



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc October 2015

www.rileyqld.org.au



By The Beautiful Sea

Editor: Bill Short

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Next Meeting will be at the Jack Warr Shed on **8/10/2015** at 2000hrs, preceded by a cuppa at 1930hrs.

Note this timing resumes the usual 2nd Thursday of the month schedule.

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Agenda/Minutes of Riley Club General Meeting
Held on 17 September 2015

At the Jack Warr Riley Shed in Samford

Note: As a Quorum of Committee Members was not present, the meeting was conducted informally, following the usual procedures, however no resolutions were made and only general discussions were held.

1. The Vice President Alan Hill declared the meeting open at 2000hrs.
2. **Attendance** – as per the attendance sheet.
3. **Apologies** –Sheila Hill, Greg Mewha, Di Phillips, Greg May, Matthew French, Ray and Bev Burrows, Simon Schooneveldt, Linden Thomson, Ken and Wendy Lonie, Ian Henderson.
4. **Minutes** of the General Meeting held on 13/08/15 were moved for adoption as a true and correct record by Robin Hull and seconded by Rod Longden,

Carried

Business Arising

1. Nil

Carried.

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

5. Secretary's Report and Correspondence

Inwards –

Club Magazines from: - September Crankhandle.

Correspondence from: -

1. Bundaberg Vintage Vehicle Club Inc Canefields' Classic Rally October 3rd, 4th & 5th 2015.
2. Lockyer Antique Motor Assoc Inc LAMA Rally 3 – 4 October 2015.
3. Oktoberfest Brisbane 9-11 & 16-18 Oct 2015.
4. Moreton Bay Regional Council. Shannons Car Show and Shine 2015 Decades Festival 31 October 2015. Pine Rivers Park Gympie Rd Strathpine.
5. The Gold Coast Antique Auto Club Autorama 2015. 14-15 November 2015
6. Samford District Historical Museum Society (Inc) Australia Day 2016.
7. Roma Historical Motor Club Inc. Easter in the Country 2016. Rally No 17.

The Club Secretary has all available information on the above events and can be contacted for further details as necessary.

8. Classic Sports Car Centre Beerwah. 0754399729. classicsportscarcentre@gmail.com
9. Rusted Solutions. 24/193 South Pine Rd Brendale 07 3889 9987.

10. QHMC Affiliation Renewal Form for period 1/10/2015 to 30/09/2016.

11. Membership enquiry from Bob Oswald of Alberta Canada.

12. Di Phillips forwarded extracts from TMR, the salient points of which will be summarized by the Secretary for inclusion in Torque Tube. – Summary below:

Dating Certificates:

Effective 1 July 2015, dating certificates are no longer required where DTMR can verify the Vehicle's date of manufacture.

A Certificate is still required if DTMR cannot verify the date of manufacture. In such cases, photographs may be accepted rather than a physical inspection if the dating officer is satisfied with the documentation provided.

The Dating Certificate is to be supplied by a Club Official on club letterhead or other official documentation and is to include sufficient details to identify the vehicle.

Increased fees

All vehicle registration, including SIV's increased by 3.5% on 1 July 2015.

Bio Fuels Mandate

It is proposed to introduce a biofuel mandate from 1 July 2016 to help transition to a clean energy economy. As it has been acknowledged that approximately 15% of Qld's vehicles are incompatible with E10 fuel there is a commitment to ensuring that unblended fuels will still be available at the petrol bowser.

Special Interest Vehicle (SIV) Scheme Guide

The type of vehicle applicable to this club would be described as Historic Vehicles, being at least 30 yrs old.

If a registered operator changes address, a **letter of authorisation** must be obtained from TMR authorising a one-way trip from the old to new address. Compulsory Third Party should also be checked for this trip.

To register a SIV you must provide evidence of: -

1. Club Membership
2. Dating Certificate if applicable – refer above.

Restricted Vehicle use

Vehicles under this scheme have **limitations** placed on their use, which confines their operation to:

- Participation in rallies organised by incorporated vehicle clubs. (I think we can safely assume that rally need not be taken literally and would include any club run or organised activity).
- Processions where a Special Event Permit has been issued under Reg 2005.
- Exhibiting vehicles in displays, etc conducted for religious, charitable or educational purposes.
- Ceremonial purposes involving immediate family or as part of a club sanctioned event provided it is not done for fee or reward. Note that extended family such as nephews and nieces are precluded.
- Preparing for, proceeding to or returning from such events.
- Direct travel to and from an Approved Testing Station for obtaining a Safety Certificate prior to sale.
- Travel for vehicle repairs, provided the distance can be justified.
- Road testing within a 15km radius from where the vehicle is garaged or being repaired.

Street Rods

Are described as vehicle with bodies and frames being manufactured prior to 1949 that have been modified. Do some of our restorations fall into this category? If so, further details can be provided.

Number Plates

The older square SIV number plates have been superseded by rectangular plates, which will be provided should replacements be required.

Personalised plates can be used as necessary.

New Membership Received From: Gordon Kelly of Eatons Hill, which will be accepted at the next meeting following receipt of the Subscription payment,

Outwards – Response to Bob Oswald welcoming his membership and advising of applicable subscription.

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Bill White.

Carried.

6. Treasurers Report for August 2015:

Balance as per Bank Statement, 1 August 2015		\$8525.63CR	
Income			
2016 – 2025 Membership & Assoc. fees in advance EFT/BPay	600.00		
2 nd hand spare parts (per W White)	50.00		
Donations – Raffles, Breakfast run	70.00		
Interest	1.06		
		\$	671.06
Expenditure			
OFT 2013-2014 Incorporation Fees	96.50		W Short –
Editor's expenses	40.10		
		\$	136.60
Balance as per Bank Statement, 31 August 2015		\$9060.09CR	

(Presented at OGM 17 September 2015)

Received and noted only

Moved. ---

Seconded ----

Carried

7. **Report from Club Captain** – As Sheila was not in attendance there was no formal report presented. Sheila is however continually updating a program of club runs, which also includes combined MG/Riley runs. As usual these runs will be published in Torque Tube, headed Riley Program 2015.

The next run is to the QAM at Caloundra Airport commencing at 0900 at BP Service Centre Burpengary for 0945 departure to arrive at the Museum at 1030hrs.

The run to Murwillumbah to visit the Margaret Olley Exhibition is tentatively 24 and 25 October and full details will be available in the next TT.

Please note that all information received by the Secretary regarding possible activities and runs is routinely forwarded to Sheila for her information and inclusion in her proposed program as appropriate.

8. Report from Torque Tube Editor –

Bill advised that he is happy with the way things are going but would still like more detail when photo's are to be included in any articles and he needs submissions by about the 3rd week of the month.

9. **Report on Jack Warr Riley Shed** – The Shed Committee members advised that MBRC have approved construction of the shed and Bill has approached “Certifiers” for a quote for a Category 10 shed. The next step is to decide which shed i.e. details.

The matter of erecting the shed was discussed: options being professional or “Self” erection. Self-erection will save several thousand dollars, however the time implication needs consideration.

10. **Report from Registrar** – Di forwarded DTMR material for dissemination as per item 12 of Correspondence inwards.

11. **Report from Spare Parts** – As Ian was not in attendance he forwarded a Report for August, which was read out by the Secretary for the benefit of those present. All Club Spares are now at the Shed and are progressively being logged as part of the Stock Take.

As there are now several visits to the shed on Tuesdays, it was suggested that perhaps the Tuesday “get together” could be held at the shed in future.

12. **Report from Website Coordinator** – As Linden was not in attendance there was no formal report.

13. **General Business** –.

Discussions were held regarding the procedure for new members, renewals etc and it was agreed that a streamlined procedure needs to be developed and understood in order to overcome some confusion that currently exists. This is to be followed up at the next meeting when a quorum is present.

Phillip Connors offered two paintings for the Club Raffle, however due to low attendance it was decided to postpone the raffle until the next meeting when it expected that everyone will be back.

All members present were concerned to hear that Sheila Hill has recently broken her hip and is awaiting final diagnosis and treatment in hospital, and similarly Simon Schooneveldt has suffered damaged ribs, amongst other injuries in a fall at home.

The Club wishes both of them a speedy and complete recovery and members will assist if they can.

14. Car Reports

General discussions were held amongst those that attended the recent Wild Flower Rally in Perth.

Next Meeting will be at the Jack Warr Shed on **8/10/2015** at 2000hrs, preceded by a cuppa at 1930hrs.

Note this timing resumes the usual 2nd Thursday of the month schedule.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 2140hrs.

EDITOR'S REPORT

Hi Readers,

Apart from the demise of one big end I don't have a lot to report on.



It let go without warning and completely destroy itself with only 100 Km on the clock. Apparently, according to the experts, the fluxes used for tinning the steel big end are not up to the job and the Babbitt metal does not adhere properly. Luckily the rest of the engine appears to have escape damage. Come on slipper bearings.

Cheers.

Bill.

Riley 9hp - Open top Tourer (Roadster)- For Sale



This older restoration by Brian Jackson has just been updated with a new paint job and engine overhaul. The list of work on the car is extensive. It is a reliable, a real head turner of a car, in great condition, ready to take you to the next show or club outing.

It is on vintage plates and registered until 24/12/2015.

It is available for the discerning buyer who wants a true Vintage car in great condition.

It has a period dickie seat in cream leather for two that folds neatly away. A fitted folding roof and side window panels. The front bench seat for two, is in matching cream leather. It has all gauges and equipment fully operational.

Full details :-

- 1) Originally restored by Brian Johnson in 1983
- 2) Rego No. VIN 701 and is registered until 24/12/2015. Engine No. 10922
- 3) Goes well but drives just like a 1930's car should.
- 4) It has been part of my collection since 1998 and always been in the Brisbane Riley club
- 5) Engine Capacity - 4 cylinders - (9Hp) and about 975 cc
- 6) 12 inch drum brakes on all wheels
- 7) Lots of spares and original manuals and operating books.
- 8) Price **\$19,000 (ONO)**

Contact: Owen Williamson Mob. 0407 462 341, or email olwilliamson@bigpond.com Burbank , Qld



1949 RMC Riley Roadster, only 500 ever built. This very rare car was fully restored 25 years ago. Meticulously maintained ever since, it remains in immaculate condition. This car is based in S.A. Please contact Jock Kilgour to discuss further information.

All British Day



Hello Bill, this just came through from Richard Clamp. He owns the beautiful blue Roadster & I think the 9 is Ian Heywoods.
We think the Pathfinder is Ray Burrows
Wendy L



Hi Bill, are some pictures taken at the home of our hosts in Burpengary.
The cars included a MG TD, 3x MGTF's, MGA Coupe, MG Midget, 2x MGB's, MGF, Riley Elf, RMD and finally the newly refurbished and now registered RMF of Brian and Lynn Jackson.
Cheers Trevor.

Riley Program 2015

October	Thursday 8th Sat 24th and Sun 25th	Club meeting at Shed 7.30 pm Weekend trip to Murwillumbah Final details next TT.
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!!!

It is proposed to do a weekend away trip in October to visit the Margaret Olley Exhibition at Murwillumbah. Would members please give an indication if they would attend by ringing Sheila. We will organize accommodation, meals etc. nearer the due date.

Supplementary Runs with the M.G.s.

List of planned MG/Riley breakfast runs for 2015.

Oct 11th	Nudgee Beach. Details to follow.
Nov 1st	TBA
Dec 6th	The Pit Stop Café at Mt Mee. (Back by popular demand.)

These runs are planned to be 2 weeks from a main Riley run to help spread out events.

The October Breakfast Run

The October breakfast run will be held on Sunday 11th. The destination is Nudgee beach. Facilities include gas bbq's and toilets. A small cafe will provide breakfast for those who want a rest from cooking. Cars leaving Samford will depart at 0815 to arrive Nudgee Beach at 0900. Reference Gregory's map 111. Please contact Trevor Taylor email trevor.taylor@ymail.com or 0407717853, to indicate numbers for the cafe breakfast.

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

Pre-payments of Club Membership Subscriptions:

To help fund our Club shed, the Committee has been authorised at the last OGM to now ask and invite Club Members to pay their future membership subscriptions in advance.

This advance payment is of course not compulsory, but it would be very helpful to achieve the extra things like power and water at the time of construction.

We are asking Club Members to consider this request now, as we hope to lay the concrete slab in the near future.

We have included a form (below) which can be copied or cut out and then filled in.

We will of course accept any number of years' worth of advance subscriptions, and we hope that some Members will consider a five (5) or ten (10) year subscription in advance.

Subscriptions pre-paid now will cover the years beginning January 2016 at the new approved rate of \$50.00 per year. With advance subscriptions, you will be automatically hedged against future subscription increases as and when they occur.

As a further inducement for you to participate, the partner or spouse associate membership will be kept at \$10.00 per year for whatever advance period is selected. General associate membership subscriptions will increase to \$15.00 from January 2016 if paid on the old yearly basis.

The Riley Club sub-committee for THE SPARE PARTS SHED commend this plan to you.

The RileyMotor Club Clubhouse Prepayment Form

MEMBERS NAME _____

ADDRESS _____

ASSOCIATE MEMBER'S NAME _____

NUMBER OF YEARS PREPAID (e.g. 10, Ten) _____

TOTAL AMOUNT TENDERED HEREWITH: \$ _____

Cheques and Money Orders Payable to RILEY MOTOR CLUB (QLD) INC.

Direct Bank Deposit (the safest, simplest way!) From your computer or your bank, ENTER:

Name, 'Shed Advance 5' (5 years) or 'Shed Advance 10' (10 years) **Bank of Queensland:**

RILEY MOTOR CLUB QLD INC. BSB 124001, Account 10010987

NB:

Our SHED CO-ORDINATOR, **Bill White** (ph.07 3289 4282

Email: thewhitehouse7@bigpond.com.au) advises that the Club will maintain this Bank of Qld account until the pre-payments are in and the shed is underway.

Shed Report

Progress continues towards building our new shed. Council has approved the site, the slab has been pegged and the fill levels marked. A contractor will remove the top soil this week and Councilor Bob Millar is organising the appropriate fill. Quotes from certifiers have been requested and we expect to finalise prices for shed and slab by end of month. We now are needing funds. Any club members who would like to pay subscriptions in advance, now is the time to make those advance payments.

National Rally in Western Australia

The National Riley Rally of 2015, "The Rally in the Valley" held by the West Australian Riley Club in the Swan Valley Perth was extremely enjoyable. The Rally was a 5 day event plus an optional 3 day tour of West Australia's magnificent display of spring wild flowers.

3 x Queensland couples attended, Alan & Sheila Hill, Robin & Barbara Hull and Ken & Wendy Lonie all arriving in different ways. Alan & Sheila flew from the U.K., Robin & Barbara winged over from Brisbane and Ken & Wendy drove the long haul, towing the Monaco and bush camping all the way!

113 people and 58 cars registered with an incredible diversity of Rileys. Unusually, there were very few RMB's and a large contingent of pre-war Rileys. Beautiful Kestrels, Falcons and Riley 9's, Roadsters, Dropheads and the Runciman Riley Sprite. An excellent program was organised with fantastic runs with challenging hills, terrific views and plenty of down time to socialise. It was wonderful to observe all the Rileyites resume long term friendships and form new ones and enjoy a talkfest of "everything Riley"!

This Rally had an International flavour with 6 New Zealand couples, 3 from the U.K. and 1 couple from USA. 2 chaps from the U.K. even shipped their Kestral out for the Rally and intend driving around Australia & New Zealand for the next 6 months.

The Conrod Trophy was held at one of the winery's, and was hotly contested. The only Queensland car, the 1933 Monaco performed brilliantly, unfortunately the 2 drivers, Ken and Robin were a bit ordinary, so the Trophy will not be adorning our Clubhouse for the next year. It was mentioned at the Presentation Dinner that Ken did in fact perform the worst backing manoeuvre of the entire event and a warning was put out to avoid parking in his vicinity.

The 5 formal dinners were excellent and the entertainment on the first and forth night were very well received. The Organising Committee is to be heartedly congratulated on a fantastic Rally and our thanks for all the hard work that goes into a successful Rally.

Next National Rally will be held by the ACT in Merrimbula, NSW in May 2016. Just down the road a'ways, so put it in your diaries - the National Rallies are enormous fun.



Lonies & Florence the 1933 Monaco enroute to Perth, 4,500 kms one way.



A wonderful collection of Rileys



L-R, Robin Hull, Ken and Wendy Lonie, Barbara Hull, Jim Runciman of Perth, owner of Riley Sprite



The Queensland Contingent. L-R: Wendy, Barbara, Alan & Sheila Hill, Robin & Ken.



Peter Brock Memorial



Panorama of Rileys



Monaco competing in the Conrod Trophy



A bevy of Rileys

Oil Release Valve

This is a little postscript to an article written a few months ago about the RMB oil pump. A few weeks ago I returned an oil pressure vessel to Ken Lonie that had been used to oil the bearings during the first start following an engine rebuild. He was not home and Wendy told me that he was on the Montville Road repairing his RMB. She had already provided road side assistance with their ute and she wanted to attend the site of the tragedy again to recover the ute while Ken drove the now repaired RMB home. When we arrived there was a large pool of oil under the car and the story was told that the retro fitted oil cooler had blown. A reliable engineer has told me that RM oil pumps work on displacement and even worn pump gears produce 300 psi to the filter. The oil cooler was rated to 250 psi and was on the oil pump side of the filter so on a cool morning with a cold engine and thick oil..... kaboom. The oil cooler wasn't up to the pressure of the Riley oil pump. That raises a little side issue, if you ever considered retro fitting a modern spin on oil filter, don't. It will blow up.



Ken repairing his RM and Wendy supervising.

Well, that experience started a wondering about oil pressure from pump through the mains and big ends, cam shaft bushes, rockers and to the oil pressure release valve to the sump. Why was there inconsistent variation from cold to hot and particularly variation when the engine was hot from 40 down to 20 psi at 35 MPH on the oil pressure gauge? During that period of wondering a chance conversation occurred with Ian Henderson who had been assisting Brian Jackson on a RMF oil pump rebuild. Apparently the RMF and the Pathfinder have larger oil pumps to overcome the low oil pressure at idle in the earlier RMs. Well, that sparked another conversation with Ken who talked about the various qualities of oil that are on the market. 'Good quality oil maintains a more even viscosity over the heat range', he said, 'and poorer quality oil gets a lot thinner at higher temperatures so at idle the oil pressure can register between 0 and 20 psi'. That described the first issue. During the first 500 miles George has been provided with a cheaper grade oil without additives so there was a high range of oil psi from a cold to a hot engine. But it didn't explain the second issue. Why was there so much variation in oil pressure when the engine was hot and the car was travelling at the same speed? Well today the oil pressure release valve was taken out of George and compared with two other release valve assemblies.



Oil release valve assemblies.

Did you notice anything about the spring lengths or the valve tips? The first thing noticed was the difference in lengths of the oil release valve springs. The top assembly is what came out of George. The spring is more compressed than the other two. This should not make a difference to the oil pressure as all that is required is for the set screw to be wound in further for a correct pressure to be achieved and maintained. But it didn't. So have a look at the next picture and notice the uniqueness about each spring. The top spring is shorter and it was softer, but if you look at the second spring you will notice that it has not compressed but the top quarter of an inch has been worn away so that the spring ends with a sharp edge. The last spring may have been in an engine that had done fewer miles. It could be of original length and strength.



The three oil release valve springs compared.

The next thing noticed was the wear on the valves themselves. If you look closely at them you will notice differences in the wear on each of them. The valve that was in George is significantly indented on one side so it might be conjectured that with repeated sudden changes in oil pressure the valve could have been opening and closing pounding the valve so that it was indented on one side? Maybe my imagination is a bit wild, do you think? Well, it could have only been achieved with repeated reasonably hard closures of the valve to indent it to the extent that it has. Now that could explain the variation in oil pressures when the engine is at the same temperature. The wear on the valve could shift about in its position on the release aperture.



The three oil release valves compared.

So did replacing the oil release valve assembly with the best specimen fix the problem of variations in oil pressure at the same speed? Yes. The stronger and longer spring provided a firmer more consistent closure of the valve and the use of the least worn valve has meant that when the engine is at operating temperature no excess oil or inconsistent amounts of oil passed by the valve. When the car travels at 35 MPH 40 PSI is maintained, then if it is slowed and then sped up to the same speed 40 PSI is regained on the oil gauge. So when the oil is changed after 500 miles, I am expecting that the oil will maintain a more even viscosity over the range of oil temperatures permitting better oil pressure at idle and consistent PSI over the range of speeds. Little things do matter.

Phil Wyllie

RMH Wiring Harness Fitting

The story begins when a Riley Pathfinder came into the hands of Greg May. It was about eighteen months ago. At the time Greg was looking for a restoration project and was thinking of a Mark 2 Ford Zepher. In his younger days Greg raced a Zepher in Saloon car events. While looking about a friend suggested that he knew where Greg could find a Riley Pathfinder. 'What is a Riley?', wondered Greg. But when he saw it, it was addiction at first sight. At the time the car was in a shed in a disorganized and disassembled condition. Buying a car in this sort of condition is always a risk as you never know what vital parts might be missing. The sale offer included spare motor, gearbox, doors, bonnet and other body parts.

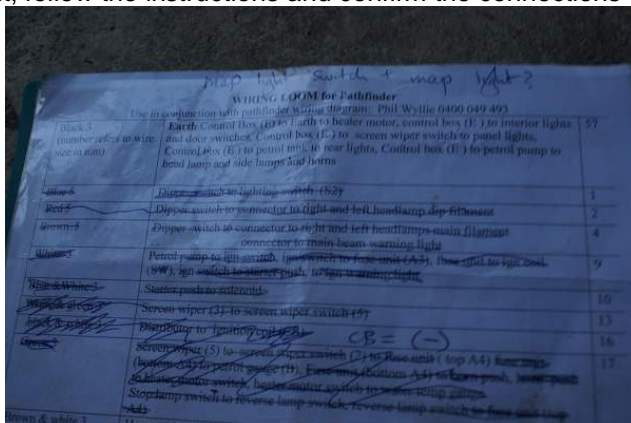


Greg with his RMH

So Greg started the project by cleaning up the body, removing the oil stains and the window rubber that had welded itself to the window surrounds. With the body back to bare metal a careful progression of paint produced a beautiful maroon finish. Numerous visits to Jack war were undertaken rewarding him with engine components and other parts including a front end wiring harness.

A large, tangled mass of black, fibrous material, possibly a root or a large insect, lying on a concrete surface next to a red car. The material is dark and appears to be made of many thin, interconnected strands. It is positioned on a light-colored concrete surface, with a red car visible on the left side of the frame. The background shows a grassy area and a concrete curb.

Greg and Yvonne arrived just before lunch and while Doreen introduced Yvonne to our gardens Greg discussed the unique details of what he wanted in his car. This included a conversion to negative earth and alternator, indicators alongside the original trafficators, an extra brake light in the rear window, a power wire under the dash for radio/cd and a dip switch on the floor. The wiring harness that was made at Jack's request didn't have these adaptations so the wiring harness needed to be partly disassembled to accommodate the variations from original. But happily one of the things that come standard with all of the harnesses made is a dummies guide on how to fit your own harness. It makes the fitting much easier as all you need to do is to lay the harness out, follow the instructions and confirm the connections with a test light.



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The easy bit was connecting the under bonnet parts including regulator, alternator, coil, temperature sender, solenoid, starter, horns and running the lighting wires through to their designated locations. The difficult bit included arranging the wiring to connect up to the instruments, altering the wiring to suit Greg's specific requirements and working out why the diagram showed 5 wires to the windscreen wiper motor when there were only 3 terminals. To connect the wiring to the instruments a table was constructed from ply, covered with three (clean) garage towels and placed in the car in front of the dash. The dash was then laid on the table and the harness connected to its appropriate instruments. The second issue was not really that hard to accomplish as Greg wanted to use an alternator which meant negative to earth. He also wanted indicators to run off the trafficator circuit and a third stop light in the rear window. A significant difference between the pre-war cars and earlier RM's is that most of the instrument wires are connected with electrical connectors instead of screws.



Dashboard table in situ and dash table seen with control box and fuse box.

The floor didn't have the right angles for a floor mounted dip switch so a steel frame was made to fit against the side of the gearbox tunnel. Happily the wires for the dip switch were made for the dash so they were more than long enough for a floor mounted version. The challenge however was that the heater components and engine had been fitted but headlight relay and fuse box had been taken out with the old wiring harness and a circular blank cover had been placed and screwed to the fire wall where these components used to live. In short there was no room to drill holes to fit the relay and fuse box. After a little thinking a rod was placed in the lathe and the end drilled with a 2 MM drill 15 MM deep. The rod was then drilled 5 MM from the end and tapped to accept a 3 MM set screw. The 2 MM drill was then fixed into the rod, a ring spanner was then threaded over the rod and held firmly against the rocker cover to steady the rod and with an electric drill the holes were bored into the fire wall to accept the relay and fuse box.



Floor mounted dip switch bracket and drill fitted to the rod on the electric drill.

Visiting Jack to borrow his workshop manual turned out to be a blessing in more ways than one. On the page following the wiring diagram there was an explanation about converting a two speed wiper motor to a single speed motor. Apparently only the first 200 came with a two speed wiper motor, after that they all had a one speed model but the wiring diagram was never changed. Durr! The wiring harness that was made for Greg's car faithfully followed the diagram in the book so a second modification was required.



A one speed wiper motor.

Apart from that connecting the wires to the reverse switch and threading the steering column wires, fitting the rest of the wiring harness to their correct contacts was the easy part of the project as all that was required was following the dummies guide in conjunction with the wiring diagram. The reverse switch is on the side of the gear box and inside the drive shaft tunnel. It was impossible to get a screw driver onto the top terminal so after some thought the switch was unscrewed, the harness connections modified to fit up to the electrical connector block. They were then bound together with automotive wiring tape and the reverse switch was screwed back into its housing. The wires were then threaded under the floor to the drivers' side door channel and threaded through the floor and connected to the wiring connector block terminals on the drivers' side quarter panel. The steering column wires only just fitted into the tube but the friction between the wires and tube prevented them from passing through so after four attempts they were oiled up and on the fifth attempt with oil they passed through. Connecting the wires to their terminals took about eight days spread over fourteen days as the RMH project was interspersed with gardening, replacing the steering column wires in George and playing with oil pressure release valves. The story of the valves might be included in this month's club magazine.

Greg wanted the trafficators to work with the indicators so flasher units were fitted to the trafficator circuit and located inside of the fire wall on the driver's side. A bracket was made from steel with holes cut through so the two flasher units could sit in the bracket. And alongside the trafficator circuit there were wires that fed into the flasher units and then on to the indicator locations. Another bracket was made for the dash indicator warning lights and the whole system was connected so that the trafficator switch powered indicators and trafficators together.



Flasher units under the driver's side dash.

After that the dash was fitted into its correct position, the wiring harness was adjusted, and the wires in the engine bay were shortened to take up the slack created by fitting the dash and pushing the excess harness through into the engine bay.

The front door lighting switches were originally designed to illuminate a map light under the dash so the wiring harness was reconfigured so that the driver's side doors illuminated the driver's side ceiling light and the passenger side doors illuminated the passenger side ceiling light. The map light was then wired so that it could only be illuminated by its light switch. One of the interesting features about the original arrangement was that the door switches opened and closed the earth circuit so the light switch is always alive.

Phil Wyllie

Other Upcoming Events

The Riley Motor Club of the A.C.T. Invites you to join us for

SAPPHIRE RILEYS

based in Merimbula on the NSW Sapphire Coast

Monday 2nd May to Friday 6th May 2016

It has been many years since the national Riley gathering visited this beautiful part of Australia. You are invited to join us to enjoy the many delights this area has to offer. In keeping with the relaxed ambience of the area, the event will be low key with the emphasis on driving to the many scenic attractions of the area on quiet and interesting roads. We have chosen to make this a mid-week event at an off-peak time of year.

Merimbula and surrounds offer reasonably priced accommodation from 5 star to camping, and a wide variety of restaurants and cafes to suit all tastes and budgets. For a general overview and information about the area and available accommodation, visit <http://www.merimbulatourism.com.au> .

We have negotiated special accommodation rates at the event HQ, the Black Dolphin Motel at Merimbula. Please note that participants will need to make their own accommodation arrangements. If you wish to avail yourself of the Black Dolphin Motel offer, please mention when booking that you are attending the Riley event. A range of alternative accommodation venues will be provided in the registration pack. Registration packs will be available from 1st September.

To obtain a registration pack or further information, please email sapphire.riley.2016@gmail.com

Enquiries regarding the event venue and accommodation may be directed to John McNair on 0412 199009.

Enquiries regarding registration: Ian Thompson at the email address above.

We are sure you will be delighted with the program we have arranged. We hope you can join us explore the Sapphire Coast and Bega Valley, whether it be in a Riley or a modern vehicle, and to enjoy the company of other Riley enthusiasts.



Classic Sports Car



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We have workshop facilities and carry a large range of parts for many British and European Classic Cars

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Moreton Bay
Regional Council

Riley Motor Club of Qld
14 Lynch Crescent
BIRKDALE QLD 4159

Phone: 1800 810 400
Date: 19 August 2015

Dear Car Enthusiast,

SHANNONS CAR SHOW AND SHINE – 2015 DECADES FESTIVAL

Rev those engines, pull up your bobby socks and join in with hundreds of car enthusiasts attending the the Shannon's Car Show and Shine at the 2015 Decades Festival. Classic cars and hot rods from the pre 1999 will be on display from 10am to 5pm accompanied by live music and dancing.

Event Details

Event: Shannon's Car Show and Shine at the 2015 Decades Festival

Date: Saturday, 31 October

Times: 10am to 5pm

Venue: Pine Rivers Park, Gympie Road, Strathpine

Prize winners will be announced at the main stage at 4.30pm. Cars are free to leave from 5pm.

Categories include:

Categories open to vehicles pre 2000

1. Best of Show
2. Encouragement Award
3. Mayors Choice
4. Best Paintwork
5. Best Interior
6. Best Engine Bay
7. Shannons People's Choice (judged by festival patrons)

Specialised categories open to vehicles pre 1975:

8. Best Original
9. Best Hot Rod
10. Best Commercial
11. Best Sedan
12. Best Convertible
13. Best Coupe

Specialised category open to vehicles 1970 to 1979

14. Best 70s on show

Specialised category open to vehicles 1980 to 1989

15. Best 80s on show

Specialised category open to vehicles 1990 to 1999

16. Best 90s on show

Specialised category open to vehicles pre 1960

17. Best Pre-classic

Customer Service Contacts

PO Box 159 Caboolture QLD 4510 | T (07) 3205 0055 | F (07) 3205 0599 | E info@moretonbay.qld.gov.au | W www.moretonbay.qld.gov.au

Registration

It is only \$10 to enter vehicles and entrants can register now at <http://www.decadesfestival.com.au/carshow>

If you do not have access to the internet, phone bookings can be made by calling 1800 810 400. Registrations close on Friday 16 October 2015.

Register by Friday 1 September 2015 to go into the draw to win one of seven great prizes!

Group Bookings

A group discount is available. Clubs who purchase 10 tickets in one transaction receive \$20 off the purchase price.

All proceeds from the registration fee will be donated to Rotary International.

Please note: On the day there will be no dedicated car sites and you will be parked in order of your arrival. If you would like to be placed next to another car or as a group please make arrangements to arrive at the same time.

Club Marquees

For a small cost of \$10 clubs can bring a marquee (up to 6m x 3m). Marquee spots can be purchased at the same time of your registration. Patrons must present their marquee ticket on arrival in order to erect their club marquee at the show.

Clubs who purchase 10 tickets at once will receive one free marquee spot.

Terms and Conditions

Please be reminded that upon entering your vehicle you have agreed to the terms and conditions of the Shannons Car Show and Shine Competition. Please note the following key points;

- No cars are to depart Pine Rivers Park before 5pm
- Participants agree and acknowledge that Moreton Bay Regional Council is not responsible for any injury, loss, damage or claim which comes about as a result of participating in this event.
- Full terms and conditions are available on the website <http://www.decadesfestival.com.au/carshow>

If you have any further queries, please contact the Council's Events Department on 1800 810 400 or email info@decades.com.au

Yours sincerely

Jason Lynam
Events Manager
Moreton Bay Regional Council

**DECADES
FESTIVAL • 50s - 90s
31 OCT 2015**



Customer Service Contacts

PO Box 159 Caboolture QLD 4510 | T (07) 3205 0055 | F (07) 3205 0599 | E info@moretonbay.qld.gov.au | W www.moretonbay.qld.gov.au

ROMA HISTORICAL MOTOR CLUB INC.
EASTER IN THE COUNTRY 2016

RALLY NO. 17

We are pleased to invite you to our 17th Easter in the Country Rally
"A Spark of History" - Enjoy a weekend fuelled by the oil and gas industry
and our local history.

WEEKEND OUTLINE



FRIDAY 25/03/16

5.00 pm Registration, Welcome and BBQ (fish fingers will be available) at the Junior Cricket Club grounds (rally headquarters) on the eastern approach to town.

SATURDAY 26/03/16

8.15 am "Easter in the Country" Street Parade. The assembly point for the parade will be in Alfred Street. A morning cuppa will be provided. After the parade you will be directed to a parking area nearby. You may then like to watch the events in the main street. Market stalls will also be set up in Wyndham & Arthur Streets from 7am. From the finish of the parade until 2 pm is your time to enjoy aspects of the Easter in the Country Festival.

2.00 pm Gymkhana, Car-less Gymkhana, and afternoon tea at the Junior Cricket Grounds.

We are also leaving Saturday night free to enjoy more of the Easter in the Country festivities in Roma. You might wish to visit the Night Show at the Big Rig or perhaps one of the Festival events. (More details available later.)

SUNDAY 27/03/16

8.00 am Meet at the Junior Cricket Club to depart on a pleasant country drive to Mitchell with morning tea at Muckadilla. The day will consist of visiting various tourist attractions and some competitions. (Bring your bathers as there is an option to visit the Mitchell Spa.)

6.00 pm Presentation Dinner at the Roma Bowls Club - Dress theme will be fiery colours - red/orange/yellow

ENQUIRIES to:

Robyn Dawes 0419 771 304
Karen Dawes 0429 442 286
Kerry Cuiverhouse 0433 144 525
Email to: kerry@romaclub.com.au

ACCOMMODATION - Attached to this entry form is a list of available accommodation and a map of Roma. If you are having difficulty getting accommodation please contact the club.

Studio Rooms: We have secured an accommodation deal with the Aussie Tourist Park for 30 x Studio rooms at a special rate of \$90 per night for a 3 night stay. These rooms:

- have a custom designed double bed (it is longer than the average double bed)
- contain a toaster and a kettle, bar fridge
- have a marble bathroom
- are situated right next to the Camp Kitchen & outdoor area which has BBQ's. Microwave, cook top etc.

A deposit of \$100 will be required at the time of booking with the balance payable 1 week prior to arrival. Roma Aussie Tourist Park's cancellation policy is a full refund if 7 days or more notice is given.

Photos of these rooms are on their web site:

<http://www.romaaussie.com.au/workforce%20accommodation.html>

To book, please mention you are coming to Roma Historical Motor Club's rally, and contact: Roma Aussie Tourist Park on 07 4622 6464 or email ask@romaaussie.com.au

House: There is also one house available, at one of the caravan parks which is being held for a time to see if anyone is interested. It has one double bed and 6 singles. If anyone is interested in this please contact the club as soon as possible. It will be \$125.00 for 2 people per night and \$15 for each extra person per night.

Billets: There are also club members who are willing to billet and/or have caravans available in their back yard. Please contact the club if you would like to take up this option.

Please note: If you have a fold-up chair, please bring it along as it would help with seating during the weekend.

* Price per person includes Friday night's BBQ, all morning and afternoon teas, Sunday lunch and Sunday dinner.
Fill in this section only if you intend bringing extra people to any of the individual meals

Please return to the Rally Coordinator, Roma Historical Motor Club Inc. PO Box 288, Roma. 4455		per each	Total No	Total Amount
NAME/NAMES		Nomination Fee (per vehicle) (includes rally badge)	\$30.00	
ADDRESS		Adults (12 years & over)	\$70.00*	
		Children (4-11 years) requiring a full buffet meal at dinner	\$50.00*	
EMAIL ADDRESS		Children (4-11 years) requiring a children's menu meal at dinner (nuggets & chips/crumbed sausage & chips/fish & chips)	\$30.00*	
BEST CONTACT PHONE NUMBER/S		Children (3 years & under)	Free*	
VEHICLE (YEAR/MAKE/MODEL)		# Extra Meals (per person)		
FULL NAME OF CLUB		Friday Night BBQ	\$15.00	
SPECIAL DIETARY REQUIREMENTS		Saturday Morning & Afternoon Tea (provided by club - price is for both)	\$ 5.00	
		Sunday Morning Tea	\$ 5.00	
		Sunday Lunch	\$15.00	
AGES OF CHILDREN (UNDER 18)		Sunday Dinner	\$35.00	
		Late Entry Fee (after 18/3/16)	\$10.00	
<input type="checkbox"/> I would like to receive future Rally Entry forms via email			Total	
Please make cheques/money orders payable to Roma Historical Motor Club Inc.				
NB If you intend bringing extra people to any of the meals, please include in your payment above.				
IDEMNITY: The vehicle which I shall bring to the event is legally registered for such an event. I agree that the Roma Historical Motor Club Inc and associated organisations in this event will in no way be responsible for any loss or damage to the vehicle, parts or accessories or personal effects. The entrant and passengers hereby waive the right of action at law against the Committee.				
SIGNED: _____ DATE: _____				



The Samford District Historical Museum Society (Inc.)

THE SECRETARY, P.O. BOX 100 SAMFORD, Q. 4520

Australia Day 2016

Tuesday, January 26

The Riley Motor Club, Inc.

We would like to invite your members to support the Museums'

AUSTRALIA DAY

at

STATION STREET, SAMFORD.

John Scott Park

From 9.00 a.m. - 3.00 p.m.

to display your vehicles.

We are happy to supply exhibitors with free morning tea and sausage-sizzle lunch for two persons per vehicle.

[that is - driver and 1 passenger]

We would appreciate a phone call, email or letter with numbers if some of your members will be able to attend and help make this a great day for our community.

Thanking you

Geoff Harris

President

Contacts:

Phone: Geoff - 3289 6537 0417 610 983 President

or Lynette - 3289 1809 Secretary

or Museum - 3289 2743 to leave message

Email: Museum - info@samfordmuseum.com.au

Secretary Post: P.O. Box 100

Samford Q. 4520

PH 2016 & LEFT MESSAGE

12/0