TORQUETUBE

Newsletter of the Riley Motor Club, Qld, Australia Inc.
April 2018

www.rileyqld.org.au

An amazing find in Australia:
RMG 2 1/2 litre Sprite unearthed

Editorial

The rainy season is upon us and as they say it all flows downhill and Samford is definitely downhill. The very soggy showground necessitated a postponement of our gymkhana to the 25th March and on the 25th it was cancelled.

Queensland Riley members however have received a very special treat. Many have had the opportunity to view a very rare Riley, maybe the only RMG in existence! It has been beautifully restored.

Due to be unveiled to the general Riley public at the National Rally in Caloundra, Riley motoring news media are becoming excited by the find.

April early cut off for articles and notices: 14 April

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March Monthly Outing: Lunch at the Clubhouse

The March Riley club outing, originally planned for Sunday 18th was to be a dry run to practice catering for the Riley brunch on Friday 11th May – the final event of the National Rally - as well as to enjoy a Gymkhana on the Samford showground. Well, it wasn't dry. The rainy season came late this year but just in time to make the showgrounds soggy. The event was postponed a week in the hope that the rains would stop. But do they ever? The following Sunday 25th March the weather seemed to break and the Torquetube editor took the risk of bringing his RMB down to Samford for the event. The ground was still too soggy for the gymkhana, but a courageous group of about 20 Riley and MG motor enthusiasts gathered at the Club house outdoor entertainment area during a warm humid morning. The skies were ominous but as the day proceeded there was no rain.

Above: Ladies enjoying the day and in the background men discussing their Rileys

Apart from the humans, nine Rileys, mostly RMs attended. At the beginning of our gathering much moral support was provided by a group who gathered around Mark Baldock's RMB. Mark arrived with a tyre that was deflating and he proceeded to rotate his wheels on a soggy foundation following several days of rain. Such was the arrangement of his tyres, the spare, an Olympic Air Ride was exchanged with a rear wheel while one of the rear wheels was fitted to the front after the wheel with the offending tyre was removed. The tyre changing was a feat with Mark perspiring and the supporters developing a hard earned thirst. Another outstanding event occurred under the bonnet of Mathew Schooneveldt's 12/4 Falcon. Whilst pointing out a short that had burnt the coverings of several wires sparks began to demonstrate the need for some immediate attention to the wiring. For a while it seemed that no one present had any electrical tape but after some investigation a role of tape was offered, and the wiring was secured from contact with the Falcon's inner skirt.

Above: The 12/4 Falcon accompanied by a RMB and RMD and below Mark's RMB with changed tyres and at the bottom the Mays' RMH and the Lees' RMD

Bill White showed his skills as a backyard chef as he cooked sausages and prepared the meal. Some kind ladies also provided a salad and sweets. Much enjoyable conversation about current restorations, timber frames and wiring occurred while ladies partook of some bubbly wine and the men provided support to boutique breweries. The event was excellent but more so since this was the first significant event held in the outside entertainment area. Thank you to all of those who contributed to the build and thank you to those who catered for and prepared the meal. But the last word must be given to the weather. On the way home as we drove up through the hills past Dayboro the heavens opened, and George was drenched with heavy rain, not to mention the occupants even though the windows were closed.

Below: Bill White attending to the BBQ and Mathew French looking on.

April Riley Motor Club Events

Tuesday morning 3rd: Tinkerers meeting will be at the **Hills, 4 Mahdeen Place, Samford.** Restorers' activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided.

Sunday 8th at 8 AM: The breakfast run will be to Tinchi Tamba wetland reserve on the Pine River at Deep Water bend. We shall meet in Samford at 0800 to leave at 0815 via Eatons Crossing road, Kremzow road, Southpine road, over the motorway and first left into Kluver street. This leads to the picnic site by the river. Either join in enroute or go direct to be at Tinchi Tamba at about 0900. BYO breakfast.

Hope you can join us.
Trevor. 0407 717 853.

Tuesday morning 10th: Tinkerers meeting will be at the Hills, 4 Mahdeen Place, Samford. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided.

Thursday 12th 8 PM. Monthly General Meeting of the Queensland Riley Motor Club, Samford Show Grounds.

Tuesday morning 17th: Tinkerers meeting will be at the Hills, 4 Mahdeen Place, Samford. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided.

Saturday 21 April 9.30am. The monthly outing is to Bournedrill at 133 Beatty Road, Archerfield, Brisbane. This company was established 53 years ago by RMCQ member Graham Bourne and his younger brother.

Graham will lead a tour of his 'workshop'. This will include an in-depth look at the operations of a company that designs/builds/exports highly-specialised water and minerals exploration rigs.

It is also the place where Graham stores his eclectic classic car collection.

Post tour - the nearby Salisbury Hotel is a comfortable venue that offers a good selection of luncheon choices from $10 to $18. Please let Peter Lee peterrosslee@me.com know if you are likely to stay for lunch so he will be able to book a table.

Tuesday morning 24th: Tinkerers meeting will be at the Hills, 4 Mahdeen Place, Samford. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided.

Gift to the Riley Motor Club from the Bendigo Bank

In March, the Queensland Riley Club was presented with a generous donation of $250 to go toward costs for our National Riley Rally to be held in Caloundra in May. Gail Brown, a Director of Bendigo Bank made the trip out to the Samford Bendigo Bank Branch to present the cheque to Wendy Lonie. It was very impressive to get an understanding of the genuine attachment that the Community Bank, Bendigo Bank has for its community. The Director and the local staff were very friendly and welcoming and have offered to assist in future functions that Queensland Rileys may have.

Wendy Lonie

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

2018 is barrelling along and our National Riley Event in Queensland is fast approaching. May I please request that all entries are received by April 8th - this is necessary to finalise numbers etc. Caloundra in May should deliver perfect weather and shared with such wonderfully scintillating company and gorgeous Rileys, well who could ask for more? The planned program is exciting and should appeal to all and Queensland Rileys are proud to offer you our hospitality and showcase the Sunshine Coast. If you have any queries at all please email or phone us.

Wendy Lonie
0417 857075
kenlonie@bigpond.com

The New Zealand Riley Motor Club on- line library

We (The NZ Riley Car Club) are trying to encourage all Riley Clubs to share information and have generally had a good response although there are still some Clubs who are in 'Member Only' mode. To this end we are quite happy that you publish the library link in your magazine.

The library is set up as a filing cabinet and there are instructions for finding your way about on the home page. Being a Google Site it also has a good search box on each page which is sometimes quicker than going through the Menus.

Here's the link:

https://sites.google.com/site/historianrileyccnz/

Kind regards,

Lindsay

Riley Motor Club Queensland Inc.

Annual Membership fees

The annual membership fees became due on **1 January 2018**

The annual membership fees are **$50** for members and **$15** for associate members.

If you joined after 1st October 2017, you are financial until 31st December 2018 and no payment is required. Similarly if you paid fees in advance to help finance our new Club House, your membership extends to the end of your selected term.

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

Membership entitles you to access spare parts and provides legal currency for the concessional licence of your Riley (s).

Important: Direct depositors please include your name and membership in the deposit details and mail or e-mail: lindenthomson@optusnet.com.au to advise. If you do not do this Linden will be unable to identify the depositor and cannot issue a receipt or membership card.

Tappet noise

A few weeks ago a tappet noise began in Albert, my RMD. It grew louder during the drive home. I left it in the garage for a week while I attended to other important activities (playing with Edward, a Riley 9) but yesterday the rocker covers were taken off and number one exhaust was shown to be the culprit. I reset the tappet, turned the engine over by hand and the gap reappeared! I reset it again and turned the engine over and the gap reappeared. I was now running out of adjustment.

The tappet was pushed aside, the push rod removed, and it was found to have broken in half! A steel bar was put in the lathe and the end cut down to friction fit into the broken bottom end of the push rod. It was pressed into it and the bottom half of the pushrod was withdrawn from the engine. The rod was attached to a magnet to see if there were any fragments at the bottom of the pushrod port but there was nothing.

How can that happen? It must have been fractured prior to fitting and a hundred miles was enough to cause it to separate. How about that?

Philip Wyllie

The Riley Car Club of New Zealand Inc.

WAIKATO AREA

You are invited to join the Waikato Riley people for all or part of their Spring and East Coast Safaris.

These two events are planned for October/ November 2018 starting at **Hamilton on the 24thOctober** and visiting ***Raglan**, Kawhia, Maropoka,***Waitomo**,Te Kuiti, PioPio, Mokau, Waitara, ***New Plymouth** for 2 nights, around Mount Taranaki to **Hawera**, Tawhiti Museum, Stratford then up the Forgotten Highway to ***Whangamomonoa** (the famous Republic) before travelling to ***Taumarunui**.
The Jet Boat ride to Bridge to Nowhere is a feature of this district.

The East Coast Safari then takes over with a night in ***Taupo** a boat trip to the famous Maori rock carvings before departing for ***Napier** for two nights – sightseeing around the Art Deco capital of the world. We then travel to ***Gisborne** via Wairoa – from there we go through Tologa Bay, Te Puia, Ruatoria, to ***Hicks Bay** Around the East Coast to Waihau Bay, Te Kaha and on to ***Ohope Beach**. The Safari then moves to ***Tauranga**. ***Whitianga** is the next stop before travelling to ***Coromandel** and visiting Driving Creek Railway. The last day sees the group having a farewell lunch at Thames before heading for Auckland via the scenic Miranda/ Kaiaua highway.

***Overnight stays =** sixteen nights in total – **you can join or depart at any stage of these events This event is a self booking one – information of accommodation will be emailed upon request.**

THERE ARE MANY ACTIVITES TO ENJOY, Waitomo Caves, Black water rafting, Art Galleries, railcar rides, jet boat rides to the Bridge to Nowhere, Maori Rock Carvings on Lake Taupo, Art Deco buildings tour, wineries, Maori art works, historic towns, beautiful scenery, narrow gauge railway rides, old historic Thames township plus the company of other Riley travellers.

For further information contact Norman Pointon norman.pointon@gmail.com

A Riley mystery solved by a special correspondent

In his seminal work ‘As Old as the Industry – Riley 1898 to 1969’ Riley Register Historian David G Styles wrote the following (page 382) about the RM Series:

‘The new car was tremendously successful and won much acclaim by public and press alike. It was soon joined by a 2½ litre version using the same body design and features.’

Author Styles then goes on to add the tantalising statement: ’ What a great shame though that a post war two-seater in the mould of the Sprite did not materialise – it almost did but not quite.’

Recent digging around by TT using its international connections has come up with some evidence that four largely identical prototypes were indeed built.

The fourth example suffered the fate of many prototypes and was disassembled at the factory when the project was cancelled by the Nuffield Board.

Above: The open boot shows a hint about the spare wheel location

The 2½ litre Sprite was later unofficially referred to as the RMG – the missing link that might have saved the company from eventual extinction if it could have taken sales away from the Jaguar XK120.

There is apparently no trace of the US or African Sprites but it appears that a sole survivor does exist in Australia.

Above: The RMG’s sweeping front lines

Learning from the Roadster’s limited success in overseas markets, three 2½ litre Sprite prototypes were sent for appraisal to distributors in the United States as well as another two important markets – Australia (Kellow Falkiner in Melbourne) and South Africa. This was to gauge their sales potential in these markets.

Below: Notice the RMG’s sweeping curve over the rear of the car

Above: A suggestion of a return to knock on wheels?

It was found in Queensland several years ago by an RMCQ member who fortunately had sufficiently deep pockets to fund an extensive restoration. This is now close to completion and it is hoped the world’s only 2½ litre Sprite will be a highlight of the Australian National Riley Rally in May.

RM brake rebuild

It could be argued that the ability to stop is better than the ability to go although when you have broken down on the side of the road and you are waiting for an RACQ tow home it might not seem like it. Recently a friend told me that the 4 ½ hours wait for the RACQ gave him plenty of time to contemplate why he purchased his Riley. But this story is about stopping a Riley rather than sitting in a Riley on the side of the road. So, the complete braking system of Harold, a 1948 RMB is being rebuilt and it was decided to start at the front end. The first thing done was to take off the drums, the brake shoes and springs and clean the backing plates from the years of carbon deposits and dried brake fluid.

A few weeks previously, my spare wheel cylinders were sleeved but then I hit a road bump. It was discovered that the size of the thread into the wheel cylinders on my sleeved cylinders were a different size to the old ones so the brake tube between the flexible hose and the first wheel cylinder had to be changed. Why did Riley change the size of the male joining fittings for the same model of Riley one might ask? It can only be said that some things are meant to remain a mystery forever. But removing the old brake tubes turned out to be a blessing as the old steel tubes had partially rotted and they collapsed when a spanner was employed to undo the joining component. A visit to a brake and clutch shop was in order. There a metre of tube, and half a dozen joining fittings of the correct size were purchased.

Above: new bleeding nipples, joiners and brake pipe

At home in the garage a couple of enjoyable hours was passed practicing double flaring on the old brake tube that came off the car. Several double flares split but that was put down to the aged brittleness of the tube. After approximating the correct shape a few times, the process was tried on the end of the new tube. One of the tricks learned from all this practice was getting the distance correct on the tube that extended past the clamp when pressing down on the first fitting. A quarter of an inch produced the best result. The first fitting has a pin that extends into the tube and around that is an indented circle that flattens and polishes the end of the tube. The second fitting that is pressed into the end of the tube simply opens it up and it was found that a single turn of the press was sufficient to produce the opening required. In the end, the joining fittings were placed on the tube, the double flares were made at either end and the tube was bent into the shape required and these were fitted onto the fixed end of the flexible brake hoses. Having fitted many rigid steel tubes to Rileys previously I had learned to screw the joining fittings into the wheel cylinders before bolting the cylinders into place on the backing plates. It makes the job so much easier.

Above: The flaring tool with the button and under the tool you can see the new joiner

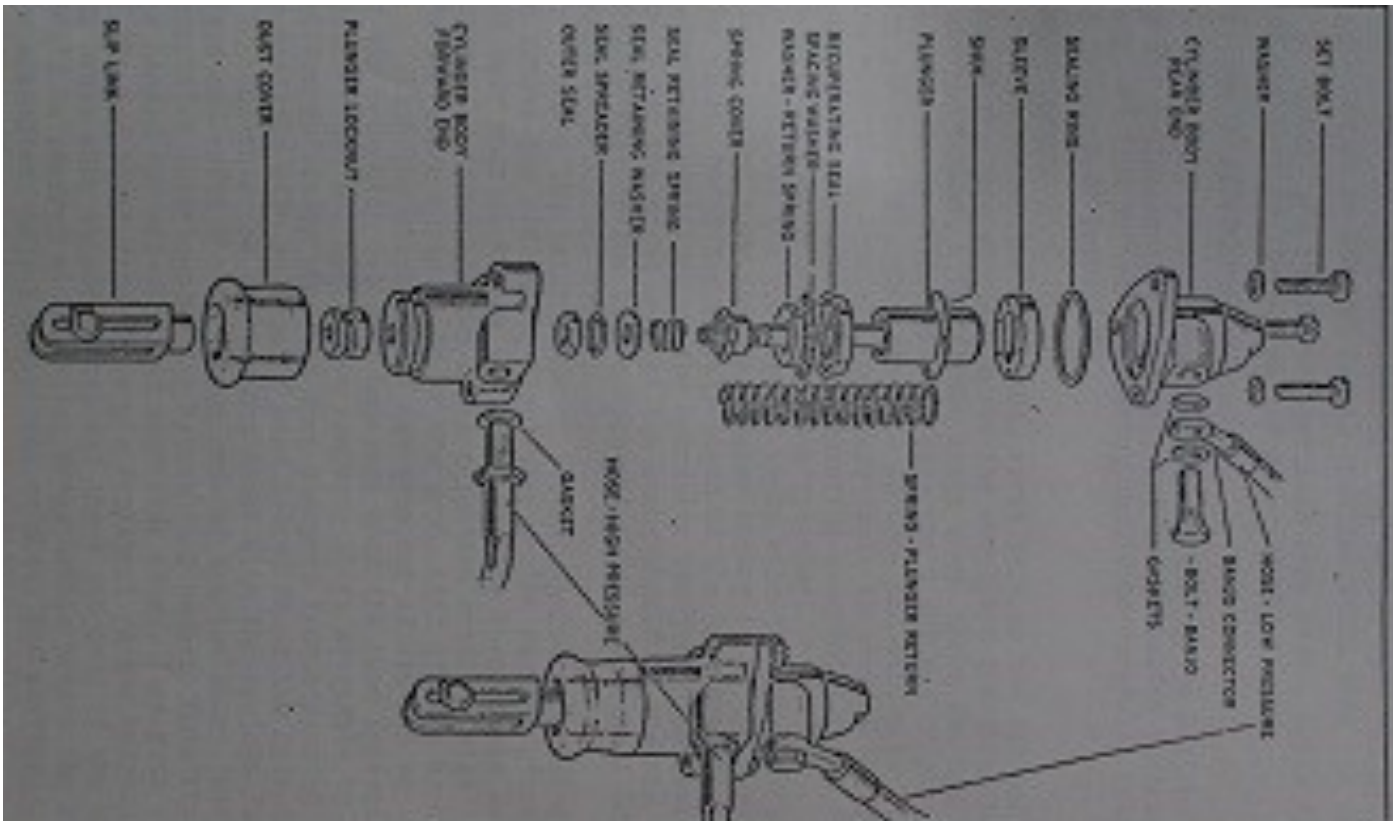
On the following Tuesday a trip was made to the spare parts shed where brake pads were sourced. It only took a few minutes for the old copper rivets to be drilled out from the front

Above: new shoe pads and wheel cylinders

wheels and new ones fitted through the pads onto the brake shoes. This completed, the shoes were replaced but it was found that the brake drums were a little tight on the new shoes and being incredibly reluctant to have 1948 brake drums skimmed without an absolute necessity for doing so the shoes were slightly filed to fit onto the adjusters with only just enough clearance for the drums to spin over the brake shoes. After that the front shock absorbers were replaced with a pair of Pedder 3040s and the front wheels replaced onto the car.

The master cylinder rubbers had been purchased previously so the parts were cleaned and reassembled on the bench with the new rubbers and it was noticed that the high-pressure hose had cracks in the outer casing, it had only been on the car since 1983 but there you are, nothing lasts these days. Our new spare parts officer Mark Baldock was asked if he had any in stock, but it seems that they had not been in stock for some time. Fortunately, a new one was sourced elsewhere. After that, .

Above: The master cylinder and below a diagram that is not pictured in my workshop manual



the master cylinder, hand brake rod and rear brake rods were set in place with new clevis pins and split pins. Kept as the last thing to be done is cleaning the brake fluid reservoir

In the meantime, the driver's side rear wheel was removed with the brake drum and it was found to be dry and the brake shoe pads intact. So, it was thought to leave it as it was. After that the passenger side wheel and drum was removed but unfortunately the diff seal had leaked so it was decided to replace both seals and brake shoe pads on both sides. To do the seals, the half shafts were removed, the retaining nut undone with a special tube spanner (readers may recall from the last Torquetube that the popular alternative to the tube spanner is belting the nut with cold chisel and hammer).

Above: Maybe the worst treated lock nut that I have seen

In this case the tube spanner was used, and the bearings were pushed off in the press and then the seals replaced. Replacement is simply a matter of reversing the order of dis-assembly, so the new seals were fitted and then the bearings and the half shafts were refitted into the axle making sure the driver's side went back on the correct side. Many Riley tinkerers will tell you that once used the half shafts become handed and can easily be broken at the shoulder of the shaft if fitted on the 'wrong' side. The brake shoe pads were then replaced on the shoes as had been done with the front ones and the brake drums and wheels refitted.

Above: The diff seal being fitted

Following that the rear brake rods were all removed, the cotter pins checked, the centre brake bush on the torque tube bush was replaced, and the rods were reset to produce the optimum braking that is possible. The last thing to be done was cleaning out the brake fluid reservoir, refitting it and filling it with fluid. Earlier a reservation was made with my bride to pump the foot brake while I bled the wheel cylinders. She kindly provided the pumping and the front brakes were bled and with that the brake shoes centred themselves on the drums and adjustment was made to the middle brake rod adjustment until all the slack was taken up. The brake shoes were then slightly adjusted further and the job was done.

Below: final adjustments on rods

Edward's brakes—Riley 9 Mk 4

The half shafts and wheels were put on the car to move it from Sydney to Maleny, but the brake drums and rear brake assembly came separately in a loose pile of parts. The first thing that stood out amongst the pile of parts that were gathered together to fit the half shafts, brakes and wheels was the pre-war connection with the post-war cars that have entertained me over the past 40 years. There is a definite connection between the pre and post war car and the development in their engineering is quite apparent and interesting. One thing that stands out is that the post-war half shafts seem to have been continued beyond their ability to manage the higher horse power and weight of the post-war Rileys. They still have the wide splines like their pre-war parents and besides that they developed that shoulder next to the differential splines. I have broken two post war half shafts just at that point and have replaced them with modern tapered shafts made by Jack Warr. But back to the point; there is a definite family mechanical resemblance between the post war car and their pre-war ancestors.

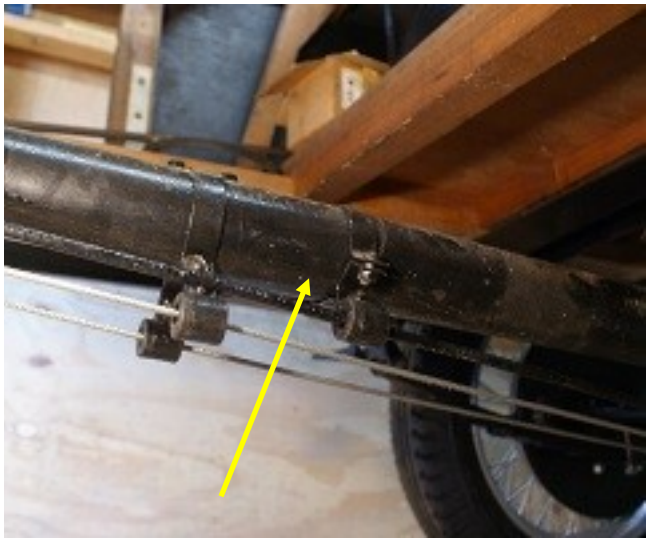
Above: The hub, brake shoes and brake rod and below: brake shoes in profile

Once the brake and rear wheel parts were gathered together, the tubes, tyres and rims were taken to a Maleny tyre shop where they were fitted together. An advantage of living in a small community was that Peter offered to drop the tyres off on his way home from work.

Thank you, Peter. The half shaft hub bearings were removed to fit the full set of bolts that hold the flange in place. These had previously been fitted with modern oil seals but only assembled with minimal bolts for the trip north. While the wheels were off, the brake backing plates and the brake shoes were fitted. As anyone who has assembled a jig saw puzzel knows, you must find the right bits to make up the correct picture. In this case a few of the brake pivot bolts were shorter than the others, maybe they were for the front brakes? There was also one missing spacer. That necessitated a trip to the local steel merchant who was unable to cut six inches of bar off a four-foot length because the power had gone off, so I bought the four foot length and brought it home via Ken Lonie's home who allowed me to look at the rear brake set up on his Monaco. After the bar was cut and the spacer was machined to size, the rear brake shoes were fitted.

Then came the difficult bit. The bars that actuate the rear brakes were of different lengths, so they are handed. After some thought they were fitted into their differential sockets on the wrong sides so the assembly didn't fit together. Then, they were changed over and refitted, maybe correctly. Some likely looking springs which were smaller in size than the front ones were fitted to hold the brake shoes in place and then the brake drums were fitted. All the drum countersunk bolts were found and then a full set of brand new wheel nuts were discovered in their original plastic bags, so the wheels were fitted and bolted into place. Happy days! Anyone who has visited my garage knows that the driveway is steep so a second electric winch had been purchased, fitted and with the winch remote control in operation the car was pushed out on its own wheels and the garage space was swept, tools cleaned, more panels were put on shelves and the car was retracted into the garage space.

When fitted, a length of multicore steel cable operates the entire foot and hand braking system. No hydraulic failures here! Fitting the handbrake and cable was going to be my next jigsaw pieces to fit together. Happily, Paul identified the central brake pulley bracket for me and when this was fitted, the handbrake lever with its brake rod brackets were fitted into place. A pair of brake clevis pins were then made up to fit and the hand brake mechanism was fitted minus the ratchet pin. This was yet to be identified. In the meantime, other clevis pins were made for the brake rod and this was fitted.



Above: The hand brake rod in position

Three hand brake parts were missing; the button on the hand grip, the rod that runs down next to the handbrake and the ratchet pin that fits into the ratchet. It was decided to make these parts and Mathew French was kind enough to lend parts from his shed collection. The button was copied out of brass. Some small diameter rod was turned down on the lathe to match the size of the original and the end piece was welded on and cut to shape on the lathe. Unfortunately, I couldn't get the right-hand bend close enough to the end, so the end piece was cut off and another end piece welded on and filed to shape. The rod was then bent at a slight angle to fit up into the hand grip. The ratchet pin was originally made from two pieces of steel welded together; one piece was oval with holes drilled at either end, one for the axis point and the other for the end piece for the operating rod to fit into, the other was a piece that fits into the ratchet with a hole that lines up with the axis hole in the other part.

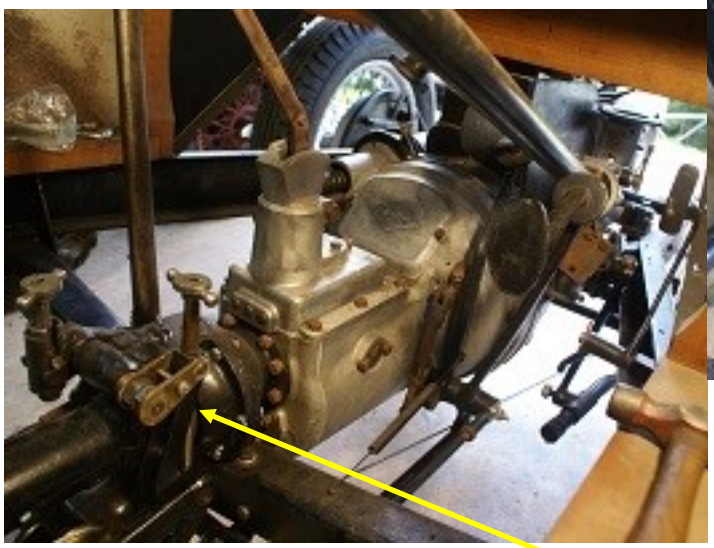
These were then welded together at the angles of the one that Mathew had loaned to me and then the part was filed to shape and fitted. It was a little bit too long, so it was filed again until it just fitted past the end of the ratchet and the mechanism was fitted together. After a few further tweaks the hand brake mechanism operated correctly.

Above: The ratchet pin and the actuating rod

The car had come with insufficient pulleys for the foot brake cable and a footbrake bracket was missing. Paul was kind enough to sell me some pulleys from the NSW spare parts stock and he said that he had a bracket in his shed that was just lying around doing nothing, so he sent it with the pulleys to give it some useful employment. It should also be mentioned here that the NSW spare parts department purchased the pullies from the Queensland spare parts department and it was Jack Warr who made them. It is funny how things go around and around, isn't it?

Below: Queensland made pulleys with needle bearings on a stainless steel stud

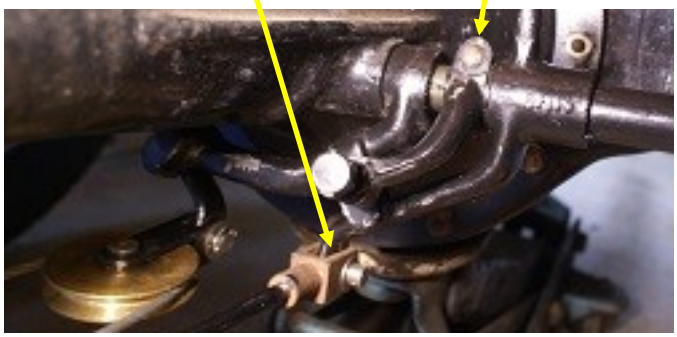
Mathew also loaned me a sample of one of the sides of the bracket. The bracket has two identical sides, but one has a drilled hole slightly larger than the other one. It fits over the brake adjustment on one end and a shaft that runs through the diff housing on the other end of the bracket. These were fitted from pictures of the assembly from a Riley 9 handbook that is held in the New Zealand Riley Motor Club library. The site address is included in another part of this edition of Torquetube. I highly recommend that readers look at the site with its extensive technical library books that cover nearly every Riley ever made.



Above: the footbrake mechanism with fixing bracket

One other thing requires mentioning. The brake apparatus in the rear of the Riley 9 Mk 4 is held in place with tapered bicycle pedal bolts. They are the same as the bolt that holds the bearing yoke to the clutch shaft that runs through the bell housing of RMBs. These were fitted and with the handbrake rod fitted, I now had a working handbrake.

Below: brake rod clevis pin and bicycle bolt in place



After the pulleys were fitted the brake cable that came with the car was threaded through the eye bolt on the front left hand wheel brake bracket, then around the pulley on the axle to a pully on the diff and around the pulleys on the brake mechanism and then around a pulley on the rear brake shafts and then back along the other side through the right hand pulleys to the eye bolt on the front right hand wheel brake bracket. The eye bolts were then tightened, and the brake adjuster handle turned to adjust the brakes.

Above: brake cable fitted to front left wheel brake mechanism and below the cable threaded around the braking pulleys

It must be said that it is an elegant braking system that provides equal braking to all four wheels. It seems flawless in that it provides sufficient braking for the size and weight of the car with little chance of failure. Moreover, the brakes can be adjusted while driving the car simply by turning the adjustment butterfly handle. It has an equalising system that matches RMs and a casual observer can see the development of Riley brakes from the 9s through the equalising system of the rod brakes in 12/4s through to the RMs. It was a very satisfying

project and now I am looking forward to getting the engine to run. Hopefully the Riley 9 experts who come to the National Rally can be enticed to visit my garage.

An open invitation to Riley 9 enthusiasts

Paul Baee and Phil Evans have been enticed to visit the Editor's garage to explain where things go and how they work in Edward, the Riley 9 Mark 4.

If you are interested in looking at Riley 9s and discussing their set up and how to get the most out of a Riley 9 you are invited to Phil Wyllie's garage, 74 Treehaven Way, Maleny on Monday morning and stay for lunch on the 5th May. Lunch will cost you $5 per person.

Above right: Edward at Jane Miller's home before travelling north

Registration for the National Rally will begin around 4 PM at the Oaks resort in Caloundra on the same day.

The Oaks Resort is about a half an hour drive down the hill from Maleny. From my house you just need to give a starting push to your Riley to coast down to the National Rally venue.

You do not have to have a Riley 9 to attend but please telephone (**07) 5499 9826** or email: **Philip.w.wyllie@gmal.com** if you plan to stay for lunch.

For Sale

1948 RMB, first restored in the 80's by the current custodian and rebuilt in the 90s.

The engine has been converted to Bedford truck slipper shells, the head has valve seat inserts to accommodate modern fuel. The block has also been fitted with oversize head studs. The pistons are APEP 20 thou oversized. The tyres are Michelin steel belt radials with plenty of tread. The original generator and distributer has been kept. There are plenty of spares.

Right: A recent picture showing Harold being rebuilt in a cramped garage

The history of the car back to the 60's has been well documented. Numerous articles in the WA and Qld magazines tell the story of this car.

The restoration was done with Tasmanian Oak and the car was painted in acrylic British Racing Green. The seats are in black vinyl (1960's style) and the dash was made of solid timber. All the original dash instruments are intact and working.

To prepare the car for sale the brake shoes have been relined, the wheel cylinders re-lined and the master cylinder fitted with new rubbers. The rear diff seals have been replaced. The engine has been dis-assembled for inspection. The shells and bores are in good condition, the pistons de-coked and the valves checked for wear. The engine has been re-assembled and is ready to go. The water pump is new.

The paint is tired as is the interior however with a cosmetic makeover the car will look good. The car is currently unregistered but for a few extra dollars the car can be road worthy tested. This, as they say, is a reluctant sale made necessary because of lack of space with three cars in a two-car garage and another one in a neighbour's car port. $12,000 or nearest offer.

Phone Phil Wyllie 07 5499 9826 or e-mail: philip.w.wyllie@gmail.com