



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc Aug - Sept 2013

www.rileyqld.org.au



The Editor's Project Coming Together

Editor: Bill Short

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Please note the change. For this month only, the meeting is the fourth week in the month!

Next Meeting:

Thursday 8pm 22nd August, 2013

Jack Warr Club Shed

Ex CSIRO grounds Samford

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Agenda/Minutes of Riley Club General Meeting

Held on 11/7/2013

At the Jack Warr Riley Shed in Samford

The President Ken Lonie declared the meeting open at 8.07 pm.

1. The President Ken Lonie declared the meeting open at 8.07 pm.
2. Attendance – as per the attendance sheet
3. Apologies –. Bill White, Brian and Lyn Jackson, Ross and Di Phillips, Del Thomson, Jack Warr.
4. Minutes of the General Meeting held on 13/6/13 were circulated and moved for adoption as a true and correct record by Bill Short and seconded by Robin Hull. Carried
5. Business Arising – Mark Baldock to follow up with notifications of change of Secretary. Ken Porter from Buderim has now paid subscription. Membership be accepted. Proposed by Ken Lonie and seconded by Alan Hill. Carried
6. Secretary's Report and Correspondence

Inwards. – Club Magazines from Victoria and ACT.

Correspondence from Gold Coast Swap Meeting advising that event on July 14 is cancelled due to weather.

Correspondence from George and Ross Kelly, re All British Day at Tennyson.

Correspondence from Rodney Anderson querying photo of previously owned riley. The club members believe it may be an Adelphi and Ken Lonie will respond.

Pathfinder Manual gratefully received from John Davies of Dalby.

Membership Form received from - Nil

Outwards- Nil

Follow up actions: - Annual Return of Association to be followed up by Linden Thomson.

Ausnet Group Insurance and QHMC Affiliation Fees to be followed up by Mark Baldock

Moved the inwards correspondence be received and the outwards and follow up actions be endorsed

Seconded by, Dorothy Cameron

Carried.

1. Treasurers Report – Linden Thomson

Balance as at Bank Statement, 1 June 2013	\$4811.58CR
Income	
Joining and Membership Fees by Cash/Cheque	\$50.00
Online	\$00.00
Shed Donations	\$00.00
Interest	\$00.59
	\$50.59
Expenditure	
Shed expenses- Moreton Bay RC	\$00.00

Balance as per Bank Statement

\$4862.17CR

BPay

Accounts for payment-

\$15.00 MBRC shed hire

Moved by Treasurer Linden Thomson and Seconded by Alan Hill

Carried

2. Report from Club Captain – Robin Hull reported that the Coominya run was successful and reminded members of the RACQ Motorfest at Eagle Farm on Sunday 14 July 2013 and that attendance nominations had closed.

The SA contingent will be leaving on 30 July and Alan Hill is to take the two trophies with him.

The club run scheduled for 21 July is cancelled due to the proximity of the SA event.

It was suggested that the proposed Woodenbong run be considered for October, which will be further discussed to ascertain interest.

3. Report from Torque Tube Editor – Once again Bill Short compiled and distributed another addition of Torque Tube and is still actively seeking input from members.

Bill also advised that he will not be available to prepare the September addition of Torque Tube.

4. Report on Jack Warr Riley Shed – As Bill White had tendered an apology; a formal report was not received.

Alan Hill advised that pre-war parts are now in stock in the shed.

The non-working fridge has been removed and replaced and a "tip run" has been completed.

5. Report from Registrar – Matthew Schooneveldt advised that Rachael Laegel's car is to now be concessionally registered.

6. Report from Spare Parts – As neither Jack Warr or Graham Mackay were in attendance a formal report was not received.

Riley Car Club of Queensland internal and external window stickers were tabled for purchase.

Discussion was held on the merits of second hand spares going through Jack's accounts without resolution and further discussion is required.

7. Report from Website Coordinator – Linden Thomson advised that he will be updating the website with the three most recent additions of Torque Tube later tonight and will also include updated contact details.

8. General Business - It was agreed that the August 2013 meeting be postponed until 22 August due to other commitments of members.

Proposed by Robin Hull and Seconded by Alan Hill.

Carried

The August and September meetings are to be chaired by Alan Hill

Ken Lonie is chasing a molasses tank if any one has one available, or something suitable.

There was general discussion on MIG/TIG welding and the variation of rods available.

9. Car Reports- Bill Short is currently completing the final shaping of the boot for his RMC and the bonnet is now on with all panels closing.

Ken Lonie has the original engine from his RMB in parts and brought the #1 main bearing to the meeting, showing approximately 80% wear, without noticeable symptoms when in use.

Next Meeting will commence at 8pm on **22 August 2013**.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 9.45pm.

Club Captains Report

A very quiet month, with the main outing being the RACQ Motorfest. There were only two Rileys in attendance the nine of Matthew Schoonveldt and the RMB of Robin Hull. The event seemed to have more cars displayed and more spectators than I have previously observed. The weather did not look at all promising but apart from some light drizzle of short duration was good and the ground not at all muddy.

The big run to South Australia is almost upon us with most leaving on the 30th. We hope that all have an enjoyable trouble free run.

The big run for October (changed from September) is a weekend away to the pub at Woodenbong. The proposed itinerary is to leave the Yatala pie shop at 10.15 am down the highway to Murwillumbah, across to Kyogle and then up to Woodenbong, approximately 240 km from Yatala. I have been in touch with the hotel in Woodenbong, the proprietor is Mr. Tony Noylon phone no. 02 6635 1275. There are three ensuite apartments available one with two rooms with double beds which would be suitable for two couples. Seven double rooms and single rooms. I have requested that bookings be reserved until the end of August for the Riley Club, if you intend to go please phone and book your room and say that you are a member of the Riley Club.

Coming Events

August

The Rattle of Rileys.

September

Sunday 22nd

The All British Day

St. Joseph's College Sports Ground Vivian Street Tennyson display cars \$15 8:30 to 2:00 pm.

October

19th 20th

Centenary of Canberra Rally

26th 27th weekend away at Woodenbong

November

Saturday 16th Sunday 17th

The Gold Coast Antique Auto Club Autorama.

Enquiries Coral Cogzell 5534 5941 or www.gcaac.com.au

Swap Meets and Show Events

August

3rd

Rockhampton Showgrounds.

0400 781 626

11th

Rocklea Showgrounds \$5.

0412 183 804

18th

Lismore Showgrounds.

02 6663 5239

20 th	Glenwood swap Pepper Road.	0408 458303
25 th	Maclean's Bridge.	3341 9618
25 th	Jimboomba Swap and Show \$5.	3341 9618

September

14 th	Gympie Showgrounds.	5482 2303
16 th	Beaudesert Showgrounds.	5544 8174
21 st	Carnival of Flowers Show and Shine Jeff Brown.	46136706
22 nd	Beenleigh Showground.	0411477 020
28 th	North Pine Swap Old Petrie Town Brad.	0417617168
28 th 29 th	Truck Show Gatton Showgrounds Grant Larder\$5 .00	38893601
29 th	Rocklea Showground.	0418 763 886

October

6 th	Chrysler Swap and Show.	0414 809 498
20 th	Display Kilcoy Showgrounds \$10.	5497 2563
20 th	Canungra Jeep Field Day and Swap.	0438 152521
20 th	Kalbar Showgrounds Fassifern Car Club.	0429 899930
27 th	Bundamba swap Ebbw Vale Soccer Ground.	3201 8911

November

3 rd	Purga Ipswich C&M Club Swap & Shine.	3281 3524
24 th	Beaudesert Little A's Swap Showgrounds.	0409 488912

Editors Note

Hi,

As I will be away for four weeks this edition is for the two months.

As a large number of members will be away on the National Rally it was decided to put the meeting back two weeks so we would get a good attendance at this months meeting.

Cheers.

Bill.

For Sale

Expressions of interest sought in Riley 2.5 Drophead.

0418 719 309
Graham Mackay

For Sale

Riley 1 1/2

I have in my possession a 1949 1.5l Riley which my grandfather bought not long after it arrived in Australia. Whilst it is



not falling apart, I have been quoted in excess of \$20k to restore it (!) which I don't have the funds for despite being much attached to the vehicle. I am now thinking I need to sell it as I can't keep paying for storage and there is no room in my garage for a fourth car!



Would you know of anyone who might be interested in taking it off my hands? Unfortunately, it can't be driven on the road as it's not registered. The interior is in great, original condition, but the exterior is worn (could be



polished up) and it needs a new roof. There is damage to one of the front wheel panels where a mini hit it in 1972 (the mini came off worse for wear!) but we have a new panel for it (a bit rusty but it would clean up OK) if someone has the skills to replace it. My grandfather also bought a whole new engine back in the early 1950's so plenty of original spare parts if the club members are interested.

This is a difficult decision but I would prefer it go to someone who might love it back into life rather than a wreckers yard.

I look forward to hearing from your soon

Kind regards
Daniela

Dr Daniela Spanjaard
Director, Academic Program (Marketing & International Business)
School of Business
University of Western Sydney
Ph: 9685 9638 (or extension 9638)

SHED REPORT

The next task is to repaint the meeting room at the club shed. The plan is for September.
At the August meeting I will be looking for volunteers and finding a suitable date to clean and repaint the room.

Many thanks to Matthew French, for his articles on his Riley 9. We would like to see a lot more of these types of articles. Get the cameras out and the fingers typing and tell us about your passion. (Motoring only please.)

Cheers.

Bill.

I Have A Question. Could Somebody Please Answer It? Please participate and help a fellow Riley owner.

Send your answers to the editor and I will publish them next edition. williamshort@aapt.net.au

RMB Front Brakes.

This is a tale of frustration. At various times the offside front brake of my car locks up when the initial brake application is made.

Generally this is after the car has sat for a couple of days. The lock up can be released by a short reverse. Then generally the brakes are fine for that day. The brakes have been honed, cleaned and have been previously sleeved and new rubbers fitted.

The brakes are of the RMF variety and have metal dust caps and very strong springs. The dust caps have been lightly machined.

Left and right brake hoses replaced with new hoses. All this has been done in stages, still the problem persists.

The next job might be to replace the linings. In the mean time, we head for Adelaide.
Any suggestions gratefully received.

Bill White.

THE 2013 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231
VICE PRESIDENT:	Alan Hill	07 3289 1063
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524
CLUB CAPTAIN:	Robin Hull	07 54964953
SPARE PARTS OFFICER:	Jack Warr	07 3378 3541
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0418 719 309
REGISTRAR:	Matthew Schooneveldt	07 3263 1986
EDITOR:	Bill Short	07 3886 7236 williamshort@aapt.net.au
WEB COORDINATOR	Linden Thomson	07 3139 1524
SHED COORDINATOR	Bill White	07 3289 4282

Riley Nine Part 2

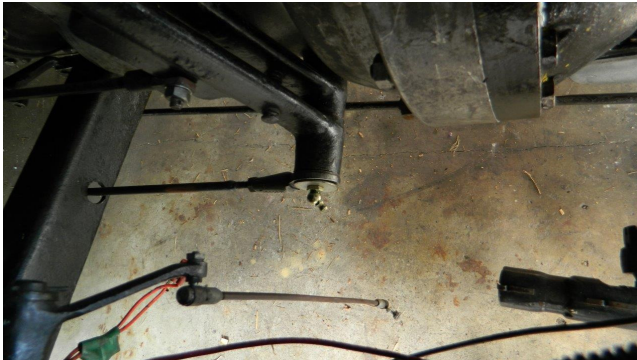
Progress is continuing with a rebuild to the magneto drive and replacement housing from stock. The magneto drive shaft



had been modified so that the gear was now retained by a circlip. Problems had arisen from the fact that there was not enough clearance for the circlip which had created its own space by machining away the housing, there was too much clearance in the bush at the bottom allowing the gear to touch the housing and the fact that the gear was narrower than the space between the shoulder and the circlip which allowed it to move up and down. All this was rectified with another housing machined to suit and facing the gear enough to allow a shim to be installed to remove the movement of the gear on its shaft. Strangely, the magneto

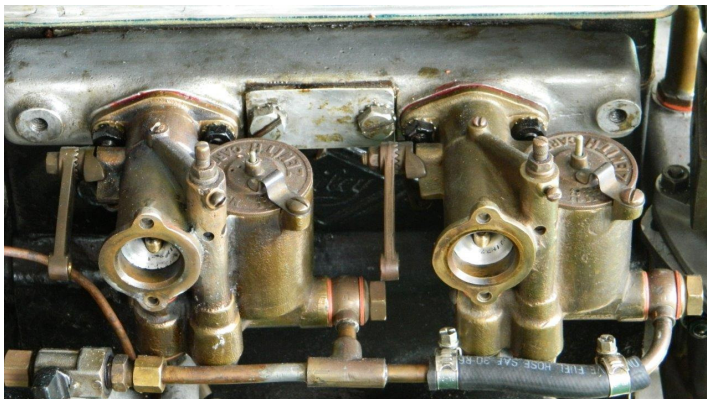
had a large quantity of engine oil inside, which has now been cleaned out. Usually it is the generator that is oil cooled, not the magneto.

Another item missing from the car was the pedal shaft support, which once again was able to be replaced from stock. Other issues that needed resolving were the fact that the pedal shaft had been jammed into the brake pedal so that the



complete shaft was rotating in the gearbox each brake application and that the prior owner had boasted about fitting an adjustable length rod in the clutch mechanism. True, it did allow the free play to be adjusted, but each time it was done the pedal sat closer to the floor and when I purchased it there was only just enough travel to permit the clutch to disengage. Shows that the manufacturers knew something about their products when they fitted a fixed length rod and suggested that the clutch withdrawal be rotated one or two splines to take up wear. Just have to sort out some pedal return springs now.

Whilst lying under the front, I noticed that the front cross member under the radiator was bolted in, possibly to replace a rusty one. Out of curiosity I checked one of the nuts and found it to be finger tight. This led to the discovery that all of the nuts and bolts holding in the front cross member, the chassis engine mount brackets and the front axle to the springs could all be tightened. It will be interesting to see if it improves the handling as there was nothing obvious from the drive home I had.

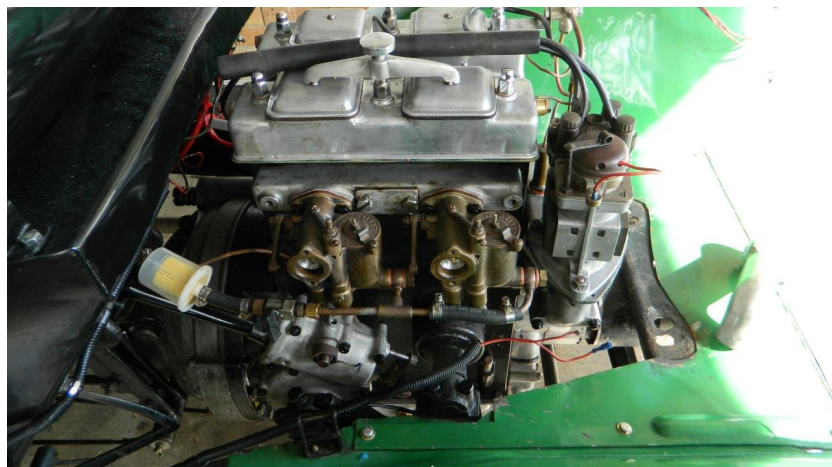


Further improvements will be made to the throttle mechanism, as the way it was set up created a fail disaster situation if either of the throttle rods came off, as it would allow the throttle shaft to drop down to fully open. Obviously these are not the correct carbs as Nines in Special Series tune had different Zeniths, standard series cars had one of these so would have had a different setup to operate it. The intention is to fit a separate return spring to each carb. Both front doors have been off to allow their hinges to be repaired, as both doors had to be lifted up to be shut. The opportunity was taken to tidy the door trim while off, and to clean and lubricate the latch mechanisms. I took the time to perform some preventative

maintenance with wood preservative and liquid wax as well in the hope that they last another 86 years. The rear doors are off and the procedure will be applied to them as well.

One quandary that I had about the car when purchased was that the headlights at some time had been molested to have semi-sealed beams fitted. These no doubt worked well, but the curved glass looked out of place in a vintage car. There was no way to return to the original set up without another pair of reflectors as they had been cut about for the semi-

sealed beams, which I don't have. While contemplating this, it occurred that perhaps the semi-sealed beams could become completely un-sealed beams to use the reflectors and then fit the rims with flat glass. Experiments to date have shown that this should work, and the local glassologist has been able to supply suitably cut glass with an appropriate pattern.



As an aside, the car was fitted with a stainless steel water outlet on the head, as the original aluminium water pipes have a habit of corroding. This meant the car now had cast iron for the block and head, stainless water outlet, brass radiator and an aluminium water inlet. The engine had had an original inlet pipe when purchased by the previous owner, which had lasted seventy odd years. With his care and attention it only lasted a few more and he had had to have another fabricated, which I recall him showing me a couple of years ago to demonstrate the craftsmanship of the fabricator. Looking at the inside of the "new"

pipe now, shows why it is an excellent idea to use coolant to reduce electrolytic corrosion of the more reactive metals in the cooling system.

Even further aside, if any person needs paint for a project where the code is unknown, Harts Industrial Paints, 425 Newman Rd, Geebung have a person who colour matches paint. This should allow the car in the future to go from 50 shades of green to one.

Matthew



Spare Parts

PART	AVAILABILITY
Swivel Pins	In Stock
2 ½ & Pathfinder Oil Pump Gears	In Stock
1 ½ & 2 ½ Gear Lever Bushes	In The Pipeline
Pathfinder Front Suspension Bushes	In The Pipeline
Distributor Gears	In The Pipeline
2 ½ Crankshaft Bearing Bushes To Take Shell Bearings	In The Pipeline
BSF Dies and Taps HSS	In The Pipeline

From the Old Dart
Gerry McGonigal 1940s Riley RMA Special
Courtesy "Daily Record"

For all you special builders out there. For the full story check out this address.

<http://www.dailyrecord.co.uk/lifestyle/motoring/gerry-mcgonigal-spent-nine-years-2091636>

