



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

May 2007



The Phillips and Leppard (SA) Nines at Naracoorte.

Next Meeting: 7:30 pm Thursday, 10th May
Queensland Sporting Car Club
206 Montague Road
West End 4101

Editor: Linden Thomson (07)32696426 0419175083 lindenthomson@optusnet.com.au

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 12th April 2007.

Meeting opened by Secretary Ray Burrows at 8.05pm with 15 members and guests present.

Apologies: Alan & Sheila Hill, Ross & Dianne Phillips, Brian & Lyn Jackson, Linden & Del Thomson, Peter & Bonnie Young, Matthew & Gloria French, Pat & Betty Elliott, Robin Hull, Ken & Wendy Lonie, David Schoch, Dick & Earla Self.

Minutes from previous meeting:

Moved, Gary Britton and seconded by Graham Wilson that minutes be accepted. Carried.

Business arising from minutes:

1. Nil

Inwards correspondence:

1. Membership fees from Roger & Margaret Bishop, Oak Valley;
2. Membership fees from Mr Phillip Wylie;
3. Membership fees from Mr Neil Walter;
4. Letter from Vantage Star Cars;
5. Invitation from Buick Car Club, Auto Spectacular, 29 April 2007, Cleveland Showgrounds;
6. Invitation to All British Day, 23rd September 2007, St Joseph's Sports Grounds, Tennyson;
7. Invitation to Bundaberg Canefields Classic Rally, 5-7 May 2007;
8. Letter from Australian Historic Motoring Federation, National Motoring Heritage Day, 20 May 2007;
9. Combined Council Minutes, Club Events and Swap Meets;
10. Copies of Riley Rattles, Riley Gazette, All British Classic Car Club Newsletters, March & April.

Outwards correspondence:

1. Membership application to Roger Bishop, Oak Valley;
2. Membership Application to Mr Bruce Walter, Mitchelton.

Moved by Dorothy Cameron, seconded by Ray Perryman that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report December 2007:

Nil

Club Captain's Report:

As per previous Newsletter.

Spare Parts Report:

Jack advised the meeting that David Bayles has his Pathfinder up for sale. Asking Price is \$2,000.00. David is moving house and will not have room for the Pathfinder. Telephone (02) 6732 1076.

Registrar's report:

Nil.

General business:

Graham Wilson pointed out that Clark Rubber has a source to make any car rubbers. Their Internet site is www.clarkrubber.com.au But you would have to ask at the counter as they check another source www.spectrumrubber.com.au. This last site can be accessed directly and they have a computer list of vehicle rubbers from which a replacement can be made.

Phillip Wylie asked members if they had any old woodwork from which he could manufacture replacement pieces for a 1949 which he has purchased.

Secretary's Email: Red_Path@bigpond.net.au

Meeting closed: 8.45pm.

Next Meetings:

Thursday, 10th May 2007

Thursday, 14th June 2007

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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

President's Report May 2007:

Well, those Qld. members who went to Naracoorte for the National Riley Rally should all be safely home, and ready to regale you all with what a wonderful time we had. Most cars behaved really well, with only one returning on the back of the dreaded car transporter. A fantastic turn up of 102 entries helped make this a memorable rally, and our team was adjudged to have won the Con Rod trophy. A full report should appear in this issue of the Torque Tube, but I must complement Bev Wilson and her committee for a superb effort.

Next year is the turn of NSW, with the rally to be held in Tumut, on the edge of the Snowy Mountains.

Just a reminder that Ross Phillips is now fully installed as Club Treasurer, and the few membership dues owing should be sent directly to him.

Alan Hill



Club Captain Sheila and President Alan in celebratory mood recently. But where was the picture taken?

(See later in Torquetube)

Club Events Programme:

MAY: Sunday 20th

Sunshine Coast Vintage & Classic Car Show

Meet at BP Burpengary to leave PROMPTLY at 8:15 am to go to Quad Park, Nicklin Way, Kawana (UBD page 90 G5) to assemble at Park by 9:00 am.

Driver and one passenger \$5, extra adults \$5, children under 14 free. Food stalls available or take a picnic. Jazz Bands, Dancing, Entertainment for all.

There is a web site www.mooloolabacarshow.com with more information, pics from 2006, and an on-line registration form.

JUNE: 9th, 10th, 11th (Long weekend)

Combined Council Rally at Caboolture.

Organized by Classic & Historic Automobile Club of Caboolture Inc.

Nomination Forms (which must be returned to the organizing Club by 18th May) are available from Secretary or Editor. No late entries accepted.

Five cabins have been booked at Caboolture Cabin and Caravan Park, three taken already. First in best served (contact Secretary Ray), or find your own accomodation. Note this is a very busy weekend in Caboolture area.

JULY:

HEEELP need volunteer – Club Captain away!

(Ed. Note: I have put hand up! Will be in Gold Coast hinterland.)

AUGUST:

Vist to Jeff Jones at Scarborough.

SEPTEMBER:

Botanix at Wellington Point is a garden centre with a great licensed restaurant. More info later.

OCTOBER: Saturday 13th

Maidenwell Astronomical Observatory, staying overnight at Pub (3 double rooms at \$40 per room) or Bunyip Springs Farmstay (has Cottage with 3 rooms – 2 double, 1 twin, and Lodge with 2 queen rooms, 3 singles in sleepout).

Other Motoring Events

MAY: Sunday 27th

M.G. Car Club Cavalcade of Classic Cars at Sirromet Winery, Mt Cotton. See letter in this issue.

SEPTEMBER: Sunday 23rd

All British Car Day at Tennyson.

Swap Meets

MAY: Sunday 20th

Gatton Swap. \$4 per head, includes moming tea. Details from Robin Lamb 07 5462 4600. Let them know for catering.



Patron: Dick Johnson

President: David Miles

Secretary: Elaine Hamilton

The Secretary,
RILEY MOTOR CLUB QUEENSLAND Inc.

Dear Sir / Madam,

The MG Car Club and Sirromet Winery are conducting a "Cavalcade of Classic Cars" at the Sirromet Winery, Mount Cotton, on Sunday, 27th May, 2007.

This event is hoped to be the beginning of an annual classic and thoroughbred motor car display at this magnificent venue and, it is anticipated, will grow in stature and prestige to become, in the words of Terry Morris, "Australia's Pebble Beach." Along with the car display, it was planned to have a classic and historic car sprint in the grounds of the winery but it has not been possible to finalise these plans for this year; however, the intention is that this will happen in future years and will provide the Redland Shire with a major event.

It is my pleasure to invite the RILEY MOTOR CLUB QUEENSLAND Inc. to support this concept, by placing it on your calendar and urging as many of your members as possible to come along to represent your marque at this inaugural event. This year, we will be using the event as our annual Concours; you are welcome to do the same, the choice is up to you. The important thing is to attend as a club so that this event can quickly satisfy the aspirations of all those involved in its conception.

The event co-coordinator is Mr Bill Ferguson who will be able to give you more details of the event. His contact details are: phone 0429 027 599, email billenf@bigpond.net.au.

Yours faithfully,

David Miles

Editor's Note:

This issue contains, naturally enough, material relating to the recent National Rattle of the Rileys in Naracoorte, South Australia. I hope you enjoy reading the words and looking at the pictures. Thanks to Ross P. for his entertaining compilation covering his and Dianne's recent travels. You may even enjoy reading of our hard learnt lessons . I haven't drawn out the corollaries now, I need some time to quietly contemplate all the issues involved and consider the implications. I have to rebuild an engine now, and I want to make sure that evrything will be done absolutely correctly.

Arthur Rizzo must have done a lot of things correctly fifty and more years ago. The description of his second Riley Special is included in this issue, and I have found some more material for future issues. I have volunteered to organize the July run in Captain Sheila's absence, and I hope to have a meeting with Arthur as a feature of the run.

Since I won't have Riley wheels for a while, I'll have to rely on you for contributions on coming events. Volunteers, please.

Happy Rileying

Linden Thomson

Invitation

The Members of the R.M.C.A. (NSW)

Extend a warm invitation to everyone in

The Australian Riley Community

to join them for

The 2008 National Roundup of Rileys

at

TUMUT NSW

on

Easter Weekend, Friday 21st to Tuesday 25th March 2008

(Booking Forms will be distributed in September 2007)

2007 NATIONAL RATTLE OF RILEYS plus WHEN WE WENT**TO THE "HISTORICS" AT PHILLIP ISLAND plus WHEN WE****WENT TO THE AUSTRALIAN GRAND PRIX** (all rolled into one)

Editorperson asked if I might prepare an article on our visit to P. I. And the A. G. P..... yep. Should have been done for the last n/l....."who's going to do a report on the rally?" I volunteered.

Queensland Riley Club won the Conrod Trophy for 2007 at the rally!! With some of the mistakes we made, I did wonder how that could have come about....the others must have been bad. I did also wonder if the rally judges were good at their sums at school....upon a revision we might have to give it back.

Back in March, Dianne and I zoomed off in her little car to Victoria having decided to enjoy the historic racing. We knew some of the competitors from Qld. and this makes the racing more interesting following their progress or otherwise. The local historic scene is good to follow, but the southern states events provide a bigger range of cars, bigger fields in the events etc. It didn't disappoint. I have never been into "hero worship", but I was a fan of Norm Beechey and the Neptune Racing Team way back, and he was the patron of the meet. Previous notables of the early touring car championships have maintained a high profile, but Beechey has seemed to shun the limelight. He claimed at Phillip Island that he was so surprised to find so many people including the younger enthusiasts were interested in his exploits, he was quite emotional. Bob Jane was there too. Norm led the Group N touring cars onto the track in his favourite Chev Impala.....

The Riley specials of John Virgo and Geoff McInnes were there in Group Lb racing. Dianne and I went down to the end of the main straight to watch them into the right hand "Doohan Corner" and then the "Southern Loop". Very interesting...the different lines taken into the first corner to set themselves up for the "two apex" left hander. Too scary for us. The Queenslanders we visited were happy with their efforts...just to race at Phillip Is. was enough of a buzz.

To tour the pits was a treat. There was something for everyone. The Group J and K cars, mostly specials, made from '30's Ford V8, Dodge, Chrysler, Plymouth etc. through to the Maybach and two Lago Talbots, I nearly wet myself over those! ENOUGH on this subject, onto the next....

We had a week to fill in before the Grand Prix. Program the "Sat. Nav." and we were onto the Great Ocean Road in no time. Visit some of our favourite little towns/villages we make our pilgrimages each time we're in Vic. and back to Melbourne. Touring the backblocks, it's as dry as buggery. Probably worse than home!...when we were in Ballarat and visited the gardens, Lake Wendouree (or however you spell it), a huge lake, bone dry! In fact, the week before, they had a charity walk and trekked right across the middle....Into inner Melbourne, the "Sat. Nav." worked a treat (sort of) and here we are in Little Bourke Street....in earlier than need be, so off to Cook's cottage, another favourite place....I could live in it, no trouble.

Walk to the tram stop. Wow, can Melbourne shift people in a HURRY? You bet it can...a tram to the Albert Park Circuit every two minutes!!...there's no line up, the people move onto the tram stop, the tram fills and it's gone. A commentary on which gate is next and

your ticket suggests which is the most appropriate gate for your grandstand seat allocation on that particular day, and presto, you're there. Most impressed. They must have plenty of practice in shifting those thousands of AFL fans each week.

Friday, grandstand opposite pit lane! Names in front that you only see on TV coverage...who got us these seats? Dianne was given this G.P. Package for two as a bonus and she took me along...isn't she nice?

I have come to the conclusion that Formula 1 cars just go TOO fast. I am sitting in the straight, I hear the car come through the turn, and it has gone past without my seeing whose car it is!! Your eyes can't focus quickly enough to follow the car through. The sound gives you goose bumps. They rev the car until the limiter comes on and then change gear. I think I heard right when they said it was set at 19,000. Unreal eh? Next day, we were at the grandstand near the hairpin. The cars had to slow down (I use the term loosely) and you can see the car and driver briefly and see them do some work to get around the corner. The cars all look the same to me, with only the colour combinations to differentiate. An excellent commentary and huge screens keep me informed as to what is happening. Ear plugs are a necessity and are sold at the entry gates. Heaps of Corporate Tents etc. etc. etc. are repeated over the park. I can understand when people can go to the Grand Prix all weekend and NOT see the racing. I was interested in the food stands from time to time...again, no lineups...mostly pre-prepared food, and good stuff, no junk foods!, up to the counter – wham, bam, thank you ma'am, pricey though. ENOUGH, no, must tell you about getting out...on the Sunday pm there were 105,000 people (I counted them) TV report said, and those trams were lined up and we were whisked away back into the CBD with the only hold-ups the trams in front of us. ENOUGH, off to the Rally (we call it a rally, S.A. can't 'cause of their insurance providers).

A quick trip home from Vic. Load the "9" onto the trailer ready for the trip to South Australia. I cop some flak about trailering the Nine...like I've said before, no roof, no windscreen, no way...must admit though, I like the air-con, comfort and room for bags etc. and an easy drive.

We really appreciated the farewell from Macleans Bridge park...special thanks to Betty & Pat E. for the trouble you went to. Pity you chaps were not coming on the trip, could have done with some of your special brand of humour. Most had an uneventful trip...our only real test was reversing the trailer into the motel carpark. Must say that motel people went out of their way to accommodate the car and trailer with NO dramas. I said most of us in reference to uneventfulness. Linden & Del T. endured the pain of "dead car" syndrome and the associated problems of hiring of another, arranging for transportation of the dead one, delays catching up with the mob etc. etc. An interesting aside on the way to Horsham in Vic. Linden some time ago was playing on E-bay as he is wont to do, and purchased a "Thomson" car engine (it has the name cast on the side). The only one of its kind. I won't go into the history of the piece, he can include the details in a future T/T. Anyway, having heaps of space on the back of the ute we picked it up...fixed head, two cylinder two stroke with rotary valve and is now safely back at the Thomson abode. Expect to see an unusual coffee table some time....

At Naracoorte now. Mob had cabins in local caravan park – walking distance to venues... Reasonable size town, appears well looked after, and has all necessary amenities, difficult to get lost although a threesome in one Riley excelled, came into being around 1845 with grazing properties and grew from the usual humble beginnings.

Rally happenings similar to the usual routine although differing in that the welcome dinner was on the Thursday night with participants left to their own devices on a couple of others. I feel the organizing committee made a rod for their own backs by extending it over extra days. Though good to see trying new ideas. The S.A. Club is certainly a bunch of friendly ones and keen to make visitors welcome, well done. And prizes galore, they must have had many sponsors and a very good P.R. rep.

The gathering point for the cars became an eyeopener. 102 entrants, not all with cars, but the biggest rollup of prewars I've seen...fourteen "9"s....!! Plenty of 12/4s, at least one 6 cyl., lots of RMs and the BMCs were mainly One Point Fives! Quite a spectacle with them all in one place.

As I pointed out, the Qld. team of Hilly, Jacko and me wrested away the Con Rod Trophy from whoever had it last time!...Goodness knows how! Unusual way to do it though..instead of having a time set aside for a large competition, small tests were conducted at the various venues visited. Those participants arrived first and had their fill of the morning teas etc. before going on to the tests...good idea...I did increase my waist size whilst on the rally....

We visited historic buildings, wildlife habitats, pretty little towns and had detailed instructions on how to reach each venue. Good to see Rileys all going ONE way most of the time. A little hiccup one morning with many following the leader without referring to the instructions. We also visited the local cave complex and the bat colonies to witness their nightly egress from their roosts. If you are ever down that way and plan to see such an event, check with me first and I can advise on the best course of action.

A fun rally and great to catch up with an ever growing number of friendships and people with whom it is good to spend time. One such chap from Vic...we look forward to throwing insults at one another and he pointed out we now have twelve months to think up more! We caught up with Doug McPherson, you know that chap that was in our Club some years ago (*and still is – Ed.*), purchased a 2½ from Gordon C.? It now goes...we like to think that we moulded him here in Qld. ready to go forth and join other Riley Clubs....good to see him again. He pointed out to me that I was the first person (our 'phone is listed for Club details) that he ever spoke to re joining the Riley clan....I wondered later if he blames me for all the monies he has spent playing with his increasing stable of cars??

How long is this saga going to go? Quickly then....we left Naracoorte for Cape Jervis...it's pronounced Jer NOT Jar....a couple of overnight stays and on to the boat for Kangaroo Island (this isn't part of the rally, just an extra little tour) and onto the bus for a guided tour. No driving, sit back and be shown all manner of things....extracting eucalyptus oil from the shrubbery, making sheep dairy products, seals, sealions, more caves etc..two days and back on the boat...Good to see. If you are planning a trip to Kangaroo Is. check with me first and I can advise on the best course of action.

From our accomodation in Cape Jervis, we went our separate ways and made our own plans for the home journey.....and obviously we made it.....



Cheers, R. P.

Things You Learn The Hard Way

Three cylinders are all you need

There are a number of corollary hard learnt things to this statement based on our recent attempt to drive the 2½ to Naracoorte for the Rattle of the Rileys (not a great choice of title, since it became literally true in our case). I won't go into the background, but we left with a recently fitted engine that performed satisfactorily on the Landsborough run and several trips to Samford. During final preparations the day before departure, I decided to replace the coolant water with Radicool, and found partial blockage of the radiator tubes, so spent quite a few hours (until the wee small ones, actually) running radiator cleaner and backflushing the core. Since the temperature gauge had not read more than 70° at any time other than after engine shutdown at the end of a run, I hoped we would have no trouble.

Because of this late night activity, we missed the departure rendezvous so decided to zoom down the New England Highway to catch up with the group at the first overnight stop in Armidale. The car pulled strongly up Cunninghams Gap in top gear, and showed no signs of overheating, so I felt reasonably confident that we would have no trouble.

The next day, en route to Molong, we stopped for lunch in Werris Creek, after which the car wouldn't start (flat battery, found next day to result from undercharging due to dirty regulator contacts and a constantly running electric fan due to sticking thermostatic switch points). Attempts to jump start using Brian's battery failed, so after a couple of trips from Quirindi, the NRMA man sold me a new battery (I kept the old one because it tested okay) and we were on our way, again a few hours behind the rest. After a good fast run with all gauges normal, we filled with petrol at Wellington then drove slowly back to the park in the main street for a toilet and coffee break. Engine off and what's this? – steam!! Temp. gauge only says 75°! Refilled radiator and motored on to Molong.

Next morning, Brian sorted the regulator points while I back flushed the radiator again. Then it was on the road again, in a small group with the Jacksons and Frenches, Thomsons in the van. After a few hours, we stopped for smoko and I was told I hadn't gone over 80 kph though my speedo had read 65-70 mph, so for the next stage we were followers, at a somewhat higher speed. We then became detached when we took a toilet break and travelled on solo to Lockhart where we expected to meet the rest for a late lunch break, but they had diverted to Wagga Wagga. We stopped in Lockhart to be greeted by steam again! Refilled radiator and carried on, thinking we were behind the rest, but by this time I was apprehensive about the state of the white metal (poured big ends) and thought I could detect the beginnings of a rattle. Remember I'd heard one less than twelve months previously on the way back from Maryborough (also back in the '60s in my first 2½). So we drove at a fairly

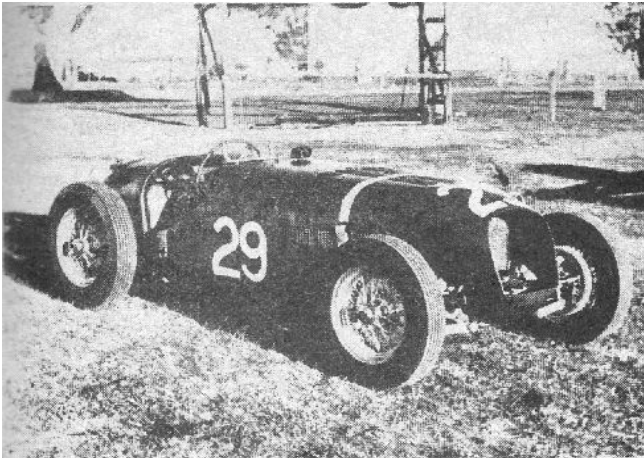
sedate pace until, mid way between Lockhart and Urana (check your map) just at the end of some road works, it was time to switch off. Of course there was no mobile coverage there. One of the road workers thought the supervisor had a CDMA phone and would ask him to call for us, but we didn't see or hear from him again. A couple of vehicles drove past without slowing, so what to do? I started the motor and by pulling plug leads determined that no. 4 had the rattle, so removed the plug and the lead from the distributor, and restarted the motor. Apart from the loud choofing, the motor ran quite well and surprisingly smoothly so we set off for Urana, and hopefully a public phone, at a steady 60 kph.

Arriving in Urana around five o'clock, we found the Post Office and public phone and called RACQ (still no Optus coverage) to activate Ultracare. Because we were in NRMA territory, this required some ping-pong calls and while this was going on, the rest of the group were spotted driving through the next intersection – we weren't behind, we were in fact ahead! Some very vigorous running, jumping and shouting attracted the attention of the Frenches in the Rocky, so we had some company for a time while we waited for the tilt-tray from Narrandera (check your map). This at least meant that the rest of the group would know what was happening.

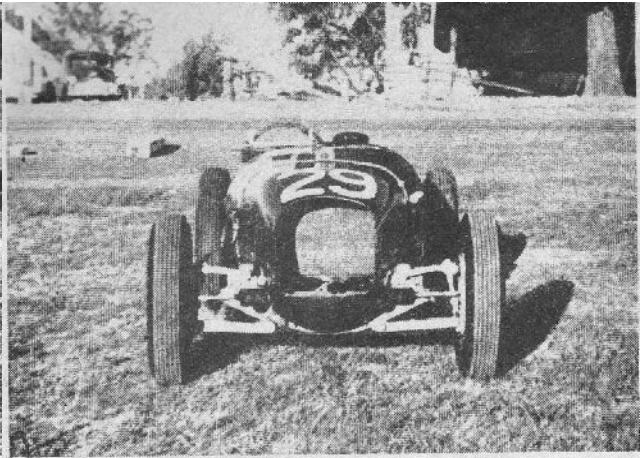
The NRMA tilt-tray arrived a couple of hours later (they cover a very large area based on Narrandera) and we arrived in Narrandera about eight o'clock. The car was unloaded and we were taken to the Club Motel for the night, covered by Ultracare. The next morning, Ultracare gave us the options based on no reasonable prospect of repair at Narrandera and we chose to take several days car hire and transport of the Riley to Samford. I must commend Ultracare and the staff of the local NRMA agents, Safari Motors, for their assistance. After all the paperwork was done, we set off in an '01 Magna in the late morning to follow the route of our erstwhile travelling companions to catch up with them at the motel in Halls Gap just on dusk. Then on to the Rally and the "Lame Duck" award.



In bad company.
Not the place for a 2½ to
be at Easter!

Transcribed from Australian Motor Sports, September 1953:

Arthur Rizzo's new Riley Special will be watched with great interest, as Arthur is one of the most knowledgeable Riley tuners in Australia.



Although it is known as a Riley it incorporates many M.G. bits—the front suspension and steering is M.G. TD.

AUSTRALIAN SPECIALS

No. 67 – Arthur Rizzo's Riley 1½

The appearance of Arthur Rizzo's Riley special at the Mt. Druitt races on June 2 last evoked pleasant memories of some years back. In 1946 Arthur turned up at a race meeting with his first Riley special – a very pretty little car based largely on "9" bits with a highly tuned 1½ litre motor. But it was more than pretty, it was formidable: from 25 starts it was first 20 times.

Although at Mt. Druitt Rizzo's new car was troubled by a few silly things, plugs and a sunken carburettor float, at times its performance was dashing enough to make one think. There is every indication that his new car will make as great an impression on contemporary sport as its predecessor did in its day.

Over the last six months rumour had been strong about this new Riley, and on hearsay the car sounded weird and wonderful. At one time the car was going to be called the Mowog Special, a name which explains the Nuffield parts in it admirably, but a most uneuphonious name indeed. Fortunately, this again was rumour, but with some truth in it. The car is based almost entirely on M.G. and Riley bits. About the only foreigners are the gearbox and the chassis rails.

It is typical of Rizzo that while all this talk was going on, he was quietly putting the finishing touches to his car. When it at last made its first appearance, it was complete down to a nice maroon colour and professional racing numbers. This shames a couple of recently built specials, one of which has been circulating so far raw, while the other has sported a very shaggy undercoating.

In the construction of his car Rizzo has gone ahead and done what has been talked about in Sydney ever since the M.G. TD made its appearance on the showroom floor. That is to join the TD front end to the M.G. TC rear end. The

advantage gained here are wire wheels and knock-offs at the back with an easily changeable diff., and an independent front suspension with rack and pinion steering. The TD front end has been modified to take 12 inch brake drums and wire wheels with knock-offs.

These two units are set up on a very simple tubular chassis. Two large section tubes make up the side rails, and several small section tubes are used for cross bracing. The layout is similar to that used on the Fraser-Nash sports car, and has a lean and bare look.

The motor is a Riley 1½, on 8/1 compression, blown by a large Wade supercharger at 10 lbs. boost. The supercharger is fed by a 1½ inch S.U. carburettor. An interest-point is the way the supercharger is fitted.

It mounts on to the Riley head in much the same way as a supercharger installation for an M.G. However, a triangular cage is fixed to the front of the block and carries the supercharger pulleys with their triple belt drive in a simple rigid assembly. The supercharger is then linked to its driving pulley by a flexible coupling. By this treatment slipping and thrown belts are expected to be avoided, common troubles with most set-ups.

A feature retained from his first car is a Wilson four-speed preselector gearbox. This is a lavish touch on a special, and the advantages of such a gearbox are arguable. Still gear shifting sounds most impressive with them.

The car scales 12½ cwt. And the output of the motor – well, Arthur is rather cagey when it comes to output figures. Speaking from memory his first car gave something over 100 h.p. on 16/1 compression. With a similar motor supercharged, well in excess of this figure must be obtainable.

At this stage speculation is out of place, the performance of the car itself over the next few meetings will be a more reliable guide. Still for one lap at its first outing at Mt. Druitt the car out accelerated and out braked Jack Brabham's very fast Cooper 1000. On the debit side, however, it looked a little skatey on the corners. Rizzo himself was somewhat perturbed about this factor in the car's handling, but thought some work on the rear suspension would cure it.

Even this brief showing at Mt. Druitt must have given the under 1500c.c. boys a fright, for in its present form the car far and away outclasses everything in its group other than Coopers and an odd Maserati or two. With a bit more steam, and better handling it would go close to holding them on anything other than a long circuit like Orange. At Orange it would give even some of the bigger cars a shock.

We wish Arthur Rizzo every success with his wonderful new car, and we look forward to see it really cracking next time out.

PICTURES FROM THE RATTLE



The lineup at Naracoorte (image from SA website, with thanks).



At Struan House for first Trophy event.



The victorious Queensland Team in action.



In Naracoorte on Saturday



Jane Miller's Monaco (NSW) and Brian Gannon's Falcon (WA)



RMs on display in Town Square





David Gunn's (SA) 1½
Special on MG-Y chassis.



Think it's time for a
pint yet?



Strange! My Riley
seems to be leaking oil.

The Riley Crank is the newsletter of the South Australian Riley Club which has been superbly edited for many years by Leigh Johnson. When SA hosts the National Rally, Leigh also produces The National Crank, and a Daily Crank for each day of the Rally. In the final Daily Crank for 2007, the following letter to the Editor appeared:

Dear Editor

A strange event started to unravel on Friday 6th over lunch at the Naracoorte Historic Vehicle Club.

Never in our wildest dreams did we think that our first National Rally would bring us so close to the person who had a large hand in restoring our Riley 12, or Nuffield 12, it doesn't really matter what it's called by others, as we like it, and we were calling it by both names ourselves.

I was sitting at a table with Brian & Lyn Jackson, Ross & Di Phillips, I also met the Thomsons, the Hills and others besides a very special lady Ann Franklin.

Talking about cars and other things, I found out that Ann Franklin's brother Kerry Lewry did the complete upholstery restoration on our 12, back around 1983/5.

John and I purchased the 1939-12 last Easter, and we hoped it would be ready for Naracoorte. I would just like to thank everyone for their understanding and their friendship this Easter following John's sudden death on 22nd March.

Congratulations South Australia and thank you for giving all of us a memorable and happy time.

Happy Rileying to everyone, your cars are an inspiration to us all.

Roslyn Walker
RMCA (NSW) Treasurer

Roslyn's husband John was NSW President, their car is the 1939 Riley 12 that was restored by Bill Cardno at his "The Restoration Centre" at Sandgate in the 1980s, and was owned by Chum Vidgen of Somerset Equestrian Centre at Fitzgibbon. I had a note in the November, 1986 Torquetube about seeing it "almost completely restored bodily ... the other night". Ann Franklin travels with the Jacksons, and her brother Kerry Lewry has done the upholstery in all the cars Brian has restored.



A Little Bit of History

In the June 1983 issue of **Torque Tube**, then Club Secretary Ian Henderson provided the following Secretary's Notes:

As an aid to sales, J W Downing, the original Riley distributor in Queensland, started the first Riley Club in Queensland soon after starting the business in 1928. The first members included staff and clients of JWD and some names recalled are: Jimmy Mogg, Jack Henderson, Charlie Whatmore, John Pike and Cyril Tritton. The main event in those days was the Mt Gravatt Hill Climb and about half the Club membership always took part. The Club was strong for a number of years with membership standing around 30. Club activities waned before the outbreak of World War II but after the war ex-members reformed as the Queensland Motor Sporting Club.

About 400 1½/2½s were sold in Queensland, and by the mid-60s some Riley owners again saw the need for a Club. On 12th March 1965, Neal Brandt and John and Bill French organized the inaugural meeting of the Riley Motor Club, Queensland Branch under the authority of the Hon. Sec., Riley Motor Club (*the UK one – Ed.*), Victoria Centre. Members of this Club also included Ray Baxter, Col Anderson, and Arthur Seddon; but although interest was high with about 20 members joining, this Club became inactive after only 5 or 6 meetings, when John and Bill French went overseas.

With no local Club, some enthusiastic owners including Neal Brandt, Linden Thomson and David Gray joined the NSW or Victorian Clubs. In early 1971, David Gray placed an ad. in the **Courier-Mail** calling on interested Riley owners to meet at Military Jetty, Caloundra to form a Riley Motor Club of Queensland. This Club grew stronger at each subsequent meeting and by early 1972 we decided to join the newly amalgamated Riley Motor Club of Australia, becoming the Queensland Area of the national Club. Other early members of the RMCQ include Peter Lee, Linden Thomson, Brian Jackson, Harold Webster and Arthur Seddon.

Thus the present Club has outlived any other Riley Club in Queensland.

Well, we have certainly done that! Ian wrote those words almost 24 years ago and we still seem to be holding our own. In fact, current membership is almost double that of 1983. Our only concern is longer term continuity with few young members joining. Still, we must preserve and conserve our Rileys and enjoy driving them while we can.

More Pictures from the Big Trip



One-Point-Fives at Bool Lagoon



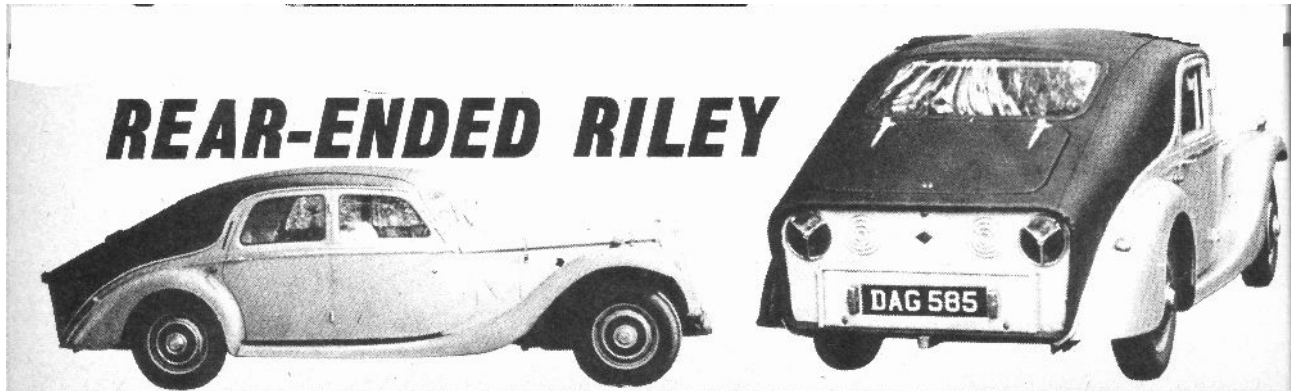
Kathy Skinner (UK) and Pat Osborne (Vic) recapture the Thirties



The original run-flat tyre?

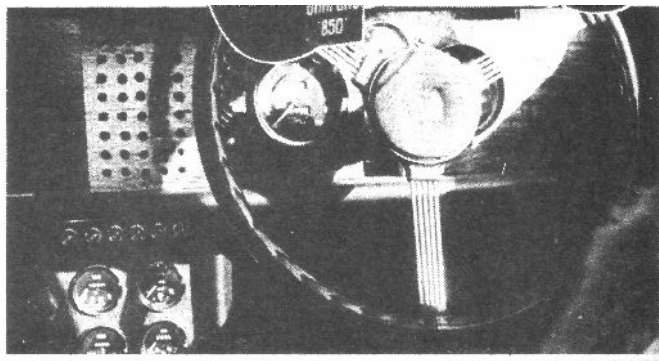
Something to Ponder On

The January 1969 issue of the U.K. Magazine Hot Car contains the following Riley related items. I guess it just shows that the past is another country and they certainly did do things differently there.



► **This Riley 2½ looks a trifle different from its 1950 contemporaries. In fact it looks very up to the minute and might even be a product of one of the coach-building houses of today.**
 It all started when owner G. R. Pittendreigh realised that the boot, spare wheel well as well as the junction of the boot and roof were so rusted through that renewal was necessary. A pair of tinsnips soon cut away the offending rot. Electrical conduit bolted to the chassis formed a

basis for timber formers and stringers. Metal was cut and wired down—whilst polyester resin bonded the bits together and made a smooth finish. After filling and sanding a foam cover was stuck on. This was followed with black stretch vinyl. The windows are perspex. The paint is all silver grey hammer finish. The tailboard is ply covered with foam and vinyl. The interior has all been renewed—there are even 1100 handles and window winders. With 90 mph possible—well done!



STOCK CARS This is the most serious attempt to keep racing to a reasonable cost. All saloon cars are eligible subject to a maximum weight of 19 cwt and capacity not exceeding 1622 cc; the size and number of carbs must remain the same. The maximum cost of any car must be £75. To make sure this is observed, all cars must be for sale at the end of any meeting for £75. The body must not be cut, lowered, narrowed or shortened. Extra bumpers may be fitted front and rear, but side bars must be inside the body. The maximum fuel capacity is 2 gallons and tanks should be in the boot. A Spedeworth formula.

TORQUETUBE

May 2007

Here's where Alan and Sheila were – celebrating Sheila's 70th and their 50th Anniversary:



And finally, is this a potential des. res. for Hon. Treas.? (Penola, SA)

FOR SALE

1951 RMB RILEY 2 1/2.

Restored from the ground up (finished October 2006.) Currently on full Rego. 10/2007.

Completely retimbered. New upholstery throughout. Rebuilt motor gearbox and diff. New radiator core. Electronic ignition system.

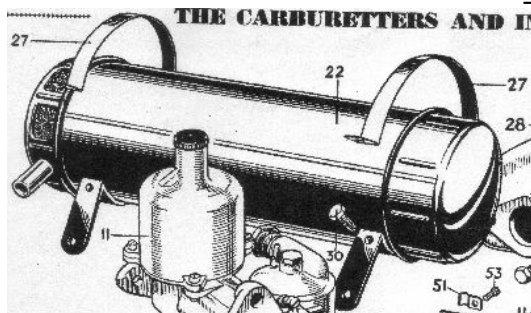
Done a couple of hundred clicks since restoration.

3 Sets of wheels. (Mags {new tyres}, Wires {tyres} and Originals)

\$22,000 Phone Bill 07 38867236 williamshort@aapt.com.au



WANTED



Air cleaner/silencer for 2½ (22 in diagram). Contact Jack Warr
07 3378 3541

2007 Committee Contact Details:

President

Alan Hill
4 Mahdeen Place
Samford 4520
Telephone: (07) 3289 1063
Email: alshe@bigpond.com

Vice President

Peter Young
53 Cosmos Avenue
Banksia
Bribie Island 4507
Telephone: (07) 3408 6194
Email: petertec@bigpond.net.au

Secretary

Ray Burrows
14 Lynch Crescent
Birkdale 4159
Telephone: (07) 3822 1366
Email: Red_Path@bigpond.net.au

Treasurer:

Ross Phillips
34 Blackwood Street
East Ipswich 4305
Telephone: (07) 3281 3807
Email: dphillips@prescare.org.au

Editor

Linden Thomson
39 Third Avenue
Sandgate 4017
Telephone: 3269 6426
Email: lindenthomson@optusnet.com.au

Club Captain

Sheila Hill
4 Mahdeen Place
Samford 4520
Telephone: (07) 3289 1063
Email: alshe@bigpond.com

Spare Parts

Jack Warr
9 Newcomen Street
Indooroopilly 4068
Telephone: (07) 3378 3541

Assistant Spare Parts

Graham Mackay
10 Lonsdale Close
Parkinson 4114
Telephone: (07) 3273 3450

Registrar

Matthew French
152 Old Northern Road
Everton Park 4053
Telephone: (07) 3353 0532
Email: mgwfrench@optusnet.com.au

Riley Motor Club (Qld) Inc. accepts no responsibility for the results of contributor's advice, nor does it necessarily endorse any services/products/goods offered by advertisers. Opinions expressed in this Newsletter are not necessarily those of the Club, its Officers, or its Editor.
