



TORQUETUBE

Magazine of the Riley Motor Club Queensland, Australia Inc.

March 2020

Jym—a 1949 roadster in need of a
Makeover — story inside



Editorial

Some time ago the Department of Veterans' Affairs contacted me, saying they wanted to rehabilitate me back into civilian life. They said they didn't want me sitting around doing nothing. I have a suggestion for DVA. They should encourage veterans to buy a Riley. No spare time left to twiddle your thumbs with one of them.

Inside is a celebration of post war roadsters. Yes, there are three stories about roadsters in this edition of Torquetube. Thanks to Rob Carter, Ian Henderson and the mystery Riley roadster custodian who allowed his story to be

told. Also continued is another story about a very talented twenty first century woman and her MG, an expression of appreciation to a current club member as well as a celebration of the life of David Gray, the first president of the Queensland Riley Motor Club.

Below: manufactured steering box clamp



The Editor appreciates receiving articles by the 21st of the month

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The 2020 RMCQ Annual General Meeting



Twenty-four members attended the AGM on Sunday 16 January including new members James who with Emma have recently become custodians of an RME, David Maudsley who has become the new custodian of Bernie's roadster and Robert. The meeting commenced at Riley standard time following a BBQ breakfast at Bullocky's rest.

Our president, Ken Lonie announced that he was going to stand down from his position and so provided a report outlining the highlights of the club during his presidency. These included two national rallies, the first at Toowoomba and the second at Caloundra. These were well attended and very memorable events. During the same time a space was sublet from the Men's Shed and our current club house erected on the site also housing new and second-hand spare parts. In standing down Ken nominated Christ Reynolds to be the new president and he accepted the nomination.

Elizabeth Collins, our treasurer reported that the club was in a good financial position, Our spare parts officer reported that there had been steady purchases throughout the year and very importantly purchases of useful tools had been made for the membership's use including a car hoist, air compressor and hydraulic jack. Sheila Hill received the con-rod trophy for meritorious service to the club over the many years of her participation. The secretary reported that he had no concerns about

any of the outcomes of the monthly meetings of the club and that all the decisions of the club was being executed in a timely fashion. He was congratulated for the accuracy and timely publishing of the minutes following each of the monthly meetings during the past year. The Torquetube editor reported that there had been a good range of articles published in the past year and that his personal bias was towards restoration stories.

Election of office bearers followed, and all incumbent members were re-elected apart from the president and web coordinator. Chris Reynolds was unanimously elected to the chair and following congratulations and commendations made to Ken following his nine years of service to the club, Chris took up the role. In the absence of Linden Thomson and following much thoughtful consideration Matthew French was asked to consider taking up the position of web co-ordinator and after further deliberations he accepted the invitation and was dually elected into the position.

Below: from the left; Ken Lonie, Chris Reynolds, Matthew French and Elizabeth Collins



February Monthly meeting

Our new President, Chris Reynolds took the chair and presided over the February meeting. Our secretary, Matthew French reported that he had made a slight adjustment to our constitution to fit a requirement of the office of fair trading. New member applications had been received throughout the year and current membership stood at 94. Our Club Captain, Wendy Lonie outlined the upcoming monthly outings including the president's run in March. Our spare parts officer, Mark Baldock told about the acquisition of RM parts including the December 2019 and January 2020 transac-

tions. The registrar, Peter Lee commented that there were many Rileys in Queensland that were not registered with the club and outlined his plan to encourage members to provide chassis numbers of their Rileys. Wendy told how long time and highly respected member; Bill Bunt was seriously ill. During general business; moved, seconded and passed was a trial plan to hold monthly meetings during alternate day time and night time periods for the next six months and the editor of Torquetube asked the meeting to accept the editorial comments in the magazines as his monthly reports.

The new committee: From the left; Bill White, Matthew French, Peter Lee and behind him Mark Baldock, Wendy Lonie, Di Phillips, Carl Harries, Chris Reynolds and Philip Wyllie



March activities

Tuesday Morning 3rd and 10th: Riley Tinkers at the Clubhouse, Samford. Restoration activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided.

Thursday 12th 8 PM: Monthly General Meeting at the Club house, Samford show grounds, Highvale

Sunday 15th: Presidents run to Mt Tamborine. Meet at 9.30 AM at Tom and Dianne Palagyi's home, 3 Yallanbee Court, Wongawallan 0418 628 508. Coffee at Eagle Heights Mountain resort, the Wtches Chase Cheese Co and then Fortitude Brewing Co for drinks and cheese tasting.

Lunch options include café' meals in the shopping street. Following lunch there is a choice of walking along a subtropical forest skywalk

Tuesday Morning 17th and 24th: Riley Tinkers at the Clubhouse, Samford. Restoration activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided

Sunday Morning 29th: The brekkie run is to Woodford. We depart Samford at 8.15 AM routing through Dayboro and over Mt Mee. Turn left onto the D'Aigular highway and the bakery will be on your left in Woodford. You can join in en-route or go direct. Aim to be there by 9.30 AM. Regards. Trevor.
0407 717 853

The Carter Rileys by Rob Carter



Dad and Mum's Rileys at Maryborough

My father, Jim Carter purchased his first Riley roadster Serial No 59SS4804 brand new on 19th Dec 1949. It was ivory (Yellow) and had red upholstery and it seems one Riley in the family was not quite enough, so my mum, Ivy Carter purchased another roadster almost new on 8th September 1950 and she paid 1025 pounds for it. This one was fire engine red with beige upholstery and its serial No was 59SS4276 and had registration No Q509 948. The person she purchased it from was soon to get married and they apparently felt that the roadster would not be appropriate as a family car. I'm thinking this wasn't a view shared by my parents as my Dad's car was purchased on my 2nd birthday.

Both cars were used for all kinds of purposes including trips to town, holidays, Sunday drives, farm utes, and fishing trips and were expected to take them on roads where today many would only take a 4WD. My father was a member of the Too-woomba Auto Club in the 1950's and this had him involved motor racing at Leyburn and later competing in hill climbs on the range near Toowoomba. My Mum was very protective of her car and this meant it was better preserved than my Dad's car.

While I was in first year Uni in 1965 a black 2 seater roadster came up for sale out Aspley way and so I became the owner of my first car. It's chassis No was 602S6066 and rego No NMU-384. While at Uni my flat mate Trevor took a liking to Rileys and Mum sold the red one to him. He had it for a few years and in 1971 decided it was time to sell it so Mum purchased back from him. I sold the black one in 1969 and replaced it with a Lancia Faminia sport, and have lost track of it now. I think it may have ended up in Victoria and after a long period of disrepair, may have been restored.

Below: At home with a farm vehicle in the background—Late 1950s?





Same Riley, same place and still me, a little older in 2004

My Dad died in Dec 1971, and in the aftermath and the tidying up process both the remaining Rileys along with a couple of RMBs (spare parts supply) were sold to a nearby farmer, Ted McMahon (father of Bruce McMahon) in 1972. Bruce became the owner of the red one, which he owned until about the mid 1990s when he offered it back to us. However because of the financial commitments associated with 21st birthdays and the weddings and university fees for our three girls, this wasn't the right time to start buying up old cars and so Bruce sold it to someone in Canberra where we lost track of it. During Bruce's ownership the engine had a rebuild and later suffered a disaster where the internal workings of the engine could be viewed through a large hole in the side of the block.

Those big ends really do need both bolts. Another engine was acquired and fitted. This was followed by a budget driven restoration and so the change of colour to ivory and the red upholstery and the beige roof.

When I was just little kid in the early 1950s we had our annual family holidays in Noosa. This is when Noosa was no more than a sleepy little fishing village and was the home of a hand full of retirees and a number of flats for holiday rentals. It had just 3 shops and Hastings street still had a gravel surface and at that time the Noosa river mouth was right at the north western end of Hastings street and adjacent to the Noosa Woods camping ground.



So, I've set the scene. It was just after lunch and most people were having their afternoon rest and there was hardly a sound anywhere. My father felt it was his responsibility to create some activity that would change all this, so the exhaust pipe on the Riley comes off at the manifold. Next he begins at the eastern end of Hastings street with the goal of finding what maximum speed could be achieved and still have time to stop at the other end without immersing the Riley in the Noosa river. I think he had a few attempts at this and while I don't remember what speed he achieved, I'm pretty sure he attracted the attention of all the Noosa River residents and that their afternoon sleep was no longer an option.

chased in Canberra and couldn't resist the opportunity to write a story about it. Upon careful examination of the photos I thought I could identify it as Mum's previously red Riley. Firstly, I contacted Trevor who remembers pretty much every number of any significance he comes across and so he was able to quote its chassis number. I then wrote to Ian with this information and a few Riley stories and sure enough, the numbers matched but of course he was excited about his Riley and the thought of him selling it wasn't even in the dream department, so I just said that one day if ever we happened to be down Taree way I'd rather like to have a look at it. So, better just forget about it



You can be sure that it wasn't Mum's Riley that was used on this occasion. He was only allowed to drive hers very sedately and with the respect it deserved.

Anyway, back to the story. In 2004 I came in late one night from harvesting to find "The Australian Cottongrower" magazine open on the kitchen table. Beth had found something I should see - the story of a 1949 Riley Roadster written by Ian Johnstone. He usually does a story about old tractors but he had just become the proud owner of a Riley he had recently pur-

because it's just not going to happen. However if one did happen to turn up for sale how much would I be prepared to pay for one? About a month or so later the phone rings and it's Ian saying he'd been thinking of us and thought he could part with the Riley and no doubt his Scottish heritage popped into gear and the possibility of making a profit was quite attractive. Anyway his asking price was acceptable and next day saw us heading in the general direction of Forster in search of Mum's old roadster and so there it is - after 32 years away the Riley came home.

The Riley that belonged to my Dad eventually found its way to the Gold Coast where Norm Evans did a very attractive restoration and this car has now been sold on to George in Sydney. Interestingly both cars were parked together at the Maryborough rally. George's car should have been at the Caloundra rally but it misbehaved and had to be returned to Sydney.

Interestingly, when the Norm Evans car moved to Sydney its personalised Queensland number plates were no longer relevant and my Beth grabbed the opportunity to buy them for my 70th birthday and now the plates off my Dad's old car have found their way to Mum's old car. How special is that?



For the enjoyment of restoring an RM roadster

Ian Henderson purchased this Riley some time prior to the July edition of the Torquetube in 2016. At the time he wrote the following story and it is still accessible today on the website or at least by the current editor of the Torquetube. He wrote.....

Two years ago, when the Assistant Parts Officer (APO) had the opportunity to acquire a dismantled RMF, I believe I was instrumental in convincing him to buy it. He argued that it would be 'far too much work for an octogenarian' and I countered with 'Yes, but I would be on hand to help with the heavy work, and - it IS an RMF - almost a Pathfinder but without the heckling!' So, WE decided that HE should buy it.

As you can expect there were times of serious stress during the twelve months of rebuild but as you may know it all turned out well in the end. So when I found myself Riley less again and I showed the APO an ad for a shaky Roadster for sale, he immediately saw his chance and with revenge in his eyes picked up the phone and said 'Hello, it's Ian Henderson

here from Queensland and I'd like to make an offer for your Riley.' And so, it happened that WE decided that I should buy it.

Now I had in mind that all Roadsters would be immaculately restored show cars, so to find a fairly complete unrestored example was unusual. As it turned out the car had an elderly owner who had used it infrequently in Victorian club events for a number of years, then with age catching up with both owner and car it was just left in the shed awaiting serious maintenance and then deteriorated further during the next six years of inactivity. It arrived looking very sad only a couple of days before we left for Merimbula. Sad but surprisingly complete. At the rally there were five other roadsters and my presumption that roadsters were all immaculate was not confirmed! I started to think that it wouldn't be out of place to just 'maintain' mine rather than 'restore' it.

Since getting home I'm still evaluating the situation. It had water in the sump, ball bearings and springs dropped out of the gearbox, the brakes were locked on the front wheels, rotten woodwork of course, very poor bodywork,

broken steering wheel, seat rusted away and various instruments and electrics not working. The APO calls in regularly and we have already had it running, fixed the brakes, fitted a new wheel (thanks to Alan Hill) and have road-worthy electrics. I loaded the rotten leather and rusty remains of the bench seat into the new CX5 (couldn't do that in the Jaguar) and it is now with the local motor trimmer. The gearbox is out at the moment for a check over and to fix the leaking core plug behind the bellhousing. That shouldn't take long. I'm thinking that sub-

ject to a satisfactory test run it may not be impossible to register it early and worry about the bodywork later. And as for the APO, after a long afternoon cursing and swearing at British car designers he always seems to go home unstressed and with a wry smile on his face! This saga will be continued.

Ian Henderson
July 2016



A recent picture of Ian Henderson's roadster

And so, it has. To date the carpet, steering wheel, hood, some of the visible timbers, electrics and many aspects of the mechanical work has been completed. Some time ago the engine was out, new pistons purchased, and the engine completely rebuilt.

During a recent visit Ian told me that he and Wilma participated in an outing in the West late last year. They had visited the Carters and Toowoomba and then Warwick. Unfortunately, the impossible occurred and the driver's side door flew open while they were travelling. The door handle put a significant dent into the body and of course the hinges were bent. So, while working on the door and during the many hours of driv-

ing to the Carter's home Ian concluded that it was time to do some restoration work behind the dash. While chatting in his garage at Marcoola he told me that the area was a mixture of torn Rexene, live rounds of .22 calibre, dirt, spider webs and vermin. He said, 'in a mad fit of passion I ripped the dash out and from that point on the restoration work behind and under the dash has snow balled.

Below: The current state of the dash



Previously chromed bezels had been purchased to secure the face of the instruments to their instrument bodies. Then, late last year the instruments were sent to Otto's for refurbishment and during the ten weeks that followed the steering wheel and column were removed. The parcel shelf was cleaned and trimmed with black vinyl and fixed into place using conventional glue and the area completed with black felt using a spray adhesive.

The dash, itself was given a light sanding to remove the previous mat finish and a full gloss varnish was used to give it a new look. The side panels were treated in the same manner and then thought was given to the side brackets. These had been non-existent, but the originals were believed to be 2-3 millimetres thick. The brackets manufactured were made so that the base turned behind rather than forward of the dash and these were screwed to the body timbers. This made the dash much more secure. The centre of the dash was fixed with the same sort of bracket used in other RMs. Ian is now waiting for the instruments to be returned so

that these could be fitted back into the dash and the roadster will be back on the road again, hopefully in time for the president's run in March.



Elizabeth Collins; a twenty first century woman and her MG

Elizabeth knew a person who was a member of the Samford Show society. He, in turn, knew another person who was a member of the show society and a member of the Riley Motor Club, namely Trevor Taylor. Both men participated in Club breakfast runs, Trevor more than the other. These breakfast runs are open to all marques and these are regularly attended by custodians of Rileys, MGs, Rovers and others. Elizabeth was invited to participate in her MGB and she and her sister, Katherine became regular participants in the breakfast runs. It was at some time after that, that the two Riley club friends invited Elizabeth to join the Riley Motor Club. They clearly wished to share their delight in British engineering and motoring with any person who had a like enthusiasm. We met during a club outing and it seemed that both Elizabeth and Katherine were enthusiasts who relished in driving in the hill country around

Brisbane as well as people who enjoy contributing to the social life of the club. Members of other Riley motor clubs may recall enjoying a breakfast at the club house prior to returning home after the Caloundra Rally. Katherine was one of the cooks. She also cooked a BBQ following the AGM and Elizabeth contributed during 2019 as the club treasurer. They have organised a few monthly outings including to Osprey House and Bunyaville. They both enjoy organising interesting and enjoyable outings.

Her interest in MGs began in Rockhampton. Her employer owned an MG and Elizabeth thought she would like to own one as well. She liked the look of the MGB and bought a cherry red specimen about 10 years ago, the car was built in 1964. It is not a modern. It does not have air-conditioning. It does fail to proceed on occasions, but Barry Evans is the local MG fixer and he works quickly and so Elizabeth does not mind the occasional issue while Barry and



other friends help to keep her car on the road and looking tidy. In fact, it must be said that part of the attraction of the MG is that it provides opportunity for Elizabeth to improve on its appearance. Up until now, the seats, carpet, steering wheel, hood, petrol tank, knock ons and carburettor have been restored to a very smart condition. Elizabeth recalls that when purchased the radiator was fixed into position with two pieces of timber and that the gearbox would jump out of gear, but these issues have been resolved by Barry. The carburettor was reconditioned late last year and since Elizabeth's custodianship the car has completed 100,000 miles. It has a good-sized boot and is usually full of tools and other equipment suitable to keep the car on the road.

Elizabeth and Katherine regularly take the MG out for runs on Sunday mornings. They range from Dayboro, Samford, Mt Glorious and up the coast as far as Maleny. On one occasion

Elizabeth recalls that the MG failed to proceed when she was on her way to TAFE. On another occasion the windscreen wiper blew off the screen and after searching for it, Katherine discovered that it was beyond repair. On one occasion when driving up to the Sunshine Coast via, Steve Irwin Way clouds built up and a subtropical downpour threatened. Elizabeth pulled over into a popular roadside stop where a bus load of Japanese tourists were enjoying a break from their bus tour. At that moment the heavens opened and by the time Elizabeth had the hood up she was soaked and probably been the focus of countless photographic opportunities from the dry of the tourist bus.

It is hoped that Elizabeth will continue her membership in the Riley Motor Club and perhaps even increase her collection of classic cars, perhaps with a 12/4 or Riley 9. These are both very easy vehicles to drive.



Jym - a Red RM Roadster needing a makeover



Above: Jym without his bling. That is currently residing at an electro plater

Jym has sat quietly for the past ten or more years in the Campbell's carport. He was purchased some years previously and driven occasionally on Brisbane roads and then his custodian decided to give him a makeover; a change of colour, new carpets, recovered door cards and seat. The work proceeded quite smoothly until the assembly stage when his custodian became ill and the Riley was left in the carport until now when Mal Campbell, his son took him out from under the covers, gave him a clean up and dispatched the generations of mice left overs that had accumulated in the vehicle over the years. The paint looked new, but the surface preparation had not survived the years under cover. There were areas of bubbling and the paint had split in a number of areas making the Riley, like many Rileys, better looking in the shadows than under the clear light of the sun. The first big task for Mal was to find all the bits that had been carefully wrapped and secreted in various locations in the shed and under the carport. The second thing was to see if the tyres would take air and stay inflated. They did.

Several unusual discoveries were made during the initial investigation. A previous custodian had changed the front suspension and fitted the narrow 14 inch finned drums on the front only. The high beam switch had been replaced with a modern foot operated switch that was fitted into the driver's side sill. The remains of

an RMB horn push were in a box. A lap sash seat belt lay hidden under the carpet. The master cylinder shaft was bent perhaps because of binding on the peddle arm. The wiring harness was home-made and wrapped in insulation tape. Apart from the temperature gauge, all the instruments were there, the timber frame although original was in good shape, the hood was there and a never used tonneau was part of the find. There was also a piece of angle iron bent into shape and fitted around the scuttle. All of this amazed the editor because he had never seen what looked like a 'barn find' so complete and in such good condition.

The first project to get him back onto the road was to sort out the brakes. Apart from extra fittings on the master cylinder for high and low pressure hoses and an extension on the master cylinder piston to the brake peddle arm the master cylinder is identical to other 'three bolt' RM master cylinders. The wheels and brake drums were taken off to reveal unsoiled brake shoes on both front and rear. There were signs of diff oil around the hubs in the rear so changing the diff seals was always going to be part of the rebuild. The front wheel cylinders were seized with rust showing around the edges of the pistons and being the ferrous version, the pistons could be freed, and the cylinders sleeved. So apart from the unusual make up of 14 inch drums on the front and 12 inch drums on the rear the brake system should not be a difficult project.

As usual, it didn't quite turn out as expected. The outer seal washer, the seal retaining spring, the spacing washer, seal support washer and the shim were missing. The plunger locknut was also replaced by a BSF nut. I looked amongst the brake parts and found none of the needed bits and then remembered that Wayne Powrie's master cylinder was on a shelf so I decided to borrow the bits needed out of his master cylinder and replace them with other bits. Those bits have now been secured. When Wayne's master cylinder was opened up it was found that the outer seal washer and seal retaining spring was missing from his master cylinder as well, but when washing the piston the seal retaining spring fell out of the cavity. The only conclusion that could be made was that the Roadster brakes had been rebuilt after the car had been taken off the road but never worked because essential bits had been misplaced. As for Wayne's Riley, it may have worked partially. It just goes to show you, even aged Riley enthusiasts can learn new things. After fitting the components to the master cylinder, the brakes were primed and after a while the fluid squirted past the new brake line connection on the driver's side backing plate. This was removed, filed into shape and refitted and all worked well until the passenger side was tested. No brake fluid. It turned out that the flexible hose was blocked with old brake fluid crud so this was removed, cleaned out and refitted with a happy result.

Below: The master cylinder refitted



The half shafts had Jack Warr's fingerprints all over them. They were made from Swedish steel and had the unmistakable nut that had no function but to decorate the hub.



Above and below: The half shafts with the backing plate and bits



These half-shafts were very hard to remove from the diff and the lock nuts that holds the half shafts in place had been removed and replaced with a hammer and cold chisel. This made it difficult to fit a tube spanner but some of the flats on the nuts were less damaged than the others so the tab was pushed away from the lock nuts and the tube spanner was fitted onto the less damaged nut flats and the nuts removed. The bearings were original and the driver's side bearing was difficult to remove but the shop press was up to the job. The passenger side bearing nearly fell out of the hub when it was being carried to the shop press creating a bit of curiosity. Then the half shafts were shifted, and new seals fitted to retain the diff oil. After filing off the retaining nut burrs, these were refitted, the tabs pushed back into place against the nut flats and the half shafts replaced into the diff. Readers will doubtless know that a poorly refitted locking tab could result in a wheel sliding out of the diff and creating some unique braking. The brake shoes were replaced, the brake drum re-fitted and the brake rod linkages were adjusted up to the master cylinder. As mentioned previously by

Ken Lonie in an article titled, 'dems the brakes' it is important to adjust the rear brake shoes first then the linkages from the rear forward with the compensator arm moving over the fulcrum to produce maximum pressure from the master cylinder linkages.

The next project was to make up and fit another wiring harness. After cutting out and removing the old harness several new discoveries were made under the dash. There were three switches positioned around the steering column and it is theorised that these were intended to take the place of the switch that activated the top or the bottom petrol tank senders and the internal lights.

The easiest way to fit a new harness with the right length of wires was to fit the wires and then remove them for wrapping. The tape used for wrapping the tape was taser tape, it is made of a cloth material that allows the wires to breath and is resistant to heat and water. It was this tape that was used by auto- electricians in the 1950s and 60s. After several hours of Mal working under and in the car the wires were all fitted. After that the front passenger wires were removed and wrapped and then the driver's side, the cockpit wires and then the wires running to the rear. Included in the set up was an extra power wire under the dash, a separate fuse box for the lights, wiring for an electric fan and others

to activate the flasher units in conjunction with the trafficators



Above and below: The mystery owner fitting the wires to the rear and along the underside of Jym



Above: How good is this? Working whilst lying down

Remembering David Gray by Peter Lee

News of David Gray's passing in early February was very sad and came as a surprise for many older members. David was one of the founders of the Riley Motor Club of Queensland in 1971 and was our first President.

He attended the National Rally in 2018 and seemed fit and was keenly interested in the cars on display. Looking at my RMD, he asked: "That's Brandtie's old car isn't it?". He then said how he often thought about his RMC and wondered where it was now. I offered to chase it up for him but my efforts failed.

At David's wake, Ian Henderson was talking to his son Phillip who said he was interested in taking on his father's wish. Ian used interstate sources (Phil Soden and John Mole) to find out that the car has spent the past 16 years in Geelong, Victoria. It was bought by Barry and Jan Henderson. Barry has passed away but Jan has kept the roadster in pristine condition and is adamant that it is not for sale. Phillip plans to travel to Geelong to meet Jan and take some photos of the RMC.

Older members will always remember David's spectacular iridescent green roadster on the podium



David Gray pictured with Peter Lee at the Caloundra rally

at Queensland's first National Rally in 1977. Alongside it was Brian Jackson's recently restored maroon RMB. Both cars drew a great deal of attention as most of us were flat out keeping the old bangers going instead of carrying out ground-up restorations.

David was one of those guys who could turn his hand to anything. While in the RAAF, he trained initially in radio and radar and worked as a navigator on many aircraft. After his

discharge, he became involved in a new industry built around electronics and owned his own television servicing business in Nambour for many years.

In addition to Rileys, David had many interests. He was a keen and talented golfer playing a few holes with his grandson Finn as recently as a few months ago. Sailing was a shared family experience and his love of horses and war history led him on a path to re-establish the Light Horse Troupe in Maleny and another at Woombye.



The RMCQ sends its condolences to Brenda, Phillip, Cath and grandsons Finn, Adam, Harry and granddaughter Sofia.

**Adjacent :
David Gray's
roadster at
the Gold
Coast rally**

The Riley Marque—a cultural icon of Coventry by Ian Standing

The City of Coventry has been chosen as UK City of Culture in 2021 and has engaged very positively with Victor Riley about celebrating the Riley marque during the year. It recognises Riley's remarkable contribution to the City, representing Coventry's industrial heritage with a history of weaving, watchmaking, cycle and car manufacture; also acknowledging its great success in motor sport.



Above: Two examples of Riley exports to Australia

Coventry runs an annual 'Motofest' (see www.coventrymotofest.com) over the first weekend of June, which attracts some 240,000 people; the city centre will be closed to traffic and the ring road used for motor racing. In 2021 the event will coincide with the Riley Rally, June 5th and 6th, and we are invited to bring up to 1000 Riley cars for a special exhibition, as well as bringing a grid of Riley sports and racing cars to the race meeting.



Above: Further examples of Riley genius

A modest charge of approximately £10 per car would be required. I will be coordinating our efforts to bring the racers to Motofest, but would appreciate your help in encouraging your members to consider attending this unique event in 2021, either as part of the rally weekend or independently. We will be escorted in cavalcade from a grouping point directly into the city centre.

In the meantime, Coventry suggests that we may want to bring a smaller number of cars to display in the club area at Motofest in 2020; June 6th and 7th. This would establish a presence in advance at the event and with sufficient support, I can reserve the space by registering with the organisers; a minimum of 30 cars would be respectable. We would be able to bring a marquee and display materials.



Above: Some of the Post-war triumphs of the Riley manufacturers

I hope you and all your members will find this an unmissable event; if I can help with any other details than please don't hesitate to ask.

Kind regards

Ian Standing
Riley Archive Project Management Group

Robin Hull - a true bushy and a restorer of classic and vintage cars

by Wendy Lonie



Like so many of our Members, Robin Hull's story is amazing and deserves to be told. He was born in Cairns in the early 1940's and the family lived in Petford, 142 Km south west of Cairns. (The Savannahlander Tourist Train now passes through Petford). Robin's father was a Bullocky, then a timber truck owner/driver then tobacco farmer, then a tin miner in the Mareeba Shire, then worked on the wharves in Cairns. Robin is one of 10 children, 3 brothers and 6 sisters and through the 2nd world war and subsequent depression post war, the family did it very tough. Robin's stepfather was a cane cutter then he bought a poultry farm at Packers Camp, outside Edmonton before going gold mining at Kidston. Another interesting bit of Robin's history, he states that his Grandmother Hull was famous with a book written about her – she was the midwife, butcher and well everything in Kaban, outside Ravenshoe! At Kaban, the property, Cressbrook has a Hull Cemetery, one of only two private cemeteries in Queensland.

Robin's school life started at Kidston in far north Queensland before the family moved to Mt. Garnet then to Morningside in Brisbane.

He finished school after year 8 which was normal at the time and started a fitter and turner apprenticeship. Robin wanted to be an Engineer, so studied junior maths on the weekend, then night school for Part A of second-class marine qualification. At 20 years of age he joined the Merchant Navy and travelled the world for one year. Robin joined the Tennyson Power Station at 22 years of age as a fitter/auxiliary/assistant engineer 2nd class on shift work and with additional studies obtained his 1st class engineer certificate. Later he spent time in charge of the Turbines at New Farm



Barbara lived in the neighbourhood of Morning-side and in 1963 they married when Robin was 23. Barbara tells that the honeymoon was visiting all of Robin's relatives in Queensland! The couple lived in East Brisbane where their first child was born, then off to the Callide Power Station at Biloela for 3 months before becoming the shift engineer at the North Eaton sugar Mill at Mackay. In the 5½ years that they were in Mackay, they completed their family with 2 more children. Robin left the Mackay sugar mill as the third engineer and moved to Isis Central sugar mill for 2½ years. They then moved to Brisbane in 1973 and worked for the State Government as a Machinery Inspector for Queensland. In 1976 the family lived in Mt. Isa, Robin as the District Inspector of machinery. Whilst in Mt. Isa, he was a referee of the local soccer team. The family lived in Alexander Hills, Brisbane 1982 – 97. Robin's work changed emphasis with the new Workplace, Health and Safety Act and comprised a considerable lot of travel throughout Queensland. Robin became the Queensland Senior Inspector, of cranes until his retirement. During this time, he chaired standards committees and published 10 standards, some of which are still relevant to-day. He travelled to Helsinki, leading a delegation to a conference for international Standards. The family moved to D'Aguilar on their retirement in 1997.

One of Robin's passion is rifle shooting since he was a youth. His main interest is in small bore target shooting and all his adult life, he has pursued this interest. He has proudly represented Australia, been a very active member of Rifle Clubs throughout the State and has a wall full of his achievements and badges. He enjoys Clay shooting and loves outback excursions, shooting feral pigs, dogs, deer, kangaroos etc.

Another passion was cycling, and typical of Robin, he excelled in this sport as well and became the Brisbane Road Cycling Champion in his division.

In the early 1980's, Robin discovered his love of "Old Cars", which has endured to this day.

His first oldie was a 1928 Rugby Tourer, 4 cylinder. It was a wreck and over a seven-year period the body and the motor were totally rebuilt. It was a great town vehicle, but too slow on the open roads. While they were living in D'Aguilar Robin bought a 1931 Vauxhall VX Cadet. He bought 2 vehicles, both in bits and worked for 3 years full to fully restore 1 vehicle.

Then in July 2002, Robin bought a 1951 RMB 2 ½ L Riley, from Peter Jones, again in a deplorable state & took 4 years to totally restore and modify it before it was on the road. Riley owners throughout Australia know of Robin and Barbara's yellow and brown Riley – it travels far and wide and attends all the National Rallies. Locally, Robin and Barbara are very active Members of the Queensland Riley Motor Club, having held executive positions in the Club and attending all the functions and Rallies. Both are valued Members of the Queensland Riley club and have always been the first to offer advice and assistance with anything Riley. Robin's knowledge of cars and his ability to solve problems and manufacture parts is legendary and highly respected by all. I would guess that Robin and Barbara have been on more old car Rallies than anyone in our Queensland Riley Club and certainly distance is not a deterrent. They usually choose to venture off on their own when there is an option to travel in convoys to our National Rallies, possibly because the rest of us may slow them down!

First and foremost, Robin is a Family Man. He and Barbara are very committed to their family and especially their 2 daughters and 3 Grandchildren, plus their spoilt little black poodle.

Below: Ken Lonie and Robin Hull dressed as Fred and Barney at Charters Towers



Wanted and For Sale

A 1950 RMB, painted black for sale unrestored \$2000

(No pictures or description provided –Editor)

Peter Dreghorn
Phone 0410643552 after 3 pm week days
Any time weekends

1927 Riley 9 Mark 3

Parts wanted; rods and parts for brake and clutch



You can see from the picture adjacent the steering linkages are complete.

What are wanted are the external brake rods and clutch rods.

The internal parts for the clutch, pressure plate and gearbox are complete. What is wanted is the clutch peddle and the external linkages to the clutch operating mechanism and gearbox mount

Those with sharp eyes will notice that the box pictured is a 1934 specimen needing to be modified for a 1927 application.

If you can provide parts or advice
telephone Philip Wyllie 07 5499 9826 or
e-mail [philip.w.wyllie @gmail.com](mailto:philip.w.wyllie@gmail.com)

