



# TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

Jan/Feb 2011



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**Next Meeting:** 8:00 pm Thursday, 10<sup>th</sup> February (AGM)  
Brisbane Sporting Car Club  
16 / Nexus@Banyo  
23 Ashtan Place  
BANYO 4014

**Editor:** Linden Thomson (07) 3139 1524 [lindenthomson@optusnet.com.au](mailto:lindenthomson@optusnet.com.au)  
Club Website: [www.rileyqld.org.au](http://www.rileyqld.org.au)

**Minutes of ANNUAL GENERAL MEETING of Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club Rooms, Montague Road, West End, Thursday 11<sup>th</sup> February, 2010.**

Meeting opened by President Alan Hill at 8.10 pm with 28 members present.

**Apologies:**

Wendy Judd, Lyn Jackson, Dorothy Cameron, Matthew French and Dick & Earla Self.

**Minutes of the 2009 Annual General Meeting:**

Moved: Ray Perryman, Seconded Dianne Phillips that the Annual General Meeting Minutes be accepted. Carried.

**Business Arising from Previous Minutes:**

Nil

**Auditor's Report for the year 2009**

To be advised in the next Newsletter.

**Office of Fair Trading**

No request received from the Office of Fair Trading.

**President's Report:**

Alan briefly outlined his report to the meeting. Copy can be found in the December Newsletter.

**Conrod Trophy:**

Trevor Judd on behalf of Captain Wendy presented the Conrod Trophy to Simon & Helga Schooneveldt for their club activities during the year. Trevor thanked everyone for Wendy for their support during the year.

**Election of Committee Members for 2009**

President Alan Hill declared all positions vacant and requested member Brian Jackson to take the chair for the election of the new committee.

<b>Position</b>	<b>Nominated</b>	<b>Nominated By</b>	<b>Seconded</b>	<b>Elected</b>
<b>President</b>	Simon Schooneveldt	Alan Hill	Ross Phillips	Elected
<b>Vice President</b>	Bill White	Simon Schooneveldt	Alan Hill	Elected
<b>Secretary</b>	Ray Burrows	Ross Phillips	Sheila Hill	Elected
<b>Treasurer</b>	Ross Phillips	Ray Burrows	Matthew Schooneveldt	Elected
<b>Club Captain</b>	Alan Hill	Ray Burrows	Bill White	Elected
<b>Editor</b>	Linden Thomson	Alan Hill	Simon Schooneveldt	Elected
<b>Spare Parts</b>	Jack Warr	Robin Hull	Ross Phillips	Elected
<b>Ass Spare Parts</b>	Graham Mackay	Ross Phillips	Jack Warr	Elected
<b>Registrar</b>	Matthew Schooneveldt	Dianne Phillips	Alan Hill	Elected

Elected Officers present took up their positions.

President Alan Hill thanked outgoing committee members for their assistance during the 2009 year.

**Other Business:**

Nil.

Meeting closed at 8.20pm.

**RILEY MOTOR CLUB, QLD, INC.**  
**PROFIT & LOSS STATEMENT**  
 for period ending 31<sup>st</sup> December, 2009.

<b>INCOME</b>	<b>2009</b>	<b>2008</b>
Membership fees	3095.00	3965.00
Interest	560.42	458.29
Dinner Receipts	367.50	1360.00
Sales Spare Parts	25681.97	35927.00
Donations	181.00	268.00
	<b>29885.89</b>	<b>41978.29</b>
 <b>EXPENSES</b>		
Dinner Expenses	355.50	1343.00
Bank Charges	122.55	168.75
Fees & Permits	110.00	113.10
Insurance	635.25	635.25
Purchases Spare Parts	25252.06	36638.08
Stat./Print/Postage	1963.69	1876.23
Sundry Expenses	259.43	303.80
Room Rental	605.00	583.00
	<b>29303.48</b>	<b>41681.21</b>
 Total Profit	<b>582.41</b>	<b>297.08</b>
 <b>CURRENT ASSETS</b>		
Cash at Bank (Club A/c)	3229.02	3798.85
Cash at Bank (S/parts A/c)	4132.90	2648.49
Cash at Bank (Term Dep.)	6000.00	6000.00
	<b>13361.92</b>	<b>12447.34</b>
 <b>NON CURRENT ASSETS</b>		
"Cutters"	504.00	504.00
 <b>TOTAL ASSETS</b>	<b>13865.92</b>	<b>12951.34</b>
 <b>LIABILITIES</b>	<b>0</b>	<b>0</b>
 <b>NET ASSETS (CLUB FUNDS)</b>	<b>13865.92</b>	<b>12951.34</b>

*Robinson*  
 Secretary

*Travis*

## Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 9 December 2010

Meeting opened by President Simon Schooneveldt at 8.14pm with 16 members and guests present.

**Apologies:** Lyn & Brian Jackson, Eve Romer, Jack Warr, Graham Mackay, Wendy & Trevor Judd, Bill Short, Robin Hull, Shirley Ellwood, Bonnie Young, Ian Henderson, Pat & Betty Elliott, David Schoch, Dick & Earla Self.

### Minutes from previous meeting:

Moved, Gary Britton, seconded by Alan Hill, that minutes be accepted. Carried.

### Business arising from minutes:

Nil.

### Inwards correspondence:

1. Notice from BSCC RE: Move to Nexus Business Park, Ashton Place, Nudgee;
2. Membership Application and Fees from Warwick Woinarski, Kippa Ring;
3. Membership Application and Fees from David Cox, Annandale;
4. Membership Application and Fees from Trevor Martin, Glen Huon, Tasmania;
5. Invitation to Maclean's Bridge Lakeside Sunday 15 May 2011;
6. Invitation to David Hack Classic Meet, Toowoomba Airport, Sunday 1 May, 2011, 9.00am to 3.00pm;
7. Invitation to Pine Rivers Festival 2011, Rodz, Rock & Roll, Car Show & Shine, Saturday 28 May 2011, Pine Rivers Park, Gympie Road Strathpine;
8. Invitation to Bayside Vehicle Restorers Club, Australia Day Rally 2011, 26 January, Ormiston State School;
9. Maryborough District Antique Motor Club Magazine;
10. Copies of Riley Diamond, Riley Gazette, Riley Crank, Riley Newsletter WA, Riley Rattles and Riley NZ..

### Outwards correspondence:

1. Letter to Mr Doug McPherson, SA;
2. Membership Application to Mr Quentin Miles, Torrington;
3. Membership Application to Mr Trevor Martin, Glen Huon, Tasmania.

Moved by Ray Perryman seconded by Alan Hill that the inwards be received and the outwards be endorsed. Carried.

### Treasurer's Report November 2010

Balance as per Bank Statement, 31 <sup>st</sup> October 2010		<b>\$7,063.19CR</b>
Income		
Interest	\$ 0.86	
	<u>\$ 0.86</u>	\$7,064.0
Expenditure		
Brisbane Sporting Car Club Room Rental		
October 2010	\$ 55.00	
	<u>\$ 55.00</u>	\$7,009.05
Balance as per Bank Statement, 31 <sup>st</sup> November 2010		<b>\$7, 009.05CR</b>

Moved by Ross Phillips that his Report be accepted, seconded Dorothy Cameron. Carried

**Club Captain's Report:**

The Club run 21<sup>st</sup> November at Bullocky Rest, Lake Samsonvale had a good turnout. Weather held off for the breakfast.

December Run, Sunday 12<sup>th</sup> to Maleny for a Ham Lunch. Meeting at Woodford. Further details in December Newsletter.

Annual/Xmas Dinner, Thursday 16<sup>th</sup> December at Southbank COTAH.

Presidents Run Sunday January 23<sup>rd</sup> will be to the Stinson wreck area. (O'Reillys)

**Spare Parts Report:**

Nil Report. Jack has plenty of Spare Parts. Spare Parts Books are available from Jack. Jack has a new double turbo-charged Cooper S. He has had to extend the Carport to store his stable of cars.

**Registrar's report 2010**

Matthew advised that not much happening.

**General business:**

Much discussion on an article in the Riley Register regarding pre and post war Riley head gaskets and why they were changed from time to time.

Matthew Schooneveldt has been working on Simon's Riley 9 and has got it going again.

Alan is changing the engine in the 2½, which will only be the second one in that car.

Ross Phillips is working on the Kestrel in the following week and the body should be finished by the following week and be ready for the Easter run.

Ross showed a sample of an aluminium mud guard that he has had made up. Included the wired edge. Anyone wanting a mud guard made up, contact Ross.

Secretary's Email: [Redpath@aanet.com.au](mailto:Redpath@aanet.com.au)

**Meeting closed:** 8.50pm

**Next Meetings:**

Thursday, 10 February 2011. (Annual General Meeting)

**PLEASE NOTE THE NEW MEETING VENUE**

**BRISBANE SPORTING CAR CLUB ROOMS**

**UNIT 16 / NEXUS BUSINESS PARK**

**23 ASHTAN PLACE**

**BANYO**

**LOCATED ALONG THE GATEWAY MOTORWAY.**

**UBD Map 121 J/10-11**

## President's Report for 2010:

Simon Schooneveldt

This report highlights our Club activities and Member's contributions during the past year.

In February 2010, our first Club run after the AGM saw 10 Rileys and one modern travel up and over Mt Mee and down to Somerset Dam and beyond.

March 2010 included the successful **Riley Rattle National Rally** in Queanbeyan with 11 Queenslander's cars attending; including Matthew French's newly restored Falcon.

Sadly, in April 2010, was the passing and funeral of **Lorna Warr**. Lorna silently and uncomplainingly supported Jack for years in his role as Club Spare Parts Officer. The Phillip's and Schooneveldt's Riley Elfs formed a small guard of honour. That same month **Lynn Jackson** gave us a fright by being hospitalised, but she has come through.

May 2010 involved a fair degree (or unfair degree?) of bureaucratic interference when the Qld Department of Transport and Main Roads issued their customary contradictory instructions regarding the use of **Special Interest Vehicles**.

By June 2010, our Qld Transport Department compounded their nonsense. Now under the conjoined Department of Infrastructure regarding the importation of Special Interest Vehicles, they issued a demand that only unmodified pre- 1989 vehicles could be accepted. Pre- 1989 vehicles that had been in any way modified would be accepted ONLY as manufactured at the date of the modification!

Also in June, our Registrar **Matt Schooneveldt** reported concern that our Club membership had dropped over 4 years from 137 down to 87. As President, **Simon S** noted that these variations are not uncommon. The number of Rileys remains constant and do not grow. However enthusiastic Club members acquire 2, 3 and more models. By this definition, there can be no membership growth unless current owners sell off some of their collections.

June also included the highly successful Queen's Birthday Weekend RACQ QHMC rally at Bundaberg with 22 of our members attending.

By July, 2010 we recorded the achievements of **Dick and Earla Self** on the occasion of Dick's 97<sup>th</sup> Birthday. [It was Dick and Earla's RM Riley on display, circa 1984, at the Brisbane Motor Show that first prompted me to pursue an RM of my own.] That pursuit led me to find **Terry & Marie Hanly's** - ex-**Downing** 2 ½ RM at Hope Island.

My early 1984 notes on this Riley development also included that long suffering **Del Thompson** was supporting Linden as "newsletter editor". Jack Warr was the man for spare parts. **Ross and Dianne** worked together as Assistant Club Captains while **Lynn Jackson** was Treasurer and **Norm Holliman**, Jack's son in law, was Secretary. **Ian Henderson** was Registrar that year, and **Gordon Cameron** was our long serving President.

Returning to July 2010, a special committee was voted in to prepare for the 2012 Queensland National Rally. **Ross and Di Phillips** are heading up that group. In August 2010 several members attended the Leyburn Sprints, motelling it in Toowoomba. We watched Ross Phillips run his "blown" RMB hand built race car, known as **VICTOR** do very well.

Also this year, modern technology has allowed the list of Riley Club spare parts to be able to be viewed as a PDF on the Club's website. ([www.rileyqld.org.au](http://www.rileyqld.org.au)). Much different to the 1970's and 1980's. However, we copped more Government bureaucracy, when they taxed car clubs under "The Principle of Mutuality".

Coming into September 2010, **Ross Phillips** as Treasurer got on top of this bureaucratic rule of taxing Clubs by legally juggling our funds before due payment dates. Our committee members work so hard to keep us afloat. I often ask, is there some hidden Government agenda to get rid of

Special Interest Vehicles? Cheers again to our committee members.

October featured eight of our Rileys attend the All British Day at Tennyson. **Alan Hill's** Lynx got a gong as the most popular Riley. That same month, our bureaucratic friends at Queensland's Department of Transport announced yet another new rule for Special Interest Vehicles. If the vehicle is not fitted with approved seatbelts, it cannot carry children less than 16 years of age!

I am desperately trying to hold myself in check here. After years of senior private corporate management, senior Commonwealth Public Service management and PhD Level Academic involvement, it is clear that our "public service" seeks to reduce its workload and services.

November 2010 included a delightful BYO breakfast at Bullocky's Rest at Lake Samsonvale. Torque Tube carried a lovely article from **Linden Thomson** regarding the late **Shirley (Britton) Ellwood's** damaged 2 ½ silver RM, that had arrived from Tasmania in the mid 1970's. Our Club offered \$100, but there is no record of any successful bid.

December featured two great events. On December 12<sup>th</sup> our mob headed up to **Wendy and Ken's** bush shack at Maleny for a ham lunch, which turned out to be a grand, well catered, superb lunch with all the trimmings. No shack at all! Then the Club's Christmas Dinner, organised by **Linden and Del** which is now becoming traditional. The evening event was held at COTAH South Bank on December 16<sup>th</sup> with lots of members that we don't often see

January 5<sup>th</sup> saw the funeral of long time Riley RM enthusiast, **Shirley Ellwood. Linden Thomson and Simon S.** provided their RM's to mark respect for Shirley on the day.

The year ended with the President's run in January to the 1937 Stinson Airliner Crash Memorial Park below the Lamington Plateau near the NSW border, known as the Scenic Rim. Delightfully we had eight Rileys without a single modern car. Given that it was a fairly challenging 80 mile run, compared with the published 50 miles, all cars got through, via various routes. It is not to be mentioned that your President ran out of petrol on the return, because he cannot add up litres and gallons! All got home safely ... in the end!



## Vale Shirley Ellwood

3<sup>rd</sup> June 1943 - 26<sup>th</sup> December 2010

The Club extends its condolences to members Graham Ellwood and Gary Britton and their families on Shirley's passing. The photo, taken at our last Annual/Xmas Dinner, shows Shirley as we remember her, enjoying the moment and making the most of life.



## **Club Captain's Report:**

**Alan Hill**



The end of 2010 brought a series of Riley events, starting with the normal Club meeting at West End for what we found to be our last in those premises as the Sporting Car Club has sold them. Our destination for future meetings is now sorted, and should be advised in this edition of the TT.

The following Sunday was the Christmas run to Maleny. The day looked bleak as we set off to drive over Mt. Mee with just two Rileys and two Moderns, but after the drive through the clouds we arrived at Woodford for morning tea and collected another five real cars. Setting off through the now steady rain we all arrived safely at the lovely home of Ken and Wendy Lonie, with the wonderful view over the coastline completely obscured. Fortunately that will give us an excuse to visit again!!

Two more intrepid members had braved the elements, including Matthew Schooneveldt in the Nine, the only pre war car to make it up the mountain, well done Matt.

Our hosts had set up a marvellous spread, with members providing some salads and the Club a ham which Wendy had beautifully glazed and presented. The day was a great success with the compulsory look through Ken's shed, and an envious look at neighbour Chris's Ferrari and RS Porsche. On the way back to Brisbane we dropped in to Stuart and Miriam Paton's to look at his Lancia Lambdas, Alvises and the RMB.

As we drove the last few miles home, the weather cleared and we arrived to what are now rather rare blue skies.

January brought the President's Run, with eight Rileys having the first sunny weekend for ages on a well researched run to Stinson Park at the foot of the Lamington National Park Plateau. This is on the Christmas Creek Rd, and was the setting off point for the rescue effort to the Stinson aircraft crash site. Editor Linden was the only one to try to get closer up the dirt track, but a friendly farmer persuaded him back, as it was 4 wheel drive only!!

As I hope to have a break from Club Captain this year, I would like to thank all of you who have supported the runs again this year, and look forward to some new runs and ideas for 2011.



## Club Events Programme—2011

February	Thursday 10 <sup>th</sup> Sunday 13 <sup>th</sup>	Annual General Meeting Run (see separate notice)
March	Thursday 10 <sup>th</sup> Sunday 27 <sup>th</sup>	Club meeting Ormiston Swap Meet
April	Thursday 14 <sup>th</sup> Thursday 21 <sup>st</sup> to Monday 24 <sup>th</sup> Saturday 30 <sup>th</sup> to Monday 2 <sup>nd</sup> May	Club meeting National Rally "Breezing around Beechworth" Canefields Classic Rally Bundaberg Vintage Vehicle Club Inc
May	Sunday 1 <sup>st</sup> Thursday 12 <sup>th</sup> Sunday 15 <sup>th</sup>	David Hack Classic, Toowoomba Airport Club meeting Maclean's Bridge at Lakeside
June	Thursday 9 <sup>th</sup> Saturday 11 <sup>th</sup> to Monday 13 <sup>th</sup>	Club meeting RACQ/HMC Rally, (Queen's Birthday weekend), Toowoomba
July	Thursday 14 <sup>th</sup>	Club meeting
August	Thursday 11 <sup>th</sup>	Club meeting
September	Thursday 8 <sup>th</sup>	Club meeting
October	Thursday 13 <sup>th</sup>	Club meeting
November	Thursday 10 <sup>th</sup>	Club meeting
December	Thursday 8 <sup>th</sup>	Club meeting

## Editor's Notes:



Some changes ahead in 2011. First, there is the change of meeting venue after the Brisbane Sporting Car Club relocation. Unfortunately they hadn't vacated the old building before the floods, so lost some archives and other material to the water.

Next is the AGM. I will be standing down as Editor, getting several days of my life back each month. I wasn't able to do everything I'd planned with the TorqueTube but I hope to be able to prepare more articles in future without the pressure of the monthly deadline.

This month there's something for the 1½ fans—a couple of contemporary articles from *The Light Car*. One was published in October 1945, just after the end of the War, the other in June 1947 with the title of "Road-burning Riley"—irresistible!

Thanks to those few of you who provided material for publication during the last four years, and my best wishes to whomever will be Editor after the AGM.

### On the Cover:

#### An English Village Scene

This is a hand-tinted snapshot I found on eBay a while back. It seems to date from the 1930s. Unfortunately, the Kestrel's registration is not clear, but you can tell that the two cyclists are each carrying a shotgun!

LT

### From Website Enquiry Email:

Cleaning out some old boxes of 'stuff', I have come across a Riley Workshop Manual for both 1½ and 2½ litre models. The book is in very good condition and is free (well, a ride in a Riley would be suitable payment) to any of your members who are able to collect it. Thought this might be included in the next magazine/newsletter. I live on the Sunshine Coast, near Coolumb.

Hoping that this will interest someone in your group. I still have fond memories of my 1948 model.

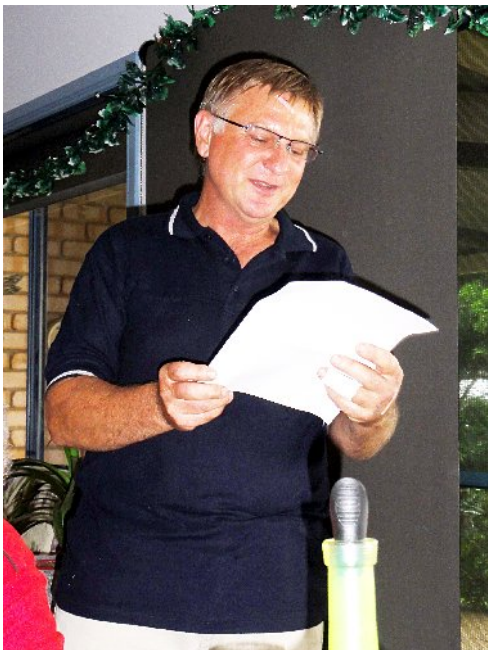
David Kalbrunner [kalsy@bigpond.com](mailto:kalsy@bigpond.com)  
(07) 5448 1435

## Xmas Lunch In The Clouds:

Pictures from Ken & Wendy Lonie's at Maleny.









## Annual/Xmas Dinner:





## President's Run to Stinson Memorial Park:







## **For Sale:**

### **1952 Riley 2½-litre RMF Project:**

Substantial restoration work already carried out including: timber frame repaired, treated and painted; chassis stripped and repainted, suspension re-bushed, new wheel bearings, new steering-rack and tie-rod ends, cabin floor, boot area and fire-wall repainted. Many new parts included.

This vehicle is extremely rare and features a sliding metal sunroof. Only one known in Australia.

RMF features include: heater/demister, tachometer, dipping mirror and radiator roller-blind. Wind-deflectors and roof-mounted aerial included. Rebuilt engine available.

Do your sums. This vehicle provides a wonderful opportunity for a discerning buyer.

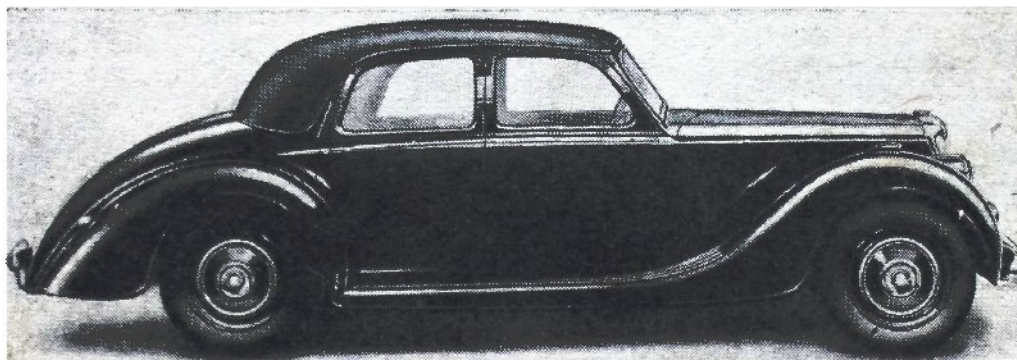
Please call for further details: Bruce Hume 02 6288 0140 (Canberra). \$4,200.



## From "The Light Car", October 1945:

*A description and our impressions under actual road conditions of—*

### A New Riley



**T**HE 1½-litre saloon described below may fairly be classed as an entirely new model from the Riley factory. Admittedly the engine appears to be the familiar 12 h.p. unit with inclined overhead valves operated by push-rods from two camshafts; and the transmission system is very much as it was in 1939, including the enclosed propeller shaft, well known as a Riley speciality for years past. There, however, the similarity ends.

As our illustrations clearly show, the five-seater saloon body is entirely new. There is a distinctly Continental touch in its appearance. This body is of composite construction, with pressed-steel panels carried on a timber framework; the fixed roof is fabric-covered. The screen is of shallow vee form and the driver's panel can be opened. In the tail is accommodation for a surprising amount of luggage, with a separate compartment below for the spare wheel.

To the technically minded, an even more interesting departure from previous Riley practice is the adoption of independent front springing. Transverse wishbones are used in conjunction with torsion bars, the whole being mounted on a commendably rigid box-section chassis frame. To take full advantage of this system, the steering also is new, being of the rack-and-pinion type.

At the rear, half-elliptics are used as before, with only such modifications as are needed to blend well with the new front suspension. There are other changes, too. For example, the Girling brakes are of the new hydro-mechanical variety, with hydraulic operation of the front shoes and mechanical connections from the rear brakes to the pedal and to the pistol-grip hand control just

#### AT A GLANCE

Four cylinders; overhead valves; tax, £15; bore, 69 mm.; stroke, 100 mm.; 1,496 c.c.; 55 b.h.p. at 4,500 r.p.m.; S.U. carburetter; Lucas 12-volt coil ignition; A.C. mechanical pump; pump cooling with fan.

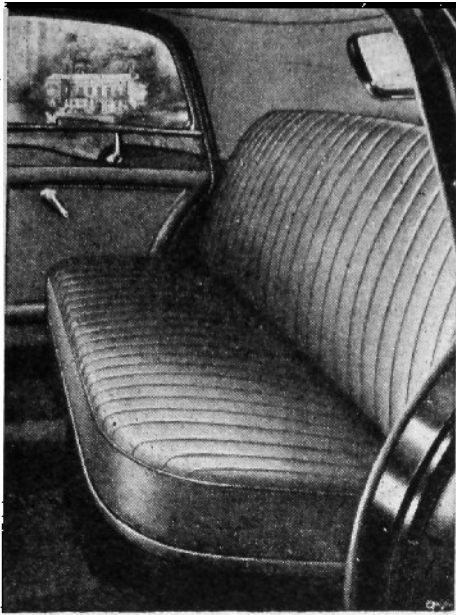
Borg and Beck dry single-plate clutch; four-speed gearbox with synchromesh on top, third and second; 4.88, 7.2, 11.2 and 19.4 to 1; reverse, 19.4 to 1; enclosed propeller shaft; spiral-bevel back axle.

Girling hydro-mechanical brakes; semi-elliptic springs, rear; independent front suspension; hydraulic shock absorbers; Riley rack-and-pinion steering.

Overall length, 14 ft. 10 ins.; overall width, 5 ft. 2½ ins.; overall height, 4 ft. 9 ins.; w.b., 9 ft. 4¼ ins.; track, 4 ft. 3 ins.; ground clearance, 7 ins.; unladen weight, 25 cwt.; tyres, 5.75-16; tank, 12½ gallons.

below the fascia panel in front of the driver. The disc wheels (of Riley manufacture) are new and have wide-base rims that give greater lateral stability to the tyres.

Even the engine, despite its general similarity to the 1939 type, is, in fact, new in many respects. Thus, the camshafts are now driven by chain instead of by gears; but some less obvious if



Rear seat. The ample door opening permits the passenger "to sit down before getting in."

more potent modifications must account for the 55 b.h.p. now developed at 4,500 r.p.m., with a single horizontal S.U. carburetter and a compression ratio of only 6.5 to 1.

Rileys have been characterized by a very useful performance, and the power figure already quoted leaves no room for surprise that this new Riley 1½-litre saloon—to give its official designation—has quite the old "Special Series" performance, despite its single carburetter.

That the front suspension is independent might have led us to expect steering and road holding of an unusually high standard, but experience has shown that the mere adoption of I.F.S. does not invariably produce that result. In this Riley, however, there is no doubt at all that a particularly happy combination of quali-

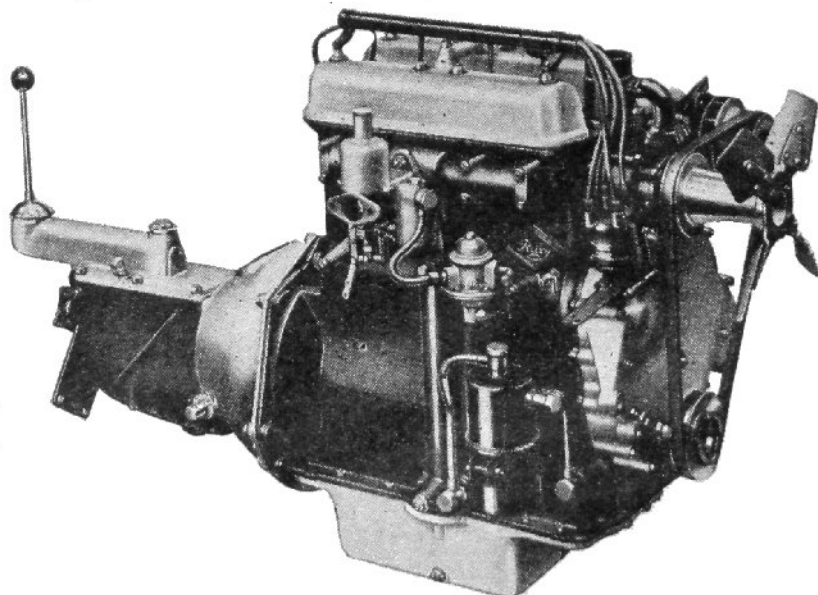
### A New Riley—Contd.

ties has been secured. Judged simply from the comfort angle, this suspension is surprisingly good, and the excellence of the front seats in this respect is even surpassed by that of the back ones. In short, the springing is soft, but with none of that life-on-the-ocean-wave effect which sometimes characterizes soft suspensions.

Equally important is the fact that this car does not wander. This is perhaps surprising, because practically no castor effect is discernible at the steering wheel, but it is, nevertheless, true. Maybe this has some connection with the almost complete absence of back lash in the steering.

There is another direction in which I.F.S. should (but sometimes does not) excel the normal springing, and here, again, the Riley shows that its designers have made the most of their opportunities. This is in the matter of rolling on corners. Presumably, suitable instruments would record some heeling over, but for practical purposes there is none.

In short, by its steering and suspension the Riley 1½-litre saloon stands high on the list of good cars, and its position is notched up more than a point or two by an engine which refuses to pink but provides smart acceleration even in the 60s. To that add brakes that are a delight and coachwork that is smart both in line and finish, and surely there is the recipe for a car that will excite many an enthusiast.



Horses in plenty: the off side of the engine. The remote control of the gearbox is also depicted.

## From "The Light Car", July 1947:



*GEE-GEE waxes enthusiastic concerning the qualities of what he has dubbed the—*

## Road-

(Left) The steep and slippery Shirramore road which leads to Laggan Dam from Laggan Inn, with the majestic Grampians in the distance.

(Below) The 1½-litre Riley poses for its picture on Loch Lagganside.

**C**OVERING an event like the Highland Three Days' Trial calls for a quite exceptional motorcar. In addition to the need for getting "from here to there" as swiftly as possible, there is the actual trials route to be considered. No self-respecting journalist would attempt to describe an event of this nature without traversing most of the route taken by the competitors: in other words, the car must be fast, dead reliable, possess a good steering lock, be dependably suspended, and be economical.

The 1½-litre Riley saloon has all these attributes—and more. That altogether incredible suspension carried me safely over places which it would be highly complimentary to call tracks. Miles and miles were travelled over pieces of landscape that resembled river-beds. There were ruts by the thousand, countless bumps and boulders, and an infinite variety of potholes, generally resembling miniature craters. Add to these surface conditions a continual downpour of rain and sleet, interrupted only by snowstorms and gales, and you have some idea of the conditions under which the 1947 "Highland" was held.

Accurate steering was a necessity on some of the "roads" discovered by the trial organizers. The effects of snow and ice on the surface of the



Dalwhinnie-Laggan road are almost unbelievable. One nasty bend, partially blocked by a deep snowdrift, became narrower and narrower as each successive competing car dislodged large pieces of the drift. Tail-enders, including myself with the Riley, were left with scarcely the width of a car in which to negotiate. It isn't altogether a happy experience to crawl round a corner with one's nearside wheels an inch or two from a drop of over 100 ft.

Then there was that steep and slippery climb up to Shirramore from Loch Lagganside, which defeated many of the officials' cars. The Riley managed it by sheer power and controllability.

There was much wheel-twisting and gear-changing to reach tongue-twisting places like Muirshearlich, Blarmach-foldach, Achenadain, Crannachan and





## burning Riley

others. Names which roll easily from the tongues of Highlanders, but often stump the Lowlanders and completely defeat the Sassenach, are commonplace in Inverness-shire.

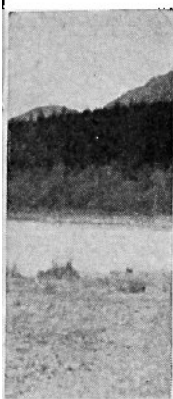
On main roads the Riley travelled effortlessly in the middle sixties. Possibly the power-unit could be quieter, but that is a detail when it is delivering the goods. On the return journey, I accomplished a very quick piece of motoring between Hamilton and Carlisle, without being conscious that I was really hurrying. During part of that run I put 51 miles into the hour, which is a remarkable performance for a 1½-litre saloon over ordinary roads.

Altogether, the latest Riley is one of the most likeable vehicles.

It is not heavy on the E-coupons either. I found that all-over consumption, including bags of lower-gear work and high-speed cruising, was over 27 m.p.g. Conservatively driven I don't see any reason why over 30 m.p.g. should not be obtainable; but it is very difficult to keep an itching foot off the loud pedal of a road-burner such as the 1½-litre Riley.

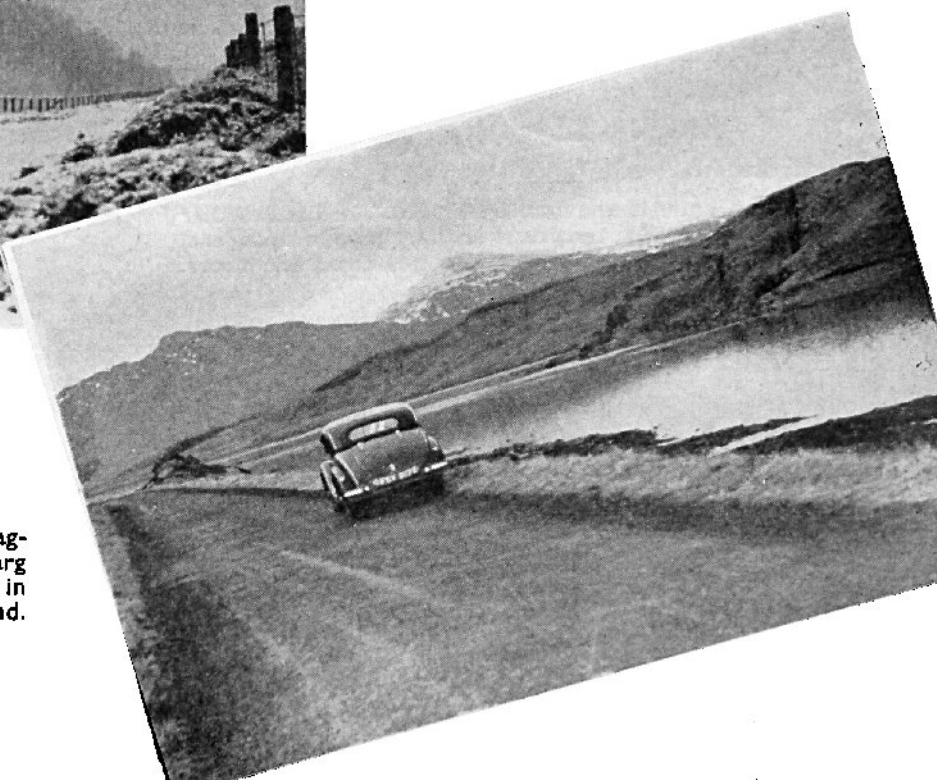
I felt that driving over long distances could never become boring in such an interesting car as the Riley is. Despite the armchair comfort of the driving seat, I never experienced any of the drowsiness which often assails me during many continuous hours at the wheel of some closed cars. I venture to state that there are very few cars in which I would feel so free from fatigue, after reeling off the miles between dawn and sunset.

Taking it by and large, the 1½-litre Riley is an excellent proposition for people who like to get around quicker than most, in addition to owning a vehicle with all the manners and comfort of a town carriage. The decidedly generous luggage space is an added attraction to long-distance tourists, particularly those who wish to go abroad. Family men will also appreciate this very important point.



(Above) A blizzard raging in the "Sma' Glen," Perthshire, on Easter Saturday.

(Right) Another Loch Laggan vista, with Ben Dearg towering, snow-capped, in the middle background.



## Questions Answered:

LT

The Technical Editor of the English monthly *Motor Racing* magazine in the 1950/60s was Philip H. Smith, a prolific author of books on automotive tuning and maintenance including *The Design and Tuning of Competition Engines* and *The Scientific Design of Exhaust and Intake Systems*. He wrote a, generally monthly, column "Questions Answered by the Technical Editor" responding to requests for information or comment on readers' "hot-up" schemes.

Quite often the questions related to Rileys. Here is a selection of answered questions you may find interesting or amusing:

*I HAVE a 1933 1½-litre Riley "Alpine." This car was originally a saloon and I believe it was known as the 14/6 model.*

*The car has been rebuilt and fitted with a 2-seater sports body. The car performs reasonably well, but its performance is not all that I could desire. Unfortunately I cannot afford expensive engine modifications just yet, but feel that an increase in compression ratio would be a step towards more power and at the same time would not be too expensive.*

*I would be most grateful if you can tell me how much metal can safely be removed from the face of the cylinder-head and approximately what it will cost.*

*With the present camshaft and rockers there is little danger of a valve hitting a piston and I cannot afford high compression pistons.*

*Can you also tell me what is the maximum safe rpm limit?*

JOHN D. BANKES.

Norwich.

**T**RY 1/16-in off the head for a start. If subsequent running indicates that more could be taken off, use a thin gasket for experimenting before having a second shave. Make quite sure you have clearance between valves and pistons. The price of this work is apt to vary depending how you go about tackling it. There is nothing mysterious about the job, which is a simple machining operation which any good jobbing machinist can do, but make sure that he is good.

At the risk of offending Riley enthusiasts, it is suggested that rpm should be limited to 4500, in view of your comments regarding expense. Obviously the engine will stand quite a bit more, but one would have to forget that word "safe."

(October, 1954)

*I AM experiencing a fault with my car which is slowly but surely driving me to desperation because all efforts so far to cure it have met with failure. My car is a 1934 Riley 12/6 with the special competition engine and triple carburetter manifold. The car has recently been stripped and the following work carried out on the engine:*

*Rebore to .040 in oversize.*

*New pistons, etc.*

*New valve guides and valves.*

*New valve springs.*

*New tappets.*

*Reconditioned camshafts.*

*Renewed bearings where necessary.*

*After re-assembly, I was perturbed to find that number 6 cylinder persistently misfired under load. The head was removed again but the valves were found to be seating properly. Nevertheless, they were ground in carefully and the new valve springs tested. The misfiring continued and, in an effort to cure it, I removed plugs, leads, condenser, distributor and coil. Since none of these moves proved successful, I tried running the car on the middle carburetter only: the misfiring disappeared although the mixture was obviously too weak. The trouble appeared without doubt to be carburation so I took the car to a very good SU agent and asked him to do whatever was necessary. He fitted new carburetters and tuned them, but failed to cure the missing on number 6 cylinder. Finally, I redesigned the petrol feed from the pump to the carburetters, still without success.*

*After all the work described above, the engine idles beautifully and can be nursed up to some 4000 rpm without evidence of missing. If, however, the throttle is depressed suddenly, number 6 cylinder immediately pops back into the carburetter and, on removal, the plug is found to be completely sooted up.*

*Can you suggest anything else I can try?*  
London, SE7.

J. W. GRADY.

**M**R. GRADY has given a very complete picture, but there is just one point: when the "very good SU agent" had fitted three new carburetters (an expensive sort of cure) and still failed to do the job, what did he suggest was the cause?

One can only proceed by a process of elimination, thus:—

It is highly unlikely that trouble was electrical, as otherwise it would have affected all the plugs, ie, a fault in coil or condenser would be unconfined to No 6 cylinder.

Testing the engine on the middle carburetter would hardly give conclusive evidence, as the distribution and mixture strength would be such as to prevent any real test, in the way of high rpm on wide throttle.

Redesigning the fuel feed would be unnecessary unless the float-chamber in question was starved: nevertheless it was worth doing, and no doubt a full head of fuel is now available at each carburetter

Conclusions: it is nothing that thorough investigation won't cure, check compression on all cylinders and if necessary have No 6 piston out. Then look at the whole of the induction system, and make joints properly—no air leaks. Make quite sure the valves are really free in the guides—they stick under the most unpredictable conditions. Check the carburetters yourself—make sure they all have identical needles, etc., verify they are correct type for the engine, with SU's, and synchronise them carefully.

(November, 1954)

**I** HAVE followed your tuning articles carefully and also your answers to readers' questions, but have not to date seen any reference to the popular Riley 9.

*My car is a 1932 Gamecock and I am interested in making it as efficient as possible with the minimum of expense. It is standard except for the following:—*

- 1. Magneto has been converted to sports coil using the old BTH fitting as contact breaker and distributor-this seems to perform very well.*
- 2. The exhaust pipe after the silencer is large bore (2-in. dia) copper pipe, this gives a pleasant note but does it detract from a good extractor effect?*

3. Head gasket is a composition product, 1/32-in thick. Should I benefit from a further c/r increase by machining the head or would I endanger the two-bearing crankshaft? (I once broke one on an MG J2.)

4. The car now has an SU electric pump. These are the other points I have considered modifying.

a. The preheated inlet to the twin SUs. Does this help? The petrol consumption is not good, about 25 mpg driven rally style.

b. What would be the effect of fitting an exhaust form inlet camshaft—can an ordinary exhaust camshaft be used?

c. It really requires a rebore but has already been sleeved and bored to .030 in oversize—will it take a further bore—otherwise, on the grounds of cost, can you recommend fitting alloy steel (Tranco) oil control rings on a sports car?

C. JACKSON.

London. N.11.

THE 2 in tailpipe does seem a bit large, and I should be inclined to try 1.5 in to determine the effect.

A further increase in comp.r. will not necessarily endanger the crank, as it is usually excessive revs which break these (coupled, of course, with age-fatigue) and obviously the rev limit depends on you alone.

The preheated inlet to the carbs should be scrapped, and the carburetters fitted with decent intakes and carefully synchronised. You should do better than 25 mpg.

The fitting of an exhaust-side camshaft to the inlet side is an old idea having merits for highly tuned engines with the emphasis on top-end power, but little to commend it on a car used for normal purposes (see comments on crankshaft). You would be dissatisfied in the lack of power at low revs. Your remark re sleeving and reboring is a little obscure; has the engine, since sleeving, had a further rebore of .030 in? if so we doubt if it will take another, but the sleeve manufacturer will advise you. The answer would, however, appear to be to have the sleeves changed and get back to normal bore. If cost is important, there is no reason why the special rings you mention should not be used, but, of course, there comes a stage in the life of bores and pistons, etc., when there is no substitute for a rebore or re-sleeve job.

MY 1952 2½-litre Riley Eng. No, RMB2/509 has been modified in the following manner: It has a Lucas "gas-flowed" head, ports matched and polished, compression ratio 7.3 to 1, stronger than standard valve springs, Servais silencer, hydraulic carburetter dash-pots and CY needles, "oil-coil," HLNP plugs, and Healey modified clutch-assembly. In spite of this, the magic "ton" is still not to be seen on the clock, though acceleration is much improved. Fuel is "Clerecol," oil BP "Visco-static," Redex to R/A and gearbox as recommended.

Are there any overdrive units available for these models? I have never heard of any such fitting on the market, but is it possible? The induction hot-spot is a point I would like to dispense with. Do you consider there is any advantage to be gained? I understand fuel economy is the reason for hot-spots.

The motor has covered 3,000 miles with modified /rend, new valves and .springs; mechanically it is perfect. After seeing A. P. O. Rogers' 2½ Riley perform at Silverstone one feels that there is a lot more urge to be had from one's own car, even though power costs money and I would be extremely grateful for your advice.



N. BURCHELL.

Chippenham.

**D**ISPENSING with the hot-spot improves volumetric efficiency and thus power, but the engine is less tractable when warming-up, and uses a little more fuel in consequence, but *at this period only*.

You are now using the same compression ratio as the current Pathfinder engine, and it is probable that you could go somewhat higher. Before doing this, however, try some really intensive carburettor tuning: the SU technical department will help you in choice of needles. Also, get your ignition timing absolutely spot-on. These proposals are made on the assumption that although the "ton" has not yet come up, it is not very far off!  
(December, 1955)

**M**Y son and I each have a 2½-litre 1949 Riley saloon and we would like to increase the performance with a view to competing in rallies and also undertaking a tour of approximately 3,000 miles through France, Northern Italy and Switzerland. Both cars are in excellent mechanical condition. We have considered various methods: raising compression, smoothing ports, fitting different exhaust system, or using an Arnott low pressure blower.

*We think that the blower would give a better all round increase in performance, but wonder if it would justify the price £115 per car.*

*We are also considering fitting Koni dampers in place of the present Girtings which have seen a fairly high mileage. Here again the price is rather high at £21 15s. per car plus fitting charges, including welding on brackets.*

*Your advice on these matters would be greatly appreciated.*

W. R. P. CONRAN

St. Helier, Jersey, C.I.

**T**HE blower will give you a performance far and away superior to anything you will obtain by way of the tuning you mention; even full "Pathfinder" modifications would only give you another 10 bhp or so at maximum rpm. The extra torque with a blower is quite terrific, but you would be well advised not to use the blower to push up the revs excessively, as it is awfully easy to do this. Really using the power, you must expect some increase in fuel consumption, but this is quite understandable. No doubt Arnotts have given performance figures, and you can take it that they are in line with any other figures quoted for performance of motor cars.

The Koni damper is, of course, a very fine job, and built rather differently from the normal run; you could regard it as a luxury, but a desirable one; I fancy you would be agreeably surprised at the suspension improvement, not forgetting the very desirable feature of adjustment to suit what you want and to compensate for suspension characteristic alterations.  
(July, 1958)

**I** AM in the process of building a sports/racing car, using the post-war 2443 cc 4-cylinder Riley engine as a power unit.

*I have carried out the following modifications to the engine: tubular alloy push-rods; rockers lightened and strong valve springs fitted; inlet ports enlarged; ports, chambers and valves polished; four-branch exhaust manifold and twin exhaust pipes*

*fitted; reverse-cone air intakes fitted; internals (i.e., con-rods, crankshaft, etc.) polished.*

*I now intend to raise the c r. using special " Martlet " pistons. Bearing in mind the excellent head layout of this engine (hemispherical heads, central plug, inclined valves). I was contemplating a final ratio of 10 to 1, using 100 octane fuel strictly, of course, and heavy duty big-end and main bearings.*

*Do you consider this ratio too high? If so, what do you consider to be the maximum permissible?*

*This engine has a long stroke, of 120 mm. In view of this, what would be a reasonable maximum revolutions figure?*

*The original bhp figure for this engine is 110 bhp at 4400 rpm. What increase can I expect from the above modifications?*

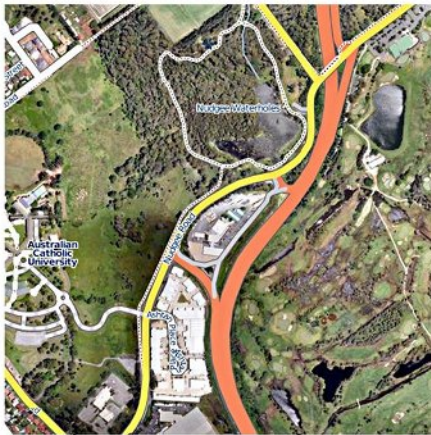
A. J. D. WRIGHT

Middlesbrough, Yorks.

I DON'T know how you have arrived at your compression ratio of 10 to 1, but it certainly seems high to me! Presumably you have been assured that the pistons supplied will give adequate clearance " inside ". Quite frankly, I should have said that for this ancient design of engine, 10 to 1 was a " Brooklands-alcohol " ratio at least, and I should certainly not recommend you to go to anything higher than 8 to 1; nor to exceed 4800 rpm. You might get 120 bhp at these revs.  
( March, 1960)

## New Meeting Venue:

Brisbane Sporting Car Club  
Unit 16 Nexus Place  
23 Ashtan Place, BANYO



Using Gateway Motorway-  
From North, take Nudgee Road exit,  
turn into Ashtan Place opp. University  
entrance.  
From South, take Services exit to get to  
Nudgee Road.

Otherwise use Nudgee Road.

Map references-  
UBD map 121 J10/J11  
Brisway map 481 E15



Nexus Place, viewed from here

BSCC is Unit 16







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