

TORQUE TUBE

Newsletter of the RILEY MOTOR
CLUB QLD INC.

JUNE 2011



Above: Despite stiff springs, acceleration accentuates the Brooklands' usual slight nose-up attitude.



On the left is an interesting Riley Special that hails from New Zealand and is for sale. Details inside.

Quite a busy little Torque Tube for June. A Brooklands story from Australian Sports Car World circa 1981. "Rileys on the River" in Franklin Tasmania. Lots of useful stories, relevant advertisements... Electrical... the WD 40 story... Gympie Club Run... and lots more!

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, Ashtan Place, Banyo, Thursday 12th May, 2011.

Meeting opened by President Ken Lonie at 8.05pm with 14 members and guests present.

Apologies: Ian Hayward, Jeff Jones, Pat and Betty Elliott, Dick & Earla Self, Bill White, Ray & Bev Burrows, Jack Warr, Dorothy Cameron.

Minutes from previous meeting:

Moved, John Romer, seconded by Graham Ellwood, that minutes be accepted. Carried.

Business arising from minutes: Nil.

Inwards correspondence:

1. Invitation to Pine Rivers Festival May
2. Newsletters - Blue Diamond, Gazette, Riley Rattles, The Crank

Outwards correspondence:

1. Letter of thanks to P. Doyle

Moved by Matthew French seconded by Linden Thomson that the inwards correspondence be received and the outwards endorsed. Carried.

Treasurer's report February 2011

Balance as per Bank Statement, March 2011			\$7,813.29CR
Income			
Membership fees	\$ 295.00		
Interest	\$ 0.96	\$ 295.96	
		\$8109.25	
Expenditure			
Brisbane Sporting Car Club Room Rental	\$ 55.00		
Newsletter expenses Jan 2011	\$ 188.00	\$ 315.20	

Balance as per Bank Statement, April 2011 **\$7,866.25CR**

Moved by Ross Phillips that his Report be accepted, seconded Linden Thomson. Carried

Club captain's report: As per magazine **Spare parts report:** Nil **Registrar's Report:** Nil Report.

2012 rally report: 32 expressions of interest received. **Editor's report:** Nil

Website co-ordinator's report: Even closer to migrating to a new platform.... (stay tuned!)

General business:

1. Donation of books and parts received from Beryl Young. Alan Hill moved a letter of thanks to be sent. Seconded Sheila.
2. Sheila suggested a guest speaker by the name of John Sharman to attend next month with a talk about a micro light flight from Perth to Samford. Seconded Eve Romer. (See elsewhere in this TT).
3. Simon received a letter from HRCC regarding Warwick meeting 30/31 July.
4. Simon received a letter from Mick Thatcher with an invitation to an autocross 3rd July, with possible billets with local members. (Probably billets not required, see the item in this TT)
5. The Bezant drophead has been sold to Sydney.
6. John Romer raised question regarding describing club outings as rallies.
7. Discussion of spare parts pricing interstate.
8. Ken Lonie described issues with Riley Nine. Problems with No 3 bigend. Again. Also experienced rivets failing in one 21/2 wheel in Beechworth.

Secretary's Email: mgwfrench@bigpond.com **Meeting closed;** 9.18PM

Next Meeting: Thursday, 9th June 2011 at
BRISBANE SPORTING CAR CLUB ROOMS
UNIT 16 / NEXUS BUSINESS PARK
23 ASHTAN PLACE, BANYO.



Editor's Report, this time on page 3.



I have put my two bob's worth on to several pages in this June edition of Torque Tube.

Both illness and a lack of time have limited any meaningful contribution for your Editor to make.

It is delightful that enough material has been contributed for this issue, to allow for 10 pages, rather than 8. There should be something of interest in these pages for all of our QLD members.

As always, if you would like to see something extra in our Torque Tube, or you reckon the Editor has stuffed up, please don't hesitate to put pen to paper, or preferably finger to personal computer (PC) so that your thoughts can be shared within the Club.

'till July, Simon S.

Thanks Alan,

Will make provision for next TT and still time to get further detail when we meet at OF day Tuesday next.

Quite a lot of 'stuff' going into this June's TT, including Mick Thatcher's Gympie Run with his Club.

Cheers Simon.

From: Alan Hill [mailto:alshe@bigpond.com]

Sent: Friday, 20 May 2011 3:54 PM

To: Simon Schooneveldt

Subject: Riley meeting 9th June



Dear Simon

Confirmation that John Shaman will give a slide show and talk on his experience as the back up vehicle to the international microlight flight from Perth in WA to Samford, at our Thursday meeting on June 9th.

If we can let members know in the next newsletter it may generate a little interest.

Will give more detail if you need

it on Tuesday(OF's day)

THE 2011 RILEY CLUB QLD ELECTED COMMITTEE

PRESIDENT:	KEN LONIE	07 5494 3323
VICE PRESIDENT:	ALAN HILL	07 3289 1063
SECRETARY:	MATTHEW FRENCH	07 3353 0532
TREASURER:	ROSS PHILLIPS	07 3281 3807
CLUB CAPTAIN:	BILL WHITE	07 3289 4282
SPARE PARTS OFFICER:	JACK WARR	07 3378 3541
ASSISTANT SPARE PARTS OFFICER:	GRAHAM MACKAY	018 719 039
REGISTRAR:	MATT SCHOONEVELDT	07 3263 1986
EDITOR:	SIMON SCHOONEVELDT	07 3366 6573

A full weekend or just a Sunday outing in Gympie, 2nd 3rd July 2011

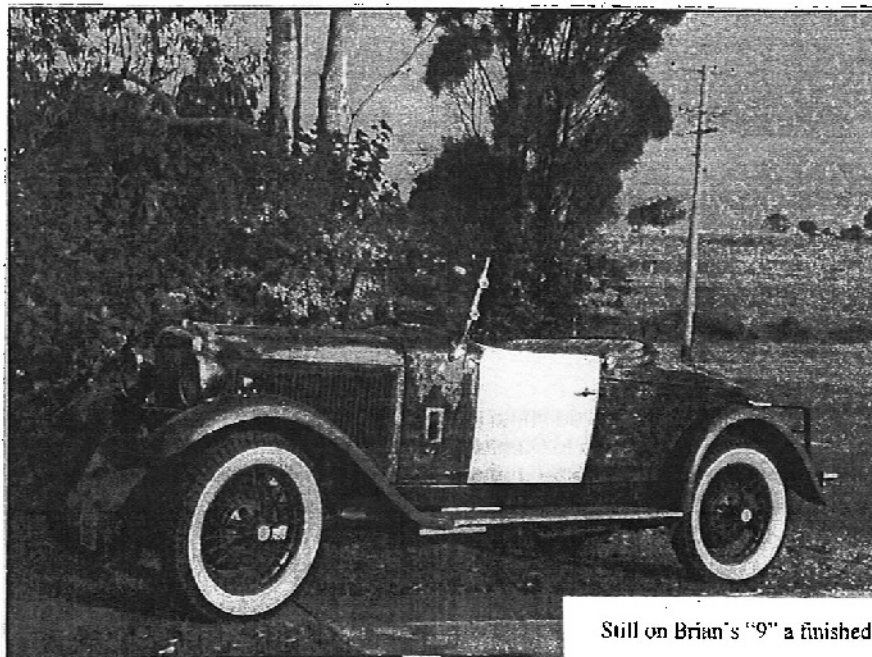
Mike (Mick) Thatcher, a Qld Riley Club member invites us to join in the Gympie Motor Club's annual Auto-X day which is to be held at Lyn and Mick Thatcher's place at 1105 Wide Bay Highway, Lower Wonga on the 2nd and 3rd July.

There are four Riley Club Members in the Gympie Club and Mike would like to see some more Riley Club members from the greater South East Qld area join in, at least on the Sunday. The gentle rally events (nominated timed runs) should finish around 2.30 PM with refreshments, allowing folk a safe and timely run home.

Mike's contact details are at the address above, and 4 Northern Road Lower Wonga, 07 5486 1150.

Lyn and Mick are also contactable on mobile 0418 154 269

THE PICTURE below is of Brian Jackson's "9" still under construction. The interesting brown finish mudguards are evident, a concession to the Australian bodied, (tasteless?) disregard for the "superior" British Product. We Aussies loved it!



Still on Brian's "9" a finished photo appears beside, refuelling on the Sunshine Coast. On a subsequent trip to a Southern State Rally This little "9" developed a severe front wheel Shimmy that damn near could have wiped out Brian and Matthew Schooneveldt. It was terrifying For me to witness, but Brian pulled on the handbrake. Worked the gears (with much noise) and finally used the brake pedal to avoid disaster. Wonder if the old F could still pull that off?

PLEASE CONFIRM IF YOU HAVE FOUND THESE TO WORK - Greg Morris

Greg Morris is a long-time member of the WA Riley Club. He has often entertained us hilariously at National Riley Rallies. Greg often hosts WA Riley Club meetings but studiously avoids elected posts.

Before you read to the end, do you know what the main ingredient of WD-40 is?

I had a neighbour who had bought a new van. I got up very early one Sunday morning and saw that some vandal had spray painted red all around the sides of this white van. I went over and told him the bad news. He was very upset and was trying to work out what to do, probably nothing until Monday morning, since nothing was open.

Another neighbour came out and told him to get some WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm the paint that was on the van. I'm impressed! WD-40 - how did someone work out it would do that?

'Water Displacement No.40' The product began from a search for rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a 'water displacement' compound. They were successful with the fortieth formulation, thus WD-40. The Convair Company bought it in bulk to protect their atlas missile parts.

Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you. It's the first thing that has ever cleaned that spotty shower screen. If yours is plastic, it works just as well as on glass. It's a miracle! Then try it on your cooker top. Kazam! It's now shinier than it's ever been. You'll be amazed.

Here are some other uses:

1. Protects silver from tarnishing.
2. Removes road tar and grime from cars.
3. Cleans and lubricates guitar strings.
4. Gives floors that 'just-waxed' sheen without making them slippery.
5. Keeps flies off cows.
6. Restores and cleans blackboards.
7. Removes lipstick stains.
8. Loosens stubborn zips.
9. Untangles jewellery chains.
10. Removes stains from stainless steel sinks.
11. Removes dirt and grime from the barbecue grill.
12. Keeps ceramic/terra cotta garden pots from oxidizing.
13. Removes tomato stains from clothing.
14. Keeps glass shower screens free of water spots.
15. Camouflages scratches in ceramic and marble floors.
16. Keeps scissors working smoothly.
17. Lubricates noisy door hinges on vehicles and doors in homes.
18. It removes black scuff marks from the kitchen floor! Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
19. Dead insects will eat away the finish on your car if not removed quickly! Use WD-40!
20. Gives a children's playground gym slide a shine for a super fast slide.
21. WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
22. Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and rewash. Presto! The lipstick is gone!
23. Lubricates tracks in sticking home windows and makes them easier to open.
24. Spraying an umbrella stem makes it easier to open and close.
25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
26. Restores and cleans roof racks on vehicles.
27. Lubricates and stops squeaks in electric fans.
28. Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
29. Lubricates fan belts on washers and dryers and keeps them running smoothly.
30. Keeps rust from forming on saws and saw blades, and other tools.
31. Removes splattered grease on stove.
32. Keeps bathroom mirror from fogging.
33. Lubricates prosthetic limbs.
34. Keeps pigeons off the balcony (they hate the smell).
35. Removes all traces of duct tape.
36. Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
37. WD-40 attracts fish. Spray a little on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some countries.
38. Use it for gnat bites. It takes the sting away immediately and stops the itch.

And for some reason.....spray it on your arthritic knee joints etc
and it will ease them.

P. S. The basic ingredient is FISH OIL.



"Riley's On The River"

TASMANIA

A grand opening of new business "Riley's On The River" was held in Franklin last Thursday evening - with "Riley's" open for business on Friday morning!

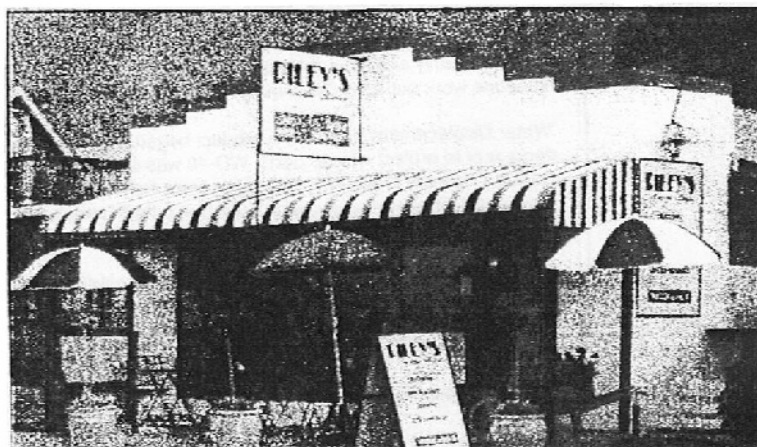
Two beautiful "Riley" cars were parked out the front for the opening function

Trevor Martin of

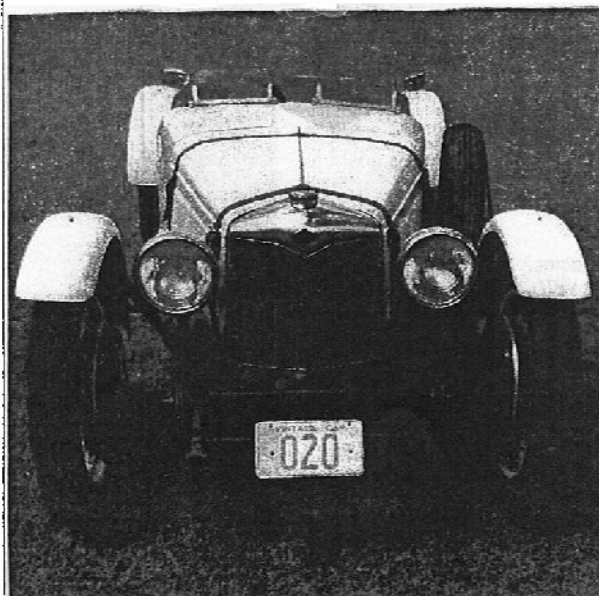
Watsons Road Glen Hoon

Tasmania 7109, 03 62666554 currently carries the Tassie flag for Rileys.

Franklin



"Riley's On The River".



Solex carburetors, to put out 37.2 kW (50 bhp) at 5000 revs. The whole car was made very low. The steering column was raked so far back that the wheel was nearly vertical. The car stood less than a metre high at the scuttle and the seat of the driver's pants was just 15 cm above the ground. Raillon designed it at Brooklands, a Brooklands firm built the early models, and the little car won by a mile when it had its first outing there. The Rileys had been calling it the "Speed Model", but the public called it the Riley Brooklands and that was the name that stuck. After the first batch was built at the trackside premises, the Rileys joined in and started making Brooklands Replicas for the road.

The car featured here is a 1928 Brooklands Replica which belongs to Jack Solar of Sydney. He collected it nine years ago in rough condition, and has restored it from scratch.

"I'd made up my mind a long time ago that I wanted one," Jack says. "I had correspondence all over the world, looking either for one of these or for an Imp. I was writing to North America, South America, England, New Zealand, wherever I thought there might be

one hidden somewhere. I had a lot of letters from a lot of interesting people, but no go.

Then one fine morning my wife was reading the Saturday paper, and she looked up and said, 'you're looking for a 1928 Riley?'

THE BROOKLANDS

PREWAR RACING

RILEY. Courtesy Australian

Sports Car World, July/Sept

1981.

"I said, yes, I am."
"And she said, what about this one?"
And there was one advertised for sale at Wentworthville. So 25 minutes later we were out there, and 30 minutes later we'd bought it.

"The car had been advertised by Brian Johnson, the minister of St Paul's Church of England, Wentworthville. He's a Riley enthusiast and in club circles is known as the Revving Rev. He'd bought the car with parts missing at Nanabeen a few years earlier, and he didn't know any of its history.

"He was a very nice man to buy the car from," Jack says. "He gave me all kinds of spares with it, another set of carburetors and so on."

Brian Johnson had done some work on the car, but Jack started again. At first he was short of space, so for five years he stored the car and concentrated on collecting the parts he needed. Whenever he travelled on business, he used his spare time going through local scrapyards.

On a trip to England he found a place in Yorkshire specialising in making vintage spare parts. The people there had

rubber parts he would have had trouble making himself. He hunted through a couple of yards on a trip to New Zealand, and he found the steering wheel at Christchurch.

"A friend gave me the aero screens," Jack says. "He found those in Melbourne. He also found a gear and a gear housing for the revcounter, which goes under the tailshaft. That was one of the bits missing, and I didn't know what it looked like. And it happened to be a helical gear which I could not have made myself, and to have had it made professionally would have cost the earth. So I was lucky there.

"This nice little cap came with the car, Brian Johnson had found it. A pupil at Tech gave me the little number plate holder. He was doing up a Dodge, I think, and this was off an English car so he had no use for it.

"For the bits I couldn't find, I borrowed some originals and had castings made. I filed them up, chewed them up, made them up, and they went into the car. I was fortunate enough to have another Brooklands parked in my garage for a time, Russell Sinclair's, and that was a great help.

"The remote gearchange mechanism was taken off Russell's car. There are I think 11 pieces making it up, and I took them to the foundry and had some bronze castings and some aluminium castings made, and that's the

gear mechanism now. I had two done at the time so I would have a spare set, and the spare is now with another member of the Riley club who is in the process of doing something similar."

Finally Jack moved to a house with a big garage and started the main job. First he stripped the car back to the chassis. The engine looked in good order so for the time being he left it. He checked the gearbox and the steering and reconditioned the worn-out brakes. He had a new radiator made by Johnston Brothers at Five Dock.

Then he started on the bodywork. He didn't have the skills needed for that, so he enlisted in night classes at Tech. By the end of the year he'd built a new aluminium body, 14 gauge for the bonnet, 20 for the scuttle and 18 for the tail. He shaped the cycle guards in steel.

"The wire stoneguard on the radiator is quite effective," he says, "but it was done very amateurishly. Every weld was done with brazing, and that meant every weld had to be filed. Very slow. When I'd finished, then, Russell told me he had a spot welder at home. But he only told me that after I'd finished. I think it was an accident."

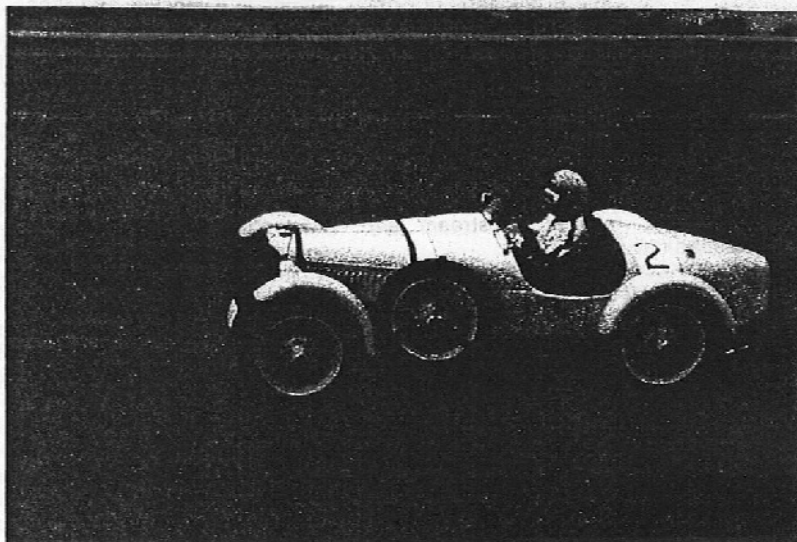
Before he started on the engine he did some homework. "I found notes in one of the very early Riley magazines on how people used to change the timing by putting in two exhaust cams," he says, "and there was one chap who'd put in a half key to get an overlap of degrees which just about equalled the best that modern science could do. Well, having found that this was done in those days I couldn't resist it, and I did exactly the same."

He gave the engine a complete overhaul, taking care of big ends, little ends, valve guides, pistons and springs. Now he believes the engine is as good as it ever was, and he's taking the car to Riley Motor Club and Vintage Sports Car Club meetings to run it in.

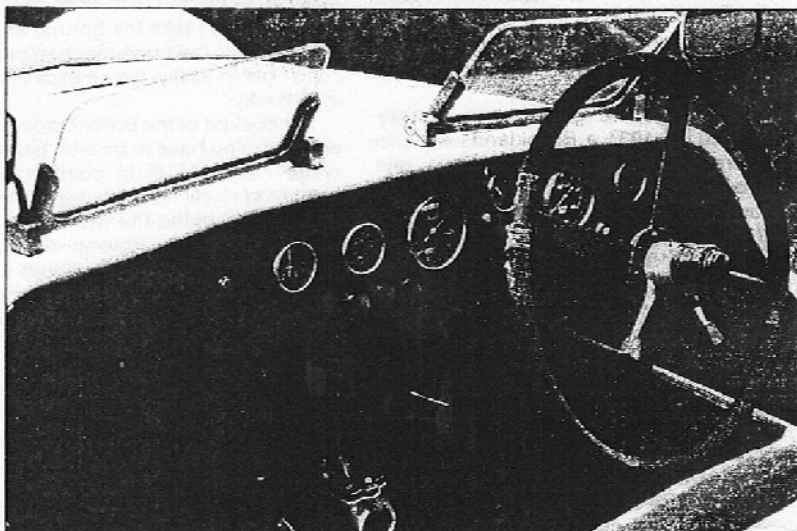
In the '20s and '30s the Brooklands was matched against French, German and Italian makes on the track. The French had dominated 1100 cm³ racing a few years earlier, but in the Brooklands' day most of their sporting voiturettes were putting on weight or dying out. When the Brooklands met its German and Italian rivals it showed up well.

At Brooklands in its first race appearance the Riley won at 147 km/h (91.37 mph). In 1928 George Duller, a steeple-chaser and Bentley driver, took a Brooklands to a new class G international record at 156 km/h (97 mph). That year Riley Brooklands also won their classes in the Six-Hour Race and the Ulster TT.

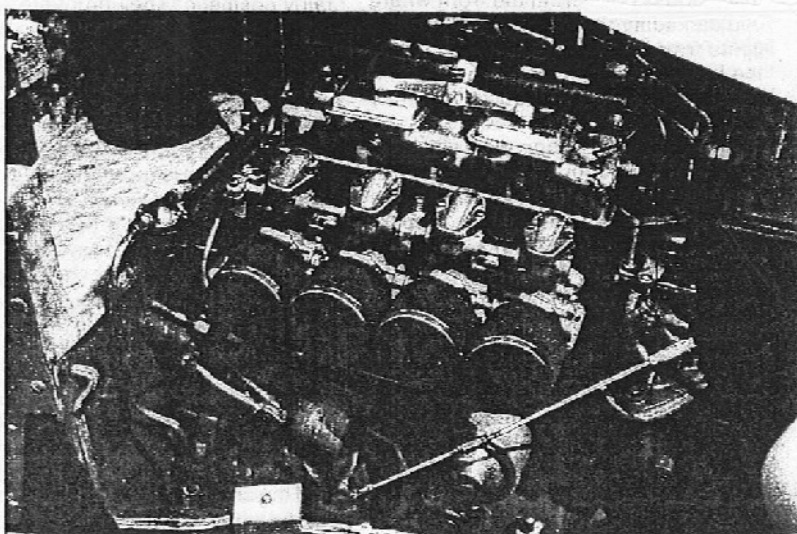
The TT was to the Brooklands what Le Mans was to the racing Bentleys. In 1929 Sammy Davis's Brooklands won its TT class and was the first non-supercharged car to finish. Brooklands



The Brooklands at speed, looking just great.



Interesting details abound in the no-frills cockpit.



Riley's 1.1-litre four-carb tour, with two cams high either side of the block, was a top sports engine in late '20s and early '30s, is still formidably fast in historic events.



won their classes again in 1930 and 1931. In 1932 the Brooklands of Commander Whitcroft, R.N., won outright.

1932 was when the great Freddie Dixon ran in the four-wheel TT for the first time. He'd already won TTs on two and three wheels. Now he picked a Riley Brooklands for his sports car racing debut, and led the whole field for two hours until he ran out of road on a light bend, jumped a stream and crashed into a field.

Dixon was a fine driver and a brilliant mechanic. He liked the way the Brooklands handled and he worked on his car until it was lighter and faster than the works entries. He fitted his engines with a carburettor per cylinder and tuned them carefully for power, smoothness and economy.

When the Riley chiefs saw how Dixon coaxed extra performance out of their engines they swung their support behind him. He became the leading Riley racing driver and one of the leading figures in British motor sport. He used a Brooklands-based 1½-litre Riley to win the TT outright in 1935 and 1936, and in 1934 and 1936 he won the Brooklands 500 Mile Race.

This was the golden age of Riley racing. In 1931 a Brooklands won the German Sports Car GP in heavy rain. Elsie Wisdom and Joan Richmond used another to win the Junior Car Club's 1000 Mile Race at Brooklands in 1932. In 1933 Bill Thompson's Brooklands won the Australian GP on Phillip Island. Rileys came fourth at Le Mans in 1933 and second and third in 1934.

The Brooklands was a sports racer with the accent on racer. Not much was given away for comfort. In its day it looked very flat and low with the body sunk between the wheels and guards. Today we can see it was ahead of its time. We're used to low sports cars and it seems beautifully proportioned.

It probably looks best in profile. But it also looks good from the front where you can admire the squat nose and big lights framed by the wheels, and from the back where you can admire the elegant tail. It would probably look pretty good from above and below, too.

Jack thinks the unpainted valances down the sides should be extended behind the back wheels. Now the tailpipe sticks out too low down after dipping under the back axle. But this is the kind of fault you'd only pick if you were really looking, and, anyhow, it's the way it went originally so it's the way it'll have to stay.

The designers must have had trouble mounting the spare wheel. Old Rileys all have big wheels in proportion to their body size, and the Brooklands is an extreme case. The spare alongside the body is something else that reminds you of French voituresses, Amilcars, BNCs, Tractas and Salmsons.

The closest French lookalike was the

Rally Type ABC. This also had an 1100 engine in a very low and shapely body with big wheels under cycle guards. It appeared in the same year as the Brooklands, so the likeness must have been a case of parallel evolution.

"The Brooklands had four or five different original bodies," Jack says. "Some racing ones had much longer tails with bigger fuel tanks inside. Some were completely cut off there with the spare wheel on the back, and some had a bit of luggage space and you got at the tank through a hatch on top."

Jack's Brooklands has an ingenious arrangement giving a good bit of luggage space. You unhook a spring clip behind the door on either side and the whole tail lifts up and pivots back. There's a flat deck above the tank and the differential where bags can be lashed down with cord and canvas.

"For a car this size it's very good," Jack says. "I've also found that by pulling out one bolt, *four feet long*, I can take off the whole tail to work on the diff if I need to. If I take the bonnet and the tail off, there isn't one mechanical part I can't get at easily. It's an excellent car in that way."

The cockpit of the Brooklands is bare and tiny. You have to be a bit below average height to fit in comfortably. If you're up to six feet tall you might just squeeze in behind the wheel, but your feet will be stuck between the pedals and your knees will be jammed under the scuttle so you won't be able to do anything useful. If you're any taller you won't fit at all.

"This car is designed for me now," Jack says. "I built it for me and nobody else. If I should ever want to sell it part of the advertisement would have to read, buyer not to exceed five feet six."

The lack of a full windscreen is an attractive feature. The aero screens are fine rugged little things, but they're fairly cosmetic. They don't stop much of the slipstream. Jack doesn't think this scale of weather protection is right for everybody, but he's used to riding motorcycles and he enjoys it.

He has three sets of carburettors, including a Freddie Dixon pattern bank of four Amals. He also has one genuine ex-Dixon part, a time-saving oil filler used in racing. You let the oil overflow the tank, and when you close the lid a rod opens a valve so the excess spills out on the ground. This seems a bit anti-social, so he hasn't actually fitted it in the car.

The Brooklands starts easily and sounds beautifully smooth. On the road with Jack at the wheel you find it's long on handling but short on acceleration. The small engine in the heavy chassis and the crash gearbox don't help it pick up out of sharp corners.

"The car's weight is about fourteen hundredweight overall," Jack says.

"The Riley chassis is very heavy, and the engine is very tall so it weighs much more than a modern one of that capacity. Yet with all the weight in the chassis, there's also a fair bit of flex in it. Going round corners the bonnet moves about three-eighths of an inch. You can see the rub marks. They've set out to accomplish good roadholding by stiff springs and a flexible chassis."

"Of course it bounces a bit. The springing is a bit primitive. I find the shock absorbers need adjusting about every 75 miles, because they're friction type and the friction goes off fairly quickly. But they're very easy to adjust so it's no hardship."

Actually it doesn't bounce much by vintage standards, and the steering is very sure. The gearstick and pedals look awkward but Jack has no trouble with them. Visibility is good, naturally, and the sound of the exhaust and the seat of your pants give useful feedback.

Jack has sent a letter from Victor Riley to Bill Williamson, who raced a Brooklands in Australia in the '30s. Riley advised Williamson not to go over 5000 revs as a rule, and not to go over 5250 unless it was the last lap and he wanted to win the race.

Jack has taken it up to 5250 to try it out, but calculations show the long-stroke engine's piston speed then is equal to a modern engine's at about 9000 revs. Now he's limiting it to 4750 to save wear and trouble. Anything more is a lot to ask from a car that's 50 years old, and he's not that set on winning races.

"I've never driven it against anything quite the same," he says, "but on cornering and handling I think it's equal to anything that goes. It's now in first class order and it would go all day if you didn't push it. As far as roadholding goes, it's equal to the Lancia Montecarlo I drive at other times."

"The Riley has been to Amaro four times, and from the first time we've improved a little more than 20 seconds on the lap. It's been fairly successful with things like economy runs. We had a first with 58 miles to the gallon in the Blue Mountains last year, up hill and down dale with a heavy passenger."

"It has a distinct personality of its own. Occasionally it gets a cold or it gets hiccups or it just gets a bit stubborn. You don't fight it, you let it get over it, and it's lovely and docile again."

"As far as I'm concerned a car like this has a special feeling when you get into it. Not that it's fast, but it has the feeling of a thoroughbred. In a closed car the only way to get a thrill is by looking at the speedo, or when you go through a corner and you can't make it. But in this you can see the wheels, and you can put that front wheel in a corner right on to a pebble if you want to. It's an absolute thrill and I don't know of anything that equals it."





Removing the judder, by Patrick Quinn

I had been putting up with it for years. At around 55mph it would start and continue until I was well into licence losing territory. It wasn't severe enough to shake out any fillings, but it was annoying. It was a slight judder that no matter how many times I had the wheels balanced just didn't want to go away. At a club meeting a year or so back someone mentioned having their brake drums balanced and the idea stuck in my grey matter ever since.

So when I had the brake shoes relined (another story) I decided that the time was right to see if it was worth the effort.

Armed with the directions from John Dowsett and four brake drums I set off to KC's Engine re-conditioning at Castle Hill.

With camera in hand I watched as the four drums went through their

paces. Actually each was placed on a special lathe with a long shaft that was driven by an enclosed electric motor to a support cradle about 4 feet away. On that was a chuck that held the drum with the cupped or open side facing away. The machine was spun up and through various attachments it was possible to read if the drum was out of balance.

We tried the front drums first and each was out around 35 grams. Now came the interesting bit as when the lathe was slowed it showed where the extra weight was by stopping at a certain position. Now if you can imagine a brake drum as a large pie that is divided into segments or slices it is possible to say that within a known segment is the extra weight. Then it's just a matter of removing the drum from the lathe and grinding the raised lip on the perimeter of the drum and then retesting on the

lathe.

It didn't take all that long to do the fronts and I honestly thought they were worse than the rears. Then when one of the rear drums was spun up I thought the whole lot, lathe and all was about to fall off its supports. It was 180grams out of true – an amazing amount. So with plenty of judicious balancing, grinding followed by more grinding and balancing it was made true. The other rear drum at just 75 grams out was a doddle by comparison. The result? An amazing difference!!!! There is absolutely no judder at all, at any speed. I was pleased as punch and at the cost of \$25 a drum I thought it was more than well worth it.

(This article appeared in Flat Chat, the magazine of the Austin-Healey Owners Club of New South Wales)

The Classic Connection

1/20 Edward St, Riverstone
NSW 2765. Phone 9627 1120
(Ask for John Dowsett)



This month, the Torque Tube closing page 10 is taken up with advertisers, member's messages and the like. All deserve to be supported by the Club. Simon S.

Hello Simon,

Please include this advert for Tamara in the Torque Tube. She missed out on the Payne Riley which has gone to WA.

Regards

Ray Burrows

From: Tamara Playne [mailto:tamaraplayne@yahoo.com.au]
Sent: Monday, 16 May 2011 7:58 PM
To: redpath@aanet.com.au
Subject: Riley wanted

Hello Ray,

Thanks for calling me back just now. Here are the details.

Riley RMA wanted circa 1950
 In good working order and/or fully restored
 Preference for single body colour
 Contact details: Tamara Playne 3393 3635 or 0413 931 870 (up till 8.30pm) or tamaraplayne@yahoo.com.au

Thanks

Tamara



QUEENSLAND HISTORIC MOTORING COUNCIL
 (Inc)

(affiliated with Australian Historic Motoring Federation)

QHMC BULLETIN 3 of 2011

To: QHMC Club Delegates and Affiliated Clubs
Subject: All British Day 18 Sep 2011 cancelled

CANCELLATION - ALL BRITISH DAY, TENNYSON, 2011

Information has been received from All British Classics Car Club and RACQ that the RACQ Banquet At British Day previously scheduled for Sunday 18th September 2011 has been cancelled.

The reason for the cancellation is that the grounds at Tennyson have been damaged as a result of the recent Brisbane floods and are unusable this year. No alternative venue has been identified. Therefore the 2011 event will not be held. However, it is proposed to be back at Tennyson for 2012.

QHMC Committee
 15th May 2011
 Email: secretary@qhmc.org.au
 QHMC Website: www.qhmc.org.au

All good stuff

BUT note the disclaimer below

Let the buyer beware!



Good Stuff!



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Regards BILL & KAREN RYAN



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Thank you very much for your help
 Yours faithfully,

Kevin Baker

Kevin Baker

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