



# TORQUE TUBE

**Newsletter of Riley Motor Club Qld Inc November 2015**

[www.rileyqld.org.au](http://www.rileyqld.org.au)



**Ian's Elf**

**Editor:** Bill Short  
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**Next Meeting** will be at the Jack Warr Shed on 12/11/2015 at 2000hrs, preceded by a cuppa at 1930hrs.

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24<sup>th</sup> and 25<sup>th</sup> October – Twelve people have already booked for the overnight run to Murwillumbah and extra rooms are still available – contact Sheila

14<sup>th</sup> and 15<sup>th</sup> November – Autorama Gold Coast

6<sup>th</sup> December – Morning run to 'Pit Stop' Mt Mee with the MG's – details later

13<sup>th</sup> December – Christmas Party at Lonie's, Maleny

16<sup>th</sup> January – Presidents Rally – details to follow

Sheila (and Ken Lonie) gave a report on the national rally to Western Australia noting its success with 60 entrants in 42 Rileys including 4 Riley Nines that drove across the Nullabor. Apart from the locals there were entrants from interstate, three couples from the UK, six from NZ and one from USA.

#### **8. Report from Torque Tube Editor –**

Please submit contributions for publication in a format to minimise editing. Recommended is to use Arial 10 point font and collate photos into the text as they are to be printed. Don't be put off though - all contributions will be gratefully received.

Ian to prepare ad for machined, exchange brake drums. See para 11.

#### **9. Report on Club Shed –**

The required fill for the new site has been secured free of charge and will be delivered and spread this week. A building certifier (required by the Council) has been appointed. Quotes for the new shed have been finalised and an order with deposit is expected to be placed next week. A sub lease document is being drafted with assistance from the Council to formalise the agreement between our club and the Samford Men's Shed who control our site. A decision on the Council grant application is expected mid December.

There was a discussion on possible cost savings by undertaking to erect the building ourselves but the feeling of the meeting was that although we have the expertise for this, it would be better to pay for professional construction due to time and manpower limitations. We will be busy enough with fit out and stock relocation soon enough.

It was then resolved:

That the building sub-committee be authorised to undertake the tender evaluation and proceed with the placing of the necessary purchase orders and to pay the necessary deposits for construction of the new building at the Samford Showgrounds site.

Moved: Bill White – Seconded: Brian Jackson – **carried**

#### **10. Report from Registrar –**Di was not present but Sheila reported that the 'One Point Five' previously owned by Mick Thatcher has been sold.

#### **11. Report from Spare Parts Officer –** Many thanks to Robert McNeill assisted by Rod Longden for the remachined brake drums now in stock for \$20 each exchange. If your size is not here, Robert will machine your drums (or discs) for that price with all proceeds going to the club. (Rob operated a mobile mechanics business before retirement and has retained his specialised equipment)

#### **12. Report from Website Coordinator –** Lin was not present

#### **13. General Business.**

Ken reported that some members have already made bookings for the Merimbula National Rally next May (2<sup>nd</sup> to 6<sup>th</sup>) and he has a preliminary itinerary for the four day trip down. Others are invited to join the main contingent and some will travel independently.

The second Ross Phillips Special (aluminium roadster body on 12/4 chassis) is now at Alan Hill's where the Tuesday working bee will get it to running stage and bolt the new body together. Di will then be able to better determine its future.

Some helpful websites for parts were discussed, viz: [www.ashwater-classics.co.uk](http://www.ashwater-classics.co.uk) for new chromed parts, and [www.completeautomobilist.com](http://www.completeautomobilist.com)

#### **14. Car Reports - Nil**

#### **15. Next Meeting** will be at the club shed on 12/11/2015 at 2000hrs, preceded by a cuppa at 1930hrs.

#### **16. Meeting Closed:** Attendees were thanked for their attendance and the meeting closed at 2145hrs.

# EDITOR'S REPORT

Hi Readers,

Motor fixed and we will be back up and running soon

We need more pictures and articles. This month has been a little slack as readers will see. It is up to you to make the magazine interesting reading. Get into it for the next edition, please.

Please note my change of email address. [williamshort@iprimus.com.au](mailto:williamshort@iprimus.com.au)

Cheers.

Bill.

<b>THE 2015 RILEY MOTOR CLUB QLD ELECTED COMMITTEE</b>		
PRESIDENT:	Ken Lonie	0409 613 231 <a href="mailto:kenlonie@bigpond.com">kenlonie@bigpond.com</a>
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SHED COORDINATOR	Bill White	07 3289 4282 <a href="mailto:thewhitehouse7@bigpond.com.au">thewhitehouse7@bigpond.com.au</a>

## **Pre-payments of Club Membership Subscriptions:**

To help fund our Club shed, the Committee has been authorised at the last OGM to now ask and invite Club Members to pay their future membership subscriptions in advance.

This advance payment is of course not compulsory, but it would be very helpful to achieve the extra things like power and water at the time of construction.

We are asking Club Members to consider this request now, as we hope to lay the concrete slab in the near future.

We have included a form (below) which can be copied or cut out and then filled in.

We will of course accept any number of years' worth of advance subscriptions, and we hope that some Members will consider a five (5) or ten (10) year subscription in advance.

Subscriptions pre-paid now will cover the years beginning January 2016 at the new approved rate of \$50.00 per year. With advance subscriptions, you will be automatically hedged against future subscription increases as and when they occur.

As a further inducement for you to participate, the partner or spouse associate membership will be kept at \$10.00 per year for whatever advance period is selected. General associate membership subscriptions will increase to \$15.00 from January 2016 if paid on the old yearly basis.

The Riley Club sub-committee for THE SPARE PARTS SHED commend this plan to you.

# The RileyMotor Club Clubhouse Prepayment Form

MEMBERS NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

ASSOCIATE MEMBER'S NAME \_\_\_\_\_

NUMBER OF YEARS PREPAID (e.g. 10, Ten) \_\_\_\_\_

TOTAL AMOUNT TENDERED HEREWITH: \$ \_\_\_\_\_

Cheques and Money Orders Payable to RILEY MOTOR CLUB (QLD) INC.

Direct Bank Deposit (the safest, simplest way!) From your computer or your bank, ENTER:

Name, 'Shed Advance 5' (5 years) or 'Shed Advance 10' (10 years) Bank of Queensland:

RILEY MOTOR CLUB QLD INC. BSB 124001, Account 10010987

NB:

Our SHED CO-ORDINATOR, **Bill White** (ph.07 3289 4282

Email: [thewhitehouse7@bigpond.com.au](mailto:thewhitehouse7@bigpond.com.au)) advises that the Club will maintain this Bank of Qld account until the pre-payments are in and the shed is underway.

## Riley Program 2015

<b>November</b>	<b>Thursday 12<sup>th</sup> Sat 14<sup>th</sup>, Sun 15<sup>th</sup></b>	Club meeting at Shed 7.30 pm Gold Coast Autorama
<b>December</b>	<b>Thursday 10<sup>th</sup> Sunday ???</b>	Club meeting at Shed 7.30 pm Christmas Party at the Lonie's at Maleny See separate notice for details
<b>January 2016</b>		Presidents run TBA
<b>February 2016</b>		Thursday 11 <sup>th</sup> ANNUAL GENERAL MEETING at shed 7.30 pm for 8.00 start.

**ALL DATES ARE SUBJECT TO CHANGE!!!**

### Supplementary Runs with the M.G.s.

List of planned MG/Riley breakfast runs for 2015.

**Dec 6<sup>th</sup>** The Pit Stop Café at Mt Mee. (Back by popular demand.)

These runs are planned to be 2 weeks from a main Riley run to help spread out events.

## Shed Report.

Our plan to build our own shed is continuing. The fill required has been sourced, delivered to the site & spread. We have ordered a shed & decided on a contractor to lay a slab. We hope the slab will be laid asap. Many thanks to members who have paid subscriptions in advance to help fund the building the shed. Any members planning to make advance subscriptions, please do so now as we approach the need for funds to help pay for building the Riley shed.

Many thanks.  
Bill White.

# FOR SALE

## Riley Elf Mk III

### 1969



#### The Last Riley

From 1969 the last year of production, this car is fitted with an all synchromesh gearbox and wind up windows and is 'as modern as the hour' as you can get in a Riley. The engine and gearbox were overhauled last year. A new speedo, reading in kilometres per hour was fitted at the time and is now showing 4500 km and the engine is beautifully 'run in' pulling strongly and spinning freely up to modern road speed. It also has new retractable seatbelts.

This car was sold new in England as has full provenance with only three owners since new. The Elf is based on a Morris Mini deluxe and as such is ideal as a small commuter for local driving. As I spend most of my driving time on the motorway I would now consider selling or swapping for a larger Riley.

Registration	Fully registered until April 2016 but selling unregistered
Tyres	New Faulken 16570R10 Radials
Interior	Good Upholstery and Trim, very tidy
Paintwork	OK – looks pretty good from a distance
Service	Professionally serviced by local Mini specialist
Price	\$9,990 or consider swap
Contact	Ian Henderson 0407 129640

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## Exchange Machined Brake Drums now available

Many thanks to Robert McNeill assisted by Rod Longden for the remachined RM brake drums now in stock for \$20 each exchange. If your size is not here, Robert will machine your drums (or discs) for that price with all proceeds going to the club. (Rob operated a mobile mechanics business before retirement and has retained his specialised equipment)

As he lives not far from the club shed he has offered to come over pre meeting or on a prearranged Tuesday with his van to complete jobs on other models 'while you wait' if necessary.

**\$20 each – what a bargain!**

Contact Ian Henderson 0407 129640



The Riley Motor Club of the A.C.T. Invites you to join us for

## **SAPPHIRE RILEYS**

based in Merimbula on the NSW Sapphire Coast

Monday 2<sup>nd</sup> May to Friday 6<sup>th</sup> May 2016



It has been many years since the national Riley gathering visited this beautiful part of Australia. You are invited to join us to enjoy the many delights this area has to offer. In keeping with the relaxed ambience of the area, the event will be low key with the emphasis on driving to the many scenic attractions of the area on quiet and interesting roads. We have chosen to make this a mid-week event at an off-peak time of year.

Merimbula and surrounds offer reasonably priced accommodation from 5 star to camping, and a wide variety of restaurants and cafes to suit all tastes and budgets. For a general overview and information about the area and available accommodation, visit <http://www.merimbulatourism.com.au>.

We have negotiated special accommodation rates at the event HQ, the Black Dolphin Motel at Merimbula. Please note that participants will need to make their own accommodation arrangements. If you wish to avail yourself of the Black Dolphin Motel offer, please mention when booking that you are attending the Riley event. A range of alternative accommodation venues will be provided in the registration pack. Registration packs will be available from 1<sup>st</sup> October.

To obtain a registration pack or further information, please email [sapphire.riley.2016@gmail.com](mailto:sapphire.riley.2016@gmail.com)

Enquiries regarding the event venue and accommodation may be directed to John McNair on 0412 199009 or the email address above.

Enquiries regarding registration: Ian Thompson at the email address above.

We are sure you will enjoy the program we have arranged. We hope you can join us explore the Sapphire Coast and Bega Valley, whether it be in a Riley or a modern vehicle, and to enjoy the company of other Riley enthusiasts.

The Riley Motor Club of the ACT invites you to join us for:

*"Sapphire Rileys"*

The 2016 National Riley Gathering

Based at MERIMBULA N.S.W.

2nd to 6th May 2016

**Entry Form**

Names: ..... (as you want them on your name badges)

.....

Address: .....

Email Address: .....

Landline No: ..... Mobile No: .....

Vehicle Make & Model.....

Vehicle Registration No: ..... Membership of which club: .....

I/We will be staying at .....

**The National Rattle of Rileys 2015**

Event	Price	No.	Total
Registration Fee (per vehicle/couple)	\$50.00	1	\$50
Welcome afternoon tea	-		-
Opening Dinner Monday 2 <sup>nd</sup> May. Pambula-Merimbula Golf Club	\$32.00		
Dinner Tuesday 3rd May. Pambula-Merimbula Golf Club	\$32.00		
Afternoon Tea Thursday at Sapphire Coast Historic Vehicle Club	\$7.00		
Presentation Dinner Thursday 5th May Merimbula Wharf & Aquarium	\$57.00		
TOTAL	\$		
PAYMENT BY: Cheque enclosed <input type="checkbox"/> Direct credit <input type="checkbox"/>			

Special Dietary Requirements: Name of Person(s) and Details:

.....  
.....



# INDEMNITY

All entrants and passengers enter and participate in this event solely at their own risk.

The applicant releases the organizers of any and all liability for loss, damage or injury to the applicant, their party and/or their vehicle. The entrant, by participating in this event, and the passengers by taking part, shall waive the right of action at law against the organizers, the committee, associated organizers, participating venues, their representatives or agents for loss, damage or injuries arising from these events. All participants agree to have their names and vehicle details included in material distributed to other participants of the same event.

Signature of Entrant .....

Date .....

## Notes:

1. You will notice we are not including/organizing lunches as part of this Rally. Each of the events we are holding over the weekend will be within easy walking distance of a variety of eating places.
2. To save us work and you the need to keep track of payments we are asking all entrants to make one payment for the whole amount any time before the final registration deadline of 28<sup>th</sup> February 2016. A receipt will be sent out.
3. The Riley Motor Club of ACT budgets for its national events to break-even financially. Any surplus will be donated to a charity, and any loss will be borne by the ACT Club.
4. Payment can be made by cheque and posted **together with your entry form** to: Riley Motor Club of ACT Inc., c/o Ian Thompson, 84 Learmonth Drive, KAMBAH A.C.T. 2902 or by Direct Deposit to: Riley Motor Club of ACT Inc. BSB 032 713 Acc. No 15 7346  
Please assist us to identify your payment by using your SURNAME followed by your FIRST NAME and also post or email Ian Thompson your entry form. Your entry **cannot be accepted if we cannot identify your payment.**

**CLOSING DATE FOR ENTRIES IS 28 FEBRUARY, 2016**

## CHECKLIST

Have you:

Completed all the details?

Signed the indemnity?

Booked your accommodation?

Told us where you are staying?

## **Accommodation:**

It is the responsibility of participants to book their own accommodation.

Event headquarters will be at the Black Dolphin Motel, Arthur Kaine Drive, Merimbula. Phone (02) 6495 1500 or email [info@blackdolphin.com.au](mailto:info@blackdolphin.com.au)

Special rates have been negotiated at this venue for participants as follows:

### **Includes Bed & Cooked Breakfast**

Breakfast is a full buffet breakfast in our restaurant, providing groups with a great selection of both hot and cold breakfast foods and drinks.

#### Standard Motel Room

\$119.80 per night double or twin share

\$109.90 per person, per night, single

#### Deluxe Motel Room

\$139.80 per night double or twin share

\$129.90 per person, per night, single

Please indicate you are attending the Riley event when booking to obtain the special rates.

### **OTHER ACCOMMODATION OPTIONS:**

More information on available accommodation is available from Merimbula Tourism at <http://www.merimbulatourism.com.au>

Some options close to HQ are:

#### 4 star

Merimbula Lake Apartments

Albecore Apartments

Baywatch Luxury Apartments

#### Lower cost Motel/Apartments

Beachfront Apartments

Admirals Lodge

#### Cabins & Camping

Tween Waters Holiday Park

Bookings for all the above can be made by phoning 1800 796 348

If you don't mind staying a little further away there are 56 accommodation options listed for Merimbula so go online and you are guaranteed to find something that will suit your needs!

# PROGRAM

## **Day 1 Monday 2<sup>nd</sup> May**

Registration and afternoon tea at Black Dolphin Motel, Merimbula (see map for location)  
Registrations will be open from 11am to 5:30pm. Later arrivals can collect their rally pack at the opening dinner venue or on the following morning from Black Dolphin Motel room No 31.

Opening dinner at Pambula-Merimbula Golf Club Glasshouse Restaurant 6:30 for 7pm.

## **Day 2 Tuesday 3<sup>rd</sup> May**

Getting to know the Merimbula area.

An observation run will be the event which decides the Conrod Trophy.

Suggested local attractions will be included in your rally pack.

Dinner at Pambula-Merimbula Golf Club Glasshouse Restaurant 6:30 for 7pm.

## **Day 3 Wednesday 4<sup>th</sup> May**

North Run. A big day's driving that will include visits to Tathra, Bermagui for lunch, National Trust town Central Tilba and historic Cobargo, with a visit to a blacksmith's workshop for a demonstration and afternoon tea.

No formal dinner arrangements. Your choice of dinner at one of the many excellent restaurants in Merimbula. Bookings are advisable at some restaurants.

## **Day 4 Thursday 5<sup>th</sup> May**

South Run. Another big day out as we head through winding country roads then on to the Princes Highway to historic Seahorse Inn at Boydtown for morning tea and photo session. Lunch at Eden wharf, and afternoon tea and tour of the Sapphire Coast Historic Vehicle Club at South Pambula.

Farewell dinner and presentations at Merimbula Wharf and Aquarium, from 5:30pm.

Hors D'oeuvres will be served in the aquarium at 6pm.

## **Day 5 Friday 6<sup>th</sup> May**

The event is over! Head for home or stay on to enjoy the things you missed seeing over the last few days.



# *Riley Christmas Lunch*

*13th December 2015 at 12.30pm.*

*At Ken & Wendy Lonie's  
44 Benecke Road, Maleny*

*The Club will supply the ham and turkey. Members will be asked to bring a salad and/or sweets and BYO drinks*

*Please ring Wendy Lonie 0417 857075 re attendance and "what to bring" prior to  
December 1st. R.S.V.P'S necessary.*

# 80<sup>th</sup> ANNIVERSARY RILEY 12/4 PRODUCTION 1935 – 2015 REGALIA PRICES

Car Badges – individually numbered:	\$50.00	
Lapel Badges:		\$15.00
Pair Cuff Links in a gift box:	\$40.00	
Tie Pin:		\$20.00
Set of Cuff Links & Tie Pin in a gift box:	\$60.00	



## Postage Charges:

Within Australia:

Car Badge - \$5.50 (registered)

Car Badge & Lapel Badge - \$6.50 (registered)

Pair Cuff Links and/or Tie Pin - \$8.25 (with tracking)

Car Badge, Pair Cuff Links and/or Tie Pin and/or Lapel Badge - \$8.25 (with tracking)

To UK & Europe:

Car Badge - \$9.00

Car Badge & Lapel Badge - \$9.00

Pair Cuff Links and/or Tie Pin - \$18.20

Car Badge, Pair Cuff Links and/or Tie Pin and/or Lapel Badge - \$18.20

Registered Post for all or any of the above - \$25.20



Postage rates to the U.S.A. and New Zealand are slightly cheaper than to Europe – please email us for postage costs

## Payment:

From Australian buyers: cheque, credit card, bank deposit or PAYPAL

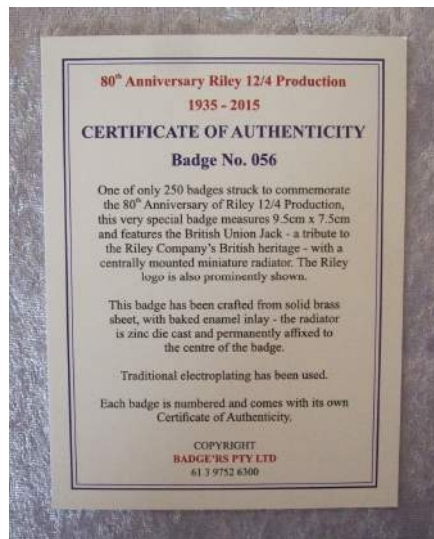
From Overseas buyers: credit card or PAYPAL

PAYPAL payments to be sent to [info@badgers.com.au](mailto:info@badgers.com.au)

**All prices quoted are in Australian Dollars – payment to be made in Australian Dollars**

Please feel free to contact us with any queries you may have with regard to postage charges

Thank you –  
Kurt & Sue Schulz





## Header stick, door post, outer sill steel skins fabricated and fitted.

With a few home projects completed and George (the '49 RMB) on the road, it was time to finish Albert's body work. The timbers for the quarter panels were not too difficult to make as they are the same as other RMs and as they say practice makes for competency. The outer sills were another thing, though as this was a first attempt. So the surface that fits to the inner sills was cut at 5 degrees from the top so that any moisture would flow away from the inner sill to the outside. The outer sills were then clamped against the inner sills just below the doors and the outside shape of the doors was traced onto the timber and these were cut out with a bandsaw. After that some cardboard was taped to the bottom of one of the doors and the line of the door bottom was traced and the line was cut with scissors. This line was then transferred to the top edge of the outer sills. The timbers were again cut out with the bandsaw and a rebate for the door to fit into was cut out with a router. The last step was making the bottom shape that fits against the running boards so this was marked out and cut with the bandsaw as well. Sounds easy doesn't it? In fact it takes a bit of fiddling to get the shape right and a belt sander to smooth out the curves. The sills were then screwed to the inner sill.



**Quarter panel and outer sill timbers fitted**

Prior to the next step, it should be mentioned that the steel skin for the header stick had previously been cleaned, carefully sandblasted and the numerous rust holes patched and the channel for the rubber seal removed. The channel was in too poor a condition to be reused and it could be purchased from the RM club in England or made at home in my garage. The latter option was chosen.

So the header stick timber shape was cut out on a bandsaw and a thicknesser was used to narrow the timber to a half inch, the hood catch location was cut out with a router and the timber stick was sanded down until it fit into its steel skin. That completed, the channel for the header rain exclusion rubber was made using a friend's guillotine and bending machine. It was a bit wide but this was corrected by hammering one side over a steel dolly that had been made for the purpose. The ends were then bent into the shape of the header steel by cutting out one of my wife's plastic cutting boards to make a jig (yes, I asked her first and later exchanged it for a new one). The channel was held in place simply by drilling a hole through the channel and screwing a button head screw with a washer through the metal into the plastic while the plastic was held intact in the workbench vice. When the correct shape was achieved the channel was removed from the jig and it was welded to the top of the header stick steel skin. The vertical outer and inner sides of the channel were then cut with a thin cutting off blade to the correct heights.



**Cutting board jig**





**Water exclusion channel welded to header stick steel skin**

The final activity was to see if it fitted to the head of the windscreen surround. It fitted beautifully and I felt rather satisfied with the effort until the hood was pulled down. Months ago the areas where rust had eaten away the window surround had been replaced and the top driver's side corner was a quarter of an inch too wide. Making it had been a difficult operation as it had compound curves. Now it was found that it needed to be reshaped. So the window surround was taken off, modified to the correct shape and refitted. This time when the hood was pulled down it met the header stick in just the right location (give or take a 1/16<sup>th</sup> of an inch). That seemed to be a pretty good outcome so it was left at that.



**Header stick and steel skin fitted**



**Water exclusion channel in situ**

A lot of thought went into the sequence of making the steel skins for the door posts and outer sills as this was the first attempt at making them. After the head ache subsided the project was begun by cutting a panel beaters steel sheet into

strips; two at 2 ¼ inches, two at 3 ¼ inch and two at 3 ¼ inch. All of these had a right angle bend put into them a ¼ inch from the edge to provide overlap or back edge to go around the door posts. A single strip was cut 1 ¾ inch wide and this had a right angle bend on either side. Another strip was cut one inch wide with a ¼ inch right angle bend on either side and last a half inch strip was bent along its centre.



**Steel strips cut and bent**

Starting at the top of the doors two pieces of the 2 ¼ inch steel was cut to length, the back right angle edge cut at close intervals and the front piece gently pressed into the curve of the door frame adjacent to the quarter window. The back edge with the 90 degree bend formed the edge of the door stop. At the bottom, the shape of the door catch surround was cut out and the edges were bent at right angles to the shape of the door catch surround.

Two pieces of the 1 ¾ inch steel that in 'plan view' resembled the shape of three sides of a square was cut to length and with a wooden template the steel was gently stretched around the curve to match the shape of the quarter window. When they matched the curve of the timber that formed the quarter window stop a small piece of steel was welded on the top end to marry up with the header stick steel skin. Prior to pressing it into its place several small holes were drilled into the front and back of the steel shape so that later it could be nailed into place onto the door post.



**Steel skin for the door post and the square shape to sit against the quarter window**

Fortunately steel quarter panels had been accessed earlier in the year through Paul Bae, NSW spare parts officer and these were patched and fitted into place. Once again, thank you, Paul.

The next shape attempted was from the top of the door catch down to the outer sill. The two 3 ¼ inch pieces were first marked out with a pencil and the top of the door shape was cut out and the top edge bent at right angle to fit the shape. Next, the front and rear edges were cut with a thin cutting off blade adjacent to the bends for the door catch shape and the steel was pressed into the shallow cavity. The metal was then clamped into place and the metal was gently pressed into the bend of the door post and quarter panel curve. The steel was then cut off to length where the curve of the door frame met the outer sill. With the steel clamped into position a line was drawn on the steel a little over a quarter of an inch from the front edge and the steel removed and cut out with the electric shears. The steel shape was then relocated onto the door post and quarter panel and with as few cuts as possible the steel was beaten with a wooden hammer over the front edge of the cut out for the door. Where cuts had been made to accommodate the steepness of the curve the steel was welded making a seamless finish. At the bottom of this curve a small cut out was made in the timber and the bottom edge

of the steel was bent into a 'Z' shape so that the outer sill steel could fit into the cavity making a smooth continuation of the line onto the bottom sill.

With a bit of patience (actually a lot of patience) the steel top for the outer sill was pressed into shape over the timber sill. The outside edge of the sill was then marked with a pencil and a line was made a little over a ¼ of an inch further out and parallel to this line. The outside line was then cut with an electric shears. The steel sheet was then transferred to the work bench and using a straight edge lines were marked over the curved line and where the straight line left the curved line a cut was made into the steel with a narrow cutting off blade. The steel was then clamped onto the edge of the steel bench and the edge hammered over using a wooden mallet. A ¼ inch by ¼ inch right angled piece of steel was cut to length and pressed into the shape of the cut out for the door. Then a steel shape of three sides of a square ¼ inch by 1 inch by ½ inch was cut to length and pressed over the shape below the door. This covered the outer side of the sill under the door. Remarkably it fitted into the shape in a continuous curve.

Last the shape of the steel that was to go over the inner sill down to the outer sill and ¼ inch over the outer sill was cut out of cardboard. This was transferred to a sheet where one edge was bent at right angles ¼ inch from the edge. The shape of the top edge of the outer sill was then transferred to the steel and marked with a pencil and then a line ¼ inch parallel to that was cut out with the shears. With the thin cutting off blade cuts were made into the metal up to the line and the right angle bend along the curve was achieved by beating it over on a piece of train rail steel. The cuts were then welded to make a seamless edge.

To complete the task all of the pieces were etch primed, painted with two pack black on the underside and then nailed into place. Then, the rear end of the outer sill steel skin was welded to the rear quarter panel, the outer sill steel and front quarter panel steel was welded and the skin at the top of the door post was welded to the header stick steel skin. If it was difficult for you to make sense of the description of bending the steel to the shape of the door posts and sills I am sympathetic. It was not easy to describe. And if you have read the whole article and are still awake you are to be commended as it may have sent some people to sleep. Maybe the pictures have helped to clarify a few points and keep you awake.

The last picture shows the chassis number plate. It was a particularly special moment to screw it onto the timber. Thank you Ross, for passing it on to me.



Chassis number plate

Phil Wyllie



# Murwillumbah Run

Thank you Sheila and Di for organising a fantastic weekend Riley, it was very much enjoyed by all who attended. 7 cars, 3x RMB's, 1 x RMA, 1 x Elf & 2 moderns met up at the famous Yatala Pie Shop for morning tea and headed south. We bypassed the Gold Coast and headed to Murwillumbah on the Nerang Murwillumbah Road. The Hinterland of Northern NSW is spectacular. The day was overcast, perfect driving conditions and we wended our way through the Springbrook National Park. We fairly well had the roads to ourselves, the traffic was so light. We passed the Hinze Dam, Mt. Bornhoffen drove through mountain passes and skirted grand mountain ranges. Through the Numinbah Valley, the lush rainforests rang with the ring of Bellbirds and cracked with Whipbirds and the trees were dripping with stag horns and other epiphytes. In the small towns we drove through, the jacarandas were in full bloom. Interspersed with the rainforest were farms, mainly cattle with a few alpacas & horses and further south, sugar cane.

Crossed the NSW/Q'ld border and headed for our main destination, The Tweed Regional Gallery & Margaret Olley Art Centre. The artwork in the Gallery was very diverse and appealed to a wide variety of tastes. The rooms of famed artist, Margaret Olley's studio/house in Paddington, Sydney had been faithfully re-created and was fascinating and the views from the Galleries' verandas were spectacular.

We enjoyed a great dinner at Murwillumbah and travelled in style to & from the venue in a courtesy bus so we could all get rip roaring drunk (just kidding). Next morning we visited a market and headed home via the picturesque Lions Road, stopping enroute for coffee, then to look over the interesting spiral railway, and lunch in Beaudesert.

Well done Rally Coordinators

Wendy L



On our October weekend Rally, it was wonderful to meet Dianne & Tom Palagyi. Tom & Dianne are proud owners of a beautiful 2 tone grey/silver 1949 RMA. The car was bought by Tom in 1968 and was on the road in 1969, an impressive 47 years. Tom & Dianne moved to Queensland in 2000 and the car is on full registration. This rally was the first Riley Rally they have managed in 11 years, but hopefully we will see more of them and their stunning RMA in the future  
Wendy L

