



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

January/February 2008



Next Meeting: 7:30 pm Thursday, 14th February
Queensland Sporting Car Club
206 Montague Road
West End 4101

Annual General Meeting followed by Ordinary General Meeting

Editor: Linden Thomson (07)32696426 0419175083 lindenthomson@optusnet.com.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 8th February, 2007.**

Meeting opened by President Linden Thomson at 8.15 pm with 29 members present.

Apologies:

David Schoch, Dick & Earla Self, Ken & Wendy Lonie and David Bayles.

Minutes of the 2005 Annual General Meeting:

Moved: Ross Phillips Seconded: Peter Young that the Annual General Meeting Minutes be accepted.
Carried.

Business Arising from Previous Minutes:

Nil

Treasurer's Report for the year 2006

The treasurer advised the meeting that the auditor's report was not available due to some confusion over The Office of Fair Trading requirements for 2006/7. The Report would not be ready for a month and the majority of the Executive Committee will be away at the National Rally during April. Brian Jackson raised a motion that the Auditor's Report be postponed until the May Meeting. Motioned seconded by Gary Britton. Carried.

Auditor:

Alan Hill moved that Haines Norton Chartered Accounts be retained as the Club's auditor, seconded Ross Phillips. Carried.

President's Report:

Linden outlined his report to the meeting. Copy can be found in the January/February Newsletter.

Conrod Trophy:

Captain Trevor outlined the criteria for awarding the Conrod Trophy. He thanked everyone for their support during the year. He then presented the Conrod Trophy to Pat & Betty Elliott.

Election of Committee Members for 2007

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

Position	Nominated	Nominated By	Seconded	Elected
President	Alan Hill	Dianne Phillips	Dorothy Cameron	Alan Hill
Vice President	Peter Young	Trevor Judd	Linden Thomson	Peter Young
Secretary	Ray Burrows	Ross Phillips	Peter Young	Ray Burrows
Treasurer	Ross Phillips	Linden Thomson	Matthew French	Ross Phillips
Club Captain	Sheila Hill	Dianne Phillips	Betty Elliott	Sheila Hill
Editor	Linden Thomson	Trevor Judd	Gary Britton	Linden Thomson
Spare Parts	Jack Warr	Gary Britton	Alan Hill	Jack Warr
Ass Spare Parts	Graham Mackay	Alan Hill	Gary Britton	Graham Mackay
Registrar	Matthew French	Alan Hill	Bonnie Young	Matthew French

Elected Officers present took up their positions

President Alan Hill thanked outgoing committee members for their assistance during the 2006 year.

Other Business:

Nil.

The Annual General Meeting closed at 8.50pm.

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 13 December 2007.

Meeting opened by Alan Hill at 8.17pm with 15 members and guests present.

Apologies: Ross & Dianne Phillips, Pat & Betty Elliott, Trevor & Wendy Judd, John & Eve Romer, Ken & Wendy Lonie, Graham Mackay, Jack Warr, Bill Short, Michael Bramwell, Kiara Rizzo, David Schoch, Dick and Earla Self.

Minutes from previous meeting:

Moved, Brian Jackson seconded by Peter Young that minutes be accepted. Carried.

Business arising from minutes:

1. Nil

Inwards correspondence:

1. Letter of thanks from Karen Knight, Chair of BCA Committee;
2. Letter from President of the Brisbane Sporting Car Club wishing members a merry Xmas;
3. Invitation to Qld Police Citizens Youth Welfare Association, Cars, Rods and Rides Sunday 15 June 2008;
4. Summerland Sports & Classic Car Club Annual Static Car Display Saturday 2 August 2008;
5. All British Classics Car Club Magazine Tru'Brit;
6. Copies of Blue Diamond, Riley Gazette, and Riley Rattles & Riley Newsletter WA.

Outwards correspondence:

1. Nil.

Moved by Gary Britton seconded by Bill Donovan that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report December 2007:

Nil Report.

Club Captain's Report:

A good turn up at the Prince Alfred Hotel with 20 attending. Then on to Ross & Dianne Phillips to view "Victor" and the "Flower Power" Car.

Riley Club Xmas Lunch at the Hills, 4 Mahdeen Place, Samford. Commences at 11.30am. If you are attending contact Alan or Sheila on 3289 1063.

Sheila looking at a run in January 2008. Details in the January Newsletter..

Spare Parts Report:

As seen in the November Newsletter, Jack has made some new spare parts. Members should contact Jack if they need any spare parts as he has a wide variety on hand.

Registrar's report:

Matthew French reported that Brian Jackson had purchased a well known Club car from Michael Bramwell.

General business:

Gary Britton mentioned that the Tasmanian Veteran Car Club was considering accepting modified cars due to a lack of members. Alan Hill announced that he will be registering the Lynx before the end of December. Neal Brandt along a Veteran Club Book and some photos which some of the "more mature members" recognised. Peter & Bonnie Young will organise the motel accommodation to the National Riley Rally at Tumut. Alan Hill will check to see who would be travelling and advise Peter & Bonnie of numbers.

Secretary's Email: Redpath@aanet.com.au

Meeting closed: 9.15pm.

Next Meetings:

Thursday, 14th February 2008 AGM and OGM

Thursday, 13th March 2008

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

West End Q 4101 (UBD map 21 (P8) approximately opposite Donkin Street.)

ANNUAL GENERAL MEETING

The Annual General Meeting of the Riley Motor Club, Qld., Inc. will be held at the Brisbane Sporting Car Club rooms, West End at 7:30 pm Thursday 14th February 2008.

All positions will become vacant.

The first Ordinary General Meeting for 2008 will follow.

2008 Membership Fees

(except for those who joined in October 2007 or later)

became due and payable on 1st January.

Please forward your payment to Treasurer Ross Phillips ASAP.

Rejoining member \$35.00, Associate \$10.00

New member \$35.00 + \$15.00 Joining Fee.

Presidents Report:

Well, 2007 has come and gone, and a new year of really good Riley motoring lies ahead.

The first, and most important meeting is the AGM, and we hope for a good turnout, with all positions being declared vacant, so this is your opportunity to bring in some new talent for the future running of your Club.

At this stage I must thank last years Club officials, for a superb job well done. The past year has seen the Torquetube in its new format, and its availability via email. Well done Linden (being old fashioned, I like mine mailed), Jack Warr has continued to give his tremendous spare parts service, despite personal problems, still helped by Graham Mackay. Ray Burrows has the secretarial work well in hand as he has now for some years. Sheila as Club Captain, Ross as Treasurer, and Matthew as Registrar have survived their first year in these positions. Once more, thank you all.

This year our membership held up quite well, and I would like to formally welcome the following new members:

Graham Procter, Gympie
Peter & Denise Willis, Toowong
Graham Haak, Brassall
Ken Bell, Eight Mile Plains
Doug & Glenda Bowen, Mountain Creek
Jeff Harris, Minden

Welcome to you all to the Riley fraternity. Please note that all the Club Officers welcome any communication regarding the working of the Club, and offer their help and advice regarding your Riley.

This years National Rally is at Tumut in NSW, and it looks like a great turnout with around 10 cars going. Peter Young is organizing a route down for those who wish to travel together.

I look forward to meeting as many of you as possible at the AGM.

Alan Hill



All roads lead to Tumut at Easter for the **Roundup of Rileys 2008** and 73 Rileys are registered so far: ACT:3. NSW:27. QLD:12. SA:14. VIC:15. WA:2.

The NSW Club looks forward to welcoming all these fine cars and their crews to Tumut on Thursday 20 to Monday 24, March. Confirmation letters with Tumut street map and motel location will be mailed in February to all participants.

There is still some accommodation left and late entries are welcome. So if you have that entry form ready send it in, if you've lost it Email Lindsay Stephens at: editor.rmca@gmail.com and he'll be pleased to send you one.

Trip to Tumut:

Peter & Bonnie Young

A number of the Queensland contingent have indicated that they wish to travel to Tumut together, so we have developed the following itinerary and made appropriate bookings. If any others wish to join us, please let us know (mobile 0407 575710) or make your own bookings knowing where we will be staying.

Leave on **Monday, 17th March**. Meeting place for those of us starting out together is in Beaudesert, 10:30 am, BYO morning tea. In the park just past the service station on the left as you leave Beaudesert on the Mt Lindsay Hwy. towards Rathdowney (Gregory's Map 508 A 11). We will be stopping for the night in Stanthorpe so that a few folks from further north can catch up with us, hence the fairly late start.

First night at STANTHORPE, where we will all finally meet up for the rest of the trip. Approx. 260 Km from Brisbane

Boulevard Motel, 76 Maryland St, 500 m S of PO, Ph. 46811777

We will have 6 double/twins @ \$75; 1 DeLuxe @ \$85, 1 Family @ \$90 (for the 3 Jackson group); then we will have to place 2 couples directly opposite at the Apple & Grape Motel @ \$82.

Second night will be at GUNNEDAH. Approx. 460 Km.

Overlander Motor Lodge, 40 Conadilly St, 2 Km W of PO, Ph. 02 6742 2677.

9 double/twins @ \$88-50, 1 Family \$105-00 for 3

Third night in CANOWINDRA. Approx 407 Km .

The Old Vic Inn, 56 Gaskill St (main street) a very old heritage hotel with verandahs.

The tariff will be \$100 per double/twin (\$120 for 3) *but will include breakfast*.

We have also arranged a roast dinner in the restaurant of the hotel, price to be advised. (For those of you who check your accommodation books, these are all ensuite apart from the 3 which will be a shared bathroom between them)

Thence to TUMUT, a journey of approx. 250 Km.

All distances are courtesy of the travel section of RACQ, so will probably be fairly accurate.

This plan will give us all time in Tumut to admire all the RILEY's and chatter to old friends, but still have a rest and a shower before dinner.

We will see those of you who can make it to the next meeting, for those who can't we will have the full breakdown later.

Xmas Party:

The Xmas get-together at the Hill's saw the emergence of Alan's almost completed 1937 Lynx, looking superb. Here are a few photos.



Editor's Notes:

Well, it's the first TT for 2008 and the AGM is upon us. I had planned to break with tradition and produce a January issue, but it didn't quite happen. The articles I was going to write are still unwritten. Maybe this year.

It's good to receive contributions for the magazine, and thanks are due to Owen Williamson, Peter & Bonnie Young, and Murray Mitchell through Peter. Thanks also to all who contributed or made suggestions in 2007.

Brian Jackson had a problem with the brake set up on his recently acquired RMB – the internal stop in the master cylinder didn't function as intended if the hydraulic part failed. This is well worth checking. Brian's experience prompted the inclusion of the 1949 brake article (with the little men) in this issue. I believe one of them (Jim Robson) now lives in Tasmania and is a member of the Victorian Club.

Re the *Clubman* review of the RMB, I found the mag on eBay recently and bought it on spec because of the Riley review. I had never heard of the title before, but it is typical of the 'men's magazines' of the period (bit different to *Ralph*, *FHM* &c today). There is no indication of who the reviewer 'L.C.' is/was; but I do like his observations in the last paragraph.

Before Xmas, I sent off a bundle of last year's TorqueTubes to Victor Riley, who used to be such a regular visitor to National Rallies and who never failed to be a fund of information and pleasant company. In return, Victor sent the following letter, which I'm sure he won't mind appearing here:

Dear Linden

Thanks so much for "TorqueTube" issues, which I've thoroughly enjoyed reading. Pieces of fascinating history which you have included have had a resonance with me. During my annual visits I became acquainted with so many names who appear in your magazine. I greatly miss these visits.

I do hope you are keeping well and that 2008 will be a healthy and peaceful year for you.

Please give my warmest regards to yourself and your colleagues.

Victor

We miss your visits too, Victor.

On the Cover:

No, not a barn find. It's a glimpse of the Phillips' Nine, perhaps pondering what 2008 may bring.

Here is a review of the RMB that you probably haven't seen before – it is from the February 1952 issue of Clubman, The Entertainment For Men (not sure it sold in Australia):



The Riley 2 ½ - Litre

From the very earliest Rileys the characteristics have been the same : toughness, resilience, doggedness, endurance. The latest 2½-litre model has all these in-built qualities and in addition, is a fast motor-car, with a top speed approaching the magic three figures. A high standard of comfort is also provided. We are none of us so hardy as we were. Independent front wheel suspension with torsion bars not only assists this desirable end but improves road-holding and steering at high speeds. The rack-and-pinion method is now used for the steering layout.

The four-cylinder power unit has the normal Riley inclined overhead valves with the spark-plugs centrally disposed. Inlet and exhaust ports are designed to allow maximum flow for the gases. With 6.9 to 1 compression ratio, two specially tuned S.U. carburettors, the output at 4,500 r.p.m. is 100 b.h.p., a most satisfactory figure. The power is taken through a single-plate clutch to the four-speed gear box in which

second, third and top gear are synchro-mesh. Operation is by remote control lever in the well-trying sports position, conveniently under the left hand.

Firmness on the road is another most admirable quality of this car. If the need arises it can be, almost literally, thrown around corners with the minimum of fuss for passengers and other road-users. It is not surprising, when all these facts are given, to know that extraordinarily high averages can be put up without strain or discomfort. Main-road gradients have no effect on cruising speed; a slight extra pressure on the accelerator sufficing to overcome the increased gravitational pull. Under the hardest driving conditions water temperature remains reasonable and petrol consumption is not excessive at around 20 m.p.g.

Acceleration figures are impressive when one takes into account the very solid weight of nearly 29 cwt. Fifty is reached from rest in 13 seconds; sixty in 18.4; seventy in 27.1 and eighty in 38.8. A maximum of 67 m.p.h. is available in third gear indicating a most useful reserve of power in a crucial speed range.

Altogether it is obviously the vehicle for a person anxious and able to indulge in long-distance travel. To use it for town carriage work only is to fail to know it at its finest. A degree of prosperity is required to possess oneself of the Riley 2½-litre; the price being £1,491 14s. 5d. exclusive of heating or radio entertainment.

L.C.

More Magneto Problems – Riley 9 – 1930:

Owen Williamson (proud owner of a Riley 9)

It's Federal election time and the TV is blaring away in the big shed giving me a pain in the derriere. Who cares who wins? They all propose the same things and then do what they like when they get into power. So, the 'off' button gets a resounding thump and the Riley 9 still refuses to start.

"Got to be the spark or the fuel", an old mechanic once told me. So I flicked a coin and came up with heads. Not that it solved the problem, but the fuel system was the first thing to be checked. Tickle the twin SU carbies and turn the engine over half a dozen times and then pull a plug out to see if it was damp. Great, there was fuel on the plug. So, now to investigate the spark. The extracted plug was earthed, the engine rotated and not a spark to be seen.

Magnetos don't usually die, they just fade away. But, there was absolutely no spark to be seen or felt. Dead as a Dodo bird.

I have a comfy chair in my big shed with a foot stool that beckoned me to spend some time relaxing while I pondered this latest problem. Most of the world's problems have been solved whilst ensconced in that chair. Today was no exception. The grey matter on the point of cerebral haemorrhage pondered that the earthing wire on the maggie was connected to a small relay hidden behind

the dash board. Could the relay be faulty once again? Only one way to find out. Pull out the bench seat and hang upside down under the dash with a torch and mirror. Not much fun for a not so athletic grey army member.

Firstly, I had to make some staging to bridge the storage wells under the seat. Then the contortionist act began. Just getting into the car backwards, whilst trying to throw a leg up over the back rest and peering aimlessly at all the bits and bobs stuffed neatly under the dash was a real feat.

After a few fruitless forages into the wiring, I finally traced the ignition wires up into the bowels of the dash recesses only to find a tiny relay stuck to the top of the dash with double side tape and connected to some very flimsy wiring. Not the 15 Amp wire that I was more accustomed to. My tentative exploration of the relay had it fall into my open hand with one of the wires dangling freely in space. "Aha!" the backyard mechanic thought, "this could be the problem!"

By now my sacroiliac was giving me curry and the old neck muscles were starting to quiver with exertion, so I slide very ungracefully out of the car like a bag of spuds on to the cold concrete floor with a dodgy looking relay in my hand.

Where could I get a new relay at 4.00pm on a Saturday afternoon, but the ever helpful "AutoCheap"? They had a variety of relays but not one that was normally closed without the power being on. So early Sunday morning when I was out and about a "Dick Smith" shop jumped into my view and instantly became my saviour by providing the right relay at a very reasonable price.

After wriggling in and out of the Riley to access the dash while lying prone in a very vulnerable and compromising position I was able to re-engineer the whole system and rewire it to make future repairs or modifications much easier.

The grand moment came when all of the available family and friends were gathered together to witness the starting of the Riley. The starter motor made a most inglorious clanking sound and died on the spot never to utter another useful sound.

I made a lot of feeble excuses about bloody old English cars being cantankerous and shuffled the assembled crowd out of the big shed as I wept in my soup and cursed until the storm clouds started to gather.

I must admit, it was all a bit of a hyped up drama as it took me all of 5 minutes to extract the stuffed starter motor and put it in the Honda to drop off at my favourite auto electrician on the way to work.

24 hours later the reconditioned (and perfect) starter motor was refitted and ready to test the Riley to see if it would start. No big crowd this time to make me look a fool. Mr Lucas "Prince of Darkness" wasn't going to get me twice in one week.

The carbies primed, the battery charged, the starter motor in pristine condition provided the most perfect starting conditions possible. And start it did on the second turn of the motor!

Celebrations and air high fives all round with the imaginary crowd made the whole saga worthwhile. Just another little challenge thrown our way to be solved and enjoyed. Well, sort of!

Happy Rileying and he who never tried to ponder the vagaries of old English cars is probably very cash rich but very short on strange tales to tell their mates over a frosty ale.

20 Nov 2007



From Tin Can Bay:

Member Lois Archer has recently joined the Gympie Historic Auto Club so she can enjoy some local runs (we don't get up that way very often). Her Riley has obviously created a favourable impression up there as witnessed by this in a local paper:



ABOVE: Founding member of the Gympie Historic Auto Club, Graham Pettigrew cuts the club's 40th birthday cake.
ABOVE LEFT: NAN 912, a car with plenty of history behind it, on display for the birthday celebration.

Reprinted from the May 1949 *The Riley Record*, the official organ of The Riley Motor Club:

J. A. ROBSON and DAI
AGNOSIS

DISCUSS THE NEW GIRLING BRAKES

As we came to an extremely rapid and unwavering stop, my only comment was: "Good brakes certainly saved a nasty situation then." Dai, who was driving one of the new 2½ litre cars, agreed, and went on to explain that both the new Riley models are fitted with Girling hydro-mechanical brakes.



"What do you mean by hydro-mechanical?" I asked.

"Well, the system is designed to have a positive safety measure should anything untoward happen," Dai answered, "and the front brakes are operated by hydraulic means, whilst the rear are worked by rods."

"That seems fair enough," I said, "but what is the advantage?"

Quite an explanation followed, and I learned that it is much easier to operate front brakes by hydraulic means than by rods, particularly with independent front suspension. In this Girling system provision is made for full and automatic operation of the rear brakes, should trouble be experienced on the hydraulic part of the system. On the other hand, should the mechanical operation fail, then the car can always be stopped on the front brakes alone.

By now we had reached the Crown Wheel and Pinion, where Dai was greeted with derision because of the 2½ litre saloon. Still, as he pointed out, the Sprite had gone to a good home, and who could resist the present 2½ litre when finally it arrived?

"The poor chap must be going soft," they said, "Fancy changing a two-seater for a saloon."

As Dai explained, "sports car performance with saloon car comfort is really something," and then left it at that.

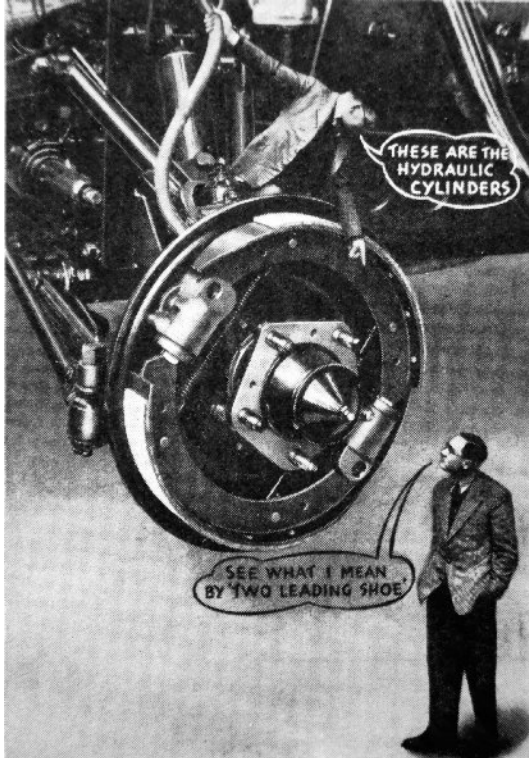
Two-Leading-Shoe

When we were seated in the bar, Dai elaborated further, and we discovered that his car was fitted with the latest two-leading-shoe front brakes. Incidentally, these brakes were highly commended in a recent road test by the technical press.

"In this system," he went on, "each front brake-shoe has its own operating cylinder, and the arrangement is such that the leading edge of each shoe faces the direction of rotation of the brake-drum. This makes for increased efficiency." After he had filled his pipe and it was smoking to his satisfaction, he went on: "The hydraulic cylinders are inter-connected by

means of a rigid pipe secured to the brake back plate.”

“According to books which I have read,” interrupted a Learned Type, “the greater braking force should always be applied to the front wheels. How is this feature incorporated on the Riley?”



Putting down his pint, Dai explained: “The hydraulic cylinder is not secured to the chassis but is actually part of the brake linkage. This means that when pressure is applied to the foot pedal the hydraulic part of the system begins to work immediately. Internal friction is then built up and the whole cylinder moves forward, applying the rear brakes via pull-rods.”

Erratic Braking

After this had been discussed at some length, a newcomer told us he had recently changed a master cylinder on his 1½ litre and since then braking had been erratic.

“What did you do?” asked Dai. “Did you make sure the pedal was against its stop?”

The 1½ litre owner looked a bit blank and Dai decided to tell us the schedule to follow when changing a cylinder.

“With the unservicable cylinder removed, lock both rear wheels by tightening the shoes against the drums,”

Dai said, “then attach the new master cylinder to the brake connection rod and make quite sure the brake cross-shaft is hard against its stop. It will then be necessary to adjust this connecting rod to allow 1/64 in. clearance between the fork end at the front of the cylinder and the clevis pin. Make sure also that the brake pedal is hard against its own stop, which, incidentally, consists of a plate welded to the chassis side member.”

After a pause, he continued: “I really must stress the importance of this 1/64 clearance, without which brake action will be erratic, and I suggest this is what is wrong with your own brakes.”

“I suppose the clevis pin must be a good fit?” our friend asked. “Yes,” Dai said, “and the pedal and pin must work freely in the slotted extension on the master cylinder; also do not forget to replace the split pin!”

At this point Sam arrived with more beer, and this seemed to set up a train of thought. “With the master cylinder removed, I suppose it was necessary to top-up the tank with fluid,” I suggested.

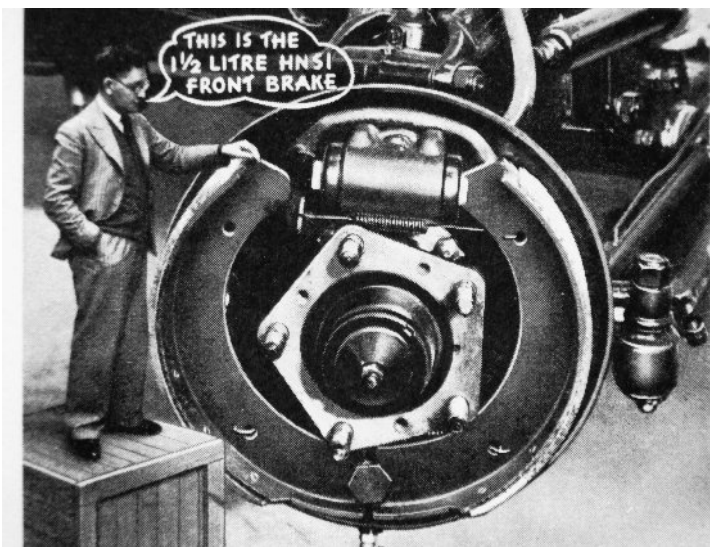
“Even more than that,” the expert interrupted, “because a quantity of fluid will be lost and also the new master cylinder will need filling. Let me stress first and foremost that only the crimson Girling fluid should be used, and if any difficulty is experienced with air locks, disconnect the pressure pipe on the master cylinder, block up the hole in the cylinder with your thumb and pump the brake pedal until a pressure of fluid is felt. Then connect up the pipe.”

We discovered that the level of fluid should be checked at this point and if necessary topped-up. The next step in the process is to move to the front of the car and connect a rubber tube to the bleed screw, slacken off the screw and get someone to pump the brake pedal until no air is observed in the fluid flowing from the tube.

“When this happy state has been reached,” continued Dai, “give six further strokes on the pedal, tighten the screw and remove your rubber tube. Make quite sure the tank is topped-up with fluid, but do not use that which you have just pumped from the system. It will contain air, and before use, should be left to stand for twenty-four hours.”

“Does it matter which front brake is used ?” asked the interested owner.

“Oh, yes, that is very important,” said Dai, “and the sequence is as follows: off-side, near-side and then back again to the offside. When you have done this, do not forget the dust caps.”



Here an enquirer wanted to know whether there were differences between the 1½ and 2½ litre brakes. “Yes there are,” Dai told him, “the 1½ litre is fitted with the Girling hydro-mechanical system, but uses the HNS1 front brakes. These brakes employ one hydraulic cylinder on each drum, but the trailing shoe, that is, the rear one, does not have a pull-off spring at the top. This helps to make the brake more effective.”

Routine

“Can you suggest a routine to adopt when checking a Girling system ?” asked a Seeker After Knowledge.

“For a start,” explained the Welsh Wizard, “check the system for fluid leaks at the master cylinder, wheel cylinders, pipes and various connections. At the master and wheel cylinders remove the rubber covers in order to check for leaks. If the brakes feel spongy in operation, this means that air is present and the system should be bled. Don't forget to clean the nipples before bleeding takes place.”

After a few more questions, we learned that strict cleanliness of fluid, containers and other parts is essential, otherwise grit will cause distortion of master and wheel cylinder seals, which in turn will affect the functioning of the pistons.

“One cause of brakes becoming stiff in action is dirt on the wheel cylinder plungers,” explained Dai, lighting his pipe with my matches, “and I also suggest a careful examination of the flexible tubing for possible cracks. It is also possible for the brake hose to be incorrectly set. The hose should leave the brake back plate at an angle of about 30° to the ground. If the angle is too great the pipe will foul the wheel rim and ultimately wear through, whilst at the other extreme it will rub on the attachment spindle for the swivel pin top bearing.”

The two halves of the master cylinder should also be tight and it is a wise plan to tighten the three screws should a leakage at the joint be apparent.

“A friend of mine,” I interrupted, “is troubled by water entering his brake-drums when he

travels over water-bound roads. Is there any method of overcoming this ? I have suggested that he fits a deflector.”

“Obviously the easiest thing to do,” said Dai, and I felt quite small, “ is to drill a hole in order to let the water drain away. The official way is to drill two 3/16 in. holes under the anchor pin in the backing plate flange. Elongate these two holes so that you have a slot approximately ½ in. long and water will drain away. Dust will also be expelled and, taken all round, this is a Good Thing.”

An Unusual Question

Just as Sam, the landlord, was calling “Time,” another Type interrupted: “On my car an initial application of the brakes means a long pedal travel after which normal travel is necessary. If, however, a short time is allowed to elapse, say, five or six seconds, then a long travel is again necessary, producing good results if the pedal is again depressed immediately. I might add that my passengers find this pumping action quite upsetting !”

“The answer,” replied Dai, with but a moment's thought, “is the master cylinder is not recuperating correctly, and this may be due to dirt in the unit. I suggest that if the hydraulic cylinder be changed, your troubles will vanish. Make sure also that the 1/64 in. clearance, which I believe I have mentioned before, is present, and also the pedal is a free fit on those slotted jaws.”



From Australian Motor Sports, August, 1951:

W A N T E D

BROOKLANDS RILEY wanted, must not be too expensive.
I have £80 as deposit. Reply to Macpherson, 5 Jaques Ave.,
Bondi, N.S.W.

A 'right here, right now' Wanted Ad:

'WANTED TO PURCHASE'

Riley RMB or RMF in very good condition. The right price paid for the right car. Contact Derek Hills, Victoria. Phone (03) 9338 5828; mobile 0422 381 641 Email beebon@dodo.com.au

The following article was forwarded by Peter Young:

WARNING The modifications described are almost certainly illegal in Queensland unless prior engineering approval is obtained. Consult Queensland Transport (web site www.transport.qld.gov.au ; look for Light Vehicle Modifications under the 'Safety' tab). They have a booklet *Motor Vehicle Modifications* describing what is required. **LT**

FITTING POWER STEERING TO A '52 RMB:

Murray Mitchell (N.Z.)

The main points to remember are:

1. Just because your RM has heavy steering don't sell your car because of it.
2. Fit power steering to your RM and enjoy your car with fantastic motoring.
3. If you wish to remove the unit you only have to undo and remove the platform and shift the track rods back to the original position. Should the power steering unit fail while driving you still have the original steering although it will be a little heavier than original.
4. You need patience and a lathe or a good friend with one who has some engineering skills.

Once you have all the parts together and mounted on the platform it takes about 3 hours to install. The cost was just under NZ\$1000 for steel and all parts. This does not include any engineering costs or the hydraulic plumbing, the latter about NZ\$400.

We used a 1982 Corvette Power Steering Slave Cylinder (Ram) along with a Corvette Power Steering Control Valve. You must use this ram so you can get the right amount of travel both ways in your steering.



The above parts are available from eBay.

Basically you are making a new steering rack to sit in front of the present rack with the track rods being shifted to the new rack. To make it work, a rod will connect one of the eyes on the old rack to the control valve.

- A) We made a flat platform(100mm deep, 600 long x 8mm plate) to sit just forward of the original steering rack. This fitted hard up to the chassis

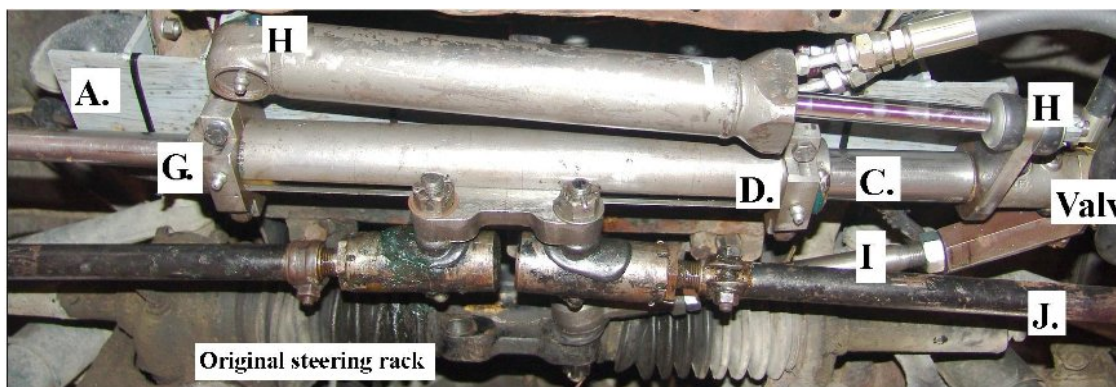
with welding 4 gussets (100x65x8mm) to support it and was bolted to the chassis with 8 bolts. Just remember the gussets when welded are not dead square so tack them and try a fitting first before final welding. This platform was to hold everything, the new steering rack, ram and valve, etc.

- B) You will need the following Riley parts (numbers as per workshop manual) otherwise you will have to make them:
- 1x No 9 Track Rod double eye.
 - 1x No 51 Steering gear
 - 1x No 52 Steering gear housing.
- C) Unscrew the steering gear and make a new rod (330mm in length by 35mm) and thread it to replace the actual gear part as eventually this rod will hold the bracket to take the ram end and the control valve. This means you will now have a solid shaft with the track rod double eye in the centre.
- D) Take the steering gear housing and cut off one end so you are left with the housing with a slit through the centre from one end to the other.
- E) Make 2 bearings (one each end) to fit inside the housing to hold the steering rod. Naturally include grease nipples and lock the bearings into the housing etc.
- F) Thread the other end of the new rod (approx 50mm) you have made (C) so you can screw on the bracket to hold the ram end and the control valve (after you have fitted it inside the housing). The block 150x60x20mm for the ram end is made to screw on the rod, then the control valve screws on after and is locked on with its own bolt.
- G) Make 2 saddles to hold the new rack in position on the platform. These are bolted through the platform with extra support on the other side of the platform. As a matter of interest the distance between the 2 saddles is 315mm.
- H) Weld a block on to the top of the platform (150x50x20mm) to take the end of the ram. The other end of the ram is threaded and bolts onto the bracket you have made on the rod that holds the control valve.
- I) Make an adjustable rod to go from the original steering eye to the control valve. (This makes the valve work either way). This is tricky, however we made a block to fit on the control valve stem and then threaded the rod to fit into the block. Be careful as the angle is hard to get right.
- J) Shorten the track rods by 10mm to give more adjustment, if needed. Now fit them to the track rod double eye on the new rack on the platform.
- K) Obtain a power steering small pump and mount it wherever you want etc. I mounted it on a bracket onto the front of the motor (engine support block) and it is driven by the belt that drives the fan.

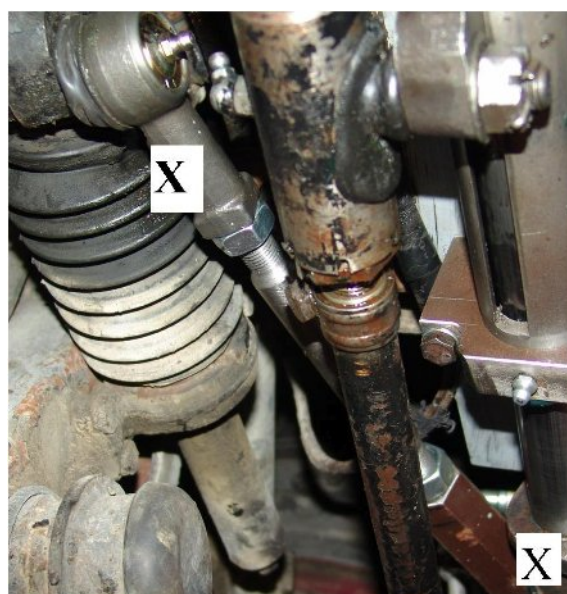
- L) If the pump does not have its own reservoir, mount one somewhere suitable.
- M) The actual plumbing so to speak was done by a hydraulic company who specialise in hosing etc.

Now I really enjoy driving my RMB as it is a real pleasure. I take no responsibility if you bugger things up but mine works fine based on the above notes. Good luck! I hope this gives you some help if you are thinking of a conversion to **POWER STEERING, IT CAN BE DONE.**

Don't ask me what the overall cost was because this depends on whether you can do the work yourself. But I will say I still have both my arms and legs.



A. Platform. C. New rod holding ram bracket and control valve. D. New shortened steering gear housing. G. Saddle to hold the new rack. H. Ram holding bracket. I. Adjustable rod from old rack to control valve. J. Old track rods slightly shortened and fitted to new steering eyes.



X. Rod as explained at I from original eye in steering rack to the control valve.



Photo from rear showing ram mounting bracket and control valve screwed onto the new steering rod as described in C.

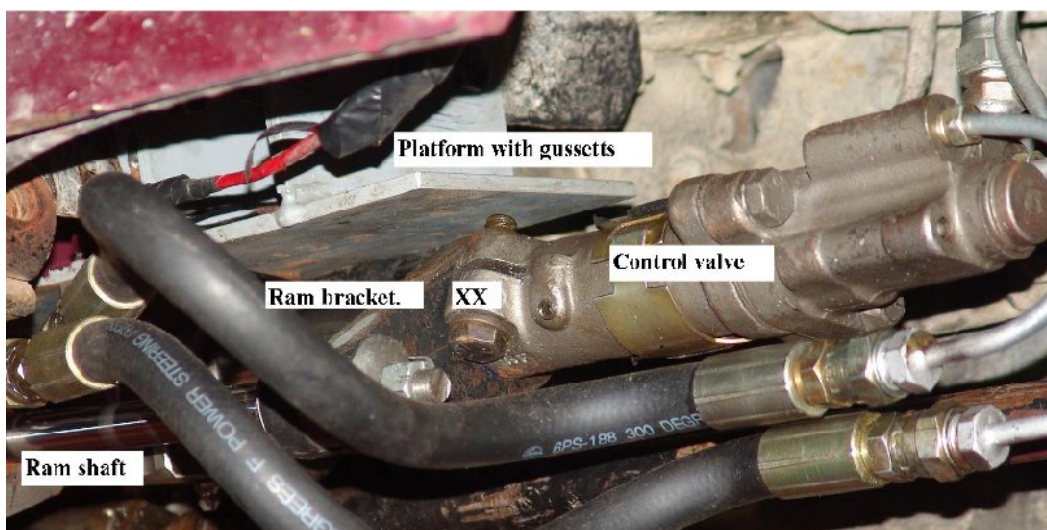


Photo from front right showing close-up of valve, ram bracket on rod as described in C. This bracket is screwed onto the rod, followed by the control valve which is also screwed on and clamped by bolt XX.

How About That?

Linden Thomson

I have bought and read the U.K. *Octane* magazine since its first issue. It's a sort of upmarket Classics motor-porn magazine, but not as Pebble-Beachy as some, that has well-illustrated, well-written articles on interesting cars, many of the sporting variety. They are not the sort of car I could ever aspire to own (after all, as a Riley enthusiast, I would qualify for the the "lower income section" of the Vintage Sports Car Club if I lived in the U.K., according to the late Dennis Jenkinson.)

So imagine my surprise to find in the January 2008 issue, a one page article in the section on cars of the *Octane* production team featuring the car in the photo:



Photographer Mark Howell is constructing a Ford-Riley hot rod, based on a 1959 Ford Popular and a 2½ litre Riley motor. In describing his project, Howell writes:

I love American hot rods but I'm not American, and the idea of building a British special-inspired hot rod fascinated me. if Britain had invented hot rodding this is the sort of thing we'd have built.

The crux of the project was always going to be the choice of engine. It ... had to be visually and technically interesting. Once I'd discovered the fantastic-looking 1950s 2.5-litre Riley four (100 bhp and c140 ft lb of torque) the decision was made.

Let's see how the project progresses. Hope he's had some good advice about big ends and sludge traps!

CC NEWS..... January 2008

QUEENSLAND TRANSPORT: Issues raised with Queensland Transport which Combined Council considers not fully resolved.

1. Week-end use proposal
2. No stamp duty on sale of veteran vehicles & later SIVS vehicles – *(QT agreed in principal but Treasury was opposed to the idea)*
3. No Road Improvement Fee for SIVS registration (See b. above)
4. Bus carrying passengers >5KM
5. SIVS drivers must remain members of recognised vehicle club. *(QT changed wording to 'should remain')*
6. Vehicle Identification Numbers stamped on (veteran) vehicles. VINs issued on paper and have to be carried in the car at all times.
7. Policing / reporting of non compliant SIVS use. *(We now have a procedure for clubs to provide information to the Combined Council in writing. The Combined Council is then to contact QT. The problem is there is no feedback.)*
8. Family members for weddings etc. Expand to include nieces & nephews *(we did have a win to include grandparents and grandchildren.)*
9. Special case for significant weddings etc. *(eg couple were married in a 1928 Dodge and would like to travel to their 50th wedding anniversary in a similar vehicle)* that the Combined Council be given the authority to issue special permits for such events Combined Council to report numbers to QT.
10. Printing the SIVS Book – *(QT advised not enough demand for it – use the Web)*
11. Speed or lack of it - updating the SIVS book online
12. Standardise Dating Certificates
13. Cheaper Registration – *(Ongoing, raised several times, no progress, suspended by Combined Council until week-end proposal resolved)*
14. Free registration for veteran vehicles.
15. Regular meetings with QT staff who are up to date on issues
16. Problems with new registrations on >30 year old vehicles which do not have proof they have been registered before.
17. Option of availability of square number plates – *(QT – PPQ advised that Combined Council Clubs would need to confirm a minimum order of 250 at unknown price to start process).*

NATIONAL MOTORING HERITAGE DAY– a salute to Australian motoring.

All Clubs are again asked to consider volunteering as a **host club** to organise a regional or area event for National Motoring Heritage day on 18th May 2008. Combined Council will help publicise the events. With a number of clubs organising events in each region and with members of other clubs invited, the Old Vehicle Movement will get excellent publicity. Flyers are available for clubs organising events.

Publishing Combined Council News: Combined Council delegates recommended that club magazine editors publish edited versions of CC News or the Combined Council minutes in club magazines. Clubs are also asked to

publish details of the Combined Council calendar in their magazines or newsletters.

Combined Council Trophies: The Combined Council at the January meeting voted to donate a Combined Council trophy to all clubs holding an overnight invitational rally (and open to members of more than one Combined Council affiliated club). The club can decide to whom the trophy is to be presented.

Combined Council Rally: Entries have been pouring in for this year's Combined Council rally in June. If you want to enter get in fast, the limit is 150 entries and there are already 117 entries for this year's event. Contact Rally Secretary Richard Egglefield 32073733 for rally entry forms.

PLEASE NOTE – Next Bi - Monthly General Meeting Thursday 27th March 2008

Combined Council are now holding bi-monthly general meetings (odd numbered month) with the Committee meetings on the alternate month (even numbered month).



RACQ Combined Council Rally - 2008
Bayside Vehicle Restorers Club

DO NOT MISS THE RACQ CC RALLY - IT WILL BE THE BEST CC RALLY EVER

The 2008 RACQ CC Rally starts with a Friday night welcome Fish & Chip dinner by the bay at Wellington Pt. **Saturday** - Registration & M/tea then a drive before being transported to a sub tropical island for lunch. A 30's themed Dinner will wrap up Saturdays activities. **Sunday** - Starts with a cuppa followed by a scenic drive, to morning tea. Then on to picnic lunch and a short afternoon drive finishing at a winery, before entrants freshen up for the CC Rally Dinner. Dinners catered by award winning chef. **Monday** kicks off with breakfast followed by an interesting drive to historic Ormiston House for M/tea, an optional house tour while the vehicles are displayed on the lawn as we enjoy a farewell BBQ lunch.

It's our clubs 30th Birthday Anniversary.

Plan to spend the 6-9th of June 2008 (Queens Birthday) weekend with BVRC.

HERITAGE MOTORING – IT'S A HOOT
 A promotional initiative of the BVRC & QCCHVC.
 Identify the too typos, in this flyer - Enter the RACQ CC Rally and win a substantial prize!

June 6-9th 2008
Queens Birthday Weekend
RACQ Combined Council Rally
 Visit: www.baysideclub.org.au
 or Write to Bayside Vehicle Restorers Club
 P O Box 59 Cleveland 4163
 Phone 07 3207 3733
 For more Rally Information or a Rally Entry Form

BAYSIDE VEHICLE RESTORERS CLUB
 Be unstoppable
 Upgrade to RACQ Ultra Care

RACQ
 Wouldn't be with-out them

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