



# TORQUETUBE

**Newsletter of Riley Motor Club Qld Inc. August  
2016**

**[www.rileyqld.org.au](http://www.rileyqld.org.au)**



Pictured are Riley enthusiasts with their cars at the Clubhouse for the Council photo of the Clubhouse opening. From the left is Robert McNeil with his RMA, Bill White with his RMB, Robin Hull with his RMB, Mark Baldock with his RMB, Chris Reynolds with his RMD, Alan Hill with his Lynx , Bernie Maudsley with his RMC and Simon Schooneveldt with his Elf (Photo courtesy of Peter Lee).

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**Next Meeting:**  
Thursday, 11<sup>th</sup> August 2016.  
**Queensland Riley Car Clubhouse, Samford Showgrounds**  
**7.30 PM for an 8 PM start**

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It was impressive to see so many members at the photo shoot. An outstanding effort has continued to lift the clubhouse to its current orderly state with the promise of more developments in the future. This year numerous people have contributed to **Torquetube** making it a must read with a variety of articles. This month's magazine is a celebration of the spare parts department in the club.



**In the background helping out a mate at the photo shoot**

Thank you to Dorothy Cameron and Jack Warr who have contributed stories about the beginnings of Riley spare parts in this state. Thank you to Bill White who has brought the second hand parts back into the club and Ian Henderson who has done an amazing job in bringing new parts into the 21<sup>st</sup> Century.

The Editor appreciates receiving articles by the 21<sup>st</sup> of each month.

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## **SPARE PARTS**

**REMEMBER PARTS ARE AVAILABLE FOR PURCHASE EVERY TUESDAY AT THE CLUBHOUSE: 38 SHOWGROUNDS DRIVE, HIGHVALE, 4520**

**PHONE: IAN H 0407 129640**

**BRIAN J: 0417 625099**

**Minutes of Riley Club Qld. Inc. General Meeting**

**Held on 14 July 2016**

**Queensland Riley Clubhouse**

**38 Showgrounds Drive, Highvale 4520, Samford Show Grounds.**

1. Vice President Alan Hill declared the meeting open at 2005hrs.
2. **Attendance:** as per the attendance book.
3. **Apologies:**  
Phil Wyllie, Lin & Del Thomson, Ken & Wendy Lonie, Helga Schooneveldt, Ron Sanderson, Lyn Jackson and Di Phillips.
4. **Minutes:**  
Minutes of the General Meeting held on 9 June 2016 were circulated and moved for adoption as a true and correct record by Simon Schooneveldt and seconded by Brian Jackson. **Carried.**

**Business Arising:**

Letter of thanks to be forwarded to Di Phillips and Robert Spiers for donation of spare parts.

**5. Secretary's Report and Correspondence:**

**Inwards:**

**Club Magazines from**

- July Crankhandle (GCAAC);

**Correspondence from:**

- Sunshine Coast Antique Car Club – Nambour Swap Meet Sat 30 July 2016.
- Email thankyou from Di Phillips and Robert Spiers.
- Email from Simon Schooneveldt re Authorisation of officers for purchase of spare parts.

**Membership Form Received from:**

- Ron Cochrane of 691 Clear Mountain Road, Clear Mountain. Subscription paid. Membership Proposed by Ian Henderson, Seconded by Trevor Taylor and accepted.  
Secretary to notify.

**Outwards:**

Letter of thanks to Di Phillips and Robert Spiers for donation of spare parts.

Mark Baldock moved that the inwards correspondence be received and outwards be endorsed, seconded by Rod Longden.

**Carried.**

**6. Treasurer's Report:** As Linden was not in attendance there was no report tabled at the meeting.

**7. Report from Club Captain:**

- Sunday 24 July Gold Coast Swap at Mudgeeraba Showgrounds;
- Thursday 11 August monthly meeting.
- Around the houses on 14<sup>th</sup> August is the next club activity.

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

Appreciated was the variety of stories submitted for the July TT. Thank you to each of the contributors. Thank you also to those who helped with identifying and naming the

special people who contributed to the official opening of the Riley club house and spare parts annex.

Deadline for articles is 21<sup>st</sup> of each month. The magazine is assembled from the 28<sup>th</sup>. This means that any late articles or advertisements will be included if megabyte space is available. Posted space is limited to double sided 10 pages or 20 pages in number. The PMG smacked me for posting 11 pages on a dollar stamp for the previous month's magazine.

Wanted are Queensland stories about pre-war Rileys. They may be few in number but are of great interest to readers (or at least to the editor).

Perhaps outside the editor's turf is this comment: The Victorian Club National Rally committee sent an e-mail at 1.50 PM 12 July inviting those who expressed interest in attending the National Rally to book accommodation at the Philip Island resort. At 6 PM 12 July the e-mail was opened and a booking was sought. No accommodation was available. Don't let this put you off. I think 'the no accommodation available' was because all of the accommodation has been allocated to Riley people. If you want to attend phone the office staff and book over the phone. On the negative side we were the second last to get the single room studio accommodation.

## **9. Report on Riley Shed:**

*Now that the shed is substantially complete and we have had the official opening, Bill, as the Shed Coordinator, has undertaken a reconciliation of the project and has presented the following Riley Club House Report.*

*Upon reading this report it is very clear that the Club is becoming stronger as reflected by its estimated financial resources, and the enthusiasm of the members in supporting this venture has been contagious and is to be commended.*

*Significant factors in the increased Club assets are firstly the acquisition of the Club Shed, funded by Council Grant, Council Loan and Club funds, and secondly cataloguing and valuing second hand parts.*

*In summary, the Club is in a good stable financial position and now has a permanent Shed as a point of contact for all activities. (Sec)*

"Riley Clubhouse Report.

The decision for the Riley Club to build and own a Clubhouse was not taken lightly. There was a need to replace the shed which the club rented from Moreton Bay Regional Council.

That shed became unavailable when the council did not renew the lease. A significant quantity of used and new parts needed to be stored in a facility controlled by the club rather than by individual members. A further consideration was to combine the storage of parts with a comfortable meeting room.

Having identified an excellent site adjacent to the Samford Area Men's shed premises, the club negotiated the right to build at this site. Once sufficient funds were

available, building commenced. The steel building went up according to schedule and close to budget. The final building cost of \$52,896-00 including an erection price of \$5280-00. However, the costs of water tank, plumbing, downpipes, Epoxy flooring paint, mezzanine shelving and dividing wall frame work were never included in the original costing estimates, this extra cost came to \$3000-00,

I believe that this new home of the Riley Club will serve the club members well for many years to come.

A comparison of the Clubs financial position in 2016 compared to 2012 emphasizes the strength of the present financial position of the club. This comparison should assure all members that the club is well able to meet its ongoing financial requirements.

	Assets 2016.	Assets 2012
Cash. accounts)	\$18500 (all accounts).	\$16500 (all
Clubhouse	\$38000 (nett).	-----
Spares.	\$65000 (estimated).	\$50000 (estimated)
Total.	\$121500.	\$66500

Subscriptions in advance accounted to \$\$8280-00. The majority of these forward thinking members paid up to 4 years of advance subscriptions. Thus after four (4) years more funds will be available from subscriptions. The club has to find \$1500 per year for 10 years to repay the interest free loan. I believe this can be done comfortably and as funds become available complete the meeting room and add a BBQ area.

Finally a big thank you to all the club members who made this possible, many contributed. A special thanks must go to Trevor Taylor for his ongoing help and cooperation in seeing the project to a successful conclusion.  
Bill White.

Ken Lonie has undertaken the construction of the internal dividing wall which now separates the social and storage areas and includes a double door that can be opened as desired. It was moved and **carried** that a letter of thanks be forwarded to Ken in this regard.

Graham Bourne has again facilitated steel work construction in the form of racks for wheel and axle storage.

Rod Longden has installed a sink and pump along the far wall of the shed.

#### 10. **Report from Registrar:**

A quiet month although I can report that the Ross and Di Phillips 12 / 4 Kestrel Special has been sold and is now residing in Ulladulla - Sydney.

A spot of trivia for the month (if the register info is correct). There is in existence in the club two 1950 RMB Rileys with "running" numbers. This is quite unique considering the age of the vehicles. They are David Hudson's 60S 6628 and Ross Huston's 60S 6629

Members please let me know of any changes of ownership of Rileys.

**11. Report from Spare Parts:**

Last month was a big month for sales with 21 Invoices including bearings, distributor modules, and welsh (core) plugs.

A set of RM grill bars have been chrome plated and are now in stock.

Several members have parts out for appraisal and it is requested that such parts need to be returned or paid for ASAP.

Ian has a comprehensive list of “appraisers” and he would prefer not to need to follow up the matter.

**12. Report from Website Co-ordinator:**

As Linden was not in attendance no report was tabled.

**13. General Business:**

It was advised that the Samford Show was attended by approximately 75 cars on Saturday and approximately 50 cars on Sunday and Riley’s were well represented.

A Council Photographer has been arranged for Tuesday 19<sup>th</sup> July at 1100hrs at the shed and the attendance of as many Riley’s and other interesting vehicles as possible would be appreciated. As this event is before the publishing of the next Torquetube a special notice will be sent out to members. This will be arranged with the Editor by the Secretary well prior to the event.

Simon Schooneveldt presented a Motion, in accordance with his incoming correspondence, for authorisation of officers for expenditure amounts. It was moved that this motion be carried over until the next meeting. **Carried.**

**14. Car Reports: Nil**

Please note that the Tuesday get together is traditionally held at the Hills and **all** members, not just the regulars, are most welcome.

**15. Next Meeting:**

Will commence at 8.00pm on Thursday 11 August, 2016.

**16. Meeting closed:**

Attendees were thanked for their attendance and the meeting closed at 2127 h.

Mark Baldock

## **Riley Spare parts in Queensland**

### **The beginnings with Gordon and Dorothy Cameron**

Gordon was a fitter and turner who became a mechanical engineer. He built specialist machines including a machine that drilled holes in bowls greens to aerate the soil. He worked for many years for Queensland Electricity and had a knack for doing quick fixes on large scale industrial machines to maintain production. These skills were applied to Rileys as the number and range of spare parts dwindled during the 1960’s and 70’s. Because the cars were getting old and worn many driver’s experienced regular breakdowns. As a consequence Gordon spent many hours maintaining his car and helping fellow Riley



enthusiasts repair and maintain their cars just to keep the cars going. In Dorothy's words at one time he purchased a huge lathe which was used to manufacture Riley parts.

#### **A picture of Gordon with his BMC Riley**



This keen interest in Rileys and generosity towards fellow enthusiasts led Gordon and Dorothy to build the first ever Queensland Riley spare parts shed at the bottom of their property in Springwood. Dorothy reported that they put the shed in its position because, 'we cut off the top of a tree to use the trunk as one of the posts for the shed. It was a ramshackle affair with timber posts and bearers that were clad in corrugated iron'. When a dead Riley was

sourced, the Riley club members would have a working bee and break up the car and stack the parts in categories in the shed. 'It was rusty old stuff,' Dorothy said and we women said, 'you can't keep that old stuff,' but they did it anyway and they kept it in that old ramshackle shed at the bottom of the yard'.

#### **Gordon and the Lynx that is now Alan Hill's car**



In 1973 Gordon was elected to the position of Spare Parts Officer of the Queensland Riley Club and he continued in this official position until 1983. Dorothy reported that, 'We had the parts and members would come and get what they wanted. Members got second hand parts on the basis of whatever they offered to pay. We didn't get anything from

England. When we needed them we bought new parts from Jim Andriess (NSW Spare Parts Officer). 'Gordon did the Car Club spares on his own for some time and then Jack Warr came into it. There were lots of phone calls and they talked for a really long time.' But Dorothy said that she didn't mind because she was 'right into it as well'. They did the spares together.

'In the 70's when we heard about an abandoned or derelict Riley we would go out and get it and bring it to the shed.' 'There was one at Warwick. It had a tree growing out of it but we

took it anyway'. Another one was found in the bush at Nambour. Dorothy reported that on this occasion, 'us women were on the end of a rope to pull this car off the road into a shed. I can see it in my memory'. It was in this way that the Queensland Riley Car Club began the spare parts department in the club.

### **Rileys broke down a lot in the 70's**

At about 1971 or 1972 there was a National Rally at Shoalhaven. Brian Jackson, Lynden Thompson, Steve Warder, Ian Henderson, Peter Lee and Gordon and I attended. "The cars were all old dags in those days.

Everybody has fixed up their cars these days', she said, 'But Rileys back then broke down a lot. They had lots of problems and on the way to the rally the car broke down

and Gordon just took parts off the engine and put them on the side of the road and fixed the problem. We had lots of fun. During one rally we broke down at West Wyalong. Somebody in West Wyalong loaned us their (commercial) garage. It was in the main street. The engine was taken out. We had to fly the pistons from Brisbane in a small plane. Anyway Gordon rebuilt the engine and they continued on to the rally. On another occasion they left home for



a Rally in Western Australia and their beloved RMA broke down before getting out of Ipswich.



### **Gordon midway through his RMA restoration**

Amongst the cars that Gordon and Dorothy owned was their favourite; a 1948 RMA. It was purchased in 1971 for \$90. 'It was the dag of the club for a long time.'

Gordon stripped it and rebuilt it. The car stayed in the family until 2006. Gordon died in 2005 and Dorothy sold it so it could have a new home. Although the RMA was their car of choice Gordon also owned a RMB, a Drophead, two other RMAs a 1929 Riley 9, a 4/72 (the BMC Riley pictured above) and a Lynx. This later car was sold to Alan and Sheila Hill who still own the car today. In those days under Queensland law a car was only required to have





one number plate that was affixed to the rear of the car so Gordon commissioned the manufacture of number plates by inmates of a Queensland prison and on the plates was the name RILEY and many club members affixed the plate to the front of their cars



Dorothy said, 'We were all good mates in the club. We hardly missed a rally. We went to Perth twice. On one trip the RMA broke down and we went in a modern and travelled with Alan and Sheila Hill. We had a wonderful time travelling across the Nullarbor with them. We had such a good time that we decided to keep going and went right around Australia. We were great friends with all the club members and we had lots of good times'.

Dorothy Cameron

### **The Jack Warr and Graham MacKay years**

Following the many years of Gordon taking the initiative to collect parts for club members a meeting of the Queensland Riley Club was held in 1979 when Jack was appointed assistant spare parts officer. Later their roles were reversed and Jack took the lead as Spare Parts Officer and Gordon became the Assistant Spare Parts Officer. At around the same time Jim Andriess, spare parts officer for the NSW club was purchasing parts from the RM club and many of the Queensland car club members purchased from him. This meant that it could take some time to get the part required to repair a car. The vast majority wanted local provision of more new parts so that a part could be purchased locally at the time when it was required. As a result of the decision the club members put their

#### **Jack Warr and Graham MacKay in 2015**

hands in their pockets and gave \$5 to the advancement of the project that Gordon had commenced seven years previously. Later Graham MacKay



joined the team and supported Jack in his role by identifying merchants of materials, sourcing rare or hard to come by parts from Brisbane merchants and by picking up parts.

In their working lives the team had developed valuable skills that could be employed on behalf of the club. Gordon was a maintenance specialist engineer. One of his main tasks in a factory was to do 'quick fixes' on assembly line machines so that they were kept operating during the working day. This skill was transferred to Riley maintenance when monthly runs or national rallies occurred and Gordon was relied upon to get a car going to get it home for deeper maintenance or repair later on. Jack was a hands on engineer who was employed at different times of his life in a women's stocking manufacture business, Royal Naval engineer on escort ships during WW2, jobbing engineer in the Fortitude Valley, Marc's refrigeration and with the Queensland University in experimental car development. Graham ran his own electrical contractor business and maintained contact with a wide range of suppliers of car parts and materials useful for cars. Each of them was keenly interested in British veteran and vintage cars, particularly Riley cars.

### **A young Graham MacKay at Gordon and Dorothy' home**

Sometimes one of the spare parts committee was contacted by somebody who had a car and asked if the club members could take it away. From many experiences of responding to such requests the committee would do a reconnaissance to



determine whether the car was useful or the owner simply wanted a free rubbish disposal. If the car or parts were determined to be useful the whole club membership contributed to a working bee to retrieve the car, break it up and put it into the Club spare parts shed. At the time the club owned a two story shed on Peter Young's property and this was the storage location of second hand parts for the club for many years. When parts were sold the money was accumulated in the spare parts account and when sufficient funds were available it was used to buy more new parts. All money was converted to parts and minimal money was kept in the bank. All second hand parts were purchased by members based on an offer. If a member offered \$5 or \$50 the offer was accepted. Since all the parts were given to the club, members were shareholders of the parts and all could access them according to their means. New parts were made with modern materials on modern machines producing a better product than the originals.

In 1979 a merchant named 'Drapers' could supply dash board switches and a few other parts, but the spare parts committee found that many parts were simply not available either in Australia or anywhere else. In 1982 Gordon and Jack swapped roles and Jack did the new parts and Gordon looked after the second hand parts. At this stage the English RM club had the numbers to provide the funds to get parts made and John Byron (spare parts officer of the RM club) provided a range of parts to the NSW club through Jim Andriess and to the Queensland club through Jack Warr. Both Jack and Jim used their personal membership in the RM club to purchase parts. Jack also used his contacts in the engineering world to get parts made at 'mates

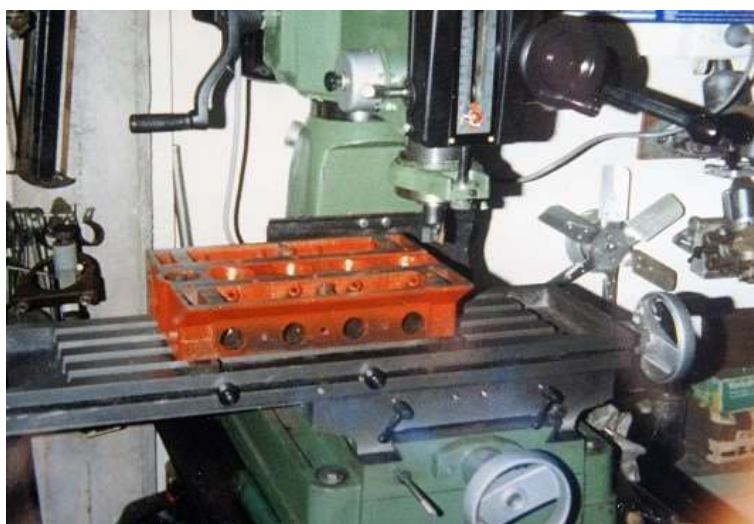


**Semi – finished half shafts on the floor in Jack’s workshop**

rates’. Pretty soon afterwards Jack was using his contacts to get half shafts, steering racks, gear box gears and other parts including gaskets made locally in Brisbane. Many times Jim wanted parts like steering racks and Jack made them and from the NSW club Jim put up money for the manufacture of parts. The way the relationship worked was that if one club

needed parts the other would support it. It was on the basis of friendship, trust and mutual interest in keeping Rileys on the road that built the spare parts work in both states. By the mid 1980’s the Queensland club was supplying mechanical parts to England, Sweden, Hong Kong, USA, NZ and to the other state clubs in Australia. On their part, the English club and the clubs in other states commissioned the making of parts as well and when considering costly purchases all of the clubs considered the needs of the other clubs. This had a practical application as well since the greater the order the cheaper the manufacture and the greater affordability to the club member. During a recent conversation Jack said, ‘if we could not buy it we made it’.

Earlier many parts were manufactured or part manufactured by engineering firms in Brisbane and then one day Jack said to Graham that if he had a lathe he could do the work ‘in house’. Graham purchased the lathe. To get it into the workshop it was carried through



the next door neighbour’s back yard and assembled where it still sits today. Later, a milling machine was added paid for by Graham along with other special tools for making Riley parts. Some of the parts that were made in the undercroft included Riley 9 timing gears, wheel nuts, camshafts and plunger pumps.

**Jack’s workshop: Milling a Riley 9 Head**

They made RM oil pump gears, muf gears, water pump shafts, impellers and pullies and swivel pins. A casting was made for exhaust manifolds and this was supplied to a foundry for the manufacture of manifolds. And so Jack and Graham developed into a unique spare parts team where Graham filled the role of ‘Gofa’ sourcing rare parts such as big end bolts, BSF bolts and grade 10 stud nuts and picking up orders from local foundries and engineer companies including gaskets and Jack made parts. One of the most recent products commissioned was RM crankshaft bearings. In the picture below are part of Jacks workshop bench with a half shaft and other parts displayed.



In the early 1980's the first RM half shafts were completed. At the time George, an engineer had retired from a large engineering workshop in Melbourne and had started a small engineering workshop on the Gold Coast. At his workshop the splines were cut for the half shafts and they were taken back to Jack's home to be finished. In the picture you can see from the left, Bernie Maudsley, Jack Warr, George, son in law, Norman and grandson, David. At their feet are the half shafts with the splines cut and the hubs yet to be attached. Co-incidentally Graham had won a charcoal BBQ and with Jack's help oxygen was supplied and the BBQ



heated to expand the hubs for a shrink fit to the shafts. Although neither Graham nor Jack could estimate the temperature produced by their makeshift forge it heated the hubs to the required bright blue for the friction fit. Later it was decided to cut a thread and add a nut to the end of the shaft to placate the anxieties of club members who feared that the hub would separate from the half shaft. This was not realistically possible as the shrink fit was as strong as the shaft.

One example of the innovative provision of parts was for the benefit of Pathfinder owners. Engine bearings for these cars were made in imperial sizes. Through research it was found that Lister single cylinder diesels used bearings with the identical ID as Pathfinders. Over the following months all of the remaining stocks world wide of these bearings were purchased by the Queensland Riley Club spare parts department and Jack machined each one down to reduce their width for the Riley RMH application.

Another service provided by the spare parts officer was making bespoke parts and machining engine parts for club members who sought Jack's advice and help. In the picture attached above a Riley 9 block is being milled in the workshop. Along with bespoke work an ever increasing number of parts were being manufactured— a brass water thermostat housing and the softer clutch pressure plate. By this time the under croft area had become named by Launa, Jack's ever supportive wife, 'The Warr's Wonky Workshop.' Few long term members of the Queensland Riley Club have not benefited from





Jack's advice and cheerful help in repairing or manufacturing parts for their specific projects. Same too is true of the Vintage Car club membership who sometimes needed to wait their turn to get parts repaired or manufactured.

The Queensland Club spare parts committee never accumulated much money in the bank. As soon as sufficient finance was available parts were purchased. Many times the committee would contact the other international clubs and state clubs and an order would be made to a manufacturer to make parts for all of the clubs. Needless to say, all of the clubs worked together and different clubs would initiate manufacture of parts and would offer a percentage of them to the other clubs. When possible parts were bartered for other parts that had been commissioned by the other clubs. By 2010 the club could boast \$147,000 worth of new parts (retail value). The initial purchase of parts cost the club nothing but their combined effort and labour and the ingenuity of the spare parts committee. This is not the only boast the Queensland club can make as through their efforts the club has contributed internationally to the maintenance of Rileys and kept core values of the club alive including keeping Rileys on the road, free advice and help from one club member to another, fellowship around all things Riley and access to parts.

Jack Warr and Graham MacKay's recollections of the spare parts department of the Queensland Riley Car Club in 2015.

### **Riley Spare Parts in the 21<sup>st</sup> Century**



At the Queensland Riley Car Club 2015 AGM one of the long-time members of the Club, Ian Henderson was elected into the position of Spare Parts Officer. This was a momentous occasion as Jack had held the position of spare parts officer for new parts continuously for 31 years. But in recent months Jack had been affected by a serious illness and spent significant time in hospital and later months of rehabilitation at

home. Sadly, at that time Jack had lost the use of his hands and was unable to walk. Members therefore exercised sensitivity, consulted carefully and appointed a long-time friend of Jack's into the position that Jack had held for so long. At first Ian ran the spare parts role from Jack's under-croft parts store and later after the club gained exclusive use of an ex CSIRO building at Samford and the spare parts were moved into the building.

During this time Ian and his helpers listed and numbered the spare parts stock, categorised it and counted the number of each item and Ian entered it into a computer program. It was therefore possible to locate and access any item at a moment's notice. During this same period of time Bill White undertook the role of second hand parts officer and these were collected and stored in the CSIRO building. In a real sense the spare parts role had come full circle and once again the Queensland Riley Club was making available new and second

hand parts just as Gordon Cameron and Jack Warr had done in the second half of the 20<sup>th</sup> century.

At this time a very Riley spanner was thrown into the spare parts work. At a monthly meeting of the club it was decided to build a permanent clubhouse at the Samford show grounds with a spare parts annex (regular readers will recall an article about the move in the April edition of Torquetube). This was effected in remarkably short time largely due to the efforts of Bill White. Despite the careful guidance of Ian to effect an orderly removal of parts to the new spare parts facility chaos ensued as eager helpers moved parts out of sequence into the new building. It has to be admitted that the author of this article was one of the enthusiasts as piles of spares including engines, gearboxes, body parts and new spare parts were

delivered in disorganised piles to the Riley spare parts facility.



In remarkably short time Ian with much help converted the disorganised piles of parts into categories and parts were laid out on a mezzanine floor, in shelving and in numbered boxes. Today, during any Tuesday you will find Ian at work either at a desk categorising parts, working at his computer or assembling orders from the parts store. Some like Ian may

consider this story to be somewhat boring but to this Queensland Riley Car enthusiast it is better than a symphony orchestra playing a great work of music except maybe with the exception a harp played well.

Phil Wyllie

### **Recording your car's history with the Club Registrar**

In 1972, I bought my first 2 ½ and in the words of Redgum's moving song lyrics about that era: "I was only 19".

Since then, with a break of no more than a year or so, I have always had a Riley in our garage – several RMBs, a 1 ½ briefly, a pre-war 9hp and, for nearly 27 years, an RMD.

That, ladies and gentlemen, is more than 40 years of Riley ownership. While that fact may pale into insignificance compared to tribal elders such as Brian Jackson (who must be getting close to clocking up 70 years), it does represent a huge chunk of my life.

I often ask myself how much money I might have saved and how many other things might have been accomplished if I had not kept buying and working on bloody Rileys.

This is probably the place to insert an appropriate quotation:

*"Those who cannot learn from history are doomed to repeat it."*

*George Santanya, Spanish philosopher 26.12.1863 – 26.9.1952*

I readily admit Senor Santanya is correct. I have not learnt from history and probably never will. However, all our individual Riley histories are significant in their own way and should be recorded.

And that finally brings me to the point of this story. None of us is getting any younger so we should down tools for a little while and make sure that we record as much as we know about the individual histories of our Rileys. We owe that to our cars, the Club and future owners.

In many ways, Di Phillips has the most important role in the Club and we need to support her



efforts by providing as much information as we can (e.g. previous owners/any modifications made/length of ownership etc.).

I recently gathered together as many photos of the RMD (including one taken of it at the 1973 National Rally) I could find among our family albums, had them copied and put them in a separate album. This will either go with the car when Lesley sells it or if the new owner

is not interested it will be handed over to the Club. I owe the old girl (the RMD I mean) that much.

Peter Lee

### **A Question on Best Timber for Coachwork**

If you were rebuilding a Riley and had to choose the best timber from the following Australian Hardwoods which would be most suitable:

1. Mountain Ash
2. Messmate Stringybark
3. Wollybutt
4. Tasmanian Oak

The answer appears later in this TorqueTube.

Ian Henderson

### **Riley Bumper bars and Overriders**

Brian Jackson and I were having our usual arguments about RMs and how they should be restored. It was not about Pathfinders this time, although Brian said my Pathfinder push rods (that I have had working in my '51 RMB for the past 20 years) couldn't work.

Anyway, referring to Taylor's "Riley RM Series" and Styles' "As Old as the Industry" we can

set a few arguments to rest:

Over-riders reversed their position, that is long end pointing up in late 1951 ready for the 1952 Earls Court motor show (see Taylor, p.66).

At the same time the centre bumper (called the full length bumper but actually in 3 pieces) was introduced and two decorative chrome plugs were provided to fill the crank handle hole in the bumper and the same hole in the radiator grill surround (like mine).

Those same over-riders lost their external chromed central mounting bolt that Brian reckons he has never seen. That is, no mounting bolt cup head was visible externally at all from sometime between 1952 and 1953. The RME (Large rear window) again had over-riders pointing upwards and no visible cup head external bolts. David Styles definitive book tends to confirm that and the following:

Most, but not all, stud bolts on my RM's both 1 1/2 and 2 1/2 (and Pathfinder) have different threads at either end. The coarser thread is cut for aluminium and cast iron, like the block and head, while the other end has a visibly finer thread for nuts and hard steel tightening. Linden Thomson and Alan Hill, unlike me, can name the thread type by looking at them!

In my 30 odd years with the club (and they sometimes are a bit odd!) these kind of discussions, especially over-riders, come up about once every 7 years. I don't know why.

So, let the argument begin again!

Cheers - Simon Schooneveldt

(I thought Chris Reynold's overriders must have been assembled upside down by an earlier restorer ( Edit.))

### **Answer on Best Timber for Coachwork**

Most of us immediately think of Tasmanian Oak but according to Wikipedia any of those listed and many more common names would be correct since the name Tasmanian Oak refers to a hardwood produced by three different eucalyptus trees when sourced from Tasmania.

1. **Eucalyptus Regnans**  
Common names: Mountain Ash, Swamp Gum, Stringy Gum, Tasmanian Oak
2. **Eucalyptus Obliqua**  
Common names: Australian Oak, Brown Top Stringybark, Messmate, Messmate Stringybark, Stringybark, Tasmanian Oak
3. **Eucalyptus Delegatensis:**  
Alpine Ash. Wollybutt, Gum-topped Stringybark, White top, Tasmanian Oak

When sourced from Victoria, hardwood from the same three trees is called Victorian Ash. Some of these trees also grow naturally in the Alpine regions of NSW and it is now also produced in New Zealand and Chile.

Ian Henderson



## 2016 EVENTS PROGRAM

August 11<sup>th</sup> Thursday Monthly meeting

14<sup>th</sup> Around the Houses See below

21<sup>st</sup> MG / Riley breakfast run. We will meet in Samford at 0800 h. and proceed to McGavin's View on Lake Samsonvale (UBD p87 Ref K18.)

From Samford we will proceed towards Dayboro and turn right onto Winn Rd. Then left on Forgan Rd past Bullocky's rest. Left onto Youngs Crossing Rd then left at the traffic lights onto the Petrie to Dayboro Rd., past the historic village and left into Vores Rd to the picnic site by the lake.

You may join in at any point along the route or go direct.

Hope you can join us. Any questions call Trevor on 0407 717 853.

September 8<sup>th</sup> Thursday Monthly meeting

September 24<sup>th</sup> SATURDAY Kilcoy Classic on Wheels Display

October 13<sup>th</sup> Thursday Monthly meeting

November 10<sup>th</sup> Thursday Monthly meeting

November 6<sup>th</sup> Sunday Run to the Old Petrie Town?

December 8<sup>th</sup> Thursday Monthly meeting

? Christmas Party

January 2017 Presidents Run

February ? AGM.

### **SUNDAY 14<sup>th</sup> August 2016 - Around the Houses.**

Meet at BP Service Station Burpengary (Now re-opened) at 8-30am to leave at 9am to travel in convoy, with Ken Lonie in lead to Philip and Doreen Wyllie's house at 74, Treehaven Way, Maleny phone 5499 9826 for morning tea and look at Philip's progress with his cars. Then on to Ken and Wendy Lonie at 44, Benecke Road, Maleny phone 0409 613 231 for lunch and to look at Ken's car rebuild.

### **FOR SALE**

#### **1927 Mk 1 Riley '9' Roadster (2 Seater with Dickey). Chassis No. 60316.**

From the Estate of Noel Wyatt.

The Riley Register list Chassis 60316 as the second oldest Mk 1 known. (There are only 8 of the 1,000 produced shown in the Register.) It is hard to know whether this Riley was Noel's favourite or whether it was his Imp. Lyn gives this car the vote - by the narrowest of margins - for sentimental reasons. Noel owned the car as a university student in the late 1940s-early 50s. He had such fond memories of driving it in those days. When he came across the car in the 1970s in a fellow member's garage, the desire to own it again was enormous.

It wasn't until 1983 that the purchase was made and a derelict collection of parts found its way to Beaconsfield. In 1995 the car's ground-up restoration was complete and it was taken on its first outing, the National Rally in Nowra. Over the ensuing 20 years the Roadster was enjoyed enormously giving exceptional service and lots of pleasure.

The late Ken Hodge renamed the Mk 1 a Mach 1 because it comfortably kept up with post-war cars on most roads - except of course going up hills. Being a Colonial chassis fitted with 21" wheels and with the 4.89:1 CWP, 3000 rpm equals 60 miles per hour which is easily achievable on the flat.

The car is so well known it really doesn't need any description. It is one of the first Riley '9's, with a right hand gear change and cone clutch. After 20 years of running under Noel's care it is well sorted. The car is Maroon with matching upholstery. Images of the car can be seen by putting into Google noelwyatt1. This will bring up Noel's Picasa Web Albums. There are 10 images of the Mk 1's restoration.



There is a spare engine and gearbox with the car. Any other Mk 1 parts that come to light during the sort of Noel's garage and workshop will eventually go to the new owner.

Offers are invited for this rare Riley '9' in the vicinity of \$30,000.

Contact Lyn Wyatt on 9707 1115 email [noelyn@bigpond.com](mailto:noelyn@bigpond.com)

#### THE 2016 RILEY MOTOR CLUB QLD ELECTED COMMITTEE

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