



# TORQUETUBE

**Newsletter of Riley Motor Club Qld , Australia Inc. May  
2017**

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



**Neil Walter and his 1949 RMA**



**RILEY DRIVERS  
EDITION**

**THE  
PLEASURE OF  
DRIVING AND  
TINKERING WITH  
RILEYS**

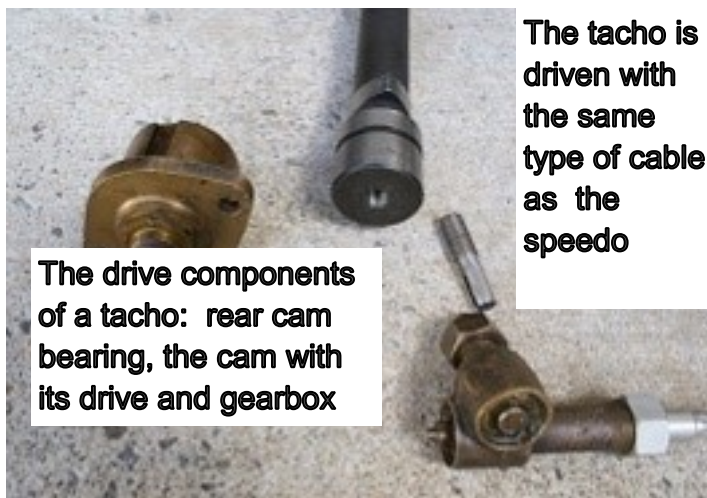
**Ken Porter and his 1949 RMB**

## Editorial

This edition is dedicated to the many Riley enthusiasts who enjoy tinkering with the engine and body parts of their cars and then driving them. Out of the several owners approached for stories Ken and Neil were available and willing to let the Torquetube editor into their garages— and that is not without risk as he touches stuff like engine parts, door handles and instruments and sometimes they seem to come off.

It is really interesting that both of the Riley owners visited also had other restoration projects as seen in the articles and pictures featured in this month's magazine.

For those curious about the George's electrical failure while travelling to the Phillip Island Rally (the editor's RMB) it was a short in the lighting switch.



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

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A very successful breakfast run had 11 classics and 3 moderns enjoying a beautiful picnic by the lake. Matthew French in his Riley 9 and 2 MGTF's were all on their first run since restorations. 3 Rileys, a Jaguar S Type, and 7 MG's made an impressive line up.

Trevor Taylor



## MAY EVENTS PROGRAM

**11th Thursday 8 PM at the Riley Motor Clubhouse:** Monthly General Meeting of the Queensland Riley Motor Club, Samford Showgrounds

There may also be markets on the High St but there is plenty of parking near the shops. Hope you can join us. Any queries call Trevor on 0407 717 853.

**14th Sunday 9.30 AM Breakfast run:** The breakfast run in May will be slightly different! Instead of cooking on a BBQ we will meet in Woodford and purchase a breakfast at one of the many coffee shops /bakeries in the main street. The Samford group will leave at 0815 and travel through Dayboro and over Mt Me.

**21st May, 9 AM Club run:** Our destination is Lake Macdonald in the Noosa Heads Botanic Gardens. Meet at the northbound twin BP station (northbound), Bruce Highway , Caboolture at 9am. The destination address is Lake Macdonald Drive, Lake Macdonald. BYO picnic lunch, parking is along Lake Macdonald Drive.



# Introducing Bob Oswald

I was born in the then British dominion of Cyprus just as the sun was finally setting on the Empire, and was brought up in a double handful of countries in the Middle East, Asia, Africa, the Caribbean and North America, before leaving home to live in Britain. That was in 1970, and one consequence of leaving the parental nest at an early age was having to rely on cars costing 10 to 50 pounds.

With kitchen scales and a long spanner I torqued up my first head on a 1963 Sunbeam Rapier, then a week later splurged three quid on a bendy torque wrench when the head gasket blew. I never looked back after that (too much smoke) and over the following 15 years had about 150 old motors (but not a single Riley) go through my hands, most of which were tarted up, fettled and sold for a modest profit as I supplemented my income on the blind side of the tax man (a traditional pursuit in the Britain of those days).

As a young chap, a hobby of SCUBA diving led on to first lobster diving, then salvage diving, and finally into the depths of the North Sea as a rig diver. A crash in that industry in 1977 gave me leisure to think about the long term, which caused me to go back to school and eventually to gain degrees in marine biology at the University of Wales, where I met my wife, with whom I have now spent almost exactly 39 years. Poor woman. In an early attempt to get away from me, in 1986 my wife got a job at a university in Oregon, some eight time zones, one ocean and a fair size continent away from me. It did her little good though, as the bad penny then turned up on her doorstep.

However, we spent a happy 18 years in Oregon where we bought a small farm, and, after a long gap away from old cars I bought a 1964 Mercedes Benz 220S. A lovely thing, and a complete lemon that I got rid of pronto at a considerable loss. Then followed my first Internet-Sight-Unseen purchase, a 1965 Bristol 408 from 1500 miles away. We then moved up to Alberta, Canada in 2004, having taken advantage of a weak Canadian dollar to buy a larger farm up here. After moving here I

bought a 1959 Morris Oxford Series IV (the estate version of the rounded S3 Oxford saloon) and finally my most recent Internet-Sight-Unseen purchase, a 1950 Riley RMB, serial number 60S6512, from Quebec, some 3000 miles away.



**Above: The beauty that caught Bob's eye**

I know you won't believe this, but both of my Internet purchases showed considerable discrepancies between their described state and their arrived state. You'd think I'd learn, but apparently not. So here I am, retired now, or refired as I like to think of myself, doing the cooking and sending my wife out to work as a veterinarian to support my old car habit.

**Below: The dash curiously on the left side**



The Riley is a lovely thing but is at present up on axle stands awaiting a brake job and axle seal refettle. Various large projects have come up in the last two years to prevent my finishing the car, but I am hoping that 2017 will be its year to get back on the road. I am very envious of the British classic scene in Australia and New Zealand, and I am always astounded when I read of how lively the scene still is. One day I hope to come over there and surreptitiously slip a couple of pre-war Riley tourers into a container when no one is looking.



**Above: The engine complete with brake fluid reservoir on the exhaust side**

of rear axle work. My intention is to produce a nice-driving and reliable fifty-foot car, if that expression exists down your way too. **The picture adjacent shows her in my workshop**, as she was just before I put her up on axle stands last year.

(Edit) I met Bob over the internet after he had written to our Club President, Ken Lonie. At the time I had no idea that we had an overseas member and contacted Bob to find out about his car interest. Welcome to the Club, Bob.



Since purchase I have raised her bottom with new springs, rebuilt the SUs and spruced up the engine compartment, and am in the middle

## Committee News

### Secretary

Mark reported that a NATIONAL HERITAGE DAY—Picnic in the Park would be held on Sunday 21 May. More details in the meeting minutes.

Current Club membership is required at the time when a vehicle is put on SIVS rego. Current membership is also required when using SIVS registration.

### National Rally Coordinator

Further information about booking accommodation was sent by Wendy to Interstate Editors.

### Registrar

A number of folders containing much history about cars currently in Queensland are being kept at the Club House. Members are welcome

to consult these records so they might discover the history of their car.

### President

Ken reported that he had participated in a Presidents meeting at the recent National Rally and questions about the sale of spare parts from interstate clubs was resolved. The details are in the meeting minutes.

### Club House

Bill White and Trevor Taylor are engaged in activities to fund a covered outdoor area for events.





**On Sunday, beginning at 11 AM on the 4th June Albert's rise from the miry waters of the Brisbane River and long decay in a coastal Brisbane graveyard will be celebrated at 74 Treehaven Way, Maleny, Queensland.**

**It is hoped that you will join Albert's current custodians in your glad rags to join in the celebration and to look Him over. It is also hoped that Albert will be joined by many of his fellow Rileys. Parking is on the front lawn.**

**A BBQ lunch will be provided as well as coffee and tea. If you wish to stay for lunch RSVP is needed for catering purposes (phone or e-mail (07 5499 9826/ philip.w.wyllie@gmail.com). BYO refreshment drinks.**





# *Rockhampton Rileys*

*Wednesday 21/6/2017 – Sunday 25/6/2017.*

Come & join us, a fabulous little trip – 2 days in convoy to get to Rocky, meet up with our Townsville Rileyites, 2 days at Rockhampton of driving/exploring/chatting, fun, good food, coffee etc etc.

Only 8 weeks away, ask Wendy L for details re booking accommodation etc. Last time we did this trip, it was excellent

Hope you can come

Ken Lonie Mob: 0409 613231.





## A Tinkerers view of Riley Ownership by Ken Porter

I have always enjoyed messing about with cars ever since learning to drive a Ford Prefect at 10 years of age in the early post-war years. My father tutored me at night in the back streets of our country town so by my 15th birthday a real license was no problem. Metal work at high school whetted my interest as did an after-school job at the local garage: washing cups, sweeping the floor, and washing and polishing customers' cars. But the real treat was sometimes driving these cars to the customer's home - and walking back! The annual show day was however the ultimate joy - dressed in a white coat and guarding the display of new cars.

At about that time I was also enjoying a British car magazine and came across a picture of an RMB Riley. I fell in love. I never saw one in the flesh but I hung pictures of these magnificent cars in my bedroom. From that day, I have always wanted to own a Riley. From there a career in motor mechanics seemed a natural progression but my mother had other ideas. Back to school I went and the apprenticeship offer was turned down. That was the end of my plans to work with cars and I sadly turned away to academic pursuits. My messing with cars remained unskilled DIY tinkering - nothing seriously mechanical especially as cars began to accumulate more electronic stuff.



Above: The stuff of childhood dreams

Then suddenly I was 60! Retirement brought new opportunities and the chance to revisit unfulfilled dreams. So, nostalgia took over and the desire to own one of those shiny new 1950 models I had once guarded and cleaned, overwhelmed me. At this stage, it was not a Riley but it was something that I could start with. It lay in the backyard of an enthusiast, a future restoration project along with perhaps a dozen others mostly indistinguishable from rusting junk. I was answering an advertisement for a \$500 'easy restoration' vehicle which I could hardly recognize among the vines, weeds, and chooks now resident there. The door surprisingly opened to reveal an internal bomb site with a smell akin to death and decay.

The rat stood its ground as if challenging me to intrude. 'There is a bloody rat's nest in there', I whined. 'Now, that is a good sign - rats only nest where it is dry!' the vendor retorted.. 'But, what about all that rust?' 'Nothing to it. Just surface stuff'. He produced some emery paper and began rubbing furiously. 'What about the engine? Is it seized?' 'No, it turns over', and he demonstrated just how easy cranking was! My head was trying to rule my heart with every logical reason why this vehicle's revival was simply beyond me. But the heart won and this once wonderful Austin A40 was floated home.



Above an Austin A40 off the internet



Two years on, after constantly referring to restoration websites and books, picking the brains of experts, much trial and error and unconventional methodology (but with a few last resorts to professional aid) - not to mention the bad backs and foul language - the day has arrived. The district vintage car club inspectors are here to make judgment. I'm quite nervous. A veteran of many written exams, I thought those butterfly episodes were over - but no! The two senior engineers don overalls and approach the car. 'Nice paint job!' The first compliment. Who did it?' I proudly answer, 'me'. He then catches sight of the plastic bag full of empty aerosol paint cans. 'You didn't?' He is incredulous at the thought. I had painstakingly used paint cans in the long process of rust removal, treatment, and finishing. At least the nervous tension has eased and we are all laughing. Two hours later I am given a must do list which thankfully is remedied within a week. And tonight, I receive my historic car plates from the club Registrar. It is a great feeling of satisfaction and pride. My first vehicle restoration as a rank novice has given me something I've missed for 50 years. It's probably too late for a mature age apprenticeship though!

**Below: 'The Just Cars' advertised RMB**

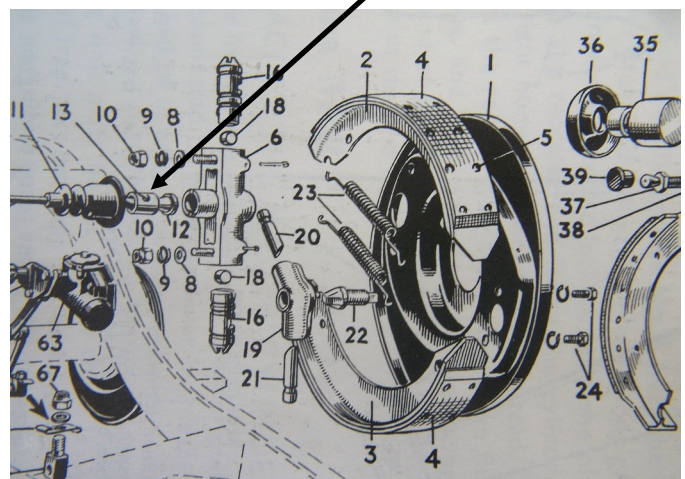


It is now some years later and I am living in Queensland. It was advertised in, 'Just Cars' of Melbourne. I answered the advertisement but the price was far higher than I expected to pay. So, I said, 'good luck with the sale' and I moved on with my thoughts about owning a magnificent Riley. After

some time, I decided to ring the person again and ask if the car had been sold. The man who answered the phone was the custodian and mechanic but not the owner. He said, 'I know who you are. I remember our conversation from before. The lady who owns the car may take a lower price. What was your offer?' I told him and the mechanic said she would sell it at \$500 less than the figure I gave him. A telephone call was made to the President of the Victorian Riley Club and he issued a glowing report. John, the mechanic then gave me notes on the restoration history and appeared to be very honest. In short, I purchased a 1949 RMB and had it shipped up to my home here in Queensland. It was a delightful example of a post war Riley. The paint was good, the hood was in excellent condition, all the instruments worked and apart from the headlining the interior appearance was very respectable. No strange sound came from the engine.

But then came the issues.....

The first challenge I encountered when attempting to get 59S4882 registered was the suspension rubbers. They all had to be replaced prior to registration. The wheel cylinders were also leaky so off went the car to Nambour brake service. They were refurbished, drums machined and the original hard brake linings replaced. Oversized pins were fitted to all the linkages. With a restored brake system I took the car home but the hand brake didn't work and when the brake pedal was applied the nose of the car would dip. So, taking things into my own hands the rear wheels were removed and I discovered that the expanders were seized



in their housing! The mechanic did everything that he could do to the limit of his knowledge but the rear brakes of a Riley were beyond his experience. With this work completed a roadworthy was issued and the car was on the road. I am enjoying my childhood dream - I own and drive an RMB!



**Above: A typical Riley owner's position**

The next issue was overheating. I could hardly drive around the block without the radiator water boiling! So, the car was taken to a radiator specialist who removed the radiator and back-flushed the engine with a fire hose! When this was told to the editor of TT he wondered whether the welsh plugs could have been blown out. Anyway, the radiator specialist put a bigger 5 bladed cooling fan in place of the four bladed Riley fan and a thermostatically controlled electric fan on the front of the radiator. This fixed the problem but with the invoices for the brake repair and the radiator repair, 59S4882 was becoming expensive.



**Above: The thermostat located in the top hose**

Another issue was very high oil pressure. The car ran at an oil pressure of 100psi! Thankfully by this time I had been in contact with the Queensland Riley Motor Club and met Ken Lonie. He is an expert on oil issues in Rileys and has had much experience as demonstrated in the last magazine. Ken explained that the first step was to unwind the oil relief valve in short steps. So, the valve was unwound a quarter turn and the pressure checked and the process was repeated a full three revolutions. The car now shows 60 psi on a cold start and then 40 psi at 35mph.

After that, attention was focused on the seats. They were covered with the original red leather but they had lost their suppleness and showed some minor cracking. The chairs had also deflated over the years with the weight of human bodies so the seats were taken apart. The solution was simple: front, and rear seats required re-stuffing and after this the seats were refitted and 'Bowden's own leather love' was applied and reapplied until the seats regained their suppleness and tennis elbow had developed. The product worked well and it really did rejuvenate the leather.

**Below: Rejuvenated seats.**



When the headlining was taken out it we discovered that the ply framing had delaminated. It would not take staples so a rather magic glue called, 'liquid nails' was utilized to glue it all back together and happily the framing is now as strong as iron. Thankfully the upholsterer could get



staples into it and the outcome is quite respectable.



**Above: The heater below the winged dash**

I must say that I get more enjoyment out of tinkering with the car than driving it. One of the issues is that it has an old Bosch heater above the gearbox cover and there is nowhere to put my left foot. The solution is simple: I only need to quit the heater as it is not needed in the warm climate of Queensland. I really enjoy finding small things to do. Tinkering is what I like to do best. I am in awe of the engineers I have met in car clubs who have retired and turned their garages into engineering workshops. My knowledge is limited but nevertheless I get great enjoyment just tinkering with my Riley.

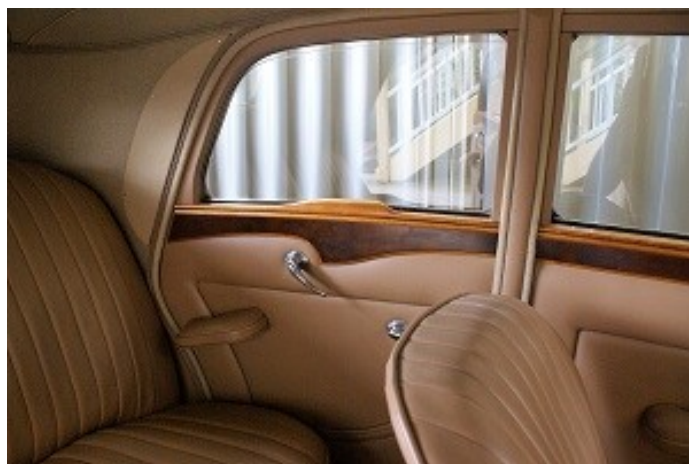
## Magnificent Motoring with RMA 39S16885

by Neil Walter

The car was purchased in the early 1970s, maybe it was 1971. It is an early 1949 1 ½ with a winged dash and Jaeger instruments and a wind out driver's side window. Co-incidentally my brother Bruce bought a 1949 RMA some years after me and we ended up restoring them at the same time. It was a later 1949 RMA and it had the Smiths square instruments with a fixed windscreen. My car was purchased for the princely sum of \$150. At the time, it wasn't a goer but it was my first car. Initially the car was tidied up and after some work on the engine the car was in sufficiently good condition to put it on the road and it became my daily drive. After completing the initial tidy up the car was driven to Cairns and the only mishap was that a shock absorber bracket broke but the car made it to Cairns and back without difficulty. It was also my on-going project.

Fortunately, my skill set was in timber work and later in life I became a manual arts teacher. In the meantime, I had joined the Riley Motor Club and become acquainted with that remarkable engineer and Riley enthusiast, Jack Warr. At every opportunity, Jack was quizzed on all things to do with machining and assembling the mechanical parts of British motor cars and gradually a body of knowledge was acquired.

Even now although Jack is in his ninety's he provides lots of good advice. He has contributed much and has given many enthusiasts confidence to tackle the mechanical requirements to restore and maintain their Rileys to a reasonable standard.



**Above: Timber complete and car upholstered**

About 25 years ago, my brother purchased his 1949 basket case so I took my car off the road and we did a complete body off restoration to both cars. Most of the timber work in my car was sufficiently intact to use as templates. The major exception was the 'A' pillar and this was in a very poor condition. Together we made the

timber work from Queensland Maple. This timber is a reasonably light hardwood that is local and in plentiful supply. The timber is also used in boat making and was used in aircraft construction. Unique to this hard wood is that it has an interlocking grain so it is harder to work with but very strong. When assembling the timber frames for the cars captive plates were used for the door catches and where screws could be used they were utilised to maximise the rigidity of the frame. It took between 2 and 3 years to make the timber shapes and to assemble them.

After the rebuilding of the cars a minimal amount of lead wiping was utilised and the body and panels were prepared for paint. We used a good quality acrylic or cellulose paint and I painted my car maroon as you can see from the photographs. On one occasion, I took my wife and three children to O'Rileys. For those who may not know this O'Rileys is located on the scenic rim inland from the Gold coast and at that time it was a popular camping and leisure centre. A local worker was quite surprised when my wife, three children, picnic table, our clothes and camping equipment was unloaded from the car but of course as everyone knows Rileys have ample storage. The car continued to be my every day drive and it was utilised for all sorts of activities.



**Above: Paint and chrome looking good at a distance**

The paint has lasted well over 25 years but is now a little tired and in need of a new paint job. The chrome work was all in reasonable condition so this was utilised during the rebuilding

but it also is becoming tired and in need of re-chroming. The car was regularly driven up to 8 years ago and only put off the road so that my attention could be focused on restoring a pre-war 1936 Singer Sports 9.

This is course is not the end of this story about 39S 16885. A little while ago my daughter asked me to drive her to her wedding in the Riley. I am happy to say that not much was needed to be done to get the car ready. The cork parts in the carburettors had dried up so these needed to be replaced and with new plugs and points and after an oil change the car fired up without hesitation. The two cars were utilised for my daughter's wedding without mishap.

**Below: The wedding cars**



Rileys are beautifully engineered and my car is a pleasure to drive. All the instruments have not failed to work over the years and the car has always been a safe and robust car to



**Above: Neil's workshop displaying a more recent restoration; a pre-war Singer**



drive. One of the workers at Northside Cylinder head recommended that I use 98 Octane fuel and I have taken that advice. Penrite oil HPR 30 for older cars is used as well as older style oils for the differential and gearbox. Of course, everyone has their opinion but I like Penrite. The original distributor has been replaced with a DJ4A distributor. It has a Mitsubishi module that is fitted to Hyundai Excels (first series) Bosch part number BIM 076. The spark plugs used are NGK with a 40 thou gap. The tyres used are a light truck radial 175/75R16C – Nankang Passion CW 20. With this smaller tyre, it allows the car to be a little nippier on the roads and they allow the car to corner well.



**Above: Engine displayed**

## Fitting Albert's rear window by Philip Wyllie

There are a whole range of skills that my bride has that I know little or nothing about. For example I was pondering upon the best way to fit the rear window into the hood of Albert. While contemplating this I raised the subject with my bride and she said that the first thing that needed to be done is to baste the hood material to the headlining. 'What?', I asked. 'What does that mean?' I was thinking along the lines of wiping butter onto a roast chicken in the oven. She said, 'You stitch the hood with long stitches to the headlining outside of the line of where the window will be attached and then you stitch the hood and lining together inside the line of where the window frame will go to hold the two together while the shape of the window is cut out. That made sense so it was what was done.

### **tion of rear window determined**

First though, the height of the window needed to be determined so that when the hood was pushed back into the hood box, the rear window would descend into its place without getting stuck on the tub section or the frame that the rear seat sits against or both. So, a phone call was made to Chris Gilbert who knows just about everything that matters about post war Rileys. He told me that when a professional upholsterer fitted Bill Peasley's rear window he stitched it in too low so it didn't fall into place by itself (Bill is a long time member of the WA club). So, every time the hood was pushed down Bill had to manually push the window into the hood box. That was scary. After spending so much time and money on the hood and fitting and refitting the headlining I didn't want to make a mistake. With further reflection on my bride's suggestion a central location for the rear window was determined using a measuring stick, then the inner window frame was separated from the outer frame and a chalk line was made around the inner frame onto the hood. The inner frame was then stitched with a single stitch on the four corners of the window to the hood and the hood was lowered into the hood box. Hallelujah! The hood inner frame lowered into the hood box and then the front of the frame fell forward just into the right space.



**Above: headlining all stitched up and posi-**



**Above: experimenting with window position**

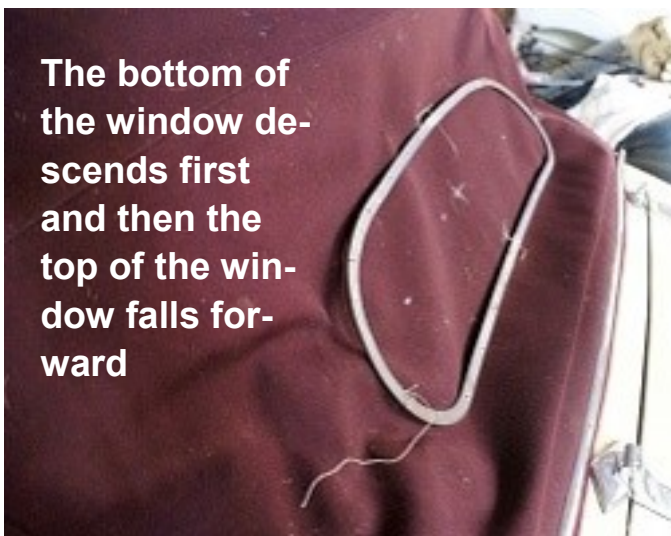
The procedure of raising and lowering the hood was conducted a few more times to see if there were any catching points but none appeared and it was decided that the correct position had been jagged on the first attempt.

Well, I'm not doing it again! By the way Ian was right, but at some point or other perfection has to give way to maintaining one's sanity.



**Above: Rear window has fallen into the hood box**

The inner frame was then taken off the hood and the basting commenced. Thankfully, my bride was willing to climb into Albert and pass the needle back to me when I pushed it through the hood and the lining. After an hour the outer stitching was in place and my bride departed. Having been abandoned to my own devices, the needle was again threaded and the inner basting was conducted. It required twenty one entries into the car and twenty one exits resulting in sore knees and various wounds inflicted by the needle. Then, the anxious moment arrived. A blade was put to the hood, a slit made through the hood and headlining and after that the garage scissors employed to cut along the line made by the chalk. This completed the chalk was ground back to a fine point and all of the bolt holes marked out on the outer skin of the hood. A single hole paper punch was then utilised to cut the holes for the 2BA countersunk bolts. The punch was a hand operated thing that cut a circle through paper by closing the lever and it worked beautifully.



**The bottom of the window descends first and then the top of the window falls forward**

This was not my experience with the headlining, however. The material used on the first attempt turned out to be a bit too stretchy and you could never get a tight finish when the hood was locked into position. All was not lost, though as this was used as a template and an alternative material was used. It was a furniture upholstery cloth that was purchased at a 'Spotlight' material warehouse. This was strong and firm and it worked well, but then it was found that it was too short on the side pieces. The stretchiness of the first material covered this issue over. So off came the headlining again and new side pieces were sewed into place. Again, it wasn't quite right so off it came again, readjusted and this time it fitted. I was quite pleased with this effort until Ian Henderson looked at it and said it was a bit loose.





The next step had been foreseen and a few days earlier 'Clark Rubber' had been visited and a self-adhesive rubber strip was applied to the inside of the outer window frame with Perspex in situ. The locations for the bolts were then cut out in the thin rubber and the bolts were screwed into their places to see if enough rubber had been removed from the bolt holes to make a n easy entry point. This completed my bride was again enticed into the man cave to hold the outer frame in place while I placed the bolts through the inner frame holes and screwed them into the outer frame. This worked well for the top and some of the bottom holes but a few of the bolts had been cut a fraction too short so two other bolts were cut to size and these were located and screwed through the inner and into the outer frame. After a couple of hours of work all of the bolts were in place and tightened to what seemed like a good firm finish. The hood was then lowered into the hood box and the top of the hood just touched the rear seat frame. Using a pair of nibblers the edge of the frame was trimmed back by 3 mm, the timber edging replaced and the hood was again lowered. It fitted beautifully. The outer basting stitches were

then removed and the window examined in its position.

The window frame is made from brass, it is electro plated, Perspex is fitted into the rebate and the inner frame is screwed to it making the all up weight of just over one and a half kilos – 1.520 kilos to be precise. Now that is a reasonably heavy window to hang on a material hood. So, it sags just slightly. But I am pretty happy with the outcome and I hope the reader has enjoyed the story.

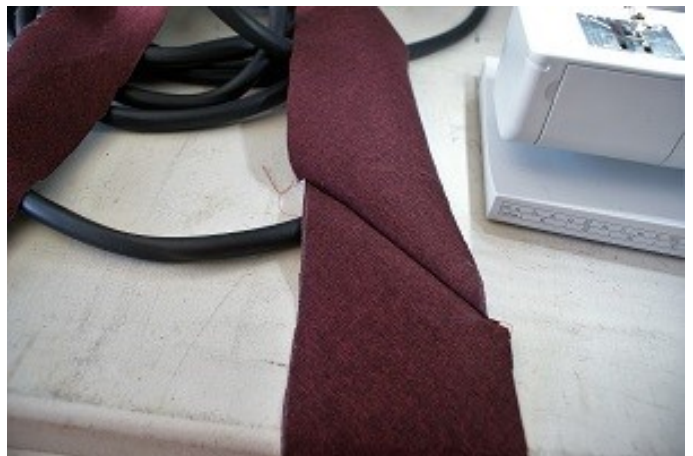


**Above: rear window in place**

## What one man learned from his wife about building Rileys

The stretchy part of material is across the bias. I didn't know that but my wife did. She explained that if you cut across the material at a 45 degree angle the strip that is cut out is much more stretchy than if you cut along the grain. So I did that and made the strips 4 inches wide. The purpose of doing this is so that the draft excluder that was being made for my car would go around the edges of the door openings without producing folds in the material. It works.

Next she said you just sew the ends of the strips together along the angle and the material can be lengthened as long as you want it to be.



All of the women at Spotlight seemed to know these things and so I am wondering what else my wife knows about building Rileys that she hasn't told me yet?

Anon.



# Queensland National Rally in Caloundra on 7<sup>th</sup> -11<sup>th</sup> May 2018

There have been numerous difficulties experienced by Members attempting to book their accommodation for the Queensland National Rally in Caloundra on 7<sup>th</sup> -11<sup>th</sup> May 2018. Please accept my apologies for any inconvenience you have experienced. The Oaks has changed their booking method for our event and have issued the attached form to be used for booking accommodation. Please inform me of any other difficulties if they should arise. Please be assured that The Oaks Oasis Resort is a well regarded events venue. The 2018 National Riley Rally will continue the fantastic history of previous National Rallies. Entry forms will be widely circulated in August 2017. I welcome any enquiries regarding our upcoming event that is only 12 months away.

Wendy Lonie  
Queensland Rileys, 2018



Oaks Oasis  
Accommodation Booking Form  
Riley Car Rally 2018  
7<sup>th</sup> – 11<sup>th</sup> May 2018

Return Completed Form To:	Email	<a href="mailto:FionaC@theoaksgroup.com.au">FionaC@theoaksgroup.com.au</a>
	Fax	07 3246 1799
	Phone	07 3246 1881

**PERSONAL DETAILS**

Guest First Name		Guest Surname	
No. Adults		No. Children	
Phone		Mobile	
Address			
Email			

**BOOKING DETAILS**

Arrival Date		Arrival Time	
Departure Date		Departure Time	

**ROOM DETAILS** (Please indicate the number of rooms & bedding configuration required)

Room Type	Nightly Rate	Bedding	No. Rooms	No. Guests
Executive King	\$139	1 King OR 2 Singles		
Executive Family	\$149	2 Queens		
Two Bedroom Dual Key Apartment	\$239	1 Queen + 1 King OR 1 Queen + 2 Singles		

**OPTIONS** (Please indicate if required)

Additional Bed Required (If this option is chosen, it will be automatically added to the total room rate based on number of booking nights)	\$44 per person, per night	Yes / No
Breakfast Required (If this option is chosen, it will be automatically added to the total room rate based on number of booking nights)	\$20 per person, per night	Yes / No
Special Requests (Please note that whilst we attempt to satisfy all requests, we are unable to guarantee prior to arrival)		

**TERMS & CONDITIONS**

Rates & room types are subject to availability at the time of booking. Credit card details are required at the time of booking to secure a reservation and a deposit equal to one night's accommodation will be processed within 48 hours of booking. BOOKINGS ARE NOT CONFIRMED UNTIL A CONFIRMATION HAS BEEN RECEIVED FROM OAKS.

Cancellations within 30 Days prior to arrival will incur a cancellation fee equal to 100% cancelled accommodation.

Check-in is after 2pm on your day of arrival, however should you arrive earlier luggage storage is available and you are welcome to use the hotel facilities. Check-out time is prior to 10am on your day of departure. Should you require a later check-out, please contact Reception on the morning of your departure. A late check out fee may apply. Valid photo identification must be presented on arrival. Upon arrival, a credit card pre-authorisation of \$75 is required as a security bond to cover any incidental expenses incurred during the stay. We do not accept cash as a payment for the security bond. Please note: Payment by all credit card types will incur a 1.5% transaction fee in addition to the amount charged.

**CREDIT CARD**

"Booking will NOT be made if this section is not completed"

VISA  MCARD  AMEX  DINERS

Card:

Expiry Date:

Name on Card: \_\_\_\_\_ Signature \_\_\_\_\_



# Queensland



## National Rileys in Caloundra, QLD

7<sup>th</sup> – 11<sup>th</sup> May 2018

### Expression of Interest

We cordially invite you to express your interest in the 2018 National Riley event in Caloundra, Queensland

#### Come and join us!

Caloundra is a vibrant destination on the Sunshine Coast just 1 hour north of Brisbane. Besides its obvious attributes of magnificent beaches and tourist facilities, it still retains a family atmosphere.

The Oaks Resort in Caloundra is our home base. It offers several options of accommodation ranging from hotel rooms to villas with secure parking for our cars. Other accommodation options in the immediate vicinity of The Oaks include Caravan Park cabins & several motels. Our event will be for 4 days, so the opportunity is to extend your stay in this iconic part of Australia, maybe even incorporating the Commonwealth Games in April



2018! Our time together will offer many opportunities of shared fellowship, drives to the wonderful Hinterland of the Sunshine Coast, good food, lots of fun, laughter, Riley conversation and lifetime memories. We promise a great event and hope you will join us

#### Suggested Accommodation

The Oaks Resort, Golden Beach, Caloundra 5491 0333  
Caloundra Waterfront Holiday Park (Cabins) 1800 550 138  
Anchorage Motor Inn, Bowman St., Caloundra 5491 1499

*Attendees to book own accommodation*

*independently*

Registration

Monday 7<sup>th</sup> May 2018

End of Rally

Friday 11<sup>th</sup> May 2018



# Contact details of QLD organizing team:

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Maleny QLD 4552

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Ken & Wendy Lonie:  
[kenlonie@bigpond.com](mailto:kenlonie@bigpond.com)  
0409 613 231

On receipt of your forms prior to  
**31<sup>st</sup> August 2017**, an entry form &  
additional information will be sent  
to you promptly.

Bill White: [the-  
whitehouse7@bigpond.com](mailto:the-whitehouse7@bigpond.com)  
0408 451 738

Names:

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Sheila Hill:  
[realsheila@bigpond.com](mailto:realsheila@bigpond.com)  
0408 295 243

Address:

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Di Phillips: [diannephil-  
lips@optusnet.com.au](mailto:diannephil-lips@optusnet.com.au)

State & Postcode:

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Any enquiries are welcome

Email:

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We aim to continue the tradition of  
fabulous and memorable National  
Riley Rallies

Phone/Mob:

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Please fill in the form and post or  
email to:

Riley Motor Club of Queensland  
Inc  
c/- Wendy Lonie