



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc. May 2016

www.rileyqld.org.au



The above was captured from a recent episode of 'Outlander', a BBC series (an interesting RM hybrid against a beautiful English home)

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Next Meeting:
Thursday, 12th May 2016.
Queensland Riley Car Club Shed
7.30 PM for an 8 PM start

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Editorial

Included in this edition are page numbers and the contact details of the Queensland Riley Club committee.

Noticed this month was a lot of busy club members preparing their cars for the National Rally.

It has been heard that Ian Henderson has a new addition to his family; an ex Victorian Roadster. I am looking forward to getting pictures and the inside story.



Riley Screwdriver

I hope you enjoy this edition of Torqutube.

Phil Wyllie

Riley Screwdriver

Mal approached me in the local Town and Country hardware store. He said he had a Riley screwdriver. 'How do you know that it is a Riley screwdriver?' I asked. 'Because it is written on it', he said. 'I found it at the Maleny rubbish dump in the tip mulch.' I asked, 'is it for sale?' He said, 'No, you can have it.' The next week he dropped it off. Does anyone know anything about this mystery object? The handle is plastic. Marked on one side is, 'Riley RM 370 and on the other side, 'Made in Australia.'

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Agenda/Minutes of Riley Club General Meeting

Held on 14 April 2016

At the Riley Shed; the Samford Showgrounds

1. The Vice President Alan Hill declared the meeting open at 2000hrs.
2. **Attendance** – Members as per the attendance sheet.

3. **Apologies** – Linden and Delma Thomson, Dorothy Cameron, Di Phillips, Rod Longden, Phil Wyllie, Ken and Wendy Lonie
4. **Minutes** of the General Meeting held on 10/03/16 were moved for adoption as a true and correct record by Ray Burrows and seconded by Simon Schooneveldt.

Carried

Business Arising – Nil

Carried.

5. Secretary's Report and Correspondence

Inwards –

Club Magazines from: - Gold Coast AA Club

Correspondence from: -

Receipt from QHMC for Affiliation Fees.

QHMC General Meeting 24/3 Minutes.

David Hack Classic.

Hillbilly Rally.

SCAC Motorkhana.

Ipswich Festival.

Details of all above events have been passed on to the Club Captain for consideration as Club runs.

New Membership Received from: Colin Clarke – 4 years.

Outwards – Nil

Moved the inwards correspondence be received and the outwards endorsed.

Moved Ian Henderson

Seconded by Sheila Hill

Carried.

6. Treasures Report for March 2016:

The final report was not presented at the meeting, however the Vice President moved that upon receipt by the Secretary it be included in the meeting minutes: - _

	BOQ	Bendigo	
		General	IF Loan
Balance as per Bank Statement, 1 March 2016	\$7908.63CR	\$1430.10CR	\$9720.15CR
Income			
2016-various Membership fees in advance ‡	100.00	300.00	
2016-2020 Membership fees in advance		250.00	
Membership fees ‡		530.00	
Membership fees		200.00	
Raffle proceeds		70.00	
Interest	1.88	0.77	10.60
	\$ 101.88	1350.77	10.60
Expenditure			
Entertainment, Council relations – W. White‡	51.90		
Shed – sundry expenses – T.Taylor‡			721.98
Shed -erection – final payment – J Rob Enterprises ‡			2328.00
Shed – sundry expenses – W. White‡			809.47
Shed – sundry expenses – R. Longden‡			515.40
Shed – shelving and steel.-. I. Henderson‡			868.07
	\$ 51.90	0.00	5246.92

A few members have asked for page numbering and these will be included in next month's Torquetube. Contact details of office bearers will also be included in the form previously published.

A few members have also expressed willingness to allow me to write articles about their restoration projects. I am glad about that as Albert's restoration will be more conventional in the future.

In the meantime, please be forward about suggestions or offers about articles for the magazine.

9. Report on the Riley Shed –

Bill White advised that all Certification documentation has now been received from Council which will now be held in the Secretary's records.

Roundup has been used around the shed, garden beds have been constructed and planted out by Trevor Taylor.

Bill White advised that he intends planting trees on the west side of the shed to provide some shade.

Bill intends preparing a report on the shed construction and requires information from the Treasurer detailing subscriptions received in advance, details of invoices for purchases made and exact expenditure, etc.

It was also noted by some members that during the shed relocation process it was evident that some Club items could not be located and we ask any members who may have any knowledge of these items to please contact the President Ken Lonie.

Items particularly referenced were:

1. Valve cutting tools.
2. Exhaust Gas Analyser.
3. Carburettors and parts.
4. Assorted generators and starter motors, and
5. Tachometer suitable for 1949 RM's.

Perhaps there are other items known about by club members. Their return to the Club would be most welcome!

10. Report from Registrar – Di advised that:

* Ian & Wilma Henderson's Elf has been sold to an interstate purchaser

* Tuesday Riley "play group" project car has been bought by Trevor Taylor

* Jeff Harris of Minden sold his RMB to Colin Clarke of Marburg. Need car info.

I still need many Riley owners to pass on information re their Rileys so that I can update the Register.

Please assist Di in her quest for vehicle information for the Register.

11. **Report from Spare Parts** –Ian advised that stock has become somewhat depleted recently due to his involvement in the shed relocation process. Notwithstanding urgent orders have been done and routine ordering will soon resume. Riley “9” wheels and hub caps are now in stock

12. **Report from Website Coordinator – Nil**

13. **General Business –.**

A RMH is available at Kelly’s Wreckers in Zillmere which may provide a useful source of spares if a reasonable price can be negotiated. If purchased, storage of the body may be an issue and if anyone can assist with this Ian would love to hear from you.

As Spare Parts Officer Ian will make the final decision on purchase and storage.

It was agreed that the formal opening of the shed should take place as soon as possible and Bill White is to provide a list of potential invitees.

It was suggested that the invitees should include:

1. Bob Millar, former Councillor for the area,
2. The current Councillor,
3. Council Staff,
4. Men’s Shed representatives,
5. Show Grounds Committee,
6. Site neighbours.

It was agreed that the opening would be on a Sunday and take the form of a sausage sizzle with alcohol to be provided by individual club member donations. **Bring your Riley.**

Alan and Sheila will program the opening with other events and will discuss the matter further at Merimbula with those present in order to have a date decided by the 12th May meeting.

A Sub Committee will be required for the National Riley Rally to be held in QLD in 2018.

14. **Car Reports –**

Di Phillips has her 12/4 Special for sale and is open to offers. Her preference is that it be retained in Queensland and preferably owned by someone known to her late husband, Ross.

Next Meeting will be the April OGM at the new Shed on **12/05/2016** at 2000hrs, preceded by a Cuppa at 1930hrs.

Note, the address of the new shed is 38 Showgrounds Drive Highvale 4520 (Samford Showgrounds). The Shed is immediately behind the Men’s Shed and can be seen from the road.

The usual 2nd Thursday of the month schedule will continue unless advised otherwise.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 2130hrs.

Penrite Factory Tour Sunday 10TH April 2016.



Three members from the Riley Club attended the tour, namely Simon Schooneveldt, Mark Baldock and Ray Burrows. The tour was organised by Bill Martin who is a member of the Wolseley Car Club and an agent for Penrite Products. Approx. 100+ people from a cross section of car clubs attended. Each person received a commemorative edition product catalogue celebrating 90 years of Penrite as a business.

The Tour included a tour of the factory warehouse and areas where the products are manufactured. This was followed by a lecture by a Penrite technician about the source of the base oils and the various components that make up the various products.

Understanding Veteran, Vintage & Classic Cars (An extract from the Penrite Product Catalogue)

Engine Information

Why do our hobby cars need special engine oil rather than the latest products on the market?

Modern engine oils are formulated to meet the requirements of the latest designs and also the fuel consumption and emission targets laid down by the legislators in many parts of the world. To meet these targets the latest engine oils are very light viscosity multigrades that are suitable for modern engine designs, but not suitable for earlier veteran and historic engines.

These cars were originally built with different technologies and tolerances to late model vehicles. They also spend the vast majority of their time idle. Whilst a non-working engine is not wearing itself out, unprotected surfaces such as cylinder walls, camshafts, etc. can be subject to corrosion.

Modern thin oils designed to circulate quickly through an engine will drain away from the internal surfaces back to the sump leaving little protection to the parts above the oil level and therefore prone to corrosive attack.

Penrite Heritage, Shelsley and Classic oils are specially formulated to overcome this problem in two ways:

1. Incorporation of a tacky additive which makes the oil remain on the surface of the hot metal that not only provides an oil film to protect the surface from corrosion but overcomes the dry "start-up" problem.
2. Making sure that the residual oil film has exceptional corrosion protection by means of special anti-corrosion additives in the oil formulation.

The engine is thus protected whether it is running or laid up.

What are the roles of detergents and dispersants in engine oils?

Detergents are incorporated into all modern motor oil formulations and have been since the 1940s. Their function, as the name suggests, is to maintain internal engine cleanliness particularly in areas of high temperatures such as piston skirts, ring lands (the slots in which the rings sit) and other components. They are also useful in combating the effect of acid contamination in the crankcase oil caused by the by-products of combustion.



Simon Schooneveldt's Elf at the tour

Dispersants keep all the soot particles and other solid contaminants in a "dispersed" condition and stops these from collecting together-agglomerating-into larger molecules and forming engine sludge and other harmful deposits.

These two additives are mainly instrumental in giving marked improvement to engine lubrication when compared to today's formulations.

These improvements are:

1. All the contaminants that cause sludging in engines are now neutralised and removed during an oil change. This is why modern oils discolour with use but the engine stays clean where as in the past oils stayed clean but the engine became dirty. To summarise; if modern oil gets dirty it's doing its job.
2. Problems of piston ring sticking have been virtually eliminated and engine life extended. Corrosion of bearings etc. is now a thing of the past. In cars with restored engines, the use of engine oil containing detergents and dispersants will not cause any problems.

Is there a problem with modern multigrade oils attacking rubber seals?

Many years ago an inferior supply of synthetic rubber seals gave no end of trouble causing significant leaking problems. Rubber seals today are made from viton and polyacrylate and if properly fitted will certainly do their intended job.

Prior to the use of rubber, seals were either made of cork or felt, and before that leather, and trying to make them leak proof was nearly an art in itself! Modern oils will not harm these seals.

Cars still fitted with original type seals may encounter leakage past the seal due to hardening. In such cases the seal should be replaced.

Penrite produces a range of engine oils called "Heritage", "Shelsley" & "Classic". What are these oils?

These oils have been designed specifically to cater for veteran, vintage and classic vehicles based around the characteristics of engine design of the period.

Heritage: Comprises two grades and caters for vehicles up to 1920. The oil for these engines has been designed around the lubrication system incorporated in these early vehicles; namely total loss, wick feed, mechanical and the early forms of pressurised lubrication.

Shelsley: Comprised of three oils and relates to the manufacturing period of 1920-1950. The oils in this range have been formulated to cover a wide span of ambient temperatures, which is more beneficial in these types of vehicles than the more modern oils used in vehicles of today"

Classic: Comprised of three oils and covers the period from 1950-1989. The additive package used in these oils differs from the Shelsley and Heritage range in that these oils have been designed specifically for vehicles of this period, but with far superior performance levels than those used at the time.

Are there any major benefits in using synthetics in old car engines?

To the average classic car owner, there would probably be none. However the competition enthusiast, competing in historic rallying or prolonged highway road racing using a synthetic oil, may find a more sustainable level of oil pressure on the gauge and, coupled with longer drain intervals, are really the only benefits one will see in using a synthetic based engine oil.

As most synthetics today are fairly low in viscosity, it is not recommended to use these oils in any pre 1970 engine unless used in reasonably hard long distance competition or a heavy synthetic oil used.

My car is 1920's vintage and I have been told that I must use a mono-grade oil because that is what was used when new. Is this correct?

There is no problem using 1920s technology if you are prepared to put up with the problems associated with these types of oils. One of the problems encountered in the 20s was that prior to moving off from cold, the engine had to be warmed up to reduce the viscosity to enable the oil to "flow" and depending on the thickness of the oil probably determined the time it took to warm up.

Another problem encountered with mono-grade oils was how rapidly the viscosity fell away once the oil was hot, leaving little oil pressure, and consequently little in the way of engine protection. The Shelsley range of engine oils has been developed to offer good low temperature flow ability, the necessity to "Warm up", being reduced.

Coupled to that, the rate of viscosity loss with increasing oil temperature is far superior than the original oils used, thus maintaining better oil pressure, oil consumption and general overall protection.

Why can't I use modern thin grade multigrades such as OW-30 or 5W-40 in my old car?

There are a number of reasons why it is imperative to use HIGH viscosity multigrade oil in the lubrication of veteran, vintage and classic cars. Listed here are just a few.

1. Most of the early engines stipulated a 40 or 50 grade engine oil or equivalent. In many cases oil travelling down vertical shafts usually ended up lubricating bevel gears and cross shafts etc. Thin oil being used in the same application would result in the oil being thrown from the bevel gears leaving the cross shaft gears dry.



Mark Baldock's 2½ at the Tour

2. Most of the cars covering this period had, by modern standards, poor oil pumps. Light viscosity oil will not provide the sealing required and loss of both volume and pressure will be noticed.

3. Oil seals in these vehicles are somewhat rudimentary, and oil leakage would certainly be a problem with the use of thin grade multigrade.

4. Oil consumption and smoking will be noticeably higher with low viscosity oils due to ring design and lack of valve stem seals. It is therefore important to choose the correct oil for the right application/classic period.

Lead Fuel Replacement

Lead replacement fuels are no longer available.

What should I use in my classic car?

Leaded fuel was introduced in the mid-1930s so every car made before that date ran, when new, on unleaded fuels. Lead based additives (Tetra Ethyl Lead or TEL) were blended into petrol to improve the octane rating, which enabled the use of higher compression ratios, which improved engine efficiency. Octane number is the measure of the anti-knock qualities of a fuel. The higher the number the higher the compression ratio that can be used. Octane numbers are based on numbers 1-100.

One of the side benefits of TEL is that it acts as a lubricant to eliminate exhaust valve seat wear. Valve seat recession will be experienced in engines designed to run on leaded fuels when using unleaded fuel.

Penrite Valveshield is an unleaded petrol treatment formulated primarily for vehicles originally designed and manufactured to run on leaded fuel. It protects these engines against valve seat recession (VSR) using current unleaded or premium; unleaded fuels. Penrite Valveshield is sold in a 250mL bottle which incorporates a 25mL measuring chamber - enough product to treat 25 litres of fuel.

Gear Oils

Does your trans-oil range of gear oils contain additives?

The only additive used in straight gear oils is anti-foam and some anti-wear agents. Excessive foaming, through agitation leads to ineffective lubrication. Water contamination can also lead to foaming. These oils can therefore be used in veteran, vintage and motorcycle transmissions without the worry of chemical additives attacking yellow metals.

Ray & Bev Burrows' Pathfinder at the tour

The Penrite Trans-oil range of gear oils is available in grades of SAE 90, 140 and 250.

My 1950's car requires an EP90 gear oil in the rear axle. Can I use modern 80W-90 hypoid gear oil?

The Penrite equivalent of an EP90 gear oil of the

1950s is Mild EP Gear Oil. This oil is a mild extreme pressure gear oil suitable for early forms of hypoid gear design. This design was such that the oil required the addition of chemical based additives to control wear. Many of these rear axles contained yellow metals, therefore the additional additive packages used have to be compatible with the likes of brass, bronze and copper.



My manual explains that for the steering box I need a mixture of grease and oil. Won't the oil sit on top of the grease?

The lubrication of steering boxes in the early days centred on the use of transmission oils which were fine when cold but had a tendency to leak out past the drop arm when hot. Grease was added to the oil to give it a bit more "body" but usually the grease would "slump" to the bottom of the box, with the oil on top thereby offering very little to the lubrication of the working surfaces of the gears.

Penrite Steering Box Lube is high viscosity semi fluid grease containing non-corrosive extreme pressure additives to provide film strength and is ideal for the task.

What oil do I use in a rack and pinion steering box?

In these particular units, the correct lubrication calls for a mild extreme pressure gear oil such as Penrite Mild EP Gear Oil.

It's often the case that because of leakage, people tend to use a semi fluid grease, or even Penrite Steering Box Lube. This is incorrect, as the product is far too heavy for this application. It would be imperative that if leakage is a problem, that the unit be removed, the seals replaced, and filled with the correct lubricant.

Coolant

I don't think a glycol based coolant is the way to go in vintage cars. What else can I use? Penrite Classic Car Coolant is a non-glycol based corrosion inhibitor which offers a host of benefits for the vintage car enthusiast both in cars on the road or during restoration. It is a very efficient inhibitor against electrolysis and oxidation. Its effectiveness in "soft" and "hard"

water is well proven. The product contains no glycol as mentioned and is also biodegradable and non-toxic. Once diluted with water, the product never becomes corrosive, nor does it change the basic cooling characteristics of water. Engines indeed will run cooler, yet not suffer from internal corrosion.

However, Penrite Classic Car Coolant whilst being a very effective anti-boil agent because of its superior heat transfer characteristics, it is not an anti-freeze. If you use your car under conditions where freezing may be experienced then the use of a glycol product is essential and to ensure that the correct concentration is used. Otherwise corrosion could be experienced.

You may even want to boost the level of corrosion protection in situations when using glycol. This is fine, the glycol will not harm Classic Car Coolant, If you are using Classic Car Coolant, and wish to do some restoration work over winter, then simply drain the cooling system of water and coolant.

Carburettors

What is the difference between Dashpot and Damper Oil?

Both of the oils are used for the lubrication of S.U. type carburettors. Penrite SU Dashpot Oil is suitable for early pre-1940 carburettors, which do not incorporate a damper in the dashpot assembly. Removing the dashpot can readily identify this type of carburettor design. There is no damper rod on the inside.

Penrite SU Damper Oil on the other hand is required for post 1940 vehicles using S.U. or Stromberg carburettors incorporating a damper in the dashpot assembly. The damper assembly is attached to the dashpot cap and can be seen when the cap is removed.

I have included the above extract from the Penrite Product Catalogue which contains lots of valuable information including a range of additives that members may not be aware of for veteran, vintage and classic cars.

Ray Burrows

FOR SALE AND WANTED

A Very Special QLD Pre-War Riley 12/4 Special

Under consideration for owner's sale by negotiation.

For some years Dianne Phillips and her late husband Ross Phillips have owned a very rare and original pre-war 1 1/2 litre 12/4 Riley saloon. They took a bold decision to sell off the intact body of the car, and hand build a 2 door low-slung aluminium bodied road worthy open topped racing car using the chassis and running gear.

Many will know that long standing club members Ross and Di had successfully hand built and raced "**VICTOR**", a super low slung aluminium bodied RM chassis driven by a super charged *Pathfinder* motor. A more modern day '*Brooklands*' if you like. There are many photos available.

Sadly, after a long illness, Ross passed away and the 12/4 project stalled. A huge amount of work had already been done. In fact, all mechanicals and the entire body had been hand crafted, partially re-assembled and driveable!

Ross had said this car was to be their masterpiece! To support Di, a group of Riley Club members who met each Tuesday at Alan and Sheila Hill's property at Samford to further their own Riley projects and maintenance decided to help Di complete the 12/4. Distances were a problem, so the car was trailered to Alan Hill's at Samford.

Work began in earnest and it was not long before the assembly was at the "driving" stage and as club tradition demanded, Brian Jackson, as he always has, was booked to take the first run around the paddock. I recall similar photo events made our Torquetube magazine in past years. [Writer's note: Brian *did* in fact take the first drive on April 12th last and was most impressed! See photos herein.]

However, the Tuesday Riley boys got themselves overloaded a bit with the building and relocation of the new Riley Club shed with garage, stores and meeting room. This frenzied activity, now successfully completed (see elsewhere in our magazine) caused Di's special 12/4 project to languish a little, although work continued.

It is at this point that Di is becoming torn between the proverbial rock and hard place; she still has the much loved *Victor*, but no 'on the road' driveable Riley which she misses for club outings. [Ross had given a first option to purchase their Riley Elf years ago, to a Riley enthusiast, who immediately called up that option when Di advised him of Ross's passing, as Ross himself had suggested she do.] Di did not want to keep the Elf for herself at that time.

The senior old salts of the Qld Riley Club, especially the Tuesday boys, all agree that this special project car is a wonderful opportunity. Trouble is that each of them already has several Rileys and existing Riley projects, and they are indeed *old!*

Di would certainly like to see the car remain in Queensland, or at least within the Australian Riley Club rather than sell it overseas. Several Past Presidents of the Qld Club know the car and contributed to its construction. Feel free to contact them for experienced opinions as set out below:

Simon Schooneveldt, spschoon@iprimus.com.au 0499 228 603.

Alan Hill, alshe@bigpond.net 3289 1063.

Brian Jackson, brianjackson@iinet.net.au 0417 625 099.

Dianne Phillips (no tyre kickers please) diannephillips1@optusnet.com.au 0411 043 974

12/4 Special Status Riley FOR SALE

a 1937 12/4 Riley 2 seater, professionally re bodied in aluminium.

Letter of approval from Qld Transport for re body construction.

The photos tell the story; most original period features retained.

Special series (Riley Special Status) motor
S27K6157

Wilson Preselector gearbox, fully overhauled,
smooth.

Knock on spoke wheels

Differential now post war 1 ½ ratio 4.89 for modern
highways.

Wide axle car, a Riley oddity, but less likely to fall
over!

Rebuilt 1 ½ SU carburettor. Original Zeniths
included with car.

Lu Vac central oiling pump system piped to whole suspension. Telescopic front shocks fitted
hidden behind original casings.



New radiator core professionally soldered into original
frame.

Alternator fitted to match modern headlight
performance.

Reset and tensioned front and rear springs and axle
beam.

New replica water pump with new seals and bearings
ex UK.

Brake drums skimmed and relined with new shoes.

Stops!!!!

Motor has been completely reconditioned. Runs like a
clock. New wiring harness is supplied but not yet fitted.
(Hot-wired).

Bucket Seats (steel) installed waiting upholstery.

Tyres: The old tyres on it still hold air but the car will need new tyres.

Aluminium foot well plates are provided to be fabricated.

This brilliant "**Brooklands**" style just needs finishing
off.

Last registered in N.S.W in December 1973.

Sensible offers considered but not necessarily
accepted.

Several Past Presidents of the Queensland Club can
advise:



Brian Jackson, brianjackson@iinet.net.au 0417 625 099.

Alan Hill, alshe@bigpond.net 3289 1063

Simon Schooneveldt, spschoon@iprimus.com.au 0499 228 603 or 3505 1033.

If you are not a "tyre kicker" you may contact the owner direct:

Dianne Phillips, diannephillips1@optusnet.com.au 0411 043 974.

Wanted

RMB Radiator in good condition. It will be fitted to a car that has been owned by Tom Palagyi since 1968; please call Tom on 0418 628 508

COMING EVENTS

Opening of Queensland Riley Club Shed Sunday 12th June at 3 PM.

The date of the official opening of our shed has been set. Local dignitaries have been invited and we are hoping for a large gathering of members and friends with their Riley cars.

Afternoon tea will be provided and members are asked to wear their Club shirts and name badges. Family members are encouraged to attend to see our new building with its parts racks and gathering space.

2016 EVENTS PROGRAM

- | | | |
|------|---|--|
| May | 1 st | David Hack Classic meet-Toowoomba City Airport 8 am to 2.30 pm Phone Chris 0407372908 |
| | 2 nd to 5 th | Merimbula National Rally |
| | 12 th | Thursday Monthly meeting |
| | 21 st 22 nd | Sunshine Coast Antique Car Club "Motorkhana" @ Nambour Showgrounds. Ph. Phil Tucker 0421871937 after hours |
| | 22 nd | Sunday Mac's bridge Classic. Belmont. |
| June | 3 rd 4 th 5 th | Hillbilly Rally Toowoomba. See advertisement below. |
| | 9 th | Thursday Monthly meeting |
| | 12 th | Official Opening of the Queensland Riley Shed 3PM |
| | 19 th | Riley/MG breakfast run |
| July | 9 th 10 th | Samford Show Static Display at Showgrounds |
| | 14 th | Thursday Monthly meeting |

24th Gold Coast Swap at Mudgeeraba Showgrounds

August 11th Thursday Monthly meeting
14th Around the Houses Details to follow

September 8th Thursday Monthly meeting

October 13th Thursday Monthly meeting

November 10th Thursday Monthly meeting

?

December 8th Thursday Monthly meeting

? Christmas Party

January 2017 Presidents Run

February ? AGM.

PLEASE NOTE Gold Coast Antique Auto Club now to be held Bi-annually in May in conjunction with Tweed Valley Restorers Club Rally during "gap" year of GCAAC Autorama, TVR in 2016 and GCAAC in 2017

Open Day of Riley Shed To Be Announced Later

The RACQ QHMC rally

The RACQ rally is fast approaching; we would love to see you there!

It will be held in Toowoomba from June 3 to 5. Enjoy the beautiful scenery, points of interest and great driving roads of the Darling Downs.

All meals are optional. If you wish to do your own thing, we're happy to accommodate you. If you don't wish to participate in the meals or events you can join us for the great drives and the company of other enthusiasts for only the \$30 entry fee.

When completing the entry form just enter a `0` for any of the meals you don't want us to supply. If you still want to join the tours of the Army Air Museum on Friday, and Highfields Pioneer Village Museum on Sunday, you just have to pay the required entry fee to the venue as you go in.

Here is a link to the entry form.

<http://qhmc.org.au/wp-content/uploads/2014/08/RACQ-QHMC-QVVA-Rally-Registration-Entry-Form.pdf>

Other information is here

<http://qhmc.org.au/2016/04/2016-racq-southern-qhmc-rally-hosted-by-the-the-qvva/>

Note that entry forms and payment can also be mailed to QVVA, 1376 Old Cleveland Road, Carindale Qld 4152

We're also pleased to advise that the Darling Downs Veteran and Vintage Motoring Club are very generously providing a free BBQ on the evening of Friday 3rd for all entrants:

Need more information?

Contact

secretary@qhmc.org.au

or phone Graham 0407 257 440

Riley/MG breakfast run

There will not be a Riley/ MG breakfast run in May due to many members being away at the National Rally. The next run, with details to follow, will be on Sunday 19th June 2016.

Trevor Taylor.

Painting Albert

Painting has never been my preferred activity. Performance has never achieved the dreamed outcomes. But things have improved. It all starts in the preparations. From failed experiences (thankfully on cheap Japanese cars) it has been learned that cheap materials always produces cheap outcomes. Nowadays a quality single system of poly filler, etch primer, undercoat and paint has been chosen. The old adage about getting what you pay for is true. Likewise low humidity but warm days have been chosen for painting. The specs instructions on the paint tin state that painting should not occur when the humidity is above 70% but my limit is no painting above 40% humidity.

The big decision –choosing between two possible paint systems; acrylic or two pack



In the first picture from the left is the colour, the flex additive, thinners, undercoat hardener, top coat hardener and undercoat; total cost is about \$500. The second picture depicts the acrylic undercoat, thinners, colour and etch primer; total cost \$350. Prices are in Australian dollars.



Alas the missed ding on the front window surround. You can see it in the lighted area.

The entire car body and panels had previously been painted with etch primer over the body, leaded joins and panels. The whole car was then painted again with a grey undercoat/filler. A close eye was then run over the entire surface looking for scratches, dings and any other imperfections. Paint stopper

was then used to fill scratches, oxidation craters and tiny dings. The tub was so pitted with tiny oxidation craters that Albert looked like he had had measles after the red paint stopper was used over the grey undercoat and the body rubbed back with wet and dry. Some imperfections are always missed so the process of stopping, painting and sanding back is repeated again and again until a straight surface was achieved. Even so after several inspections usually one or two or more imperfections are missed but usually nobody else notices or at least they are too polite to say something. But the imperfections found were filled and undercoat resprayed over the whole area. This was then sanded down with wet and dry until it appeared 'straight' and without craters or mountains.

A great deal of discussion over many years has taken place amongst Riley people about which paint is best to use on a timber framed Riley. On the orthodox side proponents argue that only acrylic or cellulose paint should be used. Two pack, they say, 'is a 'no no' as it is too shiny for a vintage car. The orthodox school also argues that two pack is too brittle for a car that flexes as much as a RM does. Still another group of orthodox 'greenie' Rileyites rightly argue that if used carelessly a painter can poison himself as well as the environment. The only paint to use they say is acrylic because it approximates the shine and flexes

sufficiently for a timber framed car and you can survive the painting job to enjoy driving the car when finished. The heretics, however, argue that a two pack additive provides great flexing characteristics in the paint. It is used on plastic bumpers and even minor dings can be pressed out without cracking the paint. The two packer heretic also argues that if the painter rubs the entire car with 1000 grit wet and dry and polishes the same with a foam rubber head on a polishing machine the duller post war shine can be achieved. Another alternative is to use a matting agent which produces an approximate shine to acrylic paint. Such heretics also argue that the paint is a better quality product; it lasts longer and is less prone to chipping. It should also be noted that heretics might care less about the environment and their health than their orthodox counterparts. They do claim a nice finish on their cars, however. Readers may decide for themselves which camp the writer fits into. In the end event, the car was painted a cream colour. Only three coats were utilized as the thicker the paint the more likely cracking will occur.

Now, at this point it needs to be said that the wrong time of year was chosen to paint. Two days after the primer was applied, the heavens opened and the humidity rose from 95% in the morning down to 60% in the afternoons and this was on good days. There have been two short periods of two or three days when painting could occur and when not required for



other duties painting was conducted with fierce determination. Even so there have been only three days in the last three months when painting has taken place and after three months painting is still not quite finished.

Body painted (note the dull finish)

Painting started with the less visible parts such as the number plate backing. Not being an expert with a paint gun, the other panels were

Painted starting with the ones that were less visible to the discerning eye. As a result the guards, bonnet top and boot lid were last to receive paint. After that the body received attention and experience was drawn upon to paint across the panels rather than along them. In my opinion the finish is more likely to be even. After the initial coat was applied to the panels and body a thinner second and third coat was applied.



Panels painted

The aluminium doors deserve special mention. They were prepared for etch priming with an aluminium cleaning fluid and then painted with an etch primer and then a 'flexible' undercoat. An attempt was then made to rub

the dings out with a dolly and then an ever-so –thin layer of poly filler was used on the bits that couldn't be straightened which was probably all of them. Readers of earlier articles about Albert may remember that attempts to weld the aluminium skin were not that successful. The outcome was that the cracks did not meld but an aluminium bridge on the inside of the door was created from one side of the crack to the other side so the cracks were filled with plastic. Encouragement was received from friends who assured me that the cracks would reappear alongside of the old one after a few months of driving.

Guards painted.

After the first two coats of paint the panels were lightly rubbed back to produce an almost straight finish and then the final coat was applied. This covered the whole body, boot lid, spare wheel door, bonnet sides and tops, guards and the number plate backing. The result was sufficiently pleasing to my eye and so it was left at that.



Philip Wyllie

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