are used to accommodate the butterflies and it is a little longer than the carburettor body so that the end of the shaft fits into the opposite side of the carburettor body to the one being opened for the bush.



Above: The shaft

The shaft then has a shoulder and the end of the shaft is a little narrower to accommodate the cutter and long enough to fit into the drill press chuck. The cutter length is slightly shorter than the carburettor body so that the bush fits up against the inner shoulder of the carburettor body opening. There is also a wider diameter stop to prevent the cutter from going right through the carburettor body.

Below: The steel from which the cutter was made—a modern gearbox shaft.



The cutter is made from a tensile steel that had been harvested from a modern gearbox shaft. This had been turned down to the diameter of the bush, the cutting edge had been made at 90 degrees and the end of the cutter and it had been raked so that a minimal amount of the material made up the cutting edge. The cutting edge itself was made by cutting the hardened steel with a 'Dremmel' cutting off blade so that the cutter took on the shape of a drill. Two cutting edges were made into the cutter.



Above: The cutter

The cutter fits against the shoulder of the shaft. Further back in the body of the cutter a hole was drilled, and a 2 BA thread was cut into the shaft to fix the cutter against the shaft shoulder and hold it firmly in place.



Above: The 2 BA fixing bolt allows me to fit another cutter when required

The cutter was then heated to a rosy red and plunged into cold water hardening the steel.

When cool the cutter was fitted on to the shaft against the shoulder and the 2 BA bolt threaded in to fix the cutter firmly into place. The result was then road tested on a very dead carburettor body to ensure that the cutter cut cleanly and that the bush made a friction fit into the carburettor body that was going to be rebuilt. With the cutter completed and tested work on the carburettors was commenced.

Adjacent: The finished product in the carburettor yet to be drilled complete with Peter Pan's shadow



What colour will I paint my Riley?

It is coming up to painting season in South Eastern Queensland. The humidity is dropping, the days are warming, and the skies are clear. So, the question arises, 'what colour will I paint my Riley?' Of course, there are myriads of choices. One consideration is painting a car its original colour or one of the original colours offered by the manufacturer. For a post-war car, that would mean, black, maroon, brown, green, or ivory. At one time, I was conflicted between two or three colours, so I painted Harold, my 1948 Riley battleship grey while I made up my mind. Alternatively, the choices are unlimited. Rileys are also suitable for painting in two colours. After painting Harold grey, it was decided to paint him with a green body and black guards and then later he was re-painted with an early brand of British racing green. Amongst my choices in racing green, there is an early racing green that is almost black, a BMC racing green and even a light racing green. George, a 1949 RMB was painted with a maroon body and guards with cream doors below the chrome strip and cream hubcaps. After painting George, I learned that this colour combination is quite popular. One admirer called it, 'strawberries and cream'. Albert was painted a cream colour with a maroon hood and cream hubcaps.

Recently, a decision to part with Harold prompted me to paint the car again. A buyer came forward before painting began and he decided that he wanted the roof vinyl to be changed to maroon and paint him completely in cream with maroon carpet and red seat covers. The paint was purchased and maybe a week later the

new owner changed his mind about the colour and decided that he wanted the maroon and cream combination as well. Paint colours for the Riley 9 Roadster and the Falcon have been chosen and the Roadster will be painted a royal blue like the RMB badge colour and the Falcon will be painted light blue like the RMA badge colour. Even if readers consider these to be rather sedate colours, they can be confident that purple or silver or orange were definitely not in the range of my choices.

Below: George wintering at Treehaven Way



So, what about your car? Maybe, you are a Riley tinkerer and it is unlikely that you will ever change the colour of your Riley but if you did want to paint your Riley what colour would you choose? Bill Bunt painted his RMB 1983 Nissan burgundy and covered the roof with a cream vinyl. Robin Hull suggested that colour preferences were simply a matter of personal choice and Bill agreed.



Above: Bill Bunt's RMB

, Ken and Wendy Lonie decided to paint their RM Roadster special blue and silver.



Above: The Lonie's RMG and below Graeme Bourne's RMA



Graeme Bourne outsourced painting to professionals and it was painted a cream colour.

Alan Hill painted his pre-war Lynx green. 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 now in Sydney. It was done in two pack.



Robin Hull painted his car a musk yellow, with brown mudguards.



Above: Robin Hull's RMB

Or perhaps you could choose to not paint your car at all and allow the steel body to develop a rustic bare look. Greg May chose to paint in acrylic and painted his RMH maroon and Malcolm King chose a cherry red two pack for the guards. Frank Wildmast purchased his RMC from a Gold Coast auction but soon afterwards the paint began to blister. During 2013 a neighbour who had migrated from Serbia offered to strip the body back to bare metal and repaint the car in two pack. The car was taken to his place and the Serb, who was called Jasmin and his Filipino helper dismantled the car, stripped the paint, and repainted it white. The inner guards, chassis and other parts were also painted in a black rust resistant paint. As you can see from the accompanying picture they did a very good job.



Above: Frank Wildmast's RMC

If you choose to paint in acrylics (cellulose for our English cousins) materials can be quite inexpensive. Six litres of good quality paint and thinners is around \$300. Besides being inexpensive it is easy to apply and quite forgiving.

Small runs can be rubbed back, and the paint re-applied until the covering is quite even.

A lot of preparation work is required to do the job properly. In Harold's case, the guards, bonnet, boot lid, headlining and roof vinyl were removed. Then the seats, door cards, quarter panel covers and carpet were removed and the window glass was taken out. The engine bay was sealed off with clear plastic material and the body was rubbed back, small scratch marks filled, and the car painted with a fairly wet undercoat. A wet base coat helps to stitch the undercoat to the paint underneath and then a very light guide coat was sprayed over the top to reveal any undulations when the undercoat was rubbed back. This was done over all the panels and when satisfied with the results the car will receive three coats of maroon and cream paint.

For Sale and Wanted

Wanted for 12/4

Bellhousing for Wilson preselector gearbox. Prefer late model with small inspection hole but anything would be appreciated.

Also preselector gearbox output shaft and steel universal housing.

Jim Runciman

P 08 9295 4592

E runcimans@westent.com.au

1949 2 1/2 litre Riley. Chassis 59S 657. Purchased in 2014 from Swan Hill (Vic.) in ordinary condition for \$7,000. Much work done over the last four years.

head. Runs very well, no oil leaks. Timber in good order. Not registered. Asking \$12,000.



Resprayed Old English White. New valves in



Dave Gillespie
Phone (02) 63846424 (Boorowa NSW)