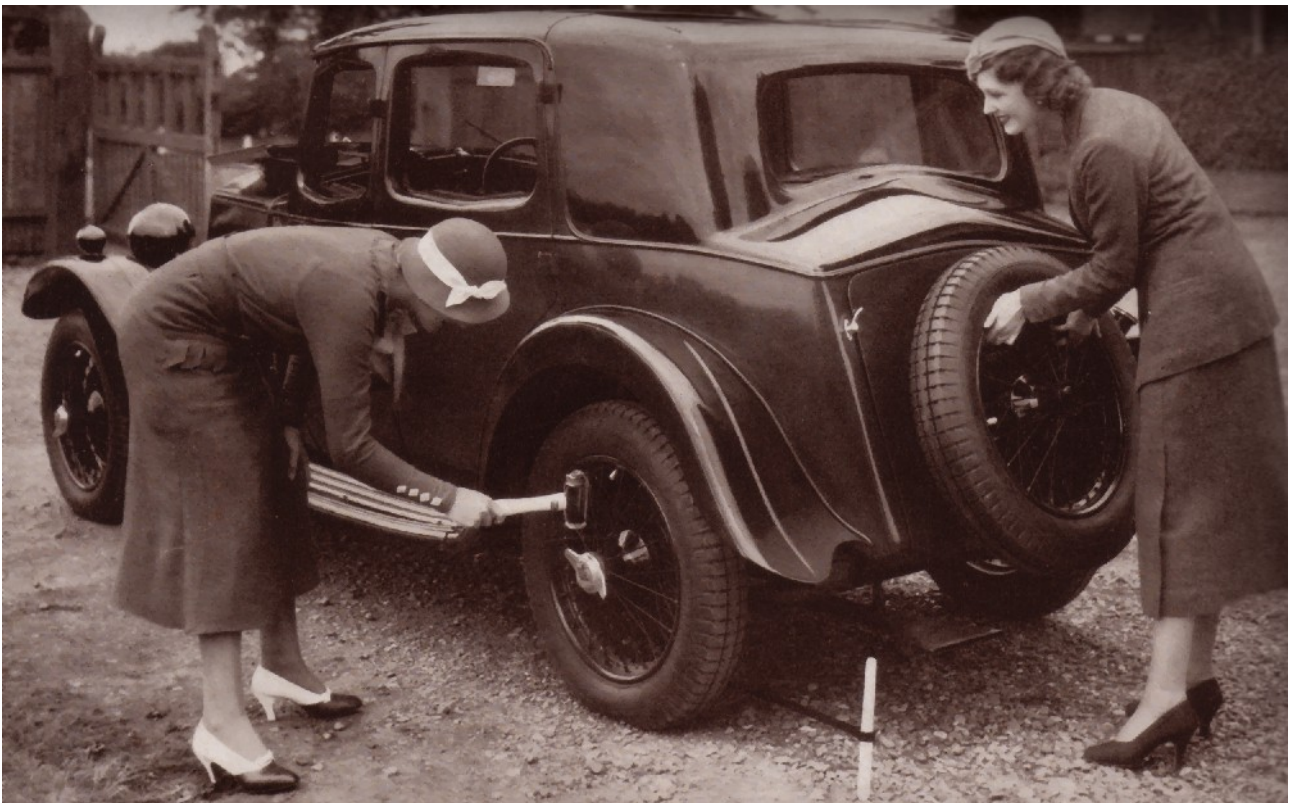




# TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

August 2007



*The new detachable wire wheels on Riley cars are the direct outcome of racing experience, in which speed and accuracy are essential. Today all that is necessary, in addition to the jack, is a mallet.*

(From the Riley catalogue, October 1933)

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**Next Meeting:** 7:30 pm Thursday, 9<sup>th</sup> August  
Queensland Sporting Car Club  
206 Montague Road  
West End 4101

**Editor:** Linden Thomson (07)32696426 0419175083 [lindenthomson@optusnet.com.au](mailto:lindenthomson@optusnet.com.au)

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

In absence of President and Secretary meeting was chaired by Brian Jackson with Linden Thomson as Minutes secretary and opened at 8.20pm with 19 members and guests present.

**Apologies:** Alan & Sheila Hill, Jack Warr, Ross & Dianne Phillips, Ray & Bev Burrows, Pat & Betty Elliott, Peter & Bonnie Young, Dick & Earla Self, Mike Bramwell, Shirley Ellwood, Jeff Jones.

**Guests** Peter and Denise Willis were welcomed. They are in negotiation with Bill Short for purchase of his car.

### Minutes from previous meeting:

Moved John Romer, seconded Robin Hull that minutes be accepted. Carried.

### Business arising from minutes:

1. Nil

### Inwards correspondence:

1. Combined Council meeting Minutes for May and June by email;
2. CC News by email;
3. Queensland Sporting Car Club tax invoice - room rental for July 2007;
4. Austin MVCQ re All British Brisbane Run, Saturday 22<sup>nd</sup> September;
5. LAMA 15<sup>th</sup> Invitation Rally 6<sup>th</sup> -7<sup>th</sup> October Entry Form & Accommodation information;
6. Copies of Blue Diamond, Riley Gazette, Riley Newsletter WA, Riley Rattles, NewZ.

### Outwards correspondence:

1. Nil.

Moved Lyn Jackson, seconded Ray Perryman that the inwards correspondence be received. Carried.

### Treasurer's Report May 2007:

Presented by Linden Thomson on behalf of Ross Phillips.

Balance at	31 <sup>st</sup> May, 2007		<b>\$5,315.21</b>
Deposits	Membership Fees	\$269.00	
	Interest	\$ 0.60	
	<b>Total</b>	<b>\$269.60Cr</b>	
Payments	Room Hire	\$ 55.00	
	Spare Parts – member levy	\$530.00	
	Redirection of refund for R. Burrows (paid to RMCQ)	\$ 55.00	
	<b>Total</b>	<b>\$640.00Dr</b>	
Balance as per Bank Statement	30 <sup>th</sup> June, 2007		<b>\$4944.81</b>

Moved Linden Thomson that the report be accepted, seconded Dorothy Cameron. Carried

### Club Captain's Report:

Presented by Linden Thomson on behalf of Sheila Hill, still overseas.

**July** plans for Sunday 15<sup>th</sup> run to Gold Coast Hinterland were outlined.

**August** will be Lunch followed by visit to Jeff Jones.

**September** run to Botanix at Wellington Point.

**October** Saturday 13<sup>th</sup> Maidenwell Astronomical Observatory. Details will be given in future Torquetubes.

### **Spare Parts Report:**

Graham Mackay gave a report in Jack Warr's absence. The Spare Parts team are having problems getting gears cut, and would appreciate advice of any reliable gear makers.

John and Eva Romer will be the first to fit the modified main bearing carriers with shell bearings and will report on the result.

### **Registrar's report:**

Matthew French reported that some more details of cars had been received.

### **General business:**

Bill Short showed samples of a new spray process to give a chrome finish at about half the price of chrome plating. It is a water based cold process with no environmental problems, and can be applied to almost any substrate. A number of systems have been sold in Brisbane. Bill has a DVD of the process if any member is interested. There is also a website: [www.sprayonchrome.com](http://www.sprayonchrome.com) which also has information on a portable gold plating process as well. Bill can provide information on where this work can be done.

Bill is now looking for a new project.

Neal Brandt in his now regular "show and tell" exhibited Peter Antill's 1929 hand-drawn map showing where fuel supplies were to be located for his trans-continental trip in the Riley Nine; also a double page from a January 1955 magazine illustrating all the cars entered in the 1954 Australian Grand Prix at Southport, including the Downing special.

**Secretary's Email: [Red\\_Path@bigpond.net.au](mailto:Red_Path@bigpond.net.au)**

Meeting closed: 9.00pm.

### **Next Meetings:**

**Thursday, 9<sup>th</sup> August, 2007.**

**Thursday, 13<sup>th</sup> September, 2007.**

### **BRISBANE SPORTING CAR CLUB**

Unit 1, 206 Montague Road

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

**Club Events Programme:**

AUGUST: Sunday 26<sup>th</sup>

Meet at Toombul Shopping Towncar park at 11:00 AM.

Drive to lunch of fish & chips at Morgan's at Scarborough at 12:30 PM ,eaten in park or at the tables at Morgan's.

Then on to **visit member Jeff & Margo Jones** at 16 Dolphin Street, Scarborough for afternoon tea and viewing the cars and big collection of porcelain and bric-a-brac.

SEPTEMBER:

**Botanix at Wellington Point** is a garden centre with a great licensed restaurant; full details next issue.

OCTOBER: Saturday 13<sup>th</sup>

**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**

AUGUST: 11-12<sup>th</sup> HRCC National Historic Race Meeting, Morgan Park, Warwick.

18-19<sup>th</sup> Historic Leyburn Sprints, Leyburn.

15-26<sup>th</sup> HCVAQ 14<sup>th</sup> Annual Show, Cleveland Showgrounds  
(Phone 3372 7696)

26<sup>th</sup> Auto Extravaganza Car Display – Qld Early Ford V8 Club, Jimboomba

SEPTEMBER:

7-9<sup>th</sup> Speed on Tweed, Murwillumbah

22<sup>nd</sup> All British Brisbane Run 2007 (see elsewhere in TT)

23<sup>rd</sup> RACQ Batteries All British Day – Tennyson

**Swap Meets**

AUGUST: 12<sup>th</sup> All Parts Swap Meet – Veteran & Vintage Chev Association  
(Phone 3341 5441)

26<sup>th</sup> HCVAQ Swap – Cleveland Showgrounds (Phone 5448 8246)

26<sup>th</sup> Jimboomba Swap – Early Ford V8 Club

SEPTEMBER:

8<sup>th</sup> Gympie Swap – Gympie Showground (Phone 0408 616709)

16<sup>th</sup> Beaudesert Swap – Beaudesert Showground

**All British Brisbane Run 2007 – Saturday 22<sup>nd</sup> September**

The Austin Motor Vehicle Club of Queensland (Inc) extends an invitation to attend the second annual 'All British Brisbane Run' consisting of a run to Palmwoods via Dayboro, Maleny and Montville. The day will commence at 8.00am for an 8.20am departure from the Tennyson Sports Fields (the site of the All British Day static display the next day), with a pick up point enroute at McDonalds carpark cnr Enoggera Rd / Banks St Newmarket. A second pick up point will be in the vicinity of cnr South Pine Rd / Eatons Crossing Rd Albany Creek. We will travel via Dayboro, Maleny, Montville, Palmwoods and back to Brisbane. A visit to a very special car collection will be the highlight of the day.

A detailed run sheet will be provided for your convenience. There is no need to register, just turn up on the day. BYO morning tea, lunch and chair. This is a SIVS sanctioned event appearing on the events calendar of AMVCQ and club-registered vehicles are encouraged to attend. If you have a British car, come along anyway – all welcome.

Enquiries for All British Brisbane Run to AMVCQ or email to [allbritishrun@optusnet.com.au](mailto:allbritishrun@optusnet.com.au) for a prompt response.

**U.K. Riley News (or a President's Report from the Anti-Antipodes)**

The 2007 Riley Register Annual Coventry Rally seemed a good excuse for a trip to England, so we duly arrived at Birmingham Airport a few days before the event.

As usual it was raining, and has hardly stopped since!! Friends and relatives assure us that it was REALLY hot and sunny earlier in the year.

The day of the Rally was cloudy, forecast was not good, but Sheila and I went anyway.

The number of cars was down on previous visits, but there were still over 100 Rileys on show, all neatly assembled in to their specific groups. The grass at this stage was very soggy, and we wondered what would happen when it was time to depart??

Photos will have to appear in a future T.T., as they are reluctant to emerge from the disc that a friend(?) put them on to. I am sure Linden can retrieve them later, but the most striking car was a very low set, long wheelbase special. The more prized, polished models seemed to be missing, but there were some lovely Lynxes, all with hoods poised ready to raise. Jim and Glenys Runciman were there with the Lynx, and Victor Riley was escorting the guest of honour, judging the cars, both well equipped in gum boots and raincoats!!

A perusal of spares on display showed that you can buy almost anything here for pre-war cars, the 12/4 timing covers looked very tempting, but £380 turns into LOTS of dollars!!!!!!

We had a long chat with Gordon Thomas, who used our RMB for the Tassie trip in 2005, and have been invited to the "International Autovia Rally" in two weeks time.

As there are only 5 Autovias left (Gordon has 2) and the only overseas visitors are Sheila and I, it may be a quiet weekend. However, I believe it also attracts quite a few Riley fanatics. Will send a report later, or when we return.

Mid afternoon the showers started, so we packed up before the end and headed back to brother Bob's. The track out would have suited our 4 wheel drive, and I am not sure if all the Rileys made it out. (Keen these Poms!!!!)

See you all in August at Jeff Jones's, hope we can bring some of the rain back!!!!!!

Alan and Sheila  
19<sup>th</sup> July 2007

And just to show what it was like at Coventry 2007, here is a picture copied from the July Register Bulletin:



*Only in England... Note the combination of broolly carriers and picnickers!*

## The Barn Find to end all Barn Finds

If you have access to the net, check out this site:

[www.intuh.net/barnfind/afa70.htm](http://www.intuh.net/barnfind/afa70.htm)

A New York retiree bought cheaply a vacant farm in Portugal with a huge barn with welded-shut steel doors. View the contents at the above site. It's mind-boggling! (Sorry, but it seems to be Riley-free.)

## July Run Report by Linden Thomson

It was one of those marvellous Queensland winter mornings as we headed down the Highway to the Strawberry Farm at Pimpama (Exit 49) in daughter Mairi's Commodore. Delma and I had reconnoitred possible Gold Coast Hinterland destinations during the week: Hinze Dam via some back roads (but the dam wall was closed to traffic and the kiosk closed) or Sanctuary Cove or Jacobs Well – it was to be a democratic choice after morning tea. I had an optimistic dozen or so route sheets with me!

Only one Riley in the car park (and we had arrived on time!) - Norm and Pearl Evans in the Roadster, then Ray and Maureen Peryman pulled up in their modern, followed a little later by Kiara Rizzo in the black 1947 RMA accompanied by father Arthur, partner Rob and daughter Danika.



After coffees / strawberries / ice cream or what have you and some interesting conversation, we chose Jacobs Well as our lunch destination. It's a simple run from Pimpama to the quiet and very attractive little boating resort. We were joined by Arthur's wife Evonne, soaked up some sun and continued our conversations before heading to the Jacobs Well Tavern for lunch. This was excellent – put JW's Restaurant at the Tavern on your list – good food and good service in a pleasant setting.

Then we headed home. It was good to catch up with Norm and Pearl again. We don't see them on runs very often these days. It was also good to finally meet the Rizzos, father and daughter (and the others too of course). Arthur, now 90, has a very good memory of his Riley and other motoring exploits.

He told me he had worked on the Dixon Riley, then owned by Hope Bartlett, when he was with Peter Lloyd Pty. Ltd., Riley agents. The motor had a cracked crankshaft, and enquiries to the factory in the U.K. revealed that no new cranks were available. Then an advertisement appeared in, of all places, "Health and Efficiency" (older readers may recall that heavily airbrushed naturist magazine) offering six crankshafts for sale. Arthur wrote to the advertiser who replied that a new crank had been installed in his own car, one had gone to Bob Gerard and one to Bira. An exchange was worked out, and the cracked shaft was sent to Barrimar in the U.K. They sent back the good one from the advertiser; but there was a problem with Australian Customs who had tagged the shaft when it left the country. Arthur managed to persuade them that the tag had been burnt off during the necessary heat treatment. I have since found the ad shown here in the February 1951 issue of "Australian Motor Sports".

**2-LITRE RILEY**

The well-known Dixon Riley has now been fitted with a new crankshaft, bearings, magneto, etc., and correctly timed, assembled under the supervision of Arthur Rizzo.

This car can be inspected at Peter Lloyd Pty. Ltd., 61 Parramatta Road, Sydney. The car is now in perfect order throughout. There are also a number of spares, including extra wheels.

Price £950.

●

**H. BARTLETT**

87 Huka Road, Palm Beach, N.S.W.

And here is Arthur posed with Kiara's RMA at the Strawberry Farm:





## Second Reconstruction (cont.)

(The conclusion of Philip Wyllie's story )

### Harold Rises Again

I got out of the car and walked over to the tow truck driver. He said, 'I know nothing about it, mate. That was how it was when I picked it up.' I looked at Harold, the rear quarter panel was smashed. Looking under the car I saw that the exhaust system, the brake rod and the rear right spring was smashed. From the rear driver's side the body had been punched forward so that the tub section was twisted from right to left. Careful examination gave the impression that the removalist had attempted to pick the car up with a forklift to put it onto an interstate truck, but the car had slipped off and fallen onto the right rear corner.

Well, there was nothing for it. I asked the tow truck driver to help me get it down the driveway and after that he gave me a receipt book to sign saying I had received the car. I wrote a question on the receiving slip for the removalist to read. As I write this I wonder whether he understood the intent of the question. Nobody had told me that the car had been damaged. Nobody took responsibility for the accident. It had simply been delivered in a smashed condition.

I won't bore you with the details about my conversations with TOLL, Defence or the insurance people. Simply let it suffice to say that I was required to get three quotes but it was very hard to find a coach builder in Adelaide, nobody was willing to quote on the hidden damage, the insurer told me several times that the cheque was in the post, or they thought that somebody else was handling the matter or that the paperwork must be in somebody else's in tray. It took 8 months to get settlement and the money was only a fraction of the real cost of restoring it again.

The first thing I did was to take the springs off and take them to a spring maker who reproduced them for me in metric sizes. They also put a little too much banana into them so they caused the Riley to have his tail up too high. That was corrected for me by cold reshaping. After a little time in SA I was involved in an incident that resulted in some considerable personal damage. That meant that I had to undergo a period of restoration and Harold had to wait until my next posting. We were both smashed.

Shortly after arriving at Oakey, Harold was disassembled completely down to the chassis. The tub section was so twisted that it was beyond my imagination as how to correct it. So at work I wandered down to the black handlers (aircraft panel beaters) to find someone who might be interested in some week end work. I asked about and one of the guys said that he would be willing to give it a go. The weekend following I put the tub section onto the trailer and took it around to him. After his work he told me that it took a little thinking through but he achieved a fairly good result. Following that I looked around town for a sand blaster and found an elderly German man who was willing to take the job on. This completed, some body solder was purchased and the residual bumps

on the right hand corner of the tub section were filled. After that all the timber around the roof was reproduced and the reconstruction was commenced.

Since all of the interior trim, carpets, dash etc was still in good shape, building the car didn't take very long. While in Adelaide, I had obtained a new rear driver's side door, door handle and rear mudguard, so these were fitted to the car and I corrected all of the mistakes that were made in the first reconstruction and made new ones. Jack Warr had supplied new vinyl for the roof during my previous posting to SE Qld and now in this new posting I was able to come down the hill and purchase aluminium gutters. This time the car was painted British racing green including the guards which I had previously painted black. Not all of the details have been finished. For example I have not got around to painting the gutters black or the wheel caps green, but these can wait until my next adventure with a spray gun.

So there it is. Harold had been in a heavy front on smash, was T-boned just behind the driver's seat and then side swiped prior to our acquaintance. Since then, the trunnion snapped as a result of a bent chassis that I had not picked up during the first restoration, he was hit by an interstate truck and dropped from a forklift. Next year Harold will celebrate his 60<sup>th</sup> birthday and would have travelled 60,000 miles (a guess). Harold gets driven to work every day and of course there is the mandatory trip to Church on Sunday. We have developed quite a friendship. At the end of last year I read an advertisement in the Torquetube about two cars, a goer and a complete car that was kept for parts. I telephoned and asked if the owner was willing to split the cars and sell me the basket case. A deal was made and now Hardd has a younger brother, the family is growing. Yes he has already been christened 'George' and the restoration has begun.

## Locking Steering Column Controls

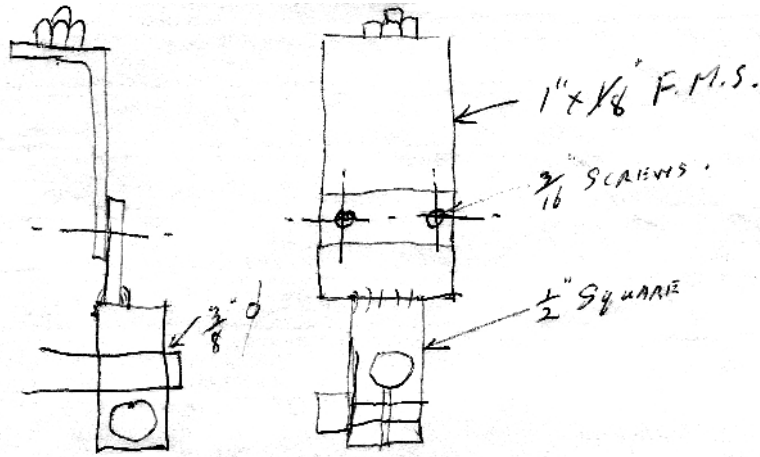
### Robin Hull

The 2½ Riley is overall quite a good car and delightful to drive (otherwise I wouldn't own one), but certain elements seem to have been designed by someone like a Mongolian shepherd who had never seen a motor car.

One such item is the locking element for the centre tube in the steering column. The locking system is a ferrule forced onto the tube by means of a brass nut screwed into a brass bush screwed into the bottom of the steering box from the "inside". The bush is not positively locked so that when the nut is firmed up on the ferrule, the bush unscrews and is loose in the steering box.

This could be remedied by screwing the bush in from the outside or by positively locking the bush (by drilling & pinning &c) as long as one realises that this must be done before the box is assembled, back in the car and the car is fully assembled around it!

My solution may be of some assistance to others. Instead of the ferrule & nut, I made up a clamp to go directly onto the end of the tube. The clamp is itself retained by attaching to a clip retained by one of the nuts on the steering gear steady housing (see sketch).



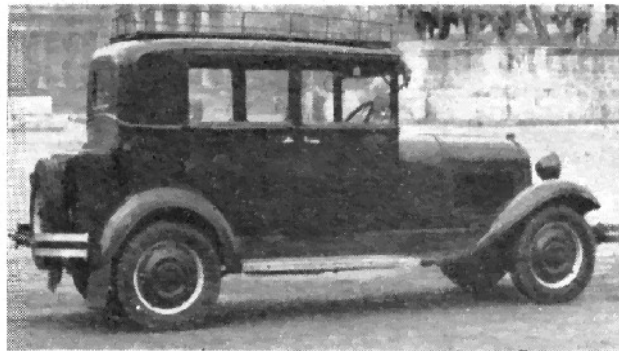
## Peking to Paris 2007

The 1951 RMB of Victorians Michael and Anne Wilkinson, one of two Rileys in the Rally, who achieved 4<sup>th</sup> in Classic Category (pre-1961) and 1<sup>st</sup> in Class 1941-55. Note the marvellous paint job and the replica Ashes Urn as a radiator mascot



From **Good Motoring** (the magazine of the Company of Veteran Motorists),  
June 1960

**TWO  
GALLANT  
OLD-  
TIMERS**



Mr. Firth's 1934 Riley 9 (above) and a B14 Citroen—two veterans which between them have completed more than 3½ million miles

ARISING from the recent correspondence on the prolonged life of tyres on Volkswagens, Mr. A. J. Firth, this magazine's technical consultant on problems connected with Riley cars, sends a photograph of his 1934 Riley 9.

Mr. Firth says the mileage covered by KV 8724 since he bought it at the 1933 Motor Show was over 325,000 in August, 1958. The car competed successfully in two Brooklands 100-Hour endurance trials, and also ran in the Le Mans 24-Hour race, the Riley Motor Club's 24-Hour trials, the Monte Carlo Rally and many other competitive events.

The differential has never been opened but, although not strictly necessary, Mr. Firth replaced the rear hub axle races. One of the

races is in Castrol's private museum. The preselector E.N.V. gearbox has had the linings renewed once, because a friend used the gear-change pedal as a clutch. Paintwork is original and the last of the original Goodyear tyres was replaced last November.

Another venerable motor car is this 1928 B14 Citroen which is claimed to have covered no less than 2,174,800 miles since starting life in Budapest as a taxi! Later, the same owner used the Citroen as a private car for the "Hungarian Co-operative for artisan manufacturers of working clothes." In spite of a yearly average of over 62,000 miles the car is said to be in perfect running order.

### For Sale

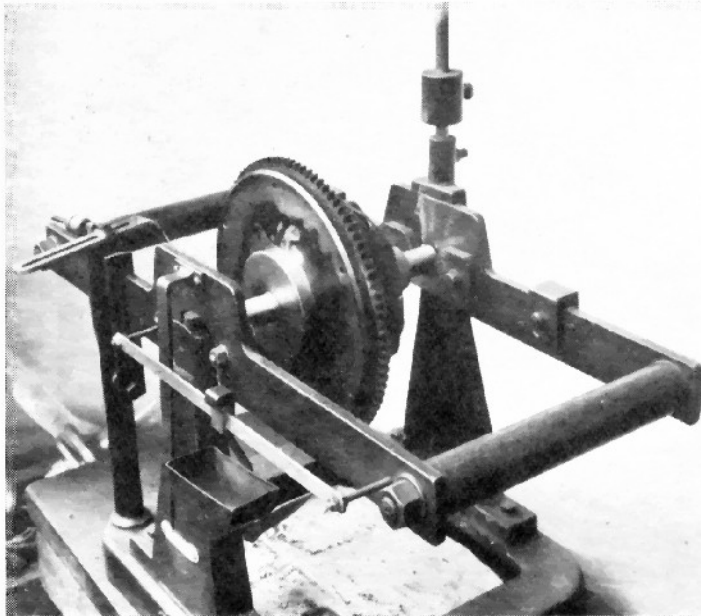
1949 RMB, new battery, registered, runs well. Ex-Shellshear, ex-Phillips car, but don't have the time anymore to treat it as it deserves. Asking \$11500.

Contact Mike Olive mobile 0412 766 199 home 07 5498 3303

Here are some more pages from the August 1947 Sales and Service Bulletin, Sales Features of the 2 ½ litre Car:



## CLUTCH



● FLYWHEEL AND CLUTCH BALANCED AS A COMPLETE UNIT

Borg & Beck "Special" clutch lining.

Universal joint in clutch pedal actuating gear ensures free clutch action when engine is oscillating on rubber mountings.

## GEARBOX

Synchromesh on second, third and top.

Gear selector lever of the remote control type.

## CHASSIS

Strong box-section frame, crossbraced with large diameter tubes.

Frame is a completely welded structure.

Girling hydro-mechanical brakes.

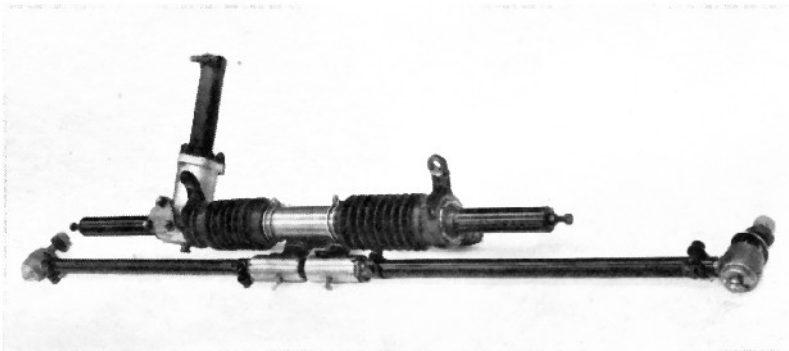
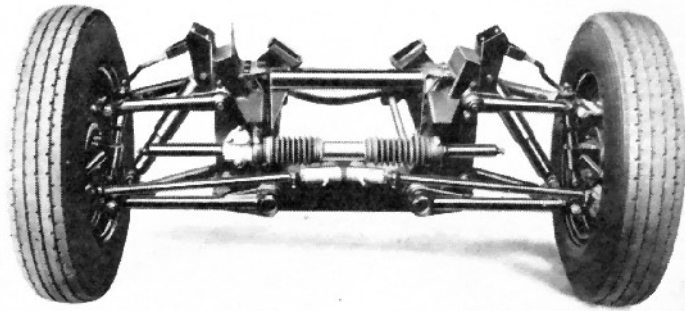
Torque tube drive.

Large, scientifically designed silencer, giving remarkable silencing qualities and the minimum of back pressure.

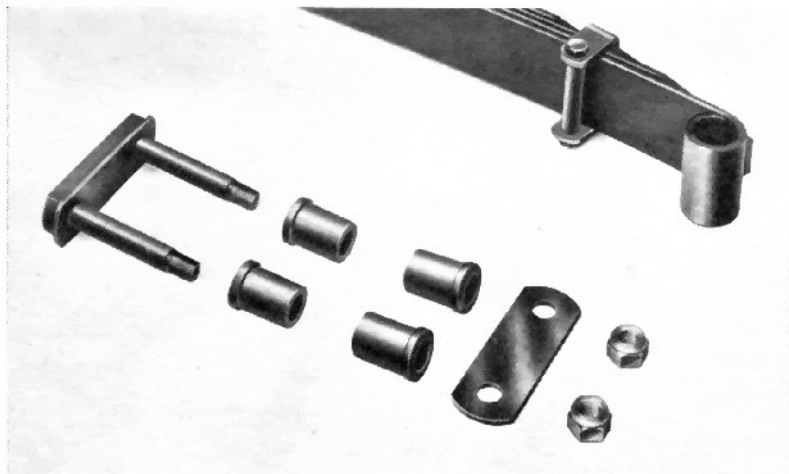
Complete exhaust system mounted on rubber in order to eliminate vibration and noise.



● "TORSIONIC" INDEPENDENT FRONT SUSPENSION, READILY DETACHABLE AS A COMPLETE UNIT FROM THE FRONT OF THE CHASSIS



● SPECIAL RILEY DESIGNED AND MANUFACTURED STEERING UNIT



● LONG SEMI-ELLIPTIC REAR SPRINGS WITH RUBBER-MOUNTED SHACKLES



12½-gallon fuel tank.

Pressure recuperative type of rear dampers.

Stabiliser bar between rear dampers.

Twin horns.

Extra low pressure tyres.

Turning circle of 36 ft.

## BODY

Sound insulated by cork packing between body and chassis.

Deep footwells in rear compartment.  
Inter-axle seating for five people.

● BOTH FRONT WINGS VISIBLE FROM FRONT SEAT.



Perforated metal, leather-covered roof to eliminate drumming.

Large luggage boot.

Wide doors, with a grease nipple on each hinge.

Leather upholstery.

Individually adjustable front seats.

Clear reading instruments, including oil pressure gauge, water temperature gauge, ammeter and fuel gauge, speedometer and electric clock.

Conveniently positioned controls.

Automatic reversing light.

Two pass lights.

Adjustable flush-fitting headlamps.

Distinctive Riley radiator.

Twin screen wipers.

Ashtrays in front and rear compartments.

Large map pockets fitted to rear of front seats.

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