



TORQUETUBE

**Newsletter of Riley Motor Club Qld, Australia Inc.
February 2018**

www.rileyqld.org.au



**Matt Schooneveldt's 1929 Riley 9 Mark 4
Roadster Chassis # 607022 at home in
Brisbane 90 years young next year**

Editorial

Happy New Year, everyone. I trust that the coming year will be a year of Riley enjoyment for you all.

The AGM that will be held at 11 AM on the 11th of Feb 2018 offers you the opportunity to nominate those who you would like to have on the club committee.

The meeting will be held at the clubhouse at the Samford Showgrounds, Samford.

Please make every effort to be there and make your nomination and vote count.



Above: Aaron Butterfield's RMB undergoing a reframe.

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

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Contents

Editorial and disclaimers	page 2	by Matt Schooneveldt	page 11
Queensland Riley Motor Club		National Rally at Caloundra	page 12
Christmas party	page 3	Technical subjects	
President's run	page 5	Timbering RMB 60 S 7039.....	page 13
Letters to the editor	page 5	Where is it?	page 17
Spare parts	page 5	For Sale and Wanted	
Around the garages		Alan Hill's Riley Lynx	page 20
RMB 50 S 7309 Aaron Butterfield	page 6	Riley 9 parts wanted.....	page 20
An invitation to Riley 9 owners	page 8	DISCLAIMER: <i>The Riley Motor Club Qld Inc. accepts no responsibility for the results of contributor's advice, nor does it endorse any services/ goods/ products offered by advertisers. Opinions expressed in this Newsletter are not necessarily those of the Club, its Officers, or its Editor</i>	
A 1929 Riley 9 Mark 4 Roadster			

Queensland Riley Motor Club Christmas Party



About forty members attended the 2017 Christmas lunch. Robin Hull brought his beautiful pre-war Vauxhall, Trevor Taylor came in his Jaguar, Mathew Schooneveldt brought his Riley 9, Wendy Lonie came in the Lonie RMB and Ken arrived in his ute with fridge, Brian and Lyn Jackson came in their RMF, Mark Baldock came in his RMB, Robert and Dulce Spiers arrived in their RMA and Greg and Yvonne May came in their RMH. Rain had been falling for a few days prior to the party making the showgrounds soft and potentially boggy so the planned Gymkhana was abandoned, and an extended morning tea was enjoyed by all under the cover of the Men's Shed awning.



Many also took the opportunity to inspect other members' cars and to discuss the important issues of re-wiring, timber framing, painting and mechanical rebuilds of Rileys. I am sure readers will agree that the time spent discussing these things was very useful and added greatly to the value of the get together.



Seated above: Ken Lonie, Robin Hull, Peter Dreghorn and Brian Jackson and below from the left: Gloria French, Anna; a friend of the Jackson's, Di Phillips and Lyn Jackson. And then Sheila Hill and Maria White



Above: Tom Palagi and Robert Spiers inspecting Robert's RMA.

When lunch was announced, we filed into the Club meeting area. Tables set for 8 were decorated with Christmas items and finery. When settled, Wendy Lonie invited us to file past the food to get our meals. Ham, chicken, various salads, and cooked potatoes were on the menu followed by Christmas pudding and ice-cream.



Above: Wendy Lonie preparing lunch

Towards the conclusion of the meal, Ken Lonie rose to thank those who attended and of note he acknowledged those who had suffered ill health during the year and Jeff Jones who passed away in August. Ken also entertained us with interesting stories. My favourite was the last one when he posed the question, 'why does Santa have three gardens? Answer: so, he can ho-ho-ho. Our Secretary Mark Baldock also rose to invite the members to consider who they wanted to elect onto the committee for the coming year. Wendy then took the opportunity to thank those who attended and to point out that the profit from the meal had been used

to purchase a refrigerator for the clubhouse.

Thank you to Wendy and her team who organized the meal and conducted a very fine opportunity for club members to socialise and to discuss our various projects.

Pictures are courtesy of Dulce Spiers.



Above: Robin Hull's Vauxhall and below: Mathew Schooneveldt's Riley 9



Below: Christmas Lunch with Riley friends



President's run



What a fabulous day. 52 Riley Members, friends and family, including kids enjoyed a trip to St. Helena Island in Moreton Bay. It was predicted to be an extremely hot day with the probability of a severe storm but nonetheless, we all met up at the Manly Wharf after being fortified with breakfast and coffee for the ferry trip to the Island in the Cat O' Ninetails. The trip to the Island only took 30 minutes in which time we were "educated & entertained" on the history of this Penal Settlement. It was a maximum security prison for men and operated from 1867 – 1932. It is now a National Park, a National Heritage Site and home to approximately 800 wallabies.

On the 75 ha Island we were assembled under wonderfully massive and old shade trees where our 3 guides/actors transported us back in time with facts, figures and stories before we ambled up to where there are extensive stone buildings and ruins. We came across graveyards, a sugar mill, a lime kiln and other structures. Some of the many interesting things was that St. Helena was extremely prosperous, self-supporting, had numerous industries and was considered a model prison. St. Helena held 300 prisoners as well as the warders. The prisoners made bricks, clothes, ropes and boots for their own use as well as selling them to the mainland. It attracted visiting penologists from interstate and around the world. St. Helena has rich volcanic soil and plentiful underground fresh water which attracted the settlement in the first place and led to a thriving agriculture

and livestock industry. Furthermore being an Island, escape was not an option, few felons could swim and the surrounding waters teemed with sharks, especially as the Island disposed of its waste from the butcher shop into the Bay.



Above: The stocks

Certainly it was very hot, but our hosts provided plenty of drinking water and a vehicle for those who just needed a little spell, and there was an occasional bay breeze. A lovely lunch was enjoyed, again under shade trees whilst our guides continued to tell stories and enact how it was on St. Helena. Its' reputation was "The Hellhole of the Pacific". We learnt about flogging and isolation in underground cells – apparently flogging was preferred by the prisoners. There was a rule of silence for the 8 working hours of the day but the prisoners were too exhausted afterwards to socialise. It was common for a prisoner to chop off a finger

St Helena Penal Establishment 1867-1932

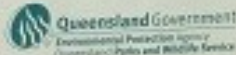
Before you stands the remains of a high security prison. For many decades, it was the main holding place for long term prisoners in Queensland, and was renowned for its strict discipline.

Built by prisoner labour, the prison stockade was constructed from imported timbers and local sandstone or 'beschock' quarried on the island. Holding up to 350 prisoners at its peak, the stockade contained the cell blocks, kitchen, hospital and workshops necessary for the efficient running of the prison.

Prisoners carried out their sentence either working behind the stockade walls or tending to farm animals and crops in the surrounding fields.



View of prison buildings, and Chief Warden's residence in the distance. (Photo courtesy of the Kook Collection.)



Plan of prison stockade

- Road
- Remaining structures
- Outline of original structures



Guided tours: Access to the ruins is by guided tour only. Information on tours is available in the picnic area.

to enable him to go on "light" duties, but after many of these occurrences, the Governor realised up – he also kept the amputated fingers in a jar of formaldehyde on his desk. This jar, complete with fingers is now in a Brisbane museum.

One of our Members, Beth Carter was celebrating her birthday so our guides involved her

in their presentations. The entire outing was a total surprise to Beth and I am sure she will remember it for some time – well done to Husband Rob! We were a tired, hot and exhausted group who ambled back down to the ferry after a 6 hour tour, filled with our new knowledge of our fascinating history.

Wendy Lonie

February Riley Motor Club Events

Tuesday morning 6th Riley Tinkerers at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Sunday 11th 0745 AM Breakfast run followed by the AGM. We will meet in Samford to leave at 0800 for Bullocky Rest picnic area at 0830. Either join in enroute or go direct. Any questions call Trevor - 0407 717 853.

Sunday 11th 11 AM AGM and Monthly General Meeting of the Riley Motor Club, Samford Showgrounds.

Tuesday mornings 13th and 20th Riley Tinkerers at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Sunday 25th Monthly club run to Mary

Cairncross Park, Maleny. Meet at the twin BPs, (northbound one), at Caboolture at 10am to leave at 10.15. Go via Steve Irwin Way and left off Maleny-Landsborough Road onto Mountain View Road.

Gold coin entry to the forested area, Café/restaurant at the entrance and lookout platform for views of the Glasshouse Mountains.

The forested area is original subtropical forest bequeathed by Mary Cairncross to the public. It has wide flat paths with a short as well as a longer walk.

Walk in the pristine rainforest and stay for a café lunch or picnic in the grassed area.

Tuesday morning 27th Riley Tinkerers at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Letters to the Editor

Thanks again for another fabulous newsletter. Having had a go at the editors job myself years ago I know how difficult it is to come up with new material month after month.

Thanks also to Greg, Mark and others who have given their 'Tuesday' time recently sorting and reorganising a lot of the used bits.

Any other volunteers?

Ian Henderson

Air cleaner conversion

I'm always interested to read about the 'discoveries' and mods which are done on the cars. In relation to the dry cartridge air cleaner element you have installed in place of the rock strainer it might be an idea to check mixtures on a rolling road because with a similar mod done over here some time ago the element was a little too small which restricted airflow and richened the mixture to a point where you could not lean it out on the mixture adjusting nut on

the carb. I'm certainly not saying that this is the case with your selection however it may be worthwhile checking.

There is a useful formula for calculating the size of a dry filter element based on engine capacity and I have temporarily mislaid this link. As soon as I find it I'll send it through.

Very Best Regards

Jim Runciman

(Western Australia)

New-Years Greetings

Hello there Philip – just to say thank you for the info regarding the 2019 rally – what a great trip that would be. We will have a look and a think about coming. Thank you also for keeping us up to date with the magazine which we enjoy. We appreciate the work that goes into it. Every good wish for 2018.

kind regards

Beverley & Bill Bunt

New Spare Parts

Steering Rack Double Eye

Steering Rack Double Eye Part Number K10-9 are now in stock and available for purchase.

Over the years these wear a deep groove where they slide through the rack tube and it has been common practice to weld and re-machine to size. Inspecting engineers are now questioning the use of any welding on steering parts so we commissioned a new batch to the correct size, CNC machined from solid bar.

The material used is High Tensile Steel Plate Welten 780E.

Thanks to club member Graham Bourne and the machine shop at Bournedrill for getting these manufactured. \$170 each

600x16 6 ply tyres.

Could be very useful as most radial tyres won't fit into the spare wheel compartment of an RM. New tyres (old stock) \$35 each. .



Second hand parts

I would like to alert members to our policy on donated second hand parts. We gratefully accept parts donations but once parts have been given into club stock, they become club property and if someone later finds that they need them again they have to be bought back. As a guide we try to price good useable second hand parts at half new price but are always open to a bit of good humoured haggling.

Ian Henderson

RMB 50 S 7309

RMB 50 S 7309 was sitting in the front paddock of a homestead near Allora. The owner's wife said that she wanted him to get rid of the car, so it had been taken out of the shed with the intention of taking it to a swap meet. The car's classic shape was noticed by Aaron as he was passing by and he decided to restore it and get it back onto the road. An offer was made. The owner accepted the offer and Aaron returned with his car trailer to pick it up and take it home. Once home, the enormity of the task developed in Aaron's mind and although the intention was there to restore the car, the time wasn't. Aaron is a successful builder, works long hours, is married to Christina and they have two school age children. In the first instant a talented local panel beater was employed to sandblast the body and guards and to patch up the rust holes. Then Aaron's father, Peter whose background is in the mechanical trade was asked to rebuild the motor and gear-box. Aaron stitched the project together by giving Saturday afternoons, the only time he had available to coordinate the work and to provide assistance to the two experts who were doing the main work.

Below: car in the paddock



Peter disassembled the engine and ascer-

tained what was required for a rebuild. Fortunately, one of the few artisans still working in the art of white metalling was living and working in Allora and he renewed the mains and big ends. Gaskets and pistons were sourced, and the engine was rebuilt. Unfortunately, the 60 thou oversized pistons were high domed and fouled on the head so some of the material in the head was removed and the tops of the pistons machined to fit. Another issue was the timing chain tensioner. It seems to have been fitted back to front from the factory as the securing wires appeared to have the factory lead stamp on the joins.



Above: Aaron's father, Peter with the finished engine

Apart from these two issues the reassembly of the motor was un-eventful and the gearbox came apart and was re-built without issue. The carburettors were rebuilt with kits from Midel and the day arrived when the engine could be started. Fuel was gravity fed from an open tin, a battery was connected and wires to the solar motor connected to a switch that was turned on and the engine fired up first go albeit with some noise as a short temporary exhaust pipe was connected for the occasion. Peter finished his contribution by rebuilding the brakes including the hand brake and both work well.

Meantime Aaron cut the petrol tank open and set at work cleaning out two inches of solidified petrol. This done, the tank was sent off to specialists who set about reassembling it. The instruments all worked except for the temperature gauge and this with the instrument cluster are yet to be sent off to be restored. The trafficators were tested with a good result and apart from the fuel gauge sender all the electrical components can be restored to new.

At the same time as the mechanicals were being done, the local panel beater had been spending his Saturday afternoons in Aaron's shed straightening out the body and re-manufacturing the battery box and scuttle. Fortunately, Aaron's shed (man cave) is quite large with ample room for storage and with different places for working on the car parts. At this point the tub section, the doors and most of the mudguards have been completed prior to painting.



Above: Car sandblasted and undercoated.

It was time now to contact Ian Henderson, the Queensland Riley Motor Club Spare Parts Officer and he was asked if the club could supply a timber frame for the car. The answer was yes, and Ian provided the 'A' pillars and the internal timber surrounds for the windows. The rest was made in my workshop and at the beginning of November 2017 a trip was made down to Warwick to deliver the timber frame, check out his car and solicit this story for Tor-

quetube.



Above: timber frame pieces

While looking over the car, some very interesting innovations were observed that had been fitted by a previous owner. A steel strap had been welded to the bottom of the 'K' panel (my name for the scuttle foundation) and the steel strap was bolted through the front scuttle timber

frame, along the top of the scuttle, covering the body number and down the other side. This was to stiffen the front end. Readers may remember a comment made in the December issue of Torquetube about testing the A frame for integrity. The comment was that rot in the centre of the pillar could be identified by looseness of the striker plates and the bonnet catch knobs. In this case the A pillar was rotten, and the middle of the posts were missing altogether. To resolve this issue, steel straps were bolted to the underside of the out-side bonnet rests to plates that had been positioned behind the door

jam to provide a base for the striker plates. The quarter panels were then repositioned, nailed, and welded to the window surround and the door jam and the whole thing was re-leaded. The plates were then drilled and tapped, and the striker plates were fitted through the door jam into the plates. It seemed like a lot of work that could just as easily have been accomplished with the replacement of the A pillars, but the innovator must have been a steel man rather than a restorer.

The rear of the car was given the same treatment. In this case a steel strap was bolted through the inner body underneath the trafficators along the replacement for the rear window bottom corner frame across the bottom of the rear window to the corner frame on the other side to the inner body under the passenger side trafficator. This was to solve the problem of rot in the bottom of the window frame, the rear window falling out and to prevent side movement in the rear of the car. I am sure that readers will agree that this was indeed an innovative method of stabilising an otherwise unsafe car. The writer can only assume that the thing that finally took the car off the road was engine failure.



Above: The top piece is an angle iron that wrapped around the rear with the parcel shelf on the bottom and the rear window frame bolted to the top. The bottom strap is flat steel cut to the shape of the scuttle timbers. And in the middle are the striker plate bases.

During the visit, Aaron asked if I would be willing to fit the frame siting his limited time availa-

bility and what seemed to be a complicated job. I agreed and a few weeks afterwards Aaron, his Dad, Peter and his two lovely children arrived with a car trailer and Riley all wrapped up in a tarpaulin. While the children explored the back yard, collected chook eggs, and observed the wildlife Aaron, Peter and myself rolled the Riley into the workshop and discussed the project. Completed at this stage was the engine, gearbox, brakes, rust repair and much of the body had been prepared for paint.

Although very keen to complete the restoration and have the Riley on the road Aaron had not driven a Riley so after his Riley was safely in the workshop Aaron was invited to take my '49 RMB for a drive into Maleny. He was pleasantly surprised by the power and road handling of the vehicle and we returned just in time to meet Ken Lonie who had earlier been alerted to the visit of Aaron and his family. During morning tea, Ken talked about his own roadster special restoration and connections were built between the Butterworth family and the Queensland Riley Club.

Below: car on trailer at 74 Treehaven Way.



Antill Run in 2019 — An invitation to Riley 9 owners.

It has been suggested that a 90th re-enactment of the Antill Run be conducted in 2019 in Riley 9s. We could take about the same 2 weeks that we did last time and staying at the same spots that we did last time.

The original run started on the 22nd of April and finished on the 28th in Sydney. It would be nice to finish on, or very near to the original date, so leaving Fremantle on the 13th or 14th of April would seem about right. There will be no organisation as such, and we will follow the same

plan proposed by Brian Graham in 2009.

All of the 9s must be self-sufficient, although we have a culture of not ever leaving one on the side of the road.

Would you care to join us in your Riley 9? We have 2 definite 'maybes' from South Africa already. If so, please respond via the e-mail address below:

Phil Evans philsbits1@gmail.com

A 1929 Riley 9 Mark 4 Roadster Chassis # 607022

The earliest known custodian of this Riley was Bob Gascoigne who owned the car in the 50's. In the early 60's it was painted psychedelic purple by its university student owner. Later in the 60's Joss Baker owned the car and it was painted maroon and black. The next owner was the well known Phil Evans. He purchased it around 1972. During this period Phil rebuilt the engine and drive chain and started a restoration. The RMB crown and pinion that was fitted allowed the car to be driven at highway speeds by lifting the ratio from 6.1 to 1 to 4.1 to 1. The car then passed into the hands of Graham (Goldie) Horne in 1978 and it is understood that the transaction involved a swap of the car in exchange for upholstery on another 9 HP Riley, or something to that nature. During Goldie's ownership the boot was changed into a dicky seat, the engine rings were changed, and the gear box was restored. A new radiator was also fitted behind the grill. In 1980 it changed hands yet again to a Charles Fitzharding who held on to it till 1989 before selling it to Ted Wilson.



Above: The Riley 9 Roadster Grill

In 1991 my father purchased the car from Ted Wilson who lived in SA and it was brought to Queensland basically in the bucket of a huge bulldozer as part of the back loading of the transporter. The car has been kept here ever since. During Simon's ownership the car was driven on local runs, he did not take it for any long excursions but kept it maintained in usable condition throughout

most of his custodianship. The car had the most appeal to me of the three Rileys he owned. Even though I spent a very large part of my life involved in the restoration of his RMB the 9 just sung to me. I maintained and improved it at my house for three or four years prior to purchasing it from my father.



Above: A beautifully kept engine bay

During my custodianship the best off the shelf solution to the crown and pinion ratio was to fit an RMA differential. This provided a ratio of 4.89 to 1. Many other Riley 9 owners have done the same conversion. The RMA diff was not as simple to fit as the RMB diff, but it permitted a comfortable and reasonably quiet 90 KPH on the highway. When fitting the RMA diff new bearings were fitted throughout the axles and torque tube. A modification was made to introduce a roller bearing to the centre of the torque tube. This has solved a drive train vibration and noise that haunted the car for the entire time the car has been in the family.



Another restoration project that was undertaken was the front-end suspension and steering. New king pins were purchased but these fell straight through the beam axle eyes. So a new beam was sourced and put in place with all new components used for the king pins, steering joints, spring bushes. All new wheel bearings used and brake pulleys bushed. Even the front springs got reset and adjusted.



Above: Roadster running board and owners toes

The restoration philosophy employed by me has been to keep the car on the road and do one restoration project at a time. Currently the engine needs a freshening up with new rings.

By memory the compression readings are 48, 55, 62 and 68. The white metal bearings are good, and the bores are useable as well. So, the next project will be honing the bores and fitting new rings into the engine. Hopefully I may even stretch the back pocket and install higher compression new pistons.

Down the track, the gearbox requires a complete rebuild, the body could do with a tidy up, but not a complete restoration and almost all the electrical components require attention or renewal, but they will get the attention they need as the restoration process goes along and I suppose, when all the projects are completed, it will be time to do some things again.



Matt Schooneveldt

Queensland National Rileys In Caloundra. 7th – 11th May 2018

Time to get serious folks. 2018 is already well under way and our Queensland National Rileys in Caloundra in May is fast approaching.

The weather in Queensland in May should be perfect and as usual the annual meeting of Rileyites from all over the country and New Zealand is always the highlight of the year!

Queensland will be welcoming some Riley folk who are 1st timers to a National Event which is always exciting as well as the wonderful regulars who come, rain, hail or shine! We have information that there will also be some "new" Rileys on the scene! So we urge you to get your entry forms filled out and dispatched – the RSVP date is prior to April 1st 2018

Again, I ask that any queries you may have, please contact me so that your arrangements are as smooth and as enjoyable as possible. If you require entry forms or accommodation forms, please request them,

Wendy Lonie

Mob: 0417 857075

Email: kenlonie@bigpond.com



Because my stockpile of hard wood had diminished, a visit was paid to several local saw mills during November in search of dry close-grained light hardwood that was rated 2 for durability in ground. Unfortunately, many of the specialty timber saw mills in Queensland have gone out of business or refocused on building timber (locally, hardwood building timber is mostly Blackbutt and Stringy Bark and both timbers are too heavy for car framing). Eventually I came across a sawmill that had done the refocus to hardwood building timbers but still had contacts with a timber merchant who operated from home. It turned out that he had purchased old stock from mills that were closing or who had done the swap to commercially viable building timbers. He told me that he had old growth Spotted Gum of grade 2 durability, Flooded Gum of boat building quality and some Queensland Mahogany and it had all been drying for between 5 and 20 years. I told him that I would like to buy some.

Once the 'new' timber had been brought home, some of it was reduced to the shapes required for cilles, corner blocks and rear window corner frames and these were painted with a non-creosote paint. This paint is used commercially to protect timber that is used inground such as fence posts. The paint takes a week or two to dry so this is what happens.

Below: The paint used on the timber frame



pened prior to Aaron and Peter's arrival at my workshop.

As you would expect the first thing done was to put the foundations of the body into order so the cilles that had been manufactured from spotted gum, painted with a water proofing, and skinned with steel were brought down from the timber shelf. Interestingly the timber was originally cut for 1-inch floor boards and 6 mils needed to be removed for the Riley application. Not all was lost, however, as the saw dust went straight into the compost bin for our gardens.

Below: One of the cilles fitted to Aaron's car



The bolts that held the body in place on the chassis were removed. They snapped as soon as a little pressure was applied with a socket and when examined the bolt shanks had the shape of a woman's waist. Then, the bolts that held the old cilles in place to the 'K' panel and the bolts and screws that held it in place under the tub section were removed (they had rusted to pin size and snapped off as soon as a spanner was fitted to them). One side of the tub was then raised just high enough to slip the driver's side cill out and then it was withdrawn backwards from the 'K' panel and 'B' pillar. The very deteriorated chipboard packing was replaced with pieces of one of Doreen's plastic cutting boards. I had a choice between white, red, green, yellow, and blue. I recommend this material for packing as it probably has a half-

life of half a million years and second hand it saves it from land fill. Finally, the cill was set up so that it was repositioned (almost) exactly where it had been when originally set up. This required a little bit of imagination as the original cilles had compressed and sagged outwards. The replacement procedure was repeated on the passenger side and the cilles were bolted into place into the 'K' panel, 'B' pillar and tub.

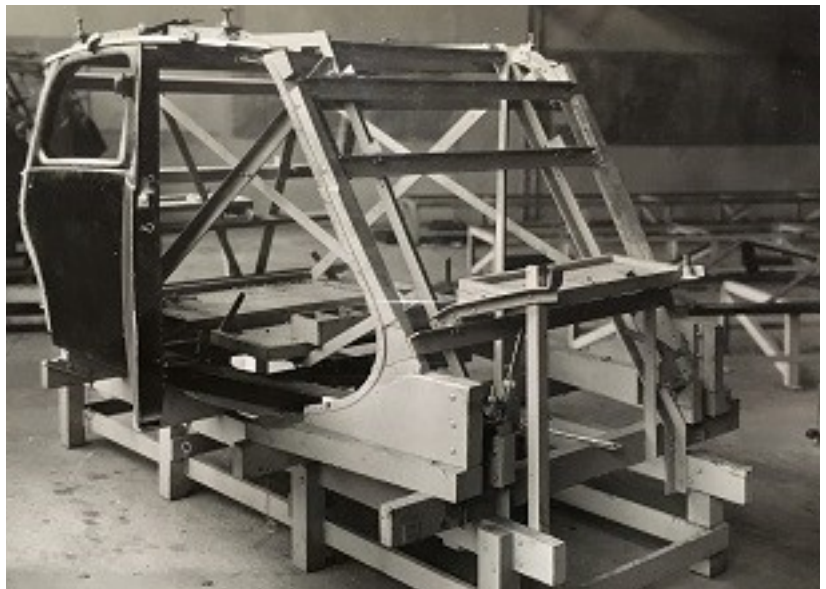
The removal of the door jam pieces required cutting the welds that ran between the window surround and the quarter panel and the surround, quarter panel and door jam steel. The bolts on the outside bonnet rests were also cut and the innovative steel brackets for the striker plates were taken off. This done an LPG torch was used to melt the lead away from the joins.

This was easy enough, but great care was required as much of the steel was rusted and there was lots of combustible material inside the panels. A bucket of water was sitting beside the car during the procedure. This completed, the nails and screws were drawn out where there was still some skerricks of timber and the window surround was peeled off the scuttle. After that the quarter panels were taken off. These were put aside, and the scuttle timbers examined. The window surround nose timber had rotted around the screws, so this was replaced. Apart from the end parts, the front window surround timber frame was intact, so small pieces of timber were grafted in and

Below: The door jam being removed

the bottom window frame was repositioned.

The steel strap around the scuttle was cut away from the 'K' panel and the half dozen bolts removed that had been bolted through the timber surround in front of the battery box and tool shelf and it was taken off. At this stage it was safe to do that as the scuttle had been stiffened by the introduction of new cilles that had been bolted to the K panels. Taking the steel off the front of the scuttle revealed the body number and when the new timber was introduced the number was replicated on the timber. After the bottom window rail and quarter panel timbers were fitted to the scuttle the 'A' pillars were set in place and several hours of nipping and tucking were conducted on the 'A' pillars to get the window surround into precisely the same place where it had begun life



Above: A timber jig used to make Riley doors

Some spare doors were then retrieved from under the house and fitted to the 'B' pillars with the view to fixing the pillars into position and closing the tub and the quarter panels up to the doors and the thought occurred to me that not all doors were the same size. A quick check was made of the doors on George and Harold. They were all the same height but the length along the line of the chrome strip on the front doors ranged from 965 to 969 mm and 753 to 756 on the rear doors.



They had all been made on jigs in the factory but how many jigs were there? Then another discovery was revealed. The jigs were timber built and wore out, but how long did they last before being replaced? The result is that each Riley is likely to be uniquely shaped and if one of your doors is damaged you may not find another door that will make a precise fit. The result was that Aaron's doors were brought to site with the intention of fitting the body up to them.

Below: Riley works front end jig



On the day prior to picking up the doors, bases and posts for telescopic shock absorbers were manufactured and welded to the crossmember just in front of where the fuel tank is fitted. This was the ideal moment for doing the modification as the tank was out and the rear seat base panel had been removed to fit the cilles. The bottom end of the shock absorber is fitted over a modified peg where the original lever action shock absorber was lo-



cated.

It should be mentioned at this point that the roof rails, bows, front roof rail, metal brackets that locate the top of the 'B' pillar were left in place to provide reference points to make it easier to refit the new timbers into their correct places. As much as possible, any timber that can help provide reference points should be left until new pieces can be fitted up to them and then those pieces should be replaced if required.

After the shock absorber bases were fitted, the steel that had been introduced to go around the rear window was removed with the rear window frame and the bottom corner blocks. The rear window base had rotted out but also much chipboard sandwiching had been introduced in place of the shelf fillet and a piece of Masonite had been used to replace the parcel shelf. The nail sick trafficator blocks were replaced as the first step in framing the rear of the car. The tops were pressed up against the remains of the cant rails and screwed into place. The new rear window frame was made with Parmetia, a light hard wood as were the bottom corner blocks. The rear window was then fitted and screwed to the tub. The rear window corner blocks that had previously been made from three layers of Parmetia, glued together were trial fitted and then removed to adjust their shape and refitted again and screwed into position. The roof rails and the ply rear window corners were then screwed into the new rear window frame.



Above: Rear corner blocks fitted

The old driver's side cant rail was then removed but the metal bracket that locates the top of the 'B' pillar was left in place. The first thing done to replace the cant rail was to fit the new rail up to the metal frame to mark the locations of the domed bolts. The 'B' pillar needs to be completely removed from the car to fit it to the cant rail as the domed bolt heads are set into small strips of timber that form the filling for the door jam and are screwed over the top of the domed bolts into the cant rails. After fitting the cant rails to the 'B' pillars these were fitted into the rear window door jam. Slight adjustments were then made to the cant rail to make a good fit and then the bolts passed through the metal bracket and the nuts done up. A few flat head nails were then used to temporarily pin the rear door jam into position onto the cant rail. This procedure was then repeated on the passenger side of the car.

tion of both front and rear doors. An easy guide is to set the cill into position so that the front hole at the base of the B pillar is fitted onto the flat surface of the cill that runs towards the A pillar. That provides the correct angle for the doors to open and close without the hinges binding when attempting to close the front door.



Above: front door fit



Above: Cant rails fitted

After that the doors were fitted, and it was found that the rear end of the tub needed to be set at $3/8^{\text{th}}$ of an inch, the front of the tub at $3/4^{\text{th}}$ of an inch and the 'B' post and the scuttle needed to be set at $3/8^{\text{th}}$ of an inch. After these adjustments were affected the doors made a near fit and over the next few hours the body and door positions were tweaked to achieve even gaps around the doors. Of note is the angle of the 'B' pillar; a $1/16^{\text{th}}$ of an inch makes a big difference to the opening and closing posi-

The next task was to fit the quarter panels and the window surround. Prior to fitting the panels, some new steel needed to be welded into place where a previous owner had welded the quarter panels to the window surround. This was so that the window surround metal would overlap the quarter panel metal and when the lead wiping was done it would make a neat join between the two panels. The quarter panels were then cleaned of any rust, treated with a rust inhibitor, and then painted with an etch primer and black topcoat. At the same time the window surround was treated and painted as well.



By taking 1/16th of an inch off the top of the horizontal scuttle timber the quarter panel fitted neatly up to the door and correctly against the front of the scuttle. The window surround was then fitted, and it was found that the 'A' pillar was about a ¼ inch too high, so the window surround was prevented from fitting neatly. This was removed, and the window surround fitted neatly into place. The knee blocks were then fitted into place behind the quarter panel and the bottom knee block corner piece was cut out and fitted. These were then secured with screws. Finally, both the window surround and the quarter panels were fitted into their correct places and small flat head nails were hammered through the original holes in the panels and the doors were closed to check the clearances. To complete the timber frame, the top corner blocks were made and screwed into place and then the door jams were trial fitted. This done, the doors were closed to check the

clearances and when adjustments were effected nails were hammered through the nail holes on the inside of the door jams and small screws fitted on the outside.

Re-timbering the car and fitting telescopic shock absorbers took three weeks or 137 hours, Aaron was ready to take his car home and I was keen to return to my own projects, so the car was winched onto Aaron's car trailer and strapped securely into position. The doors were then secured into position by wrapping the door jams with cloth and tape. It was a satisfying activity and I am now looking forward to seeing the car back on the road again and slightly curious about repairs that are yet to be done on the door jams and the lead wiping that needs to be done around the front doors.

Phil Wyllie

Below: Rear door fit



Where is it?

Engine number

Harold, the 1948 RMB has an aluminium diamond on the passenger side of the block behind the exhaust manifold. It has the number, '6992' stamped on it in very small numbers. When registering Harold for the first time early in 1987 the WA Department of Transport officer insisted on me stamping the engine number on the block. It was disappointing but nec-

essary. I am told that the engine is likely to be a replacement of the original engine as the aluminium diamond was introduced later by Nuffield.



George was acquired from Mike Olive on the Sunshine coast. I understand that he has been in the hands of Queensland club members for many years and his engine number is stamped on the leading edge of the block just above the distributor. It is numbered, '5421'. Numbers stamped near the distributor start with a 'B'. This number was also stamped on the timing cover but over sixty years with maybe more than one re-build many cars have engines that have different numbers from the one on the timing cover. In Ian Henderson's Drophead the engine number is B 2787 and the timing cover is B 3651.



Above: Engine number on the leading edge of the block adjacent to the outlet cam

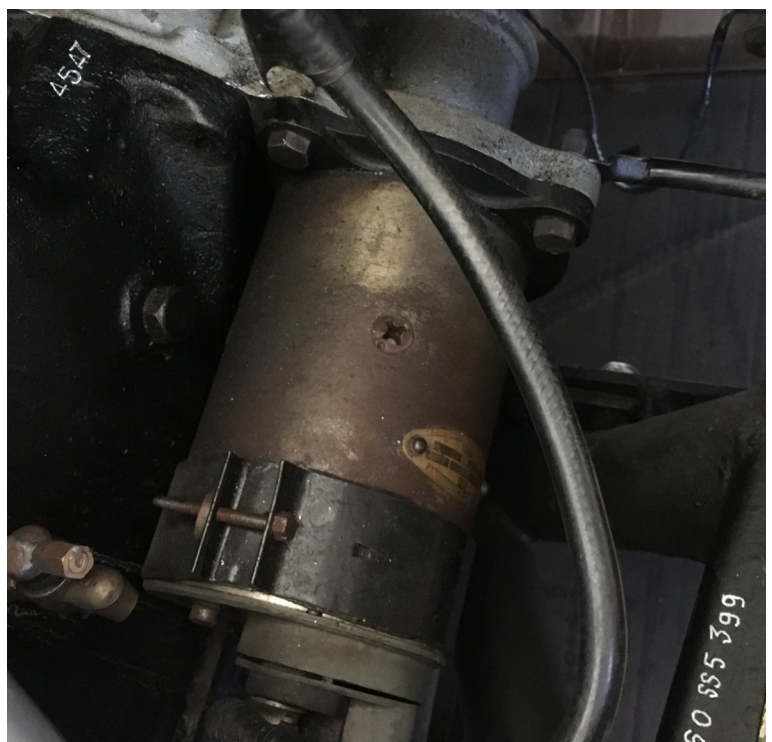
With engine number discovered and Albert on the car trailer, a trip was made to the Caloundra RTA to discover that the RTA no longer requires a physical inspection of chassis and engine numbers. So, the numbers were supplied and I was asked whether the car had been registered in Queensland previously. 'Yes' was the answer, 'in 1973.' She said, 'we don't have computer records going back that far. You will have to do a statutory declaration.' 'How much did you pay for the car?' she asked. 'Three thousand dollars is what it cost me to get it to my garage,' was my answer. 'But what would you get if you sold it?' she asked. 'Whatever a person offered that I would be willing to accept,' was the answer. So, I paid a stamp duty of \$3000 and Albert now sports a registration plate.



Above: Ian's Roadster engine number

Below: The chassis number and engine number on Ian's Roadster

Albert's number was a mystery for a while. He didn't have an aluminium diamond on the side of the block, nor did he have a number stamped adjacent to the distributor. During a search for engine numbers it was found that there was one other engine in my garage without a number as well. After a telephone call to an older wiser Riley man it was pointed out to me that it was at the back of the engine adjacent to the exhaust cam bush. The number was '7037'. He also pointed out that if I removed the engine and took out the cams, the engine number was stamped on them as well. Not having an urgent need to discover whether the cams were originally fitted to that block it was decided not to dismantle the engine.



Chassis number

If your car has been cared for by previous owners, the chassis number is stamped on a brass plate affixed to the front of the scuttle. In Albert's case the plate was posted to me by Ross McOmish who was the previous owner. How he still had it I do not know. At the time of his arrival, there was very little timber left on Albert anywhere. Thankfully, the number on the chassis was not corroded away and it was found on the chassis adjacent to the starter motor. Interestingly a few Riley Club members have asked me, 'but does it have a 'D' stamped in the number?' 'Yes, it does was the answer. The number is 60 D 6579



Above: Chassis number on Ian's Roadster

All RMBs, Cs and Ds have been gifted with an extra 10 years to their number, so a 1948 RMB is designated with a chassis number beginning 58 and a 1950 RMD is designated with a chassis number beginning with 60. To further complicate matters, the RMA series has 10 years less in the chassis number, so a 48 RMA is 38...etc.

Following the initial 'dating' number RMA and RMBs have an S designation for Saloons and Roadsters with single seat are designated SS (column gear change) while split seats have a 2S designation (floor gear change). Dropheads are marked with a 'D' The numbers following the letter design-

ation are simply sequential. So if your chassis number is 6579 there were 6578 constructed before yours. So, in the case of Ian Henderson's RMC the first two digits are the year plus 10 making it a 1950 model and because his Roadster is a single seat the chassis number is designated SS and it was the 5399th chassis built so it is designated 60 SS 5399.

Body number

Once again, if your car has been cared for and the timber running along the top of the scuttle is intact the body number is cut into the timber on the passenger side. If it no longer exists an e-mail to the RM club in the UK will find a member who will match up the chassis number

with the body number and in the case of Albert, Gwyn Morris supplied the number, 'A50219' so this was cut into the scuttle timber using a Dremel

Sources: Ian Henderson and James Taylor 'RM series Rileys' page 95.

Below: Chassis plate number on the bulkhead timber of Ian's Drophead



For Sale

Alan Hill's Riley Lynx EZ 6210

First registered in March 1937. Fully restored between 1997 and 2007. Fitted with a completely new undertray. No rust. Mechanically in excellent condition.



Above: Alan and the Lynx in September 2016

Details on full history and various aspects of the restoration and current condition available by contacting Alan Hill.

Alan invites those interested to make an offer on this restored Riley Lynx.

Telephone: 07 3289 1063

e-mail: alshe@bigpond.com

Wanted

Any Riley 9 parts

1 inch SU carbs any condition
Aero screens for a special
Round Rotax Starter/lights panel for an early Riley 9
Post war 1 ½ Rockers, push rods, cam follower.
Rear vision mirror for a pre war (2 screw holes

for a mounting)

Non Riley

Wanted either 9 x 5 tandem box trailer
Or 10 x 5 tandem box trailer.

Please contact Matt Schooneveldt on 0432 997 564