Riley Restorer

A magazine for Riley restoration enthusiasts in Australasia Inc **July 2023** **www.riley-restorer.com**

Extended editorial:

Why another Riley Club and magazine?

The reason why 30 women and men have so far joined the Riley Restorer Club is because they have a specific interest in restoring a Riley or Rileys or a Riley special, they need hard to get bits to copy or buy, they want to share their expertise with other enthusiasts, and or they are wanting advice on a specific model. They also do not wish to re-invent the wheel so they ask if anyone has done this or that previously and is there an article about it that they can read? In the membership there is an expertise for making parts, an energy for getting parts made, expertise in specific Riley models that people want to share with other likeminded people. There are people to talk to who have rebuilt that engine or restored that Riley. There are second hand bits that members need but are excessively expensive elsewhere. There are no power struggles between old men who should know better. You can be a member on one side of the country, never attend a meeting but develop friendships and share expertise with other enthusiasts via the internet. The club is very inexpensive to join and to maintain membership. The purpose of the Club is to serve Riley restorers. You might say well can't we get that from our state clubs? In many cases you can but sometimes not. Some people know stuff but don't share it because writing is difficult for them. Others want to know how to do stuff but do not know who to ask or those who know are not around when you want to talk to them.

Some clubs have members who join because it provides an enjoyable social outlet. Outings in their favourite Riley and shared activities meet a social need in people who want to enjoy life with like-minded enthusiasts. Some clubs have meetings that follow a certain format so many choose not to attend them, and others attend them because serving in a position provides significance. But these activities do not have a strong interest for every enthusiasts whose focus is restoring or maintaining their Riley. There is no criticism here, just an observation about the differences in people. The RR Club seeks to compliment state clubs whose focus might be using their Riley on club events and socialising with likeminded enthusiasts.

So, if you own an RM Riley and you have made tools to replace the torsion tube rubbers and have developed a method for doing that job the RR editor would love to receive the story. Do you have an expertise in auto electrical work? How do you get blinkers to work with trafficators or for those who want to engage in a more complex venture, how do you get the trafficator to stay up and the light in it to blink? Where do you get the parts to replace the accelerator linkages? It is simply not necessary to learn these sorts of things from scratch when there are articles that explain the how to's or there are people to talk to who know where to get those parts.

The Riley Restorer Club wants to contribute to the national effort to get parts made at affordable prices. To that end members have used their connections with knowledgeable people who can make hinges, water pump impellers, timber frames for Rileys and wiring harnesses. There are no unique parts that the Riley Restorer club holds. If a bit can be made it may be beyond the affordability of one club, so the RR club wants to contribute. None of this is new of course. Forty years ago Jim Andriess and Jack War were making bits or getting bits made and the costs were shared between their clubs. The same is happening today between the NSW and Victorian clubs. To a lesser extent and because other state clubs are smaller, they also are contributing. The RR Club's second-hand spares are available for a donation to their club spares account and this money is used to contribute to making new parts.

To summarise, The RR Club has the same restoration and maintenance aspirations as state clubs, to restore Rileys and maintain them and keep them. But, for the RR Club this is their only focus. It cannot be anything else because the membership is nationwide and there is a member who lives in New Zealand. Any Riley enthusiast can join the club, provide or receive advice and find out where to get parts or information. This club keeps records about useful parts and there are those who can provide advice about where to get them.

This club is worth supporting even if you are currently not restoring a Riley. You can join today, if you have a Riley or an interest in the restoration of Rileys you are invited to make an inquiry about club membership.

Editorial continued

The web address is now up and running. The web coordinator would be delighted if you sent a picture of your Riley so we could include it in our gallery of classic Rileys. Your suggestions about content is also very welcome.

I hope that there will also be a gallery for projects — a set of pictures of current builds.

In the past month I found that the removal of old torsion bar rubbers is easy. It takes a few tricks and some tools to fit new ones (page 4).

Last weekend I went to Sydney to celebrate the 70th anniversary of Paul Baee's birthday. During the celebration I caught up with a number of long time friends. Big 4 bits were picked up. And the spare parts containers were scoured for a 12/4 block that was homesick for Queensland.

While there a spanner was borrowed that fits half shaft retaining nuts. Some RMA/B half shaft nuts and locking washers were also purchased for our spares. Somehow I have lost my tube spanner but will make another that fits both RMA and RMB retaining nuts for the club.

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

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Spare parts

New spare parts may be purchased by contacting the secretary who will do his best to dispatch them on the same day . Ask about our second hand parts.

Parts can be obtained through the secretary. Ask him about trades people who provide quality services.

Contents

The worst job on an RM Riley (yukky and mandrel photos curtesy of Paul Baee)

That is how it was described to me. It is particularly difficult if you try to do the job while the engine cradle is still in the Riley. What job is it? Changing the torsion tube rubbers in the engine cradle. It is nowhere near as hard if the cradle is out of the Riley, but it still requires the right tools and experience. But who would change the torsion tube rubbers while the engine cradle was still in his Riley? Paul Baee of course. Before describing the easier option a brief description of what he did may be of interest. Two tools were made, a mandrel for pushing the torsion tube and old rubbers out and another mandrel for pushing the new ones in. In his case as well as mine the wheels, suspension arms and torsion bar fixing parts were removed. The torsion bars were bumped out ensuring they were carefully marked but not scratched identifying the side from which they were drawn. It is absolutely important at this stage to remove the two retaining bolts that hold the sleeve in place and this is what Paul did. From the first picture you can see that the replacement of the torsion tube rubbers was absolutely necessary in Paul's RMB.

Above: Old and new torsion tube rubbers and tube

With the tubes and rubbers out the area was cleaned and painted. New rubber bushes were pushed into place without lubrication. The inside surfaces of the rubber bushes were lubricated with rubber grease and with the use of the second mandrel the lubricated tube was pushed back into place. The activity may not have been easy but without doubt most of the rust and crud were successfully transferred from the Riley onto Paul so be smelt like a Riley. Mis-

After the torsion bars, suspension arms and the assembly for fixing the torsion bars were taken off the Rileys the two courses taken to replace the torsion bar rubbers were quite different. As said, Paul did not take his engine cradle out of the Riley. Instead he employed a mandrel to push the tube and rubbers out.

I borrowed his mandrels and found it an impossible task. Even with an extension bar there was not enough strength in me to shift the first tube very far. The rubbers just don't want to let go.

Above: Removal mandrel and Below: Insertion mandrel

But with a combination of Paul's youthful strength (you need a lot of that) a strong will and an oxya-cetylene torch the job can be done. Clearly, Paul took great care to ensure that the Riley did not combust..

In the Treehaven retirement garage the engine cradle used was already off a Riley. It was to be my initial experiment to see if the task could be successfully accomplished before doing it on a Riley that was being restored.

The sleeve retaining bolts were removed from the outer tube on the engine cradle. This allows the sleeves to move and in turn allow the torque tube to be pushed out. Pushing the torsion tube out was done with a shop press making sure that the threaded ends were not damaged in the process. This is the easy part of the job.

Prior to doing the job a spare torsion tube end nut was machined down to the diameter of the spline. Both the thread on the tube and the internal thread on the nut was carefully cleaned so it ran on and off the torsion tube without difficulty. An 8 inch pipe that was slightly larger in diameter to the ID of the nut was turned down in a lathe to the OD of the torque tube and a brass cap was made to fit onto the end of the pipe. The brass cap was machined so that it provided a straight surface for the shop press to push it through the engine cradle tube. The brass cap was also tapered so that when it was used to guide the torque tube back into the engine cradle it would not catch on the inner sleeve. The threaded end nut was then welded onto the end of the pipe with the thread facing away from the pipe. When welding care was taken to get the weld only on the outside of the nut. Another tube was fitted into the pushing tube and pinned into place so that the inner tube extended into the torsion bar tube and helped keep the pushing tube straight. The machined tube with its modified torsion bar nut was threaded onto the end of the torsion bar tube and the tube was pushed out of the cradle with no difficulty using only hydraulic muscle power. That was a happy thing as my strength was nothing compared with the shop press jack.

Fitting the new rubbers and pushing the torsion bar tube into place was done using the following procedure:

The sleeve in the engine cradle was pushed into place and the retaining bolts were screwed into it to secure it. The rubber bushes were fitted into either end of the engine cradle tube without any lubrication on the outside surface of the bushes. This was to help them remain in place while the torsion tube was pushed through them.

Pushing and centering tools

A cradle was made for the other side of the outer torsion bar tube. It was made with a tube that would fit over the other end of the engine cradle outer tube. The cradle needs an outer sleeve to help keep the engine cradle tube in line with the shop press. A round pipe of the size required could not be found so a square tube was purchased. In the end it worked well as it also fitted over the top of the sleeve retaining bolts. It was cut to the length of the torsion bar tube so it fully fitted into place.

It was also found that an inner sleeve needed to be made as a stop for the rubber bush. One of the exact size was not available so two pipes were purchased, one fitted inside of the other and these were welded together. Later, it was found that a third pipe was useful The stop's only purpose is to hold the torsion bar rubber bush in place so it cannot escape while the torsion bar tube is pressed into place. The space between the outer square tube and the inner tubes was filled with an epoxy resin to prevent the rubber from escaping over the pipes that were welded together. This assembly was welded to a base plate that fitted onto the adjustable shop press table. The plate that the tubes were welded to was fixed into place so that when the torsion bar tube was being pushed through the rubber bushes the cradle was kept in alignment and the tube was kept perfectly straight. The square tube was fitted over the runner stop tubes and welded onto the plate so that one of the corners fitted over the sleeve retaining bolt.

Three holes were drilled through the base plate on either side of the engine cradle base and over the top of one of the bolt holes in the cradle that is used to fix it to the chassis. A plate was drilled that fitted over the base of the engine cradle and received two of the threaded rods. Threaded rod was passed through the holes in the base plate, through the bolt hole in the cradle and through the plate that fitted over the top of the cradle base. Nuts and washers were screwed onto the bottom and top of the threaded rod fixing the engine cradle securely to the base plate. The purpose of fixing the cradle to the base plate and into the torque tube cradle that had been made was to prevent the engine cradle from riding up the bottom rubber bush when the torque tube was pushed into position. This was found to be absolutely necessary so the rubbers were retained in their positions during the fitting operation. PS: The tubes fit with the internal spline at the rear

Below: The rubber bushes trapped in their place to prevent any possibility of an escape.

The rubber bushes were pushed into place on either side of the inner sleeve dry – that is no rubber grease was used to fit them. This is to help the bush remain in place. The inside of the rubber bushes and the torsion bar tube and splines were then liberally coated with rubber grease. The extension with the torsion bar nut was screwed onto the bottom end of the torsion bar tube so that the inner tube that had been pinned into place fitted inside the torsion bar tube.

An original undamaged nut was screwed onto the torsion bar tube thread at the top. Its sole purpose was to protect the thread while the tube was pushed into place. The cradle for the other side of the outer torsion bar was fitted onto the shop press table. Then using the shop press the tube was pushed through the engine cradle. The top rubber bush remained in place as it was trapped in the engine cradle outer tube and against the sleeve. The torsion bar tube also held it in place as it was pushed through the rubber. At the bottom end the guiding tube with its protective nut came through until the threaded end emerged

RMB Fuel tank adventures by Iain Robilliard

Reconditioning a long neglected Riley, put away with it's last broken half shaft in about 1970, and only brought back in 2021, can be a slow process. It finally spat the dummy after a succession of short recommissioning runs, dropping onto a couple of cylinders after about 30 miles and crying for a fuel filter clean. This after doing a lot of flushing and changing of fuel tank pickup filters. Which was done again, only to repeat again. So out came the tank for the 5th time: getting the hang of this, tank out in 15 minutes…another useless skill in the bank.

Investigation showed there was yet another collection of gunk in the bottom of the tank, and in the fuel drained away. Nothing wasted: coffee filter papers are cheap and effective with a big funnel, I find.

So then began the research. The photos really show the story: iPhone cameras are quite flexible and focusable, but the photographic penetration into the tank is limited by the internal baffles, which probably explains why my previous efforts with 6 metres of chain in the tank suspended on a tank rattling sling really did not do as well as hoped at the time.

Enter YouTube and the adventures in fuel tank cleaning techniques therein. Nothing appealed. Then I came across the process using "Evaporust". There's plenty of information on how this works to remove rust in their advertising material: in short it's a non-corrosive ion stripping fluid that removes rust. It is expensive which is why I started with 5 litres and ended up using 25 litres in a 12.5 gallon [57 litre] fuel tank to maximise coverage of internal baffles. It lists anywhere between $46 and $94 per 5 litre container depending on which website you go to. By way of comparison a custom-built fuel tank is around $1000, so Evaporust looked worth a shot.

I started with 5 litres to see how it would go. It appeared to work better than anticipated, in so far as it not only attacked rust, but also turned hardened fuel deposits into a liquid sludge. Based on that I became brave and broke buying another 20 litres.

Preparation of the tank was simple: a plate made to cover the fuel sender hole, and plastic bags over the fuel filler tubes retained by my new fuel filler hoses and a jubilee clip, and a plug in the fuel tank outlet. Fill with Evaporust, and leave for at least 5 days in every rotation plane possible: on flat, tipped forward, tipped back, tipped on each end, angled each end, upside down, and then all the permutations of 45 degrees, side, end, forward, back and so on. I figured there's at least 16 combinations…

The photos really show what happened. The end result after many weeks was considered acceptable: not perfect, but no sign of free corrosion and importantly all the fuel deposits of many years were turned to a sludge that was removable by washing.

I consulted Evaporust directly as to what to do about having the fuel sludge and other gunk in the fluid, and they were very quick to respond, agreeing with my proposition I should filter out the solids and sludge, noting that the fluid retains its effectiveness until it turns black. I removed and filtered the fluid a couple of times in the full tank reconditioning process using Harris Coffee filters in a large funnel. In my case filtering 25 litres used about 10 filter papers: it's a slow process so I became inventive with a self-pouring system.

Before the story in pictures, I also used Evaporust in the fuel line from the tank to the fuel pump, using plastic tube to fill the line for a week. And finally cleaned out the carburettor bowls which were full of deposits as well, blowing compressed air back from the main jet into the bowl to remove the last of the deposits, finally blowing the main jet to the bowl out with carburettor cleaner.

Below: This is the mess inside the tank at the beginning of the Evaporust process. A mix of rust materials and fuel deposits, probably better shown in a closeup shot of part of the surface.

And……

Below: This shows the Evaporust working with the first 5 litre test lot. The bubbles are from sloshing the tank around, not a gas producing reaction.

Below: This shows the sludge formed by the reaction of the hardened fuel deposits with the Evaporust flowing off the tank surface during one of the several drain and filter the fluid processes. Still some rust to go..

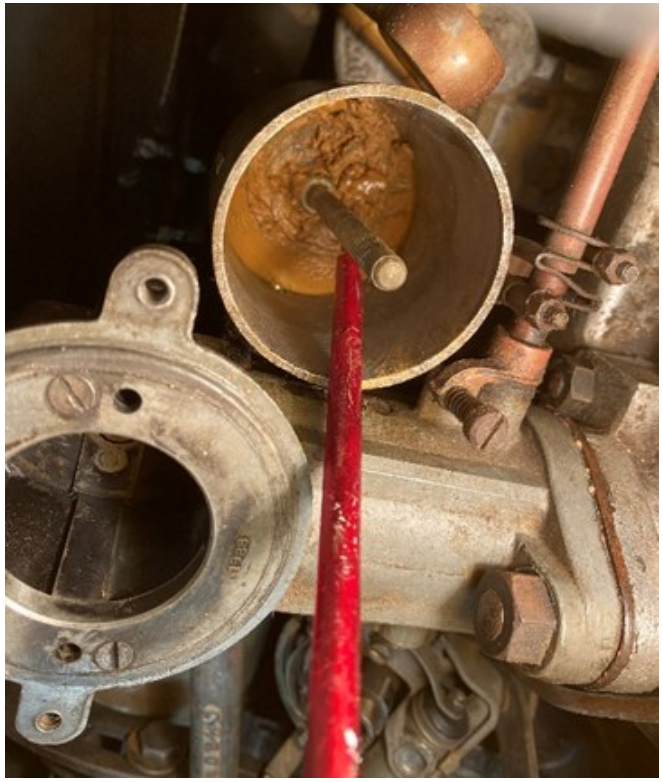
Below: Still going: a dramatic improvement but not finished.

The point of stopping. By this stage I was bored silly by the process. Any corrosion remaining was judged inconsequential given the corrosion protection properties of modern fuels, and the intent is to keep the vehicle tank as full as practicable, refuelling after an event rather than prior.

I did review all the information regarding fuel tank internal coating systems, and decided against them for a very specific reason. The cleaning process I used did not remove all possible sources of corrosion: the final photo shows some remains after an exhaustive cleaning process taking many weeks, so any coating is going to be compromised to some extent. But the final decider was the complexity of the internal baffle system and the distinct possibility that any coating system would not fully cover every surface despite best efforts at the time. It took 50 years of neglect to get to the terrible state it was in, and that's not going to happen again on my watch.

Of course the mess in the fuel tank was distributed right through the fuel system, through the pump filter into the carburettor float chambers and into the main jet passages. This was a clean out and compressed air blow in reverse from the main jet side and a healthy dose of carburettor cleaner backwards into the bowl. Beats stripping carburettors unnecessarily.

The fuel tube from tank to Pump was treated with Evaporust by simply putting a plastic tube each end and filling the tube for a few days. The result was more fuel debris and tank corrosion products so a healthy blast of compressed air and a wash through with Carburettor cleaner took care of that as well. The SU electric pump was dismantled, cleaned and the diaphragm reset.



Happy to correspond with anyone wanting to see the real photos: they're hi resolution thanks to iPhone 11, and of course answer any questions.

Iain Robilliard

The centre page lift out: RMC reframed and outer skin trial fitted

Framing the RMC rear end

The first timber frame of the Riley roadster

The imagination of the artisans in the Riley experimental body shop was amazing. In December 1947 a photograph was taken of the first timber frame. There is hardly a single straight edge on any timber component. No glue was used except perhaps the rear wheel arch was laminated to make the shape. Mild steel screws were used to fix the components together. This explains in part why little of the original timbers remained intact for enthusiasts to copy. Water ingression was of course the biggest deterioration factor. The timbers were without any paint to protect it. The outer steel skin was then hand formed over the frame and fixed to the timber with the use of mild steel nails. As far as I am aware the outer steel skin was completed in a week. The RMC in my garage was not 'atypical' of other roadsters. The deterioration was significant. The wheel arches were entirely missing as was the timber outside the angle iron on the sills.

As is my habit the rear end was attended to first. The side pieces under the main rib that attaches to the steel behind the seat was made first. The timber used was seasoned flooded gum because of its resistance to rot. The shapes were cut on a band saw. Behind the main rib the timber curves downwards as well as along the line of the wheel arch. In front of the main rib the curve is shallower and meets the 'B' pillar. After the shape was tested for accuracy the vertical timbers that run under the ends of the rib were made. These were painted with a water-based paint, then coated with marine varnish and finished was another coat of paint. The timber used for the rib was Queensland Mountain Ash because it is dense, hard and tough enough to support the boot hinges. This was also protected with paint and marine varnish. The frame for the tub below the boot was made from flooded gum.

Below: The rib and side pieces trial fitted.

Above: Wheel arch template with strips of thin Hickory, glued and fixed into place with 'G' clamps.

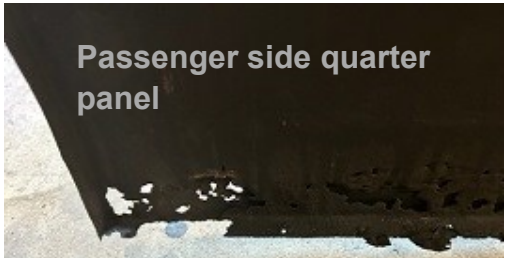
To make the wheel arch the timber species, Hickory was used. Hickory is the timber favoured for making gardening and workshop tool handles in the USA. It is as tough as nails but when cut in thin slices it bends easily and with a marine epoxy glue will outlast the current custodians despite their youth. A former was made in the shape of the wheel arches and strips of hickory were laid over the former and each strip was glued to the one below it and fixed into position with clamps. Interestingly, the glue purchased was a marine glue. It prefers to adhere to a course surface (80 grit sand paper) and after the timber is glued the surface may be coated with the same substance and the information on the container says that it will seal the timber forever – that is a seriously big claim.

The timbers around the boot opening and extensions down to the rear of the tub were made using Flooded Gum and the bottom piece was made from Queensland Mountain Ash.

Below: Rear timbers trial fitted

These were screwed together with stainless steel screws. With the timbers in place, it was time to trial fit the outer skin. This was made a little difficult as the thin area adjacent to the boot opening had rusted away completely. In the first instance the ends were welded together so the skin could be fitted. That was sufficient for the trial fit but there was so much contamination in the metal it was decided to remove that section and replace it with new steel.

It was really the first time that the skin was looked at with a critical eye and what was discovered was not surprising. The skin on the sides had rusted out and instead of cutting the rust out and butt welding new pieces in, steel was laid over the top of the rusted areas and lap welded into position.



This gave the rust gremlins plenty of hidden areas to continue eating. The areas at the rear bottom of the Riley had the same cover up and the areas around the wheel arches had numerous rust holes. There were enough of these to entertain me for a week so. Panel beaters steel was used for all the patches and these were butt welded into position. All together there were 23 of these, most of them small but bottoms of the rear quarter panels and the rear of the tub required quite a few patches. Needless to say that patching the outer skin of the tub extended the project time for another two weeks.

Below: The rear of the tub

The outer tub skin fitted fairly closely to the timber frame but needed slight adjustments. To do this the timbers that were against the steel skin were rubbed with chalk and the timbers rubbed against the tub. Rubbing revealed the high spots on the timber and these were sanded down with a right angle die grinder until the pieces fitted against the tub uniformly. The operation requires the tub skin to be lowered onto the timber and removed again as the timber shapes were improved until they all fitted neatly against the outer skin. This may have happened 8 or 10 times. To raise and lower the tub as a 'one-man' team the same procedure used to fit the roof to RMBs was utilised. The ceiling in the garage is quite high and connected to the joists were four pulleys. Wires were attached to the rear corners and the front of the quarter panels on the tub. Four ropes were attached to the wires and the tub was raised and lowered using these and when the tub was raised the Riley was rolled forward and the adjustments made.

It was only after the tub was settled into it's permanent position that the 'B' pillar timbers were fitted with their unusual top pieces, but maybe you would consider all of the timbers to be unusual – they were certainly different and more complex than RMBs and Ds. The door jam skin had previously been repaired and this was fitted against the timber 'B' pillar and the doors were fitted. At this stage the outer extensions to the sills had not been fitted and the steel covers had not been made. The doors were swung only to permit the fixing of the 'A' pillars and the timber frame for the scuttle.

At this stage all of the timbers required to complete the scuttle frame had been made and they only needed to be fitted to set the body up permanently. A description will be in the August edition of the RR magazine.

Above : rear of boot and
Below: Rib in front of the boot

Below: Driver's side of boot

The Imp Special story – cont· by Mel Carey

Over the last few weeks, I have made time to do some body work. Having secured a sheet of aluminium for the left -hand door skin and front apron there was no excuse not to proceed!
Now that the door skin is cut roughly to shape the next job is to rivet it into place on the aluminium frame and finish it to size, I am waiting for a good friend who is an air-frame fitter to assist in this as I have not done it before.

In the meantime I have cut to shape and glued some soundproofing material to the inside of the right-hand door to give the soft aluminium a little support, I don't think the soundproofing will make the car any quieter as the "Bunch of Bananas" hanging out of the left hand side of the head may take some soothing!

The right-hand door latch has also been fitted up. Having enough aluminium I decided to get adventurous and try and make up the apron for the front between the chassis rails in front of the radiator grill. Not having a particular skill in this area it turned out to be quite a task. Quite some time was spent making up a pattern from cardboard before I was satisfied enough to commence cutting out. Many small alterations/adjustment were made before we had a reasonable fit and I was satisfied enough to cut it out of the aluminium, with further alteration/adjustments on the way.
I will endeavour to glue the soundproofing material to the underside to give it some support.

Phil W. has advised he has some spare pedal gear and linkages which will get me started on brake, clutch and accelerator which are non-existent. The brakes will be more of a challenge as the Imp special has hydraulic braked front and rear ends fitted.

Pre-war body panels from a Queensland country town

Colin and one of the 40 or more Morris, MG and other special cars in his possession

Some long time ago a chassis, the mechanicals and most of the brake parts for a Riley 9 Mk 3 were purchased from Mathew French, but there was no body to go with it. The project went well. The damaged chassis was repaired. The engine was taken to a machinist who will never see me again, the gearbox and differential were cleaned, new parts were secured, and they were rebuilt without too much difficulty. The instruments came from the UK as did a set of SU carburettors though the internet skills of Paul Baee, a long-time friend.

But then the difficulty of collecting body parts came to the fore and none could be found. Ideally, a tourer body was sought. Mathew was asked if he would part with his pre-war Riley 9 body. The answer was no, He couldn't pass it on, as he had a plan for it. After a week an SMS was received from him suggesting that he might have a solution. A telephone number of an MG/ Morris enthusiast was sent. Matthew thought that he may have an Australian made body for a light chassis. The enthusiast was phone, and he said that he thought he might have the tourer body parts that I was looking for.

A date was set. The visit was made. And there it was. But not just one body. There were several. He was a collector of pre-war English autos

mostly Morris and MGs. He had 40 pre-war cars that have been restored, some post war specials and literally stacks and stacks of body parts. His shed was enormous, and it was standing room only.

Above and Below: The pictures are of wall to wall treasures

Thinking that he must have been an engineer or some kind or car tradie I asked him about his background. Colin said he is a horticulturalist, but he was not just the garden variety. He grasses areas around new bridges, mining sites, motor ways and similar. He value adds by propagating and growing the ground cover himself.

Two bodies were shown to me. One was sitting on a Mezzanine. It had headlamps, door handles, all of the panels, seats and dashboard. The other was lying in its component parts on the cement floor. It didn't have any parts but the tub, the mudguards, the scuttle, 4 doors and valances (running boards). It was exactly the size that I needed for the Riley 9 light chassis. Some dollars were passed between hands and the body was loaded on board the car trailer.

Above: The mudguards

When the parts were brought home, what was left of the timber frame was removed from the tub and doors and the panels were de-nailed.

Above: The doors and below the tub

For Sale

RMB 1950, in immaculate condition. New paint, new upholstery, new brakes, new tyres. Starts with no fuss. Selling as I am unable to spend time enjoylng this classic as I have another project nearing completion.

The Riley has been transported to Phil Wyllie's garage. Interested buyers may visit, take the vehicle for a test drive and fall in love. Phil is selling this beauty on my behalf. Offers above $17000 considered. Can provide a roadworthy certificate. Contact the editor of the magazine.