



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc June 2015

www.rileyqld.org.au



Mike Hawthorne's Riley Nine Special

Editor: Bill Short

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Next Meeting will be at the Jack Warr Shed on **11/06/2015** at 2000hrs, preceded by a cuppa at 1930hrs.

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Agenda/Minutes of Riley Club General Meeting
Held on 14 May 2015

At the Jack Warr Riley Shed in Samford

1. The Vice President Alan Hill declared the meeting open at 2003hrs.
2. **Attendance** – as per the attendance sheet.
3. **Apologies** – Dave and Mary Hudson, Ken and Wendy Lonie, Dorothy Cameron, Brian and Lyn Jackson, Greg Mehwa, Di Phillips.
4. **Minutes** of the General Meeting held on 16/04/15 were moved for adoption as a true and correct record by Ray Burrows and seconded by Bill White. **Carried**

Business Arising – The Treasurer advised that the Auditors Report is still not available therefore the proposed reconvening of the AGM will be deferred until the June '15 meeting or as necessary.

The Secretary has prepared a Membership Acceptance Letter for all new members.

Carried.

There was no business arising that was not dealt with in later business.

5. Secretary's Report and Correspondence

Inwards –

Club Magazines from: - 1 X Vic

Correspondence from: -

1. 2015 Jumpers and Jazz in July Festival Warwick Qld 16-26 July 2015.
2. Townsville Combined Clubs Swap Meet, Townsville Showgrounds, 19 July 2015

New Membership Received From:

1. William Carroll and Coral Funnell

Acceptance of new members moved by Mark Baldock and seconded by Bill Short.

The Secretary is to prepare a revised Membership Application Form following queries regarding fees, contacts and other details.

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Outwards – Nil.

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Bill Short

Carried.

6. Treasurers Report March 2015:

Balance as per Bank Statement, 1 April 2015

\$8000.17CR

Income

2015 Membership Fees. EFT/Bpay	35.00
2015 Joining & Membership Fees. EFT/Bpay	50.00
Interest	0.98
	<hr/>
	\$ 85.98

Expenditure

K.Lonie – purchase of multi-function printer	88.00
	<hr/>
	\$ 88.00

Balance as per Bank Statement, 30 April 2015 **\$7998.15CR**

(Presented at OGM 14 May 2015)

Accounts for payment – Nil

Moved: Linden Thomson
Seconded: Matthew French

Carried

7. **Report from Club Captain** – Sheila is continually updating a program of club runs, which also includes combined MG/Riley runs.

These runs will be published in Torque Tube, headed Riley Program 2015.

The next run is “around the houses” on Sunday 24 May to review restorations, including Brian and Lyns RMF, Bills RMC and Rods RMB, concluding with a BBQ at the Hills.

8. **Report from Torque Tube Editor** –

Bill Short advised that it is business as usual and more contributions are urgently required, including photos with descriptions, and anything of interest. Submission by mid 20th of the month would be appreciated and 10 pt Arial font should ideally be used.

As Bill will be away from 21 July - 7 August the July issue will be early and therefore he will require contributions earlier than usual.

9. **Report on Jack Warr Riley Shed** –

Bill advised that parts are being frequently sourced and that more parts will be graciously accepted.

Bill has been actively following up the Shed lease with MBRC and discussing various alternatives for Club consideration. – Refer to Section 13. General Business for further details.

10. **Report from Registrar** – Nil

11. **Report from Spare Parts** – Ian is regularly seeing Jack on Tuesdays and has started moving spares to a cabinet in the carport and undertaking a stock take. Ian has also arranged for Bank Statements to be viewed at any time, which assists with his reconciliations

12. **Report from Website Coordinator** –Linden advised that he has more photo's to include then Torque will be up to date.

13. General Business.

As the Shed Lease has expired, Bill White presented the following for adoption and approval of the members:
Resolution

"Be it resolved that this meeting of the Riley Motor Club appoint a committee of three (3) to investigate a site to build a shed. This shed would act as a clubhouse and storage area. The aim is to give the Club a long term home.

Be it further resolved that this committee be given the power to negotiate with all bodies and stakeholders, to site an approved shed on a suitable site. This committee must report progress on this matter to further meetings".

Moved: Bill White

Seconded: Rod Longden

Carried.

The following members were nominated for the committee: Bill White, Alan Hill, and Trevor Taylor. All accepted the nominations and it was agreed that other members could assist if requested.

Moved: Bill Short

Seconded: Robin Hull

A possible suitable site has been located at the Denis Goodwin Reserve at the Show Grounds and this will be the subject of initial investigations.

The Riley Club Sandwich Board has arrived.

Ray Burrows has standard distributor weights and springs and other parts, and can provide details upon request.

The Lonies will be away for the June and July meetings and Mark Baldock will be away for the June meeting.

14. Car Reports

Nil.

Next Meeting will be at the Jack Warr Shed on 11/06/2015 at 2000hrs, preceded by a cuppa at 1930hrs.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 2135hrs

THE 2015 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Alan Hill	07 3289 1063 alshe@bigpond.com
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
CLUB CAPTAIN:	Sheila Hill	07 3289 1063 realsheila@bigpond.com
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 ian.wil@hendoco.com
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0412 071 903
REGISTRAR:	Di Phillips	0732813807 diannephillips1@optusnet.com.au
EDITOR:	Bill Short	07 3886 7236 williamshort@aapt.net.au
WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR	Bill White	07 3289 4282 thewhitehouse7@bigpond.com.au

EDITOR'S REPORT

Hi Readers,

Could I please request the help of our Readers? If those who are receiving posted copies have access to an email copy could you please let me know and send me a copy of your email address? If the email is a problem for you the magazine is also posted on our website. <http://www.rileyqld.org.au/>

The postal list has started to grow again and this not only cost the club money but my time also. There are advantages to being on the email mailing list. You get a full colour magazine and you can read it at any size. (That is important for people like me, who need it in extra large print before than can decipher it.) Another advantage is that we can reach you if we need to update notification on events and other important relevant information.

Cheers.

Bill.

Riley Program 2015

June	Sat 6th to Mon 8th Sat 6 th Sunday 7 th Thursday 11 th Sunday 14th	RACQ QHMC Rally Pittsworth. Entries close May 17 th . Old Petrie Town Steam fair Club meeting at shed 7.30 pm Australian Teamsters Hall of fame see below for details
July	Thursday 9th Sunday 12th Sunday 26th	Club meeting at Shed 7.30pm RACQ Motorfest Eagle Farm Gymkhana Day
August	Thursday 13th Sunday 16th	Club meeting at Shed 7.30pm Breakfast Run to Brookfield Garden Centre.
September	Thursday 10th Sunday 20th	Club meeting at Shed 7.30pm Riley National Rally, Perth WA. Sept. 10 th – 14 th . Amberly Air Force Museum and Pub lunch
October	Thursday 8th	Club meeting at Shed 7.30 pm
November	Thursday 12th Sat 14th, Sun 15th	Club meeting at Shed 7.30 pm Gold Coast Autorama
December	Thursday 10th Sunday ???	Club meeting at Shed 7.30 pm Christmas Party

ALL DATES ARE SUBJECT TO CHANGE!!!

JUNE OUTING AUSTRALIAN TEAMSTERS HALL OF FAME

SUNDAY 14TH JUNE.

2001 Old Gympie Rd. Glasshouse Mountains UBD P.125 E 5 (Cnr. Old Gympie d. & Mt. Beerwah Rd.)

Meet at 10.00am at Centenary Lakes, Caboolture for BYO Morning tea. (UBD 57 R2. Burpengary Caboolture Rd.)

Move off at 11.00am to arrive at Hall of Fame at 11.30am.

For a two course lunch at 12.00 noon, followed by a 15 min film in the theatre and talk about a restored Original Cobb & Co Coach . \$18 pp.

For Sale

<http://www.shannons.com.au/auctions/2015-shannons-sydney-late-autumn-classic-auction/>

Hi there,

The above address will get you to my above car for sale which is Lot 8.

There is also another Riley in the sale, a special body race car.

Please contact me anytime if you have enquiries about Lot 8.

Email: p.emes@c21brighton.com.au

Mob: 0413 133 233

Phone: 08 8298 6999

Peter Emes

Wanted

I've spent the last 40 years with historic race cars, time to slow down! Riley open tourers seem to fit my budget and what I want but I've never really inspected one! I've got a reasonable budget but not Bentley or Bugatti size or Ron Brownrigg for that matter either.

I could afford a UK Imp but I'd choke on the Luxury car tax importing it so a 1937 Lynx 12 4 would be a lot easier. There is a nice 1934 Riley 9 Lynx for sale in the UK, and I've imported cars before so not worried by that.

Are there many Lynx's in Southeast Queensland? I did ring Noel Wyatt who vetted the UK one for me but he's not too well so I don't want to stretch his goodwill too far!

Thank you for any suggestions you can give me!

All the best.

Andrew Fellowes.

Surfers Paradise

garden@spiderweb.com.au

Mike Hawthorne's latest effort at Riley Nine special building.







Albert

Front End Timbers and Assembly

The RMD door post is made from a standard 1170 mm length of timber and 67.5 mm square. Although there are some similarities to the RMB door post, the RMD post is largely very different. The bottom half of the door post facing outwards is the same as the RMB post to accommodate the quarter panel but that accounts for most of the similarities. The shape facing forward shares the same angle as the RMB but is without the cut out for the timber that runs forward along the top of the scuttle. Instead the RMD door post has reinforcing steel that covers the post so a steel bracket takes the place of the cut out and the timber rail is fixed in place at the door post by two screws that hold the timber to the steel bracket. The rear facing side of the posts on the top half are wider than the RMB to accommodate the quarter window and on the inside edge of the post there is a ridge for the quarter window to close against. The door catches are lower on RMDs than on other RM's so the timber is recessed an inch lower and the recess is 4 mm deep instead of the 10 mm deep recess for the RMB. This means that there is a 6 mm step from the door catch recess to the recess for the door and quarter window. And above the door catch, at the rear of the post, the timber has a narrow ridge 15 mm deep so that the quarter window can close against it. To make the shape a five ply template sheet was made to fit on top of a template box that had previously been used to make RMB door posts. From the picture below the reader will notice the cut out for the window, the ridge at the top of the post for the quarter window, the cut out for the catch and below that a cut out for the door. The rest of the door shape was made using the templates previously used in making RMB door posts observing the differences noted above. For would be restorers this means a significant difference between the rear face of the RMD door post and other RMs. Particular care needs to be exercised in getting the recess depths correct or otherwise the window surround won't marry and the door won't fit.



RMD template with RMB template and RMD door posts in the background.

The next timbers made were the window surround parts. These were not difficult to make as the templates for previous restorations of RMBs had been kept for future adventures such as this. The major challenge was remembering the sequence of the cuts as detailed notes were not kept after the last project. (Needless to say I have now written them on the templates) After that the header stick was made by using the top of the metal windscreen surround as a guide for its shape. Then the scuttle timbers were made and sealed.



Front end timbers displayed.

Prior to describing the fitting of the front end timbers, the original front window surround required repairing. This included sandblasting the parts and welding new pieces in where the metal had rusted away. The top corners of the window surround and the area around the windscreen wipers had entirely gone with oxidation. Fortunately, bits and pieces of other car skins were available providing the right shapes. These were carefully cut out and butt welded into the original RMD surround. A hint for would be restorers is that to prevent blowing holes in the thin skin of a car a thick piece of brass clamped against the other side of the butted parts absorbs excess heat and prevents blow outs. Alternatively very short bursts of a mig weld on low amperage will get the job done. When welding skins the writer when possible always welds from the inside to minimize weld bulges and excessive use of an angle grinder on the outside of a car skin.



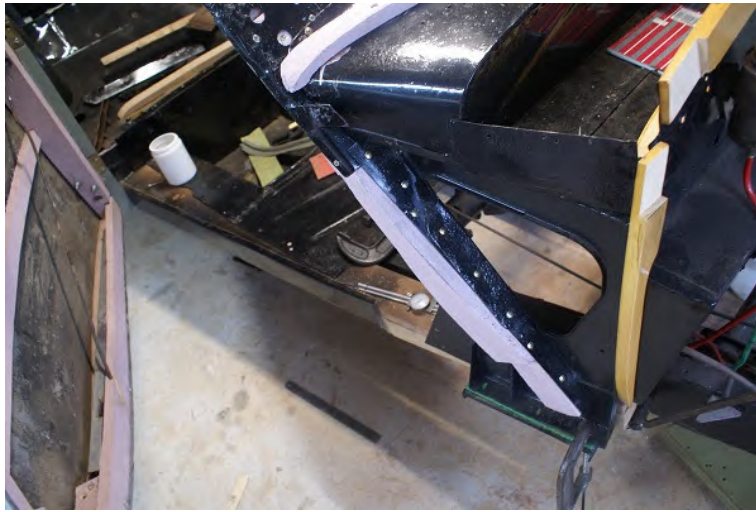
Front window surround.

The front quarter panels and outer sills were not attempted at this stage but were left until the door could be used as a guide for the correct shape. Likewise the metal skins for the door jams were far too rusted to be reused so making these was left until the front end timbers were assembled and front and rear ends of the car fitted together.

The next task was to make the reinforcing steels for the bottom and top of the 'A' door posts. There was enough left of the bottom steels to use as a guide to create new ones and there was sufficient steel left in the top ones to repair. The bottom ones were fitted and the screw holes through the 'K' panel were marked and then the reinforcing steels were drilled in the corresponding locations. Further holes were drilled to replicate the original spot welds. The bottom steels were then welded to the 'K' panel. The top reinforcing steels were repaired by welding new steel into the parts that had rusted away. Then all the steels were etch primed and painted in two pack black. The reader will understand that the purpose of these steels is to provide extra rigidity to the front end to prevent scuttle shake so they have been faithfully reproduced. Later in this article, the fitting of the top steels with the windscreen surround will be discussed.



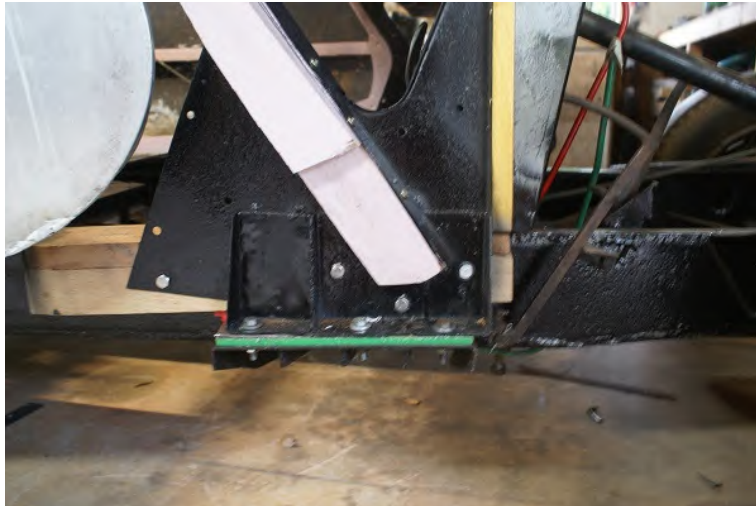
Original reinforcing steels for bottom and top of the 'A' post.



Bottom reinforcing steels fitted.

The front end was then set up to meet the doors and it was found that the scuttle needed to be tilted back to meet the leading edge of the door. Two other RMDs that I have examined had this same characteristic but another one did not. So I wondered, 'why is this so'? The next day a question about this oddity was posted on the English RM forum. Three learned RMD restorers responded over the next days and wrote posts with suggestions. The solution to the problem involved two issues; first the RMD restoration was conducted along the same lines as a saloon restoration. Albert had an equal amount of packing on each of the chassis supports. Wrong! Gwyn Morris (RMD club technical expert), pointed out that the front RMD mount should not have any packing on the front chassis support at all.

The second issue was that the tub that was being used was made up from bits from three tubs and the base may have been slightly skewed. But whatever the cause; an error made much earlier in the restoration had a knock on effect that affected the later assembly of the parts. Fortunately, judicious use of packing under the passenger side of the tub has contributed significantly to the solution.



'K' panel sitting flat on the chassis support.

At this stage the 'K' panels were not bolted to the scuttle. These were left to float until the door posts and the bottom window surround timbers were fitted and adjusted to the correct shape. So the assembly of the front end timbers began with attaching the timbers that run along the front of the scuttle and form the front frame for the steel window surround. The bottom window surround timbers were then temporarily attached using the steel window surround to set their height on the scuttle.

After that the door posts were fitted and a few of the screw holes were used to temporarily screw the posts into position and then the steel window surround was fitted. The bottom window surround timber was then adjusted up 3 mm to fit up to the bottom of the window surround, the door posts whittled fractionally to accept the window surround and then the scuttle was bolted to the 'K' panels.

Now that the doors fitted approximately to the door post it was decided to return to the door hinges and do the final finite adjustments so that the door gaps on the 'B' door posts were uniformly parallel with sufficient incline for the doors to close without binding between the hinge leaves or between the 'A' posts and door.

This done, the quarter windows were attached to the doors and the line along the front of the door with the quarter window and the 'A' post was observed. Immediately the need for slight adjustments to the profile of the 'A' posts to the door became apparent. As a result the posts were removed, adjustments made to the jig and the posts were adjusted with a router and the doors refitted. Further minor adjustments were affected with hammer and chisel.



'A' posts adjusted.

The top reinforcing steels were then fitted onto the bottom window surround timber just to see how it all worked and it was found that they fitted snugly against the inner skin of the window surround. A few screws were used to fix the reinforcing steels and then the 'A' posts were removed again and whittled back so the steels formed the new door post 'skin'. The process was not as simple as it sounds as it took four or five repeats of the procedure on each post to get them right. Finally the steel window surround fitted against the posts correctly. Then the top timber surrounds were fitted, the window surround removed again, adjustments made and the top timbers refitted. After that the 'hood header stick' was fitted and as beginner's luck would have it, the header stick fitted without need for further adjustment. The steel window surround was then pinned to the scuttle timbers, bottom window timber surround and the header stick.



Header stick, top window surround and door posts fitted.



Window surround pinned to the timbers.

Finally the chassis mounting points were packed to support the tub section and inner sill so that the hood header stick fitted squarely up to the header stick. The 'K' panels were then bolted to the inner sills so that the doors had the correct gap with the door posts and the 'K' panels were bolted to the front chassis mount. Happily the 'K' panels fitted flat onto the mount without any need to fit wedges to achieve the correct angle for the doors. Then the 'hood header stick' was adjusted to the right thickness so that it met up with the header stick and the tub and inner sill was bolted down onto the chassis mounting points.

It would be remiss of me to suggest that Albert fitted up without any issues. Amongst the many mistakes made was attempting to build and assemble the Drop head in the same manner as the saloon and making a version of the door post modelled on the RMB post. Another mistake was trying to fit the front end to the rear end when the opposite should have been the approach. Last, much earlier the final arm of drivers side hood mechanism had to be reproduced and it had been made $\frac{1}{4}$ of an inch too long. Consequently the hood header stick didn't quite square up to the Header stick. The advice of RM club members was invaluable in setting up the front end first. Thanks also to Chris Reynolds who allowed me to look at his car to take measurements of the dimensions of his RMD front end and for his provision of his Riley owner wisdom particularly about the minute variations of shapes between the cars.



Albert assembled.

Phil Wyllie



Welcome to the 2015 Jumpers & Jazz in July Festival Grand Historic Auto Display

The following pages include the registration form for the 2015 Grand Historic Auto Car Display formerly known as The Grand Vintage Car Display.

Organisers of Jumpers & Jazz in July invite you to lose the metro hustle and bustle and take a scenic drive in the country... perhaps a club run? And then lose yourself in some cool jazz amid the hospitality of a welcoming community who are dressing their CBD trees in warm, woolly jumpers for your winter entertainment and enjoyment.

The main street of the CBD will be closed to facilitate a static display of veteran, vintage and classic vehicles including classic motorcycles to offer something different on the first weekend of the festival's 10-day program, also building on Warwick's reputation as the "Horsepower Capital of Australia".

The Grand Historic Auto Display will sit on July 19th 2015, marshalling to start at 8:00am sharp in Queens Park, Warwick. The display will kick start for the public from 9:30am and sitting as a static display in Palmerin St till 2:30pm. Come to our region and enjoy brunch at one of Warwick's many cafés, spend your day browsing the art and craft while enjoying some cool jazz in the street – please visit www.jumpersandjazz.com for a full program, available in May.

We would be delighted if members of your car club would consider participating in this quirky Queensland winter festival as we'd love to match your enthusiasm for automobiles with our growing regional event.

The Festival Committee are happy to provide more details regarding marshalling of vehicles, layout of the display and final event information closer to the event, we look forward to hearing from you soon.



Find us on Facebook
www.facebook.com/EventsWarwick

Find us on Instagram
[instagram.com/sussexwarwick/](https://www.instagram.com/sussexwarwick/)

Registration Form

To register as an individual or club please complete all required sections of the following document and return the completed document to Warwick Tourism & Events Office by 5pm on Last Friday of June 2015, Friday the 26th.

Warwick Tourism and Events
49 Albion Street, Warwick (Visitor Information Centre)
Post: PO BOX 1, Warwick QLD 4370
Email: admin@warwickevents.com
Phone: 07 4661 9073
Fax: 07 4661 9971

Name (Club or Individual):

Contact Person:

Postal Address:

Email:

Phone:

Alternative Phone:

Number of People Present on Day:

Number of Cars Present on Day:

Please provide a small description of the club/cars that will be present:

Car Classification:

(Please tick correct box)

- ☐ Veteran (Prior to Dec 1918)
☐ Vintage (Jan 1919 to Dec 1930)
☐ Post Vintage (Jan 1931 to Dec 1949)

- ☐ Classic (Jan 1950 to Dec 1969)
☐ Modern Classic (Jan 1970 to Dec 1989)
☐ Collectable (See Below)
Details: _____

Registration Details of Cars:

(Please provide registration numbers to assist with marshalling)

TOWNSVILLE COMBINED MOTOR CLUBS

SWAP MEET

MOTOR AND MACHINERY ONLY

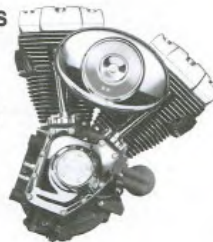
TOWNSVILLE SHOWGROUNDS
KINGS ROAD ENTRANCE

SUNDAY 19th JULY 2015

6am - 2pm



SWAP SITES (10m x 5m) \$10
ENTRY FEE ADULTS \$5
Children Under 15 Free



ALL PROCEEDS TO GO TO RFDS

FOOD AND DRINKS AVAILABLE ONSITE

DISPLAYS OF VINTAGE VETERAN AND
CLASSIC CARS AND MOTORCYCLES AND
STATIONARY ENGINES



CLEAN OUT YOUR SHED, GARAGE OR
WORKSHOP AND BRING IT ALONG. YOUR
JUNK MAY BE WHAT SOMEONE HAS BEEN
LOOKING FOR FOR YEARS



ALL ENQUIRES RING JOHN WEBER 0408 181 354
OR EMAIL FRANK CERUTTI AT cerutfa@ozemail.com.au

