



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

November 2007



*Darryl & Elaine Berlin with their 2½-litre Special at Maidenwell
(Photo: James Barclay)*

Next Meeting: 7:30 pm Thursday, 8th November
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 Car Club, West End, Thursday, 11 October 2007.

Meeting opened by Alan Hill at 8.12pm with 20 members and guests present.

Apologies: Pat & Betty Elliott, Trevor & Wendy Judd, Brian & Lyn Jackson, Dorothy Cameron, Ken & Wendy Lonie, Shirley Ellwood, Bill White, Neal Brandt, Graham & Betty Swan, David Schock, Dick and Earla Self.

Minutes from previous meeting:

Moved, Peter Young, seconded by Graham Ellwood that minutes be accepted. Carried.

Business arising from minutes:

1. Nil

Inwards correspondence:

1. Membership fees from Graham Haack, Brassall;
2. Combined Council OGM Minutes September;
3. Invitation to The Gympie Historic Auto Club "40th" Birthday Rally, 20-21 October;
4. Invitation to Darling Downs Veteran & Vintage Motor Club 36th Annual Toowoomba Swap Meet 1-2 February 2008;
5. Invitation to Shannon's Auction in Sydney;
6. Copies of Blue Diamond, Riley Gazette, Riley Crank, Riley Newsletter WA x 2 and Riley Rattles.

Outwards correspondence:

Membership application to Frank Moore, Brookfield

Moved by Gary Britton, seconded by Linden Thomson that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report September 2007:

Balance at	31/07/07		\$3,627.56
Incoming			
	Membership/Joining Fees	\$60.00	
	Members Donations (July & August)	\$61.00	
	Members Donations (September)	\$38.00	
	Interest	<u>\$ 0.42</u>	
	Total	<u>\$159.42CR</u>	
Outgoing			
	Room Rental BSCC	\$ 55.00	
	News Letter Costs, September	<u>\$272.20</u>	
	Total	<u>\$327.20DB</u>	
Balance as per Bank Statement	30 th September 2007		\$3459.786

Moved by Ross that his report be accepted, seconded Ray Perryman. Carried

Club Captain's Report:

October Saturday 13th & Sunday 14th: Maidenwell Astronomical Observatory. Meeting near the Caboolture Caravan Park just after turning off onto the Caboolture Road from the Freeway. Meeting

time will be 9.30am. Morning tea will be at Moore. Robin Hull will meet the group near Woodford.

November Sunday 25th: Blind Citizens' Australia Driving Day Experience, Lakeside Raceway. Alan Hill, Ross Phillips and Robin Hull have volunteered to give Vision Impaired and Blind Citizens an opportunity to ride around the track in prewar cars. Other cars will be coming from the Bayside Vehicle Restorers Club Inc and will include 1927 Chevrolet Tourer, 1930 Ford Model A and a 1928 Rugby Tourer. If you are interested to assist on the day, please contact Ray Burrows or Alan Hill.

December Wednesday 5th: Annual Dinner.

To be held at the Skyline Restaurant, Southbank Institute of TAFE. Further information to follow.

Xmas Lunch: More information at the next meeting.

Spare Parts Report:

As seen in the October 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:

Nil.

General business:

Robin Hull is looking for a water pump for a 2½. Not much discussion followed and the meeting closed.

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

Meeting closed: 8.51pm.

Next Meetings:

Thursday, 8 November, 2007

Thursday, 13th December, 2007

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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



The National Roundup of Rileys Easter 2008
Thursday 20th to Monday 24th March.

2519
WEEKS
TO GO

Booking forms are flowing in, have you sent yours? They need to be in by 19th November, but don't forget to book your accommodation as soon as possible to secure your preference.

Note:

It's not on the booking form, but you should make cheques payable to **Riley Motor Club of Australia.**

Club Events Programme:

NOVEMBER: Sunday 25th

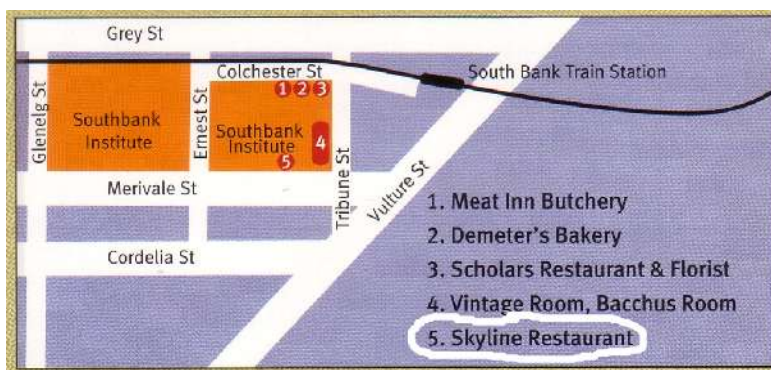
Blind Citizens' Australia Driving Day Experience, Lakeside Raceway.

See details in Minutes, this issue, and previous TorqueTubes.

DECEMBER: Wednesday 5th

Annual / Xmas Dinner at Skyline Restaurant, Southbank Institute/COTAH.

Invitation included with this issue. Please advise of acceptance ASAP, as time is short for final number confirmation with Restaurant.



DECEMBER: Sunday 9th

Victor on View – Breakfast at Plantations, Prince Alfred Hotel, 170 Brisbane Road, Booval at 8:30 am followed by visit to view Victor at the Phillips', 34 Blackwood Street, East Ipswich at 10:00 am.



(Photo: Mike Bramwell)

Editor's Notes:

While gathering information for a future article on Arthur Rizzo and his Riley racing specials, I have been coincidentally trying to fill the gaps in my collection of early issues of 'Australian Motor Sports', the definitive source of information for the 40s, 50s and later. A recent purchase contained the feature on Mr. Keegan's roadster that I've retyped for the TT. It's a bit of a stretch to call it a Sprite (the only Sprite bits appear to be the pistons!), but it does illustrate that 60 years ago, people were doing what we still argue about – the making of specials from old Riley saloons. Interestingly, Arthur Rizzo features with plaudits for his part in the making of this special. Where is it now?

On reading the A.M.S. article, the bit about Mr. Keegan driving the bare chassis plus bucket seat reminded me that I had a 30 year old photo of one of our well-known members doing a similar thing with a Nine roadster:



Continuing the theme of **Be Spares Aware**, I've put together a photo essay on laygear refurbishment, using pictures provided by Jack Warr. It shows Jack in his element, doing what we should all be profoundly grateful for - keeping our cars going, with a dedication few could match. Thanks, Jack.

Now for a plea to those with an Internet connection. As well as the printed version of the TorqueTube, I produce a PDF version for distribution by email. This is viewable on your screen, printable on your printer, and comes with full colour illustrations. It also costs nothing to produce or post, so saves the Club money. Currently, I email the TT to 13 members each month, but think there must be more who could benefit from this service. So if you are on the Net and would like your full colour **TorqueTube by electronic distribution**, email me (lindenthomson@optusnet.com.au) and I'll add you to the distribution list. I try to keep the PDF file size below 2MB, depending on number of photos, so if you have broadband or can handle the download time on dialup, please consider.

Maidenwell Weekend:

Bonnie Young

Thank you, Sheila. Our weekend at Maidenwell was an excellent outing for the Club. The Hills and Youngs set off from Caboolture, and stopped for morning tea where we were meeting the Elliots and the Hulls at Moore. We then had a very pleasant drive to the west, and arrived at Maidenwell to find the Special of Darryl & Elaine Berlin waiting at the pub, and Rob & Beth Carter pulled in with the Roadster soon after. It is really great to catch up with some of our country members who are too far away to get to the meetings.

We then went to the cottage where some of us were were booked, and had our lunch sitting on the verandah looking over the green countryside. Although green, it is what is known as a 'green drought', as there is a flush of grass but it never grows long enough to have any nutrition for the stock.

After lunch we headed to the Observatory, next to the pub, where we watched DVDs of space, asteroids, stars and planets, followed by LIVE viewing of the Sun and what it was doing at that moment (actually 8.3 minutes earlier as light travels at 186,000 miles per second). Fascinating stuff, and then we went into the viewing room to look at daytime stars through the telescopes.

That evening we were treated to 'pig-on-the-spit' by the host at the hotel, where he had also arranged entertainment. Unfortunately, we had to rush off back to the Observatory, where we spent the next few hours being introduced to the stars and planets in the night sky, also some clusters and gas formations. Even though the temperature dropped to 10 degrees or probably colder as the night wore on, we were supplied with woollen rugs and we stayed until we had seen everything! It was absolutely magnificent, and there are quite a few of us who plan to go back at a different time of the year to see other star patterns. Our country members then braved the night time roads to head for home.

Next morning all who stayed over met up at the markets outside the pub, some of us opting for a trip up the Bunya Mountains before returning home.

I think I speak for all who were there in congratulating our Club Captain for showing us an extraordinary outing.



Photo from Observatory web site.

Maidenwell Weekend (2):**Linden Thomson**

Our party (Delma and me, daughter Sheona and four-year old granddaughter Poppy) had a delayed start due to Poppy's just resumed swimming lessons, so missed the meeting at Moore and the early part of the activities at Maidenwell. We went straight to the Bunyip Springs Farmstay cottage for lunch, then caught up with the rest at the Observatory.

By this time, the Berlins had left so I didn't get a photo of their car. However, astronomer James Barclay took many shots of the Rileys, and provided the photo for the TT cover. We saw the last part of the Star Theatre presentation, including the live (indirect via video projection from a dedicated telescope) viewing of the solar surface. James then took us out to the telescope room with its retracting roof and explained the process of viewing. There are three computer-controlled 14-inch reflecting telescopes, with a maximum of ten viewers allocated to each, viewing in turn. It was a bright, beautiful day with a totally cloudless sky (which had implications, plus and minus, for the later night viewing) and we practiced by looking at stars in the daytime sky.



Then it was back to the Farmstay, where Poppy, with some other children staying in another cottage, fed the chooks, collected the eggs and had her first ride on a horse. As the sun set, the lack of cloud was felt in a sharp drop in temperature – it had been a hot day, but star gazing would be rather chilly that night. So off to the pub for dinner, where Chad Morgan's brother was setting up to entertain. He had just begun when we had to leave for the Observatory next door.

When we had all assembled, James Barday took us out onto the grounds and turned off the building lights to allow our night vision to develop. This is aided by the local street lighting. As noted on the Observatory's web site (www.sbstars.com):

"Maidenwell is the only town in the entire Southern Hemisphere to have ALL of its bright and outdated Mercury-Vapour streetlights removed and replaced by Ergon Energy ... at their own expense ... with Hi-Pressure Sodium Vapour bulbs ... for the sole benefit of keeping the Maidenwell Observatory's dark skies free of light pollution. The bulbs are set deep into the hoods that direct the light straight onto the road and not into the night sky, houses, and drivers eyes." The result is that on the clear moonless night that we were there, the whole sky glowed with "the endless glory of the everlasting stars", to quote the Banjo.

Using two green laser pointers (luckily there were no aircraft on the local glidepath at the time!), our resident astronomer pointed out various constellations and star formations before leading us to the telescope viewing platform. We spent the next couple of hours viewing various objects and formations up to 90 million light years away while the ambient temperature dropped to about 8° C (those clear skies!) but noone complained. It was an enthralling experience that I can highly recommend to others. We will certainly go back.



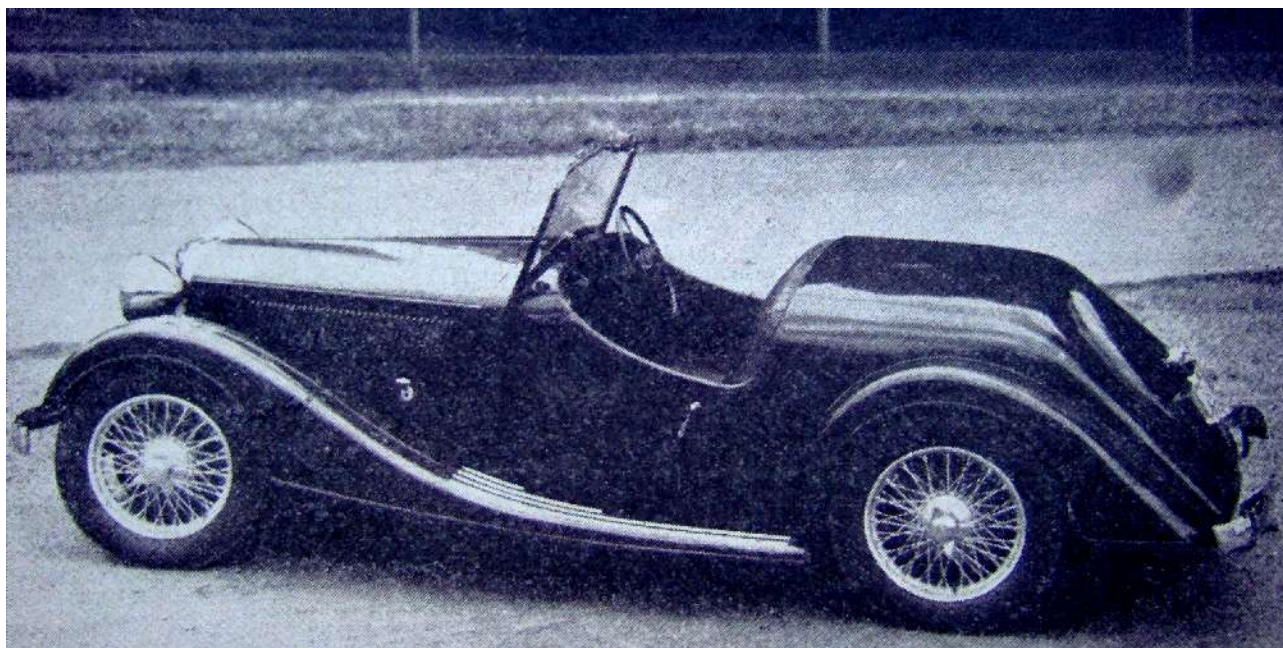
The next day was bright and sunny, with light scattered cloud, and it was time for Poppy and the other kids to feed the poultry, milk the cows, feed the horses and the cattle, just what a farmstay is all about. Bunyip Springs Farmstay (also highly recommended) is on the road to the Bunyas from Maidenwell, so when farm duties were done, we met up with the others who were making that trip and drove into the mountains for an early

lunch, then home after a truly enjoyable weekend. We heartily second Bonnie's thanks to Club Captain Sheila.



(Photos from Pickles Auctions web site.)

Pickles Auction at Pimpama on 25th October included this 1931 Downing-bodied Nine roadster, owned by Fred Pope for years, and latterly by Rob Ashcroft. Pickles don't list auction results on the web site (you have to buy their magazine). Does anyone know what happened?



Mr. E. Keegan of Orange, N.S.W., made this appealing roadster out of a Riley 1½-litre Kestrel saloon; the chassis is about a foot shorter than standard.

AUSTRALIAN SPECIALS - - No. 32 “A RATHER SPECIAL RILEY SPRITE”

This month we have for review a Riley, rebuilt and modified by Mr. E. Keegan, of Orange, N.S.W. The car was originally a 1½-litre Kestrel saloon with preselector box, and as the bodywork was in poor condition, he decided to scrap this and attempt to rebuild the car into a comfortable, roomy and economical roadster; the alterations which were carried out were put in hand mainly to adapt the car to Mr. Keegan's own particular requirements rather than try to improve the original design, but did bring about a considerable improvement in performance, and the Riley is now an entirely individual and attractive sports car.

After the saloon had been reduced to a stripped chassis, a foot was cut out of each side member and the torque tube; these sections were offered up again in their shortened state, and electrically welded, resulting in a wheelbase of 102 inches. The propeller shaft was shortened and respined. Three leaves were removed from each of the rear springs, and a pair of blitz shock absorbers fitted to the back axle; the front springs were rebuilt.

The engine was completely reconditioned; its ports were lightly polished, larger intake valves were fitted and Sprite pistons substituted, giving a compression ratio of 6¼ to 1. As Mr. Keegan has always maintained that mixture distribution has as much bearing on smooth running and economy as it has on performance, he decided to fit two S.U. carburettors in place of the original Zenith.

Two brass body S.U.s as fitted to the later Morris Cowleys were found, and fitted experimentally although they were one-eighth inch smaller in the bore than

required. It was also decided that they should have their flanges and butterflies turned through 90 degrees, so their bodies were cut behind the butterfly spindles and brazed together in the new position. Amal floats and 8/40 Morris top feed float chamber tops were substituted for the original equipment, and the carburettors were then mounted on a square section inlet manifold, fabricated from sheet steel and serving all ports in common.

It was later found necessary to lighten the dashpot pistons, and after a good deal of experiment, needles were turned up from one-eighth brazing rod. The results were so satisfactory that these carburettors have become a permanent fixture. However, subsequent tests proved that fuel was disappearing at an alarming rate, so there was once again recourse to lathe and micrometer, and another pair of needles were made which gave excellent fuel consumption. Acceleration suffered somewhat, but the performance was all that the owner required, and he is quite satisfied with the result.

Due to a previous excursion over rough country, the exhaust pipe and silencer had been wiped off altogether with a major part of the cast iron exhaust manifold, so a complete new system was made up and fitted. The manifold was made from four pieces of steel tubing bent down from the ports on an easy radius, into a common flange to which the original exhaust pipe was bolted.

After the radiator and a few more bits had been added to the chassis, the mechanical side was more or less complete. Before work started on the body, the car was extensively road tested with a bucket seat fastened to the bare chassis, into which the slightly apprehensive owner tucked himself and set out to see what would happen. To one who is not as young as he used to be, observes Mr. Keegan, and for the last thirty years has driven nothing livelier than a motley collection of 40 or so family sedans in various stages of disrepair, the experience was rather startling.

With the saloon axle ratio of 5.2 to 1, the acceleration was really good. The engine would run up to peak revs in a surprisingly short distance, and it was thought that a higher gear ratio would be an advantage; eventually, a crown wheel and pinion giving 4.5 to 1 were made and fitted, with which acceleration is nearly as good, but the car performs with much less apparent effort.

The next step was the body. After considerable thought and a few alterations, the bulkhead, which comprises the tool lockers, the instrument panel frame and part of the steel floor of the saloon, was fitted. The floor was extended to the rear of the chassis to form the bottom of the boot, and wheel wells were made up and welded into place.

Also inherited from the saloon direct were the four mudguards, the running boards and the spare wheel cover. These were mounted temporarily on the chassis, and a frame of light angle iron and steel tube built around them. At the time, it was impossible to obtain body steel, so as a last resort a few sheets of 22 gauge black steel sheet were procured.

Bearing in mind the difficulty of working this material with the only equipment available, a hammer, oxy set and dollies, the outline of the body frame was kept

as simple as possible without clashing with the lines of the mudguards and running boards, and no fancy panel beating was attempted. This gives the finished body a slightly square look, but all panels were beaten sufficiently to give them strength and rigidity to obviate drumming; they were folded over the frame and welded.

Door frames were also made of angle iron and tube, with their panels beaten and fastened in a similar manner to the body panels. The original Riley hinges, locks, handles and other door hardware were modified suitably and used.

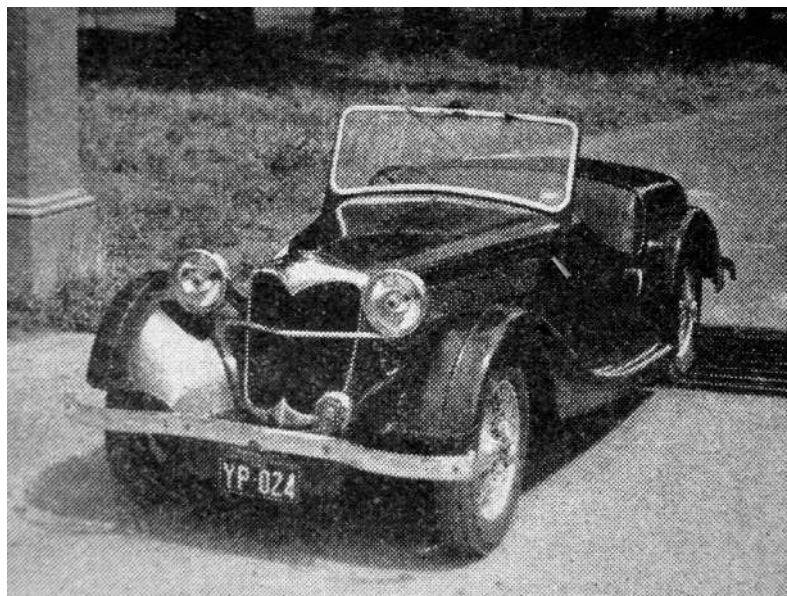
Suitable windscreen uprights could not be obtained, so they were fabricated from flat steel and plate welded together and bolted to solid brackets welded inside the body frame. The windscreen frame from the saloon, altered to suit and with new safety glass, was used.

Fitting the bonnet was one of the biggest problems; it had to be shortened and made narrower, and its general shape altered to suit the reworked scuttle. The instrument panel was fashioned from a piece of hard, light coloured wood – identity unknown, but possibly beech – it was polished and fitted with the Riley instrument facia. Seat squab and cushion frames were also made from wood, the latter being padded with sponge rubber.

Access to the spare wheel, which is mounted inside the tail in normal Riley fashion, is obtained by removing a cover in the rear of the body. There is ample luggage space behind the squab, which may be either folded forward or lifted out entirely. So far, neither hood nor side curtains have been fitted.

All bright metal parts were rechromed, and the body was finished in light maroon with silver wheels; the trimming is carried out in brown leather.

The car complete rides and handles very well and although, as previously mentioned, top gear acceleration has been sacrificed for economy's sake and the fitting of a higher axle ratio, the Riley is capable of high cruising speeds and a very useful performance in the indirect gears – 70 m.p.h. has been attained on numerous occasions in third gear. Mr. Keegan does not profess to be an authority on this type of car, but it has been handled by both George Reed and Arthur Rizzo, who pronounced it to be satisfactory.



Though only the simplest tools were available. The new body has good lines. Modifications to carburettors and exhaust system and reduced weight improved performance.

No major problems were encountered during the building of the car, which took eighteen months spare time work. Mr. Keegan attributes most of the credit for this happy state of affairs to his friend Arthur Rizzo, whose help in obtaining necessary parts and ready advice helped to defeat most of the teething troubles usually associated with the building of even the most modestly conceived special. In conclusion Mr. Keegan congratulates "A.M.S." for its interesting reading, particularly John Barraclough, for his entertaining column and Bob Shepherd for his beautiful drawings. In return we compliment Mr. Keegan on his most lucid account of what has been done to the Riley, which was a great help. We hope to see it and ride in it sometime soon.

CC NEWS..... OCT 2007

QUEENSLAND TRANSPORT LIAISON:

Nothing new to report QT are still conducting an internal review into any possible SIVS changes



NATIONAL MOTORING HERITAGE DAY:

The National Motoring Heritage Day is an initiative of the Australian Historic Motoring Federation (AHMF) to show the flag and demonstrate the strength of the motoring enthusiasts' movement in Australia by having up to 200,000 vehicles from the 900 plus vehicle clubs affiliated with the AHMF through their state and territory bodies, on the road on the same day around Australia.

The AHMF is arranging a national sponsor who will fund the cost of the design and printing of a poster. The sponsor will have a presence at selected locations around Australia at either the start and/or finish of events.

Official name of the event:

National Motoring Heritage Day – a salute to Australian motoring.

Day: Sunday May 18, 2008

Location: Australia wide. Make sure that there is an event in your area - have your club organise one.

ROBERT SHANNON FOUNDATION:

Clubs are reminded to consider nominations for the ROBERT SHANNON FOUNDATION, details and application form with Club Secretary.

The Robert Shannon Foundation was established in 2003 to perpetuate the memory of Robert Shannon,

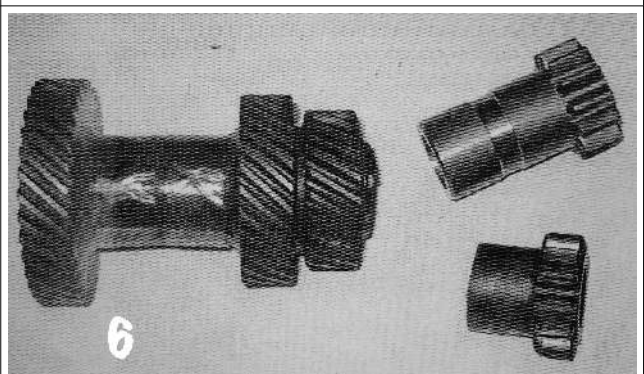
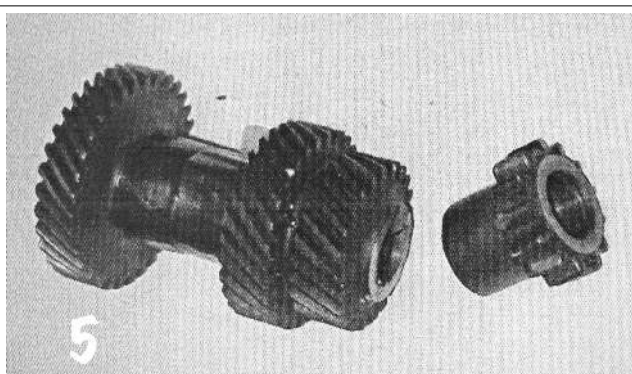
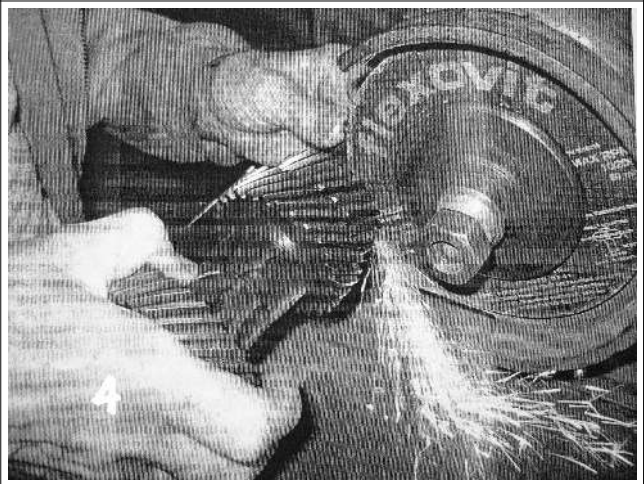
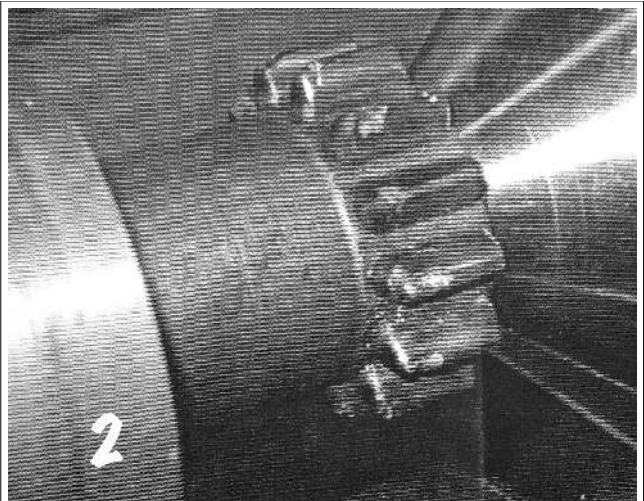
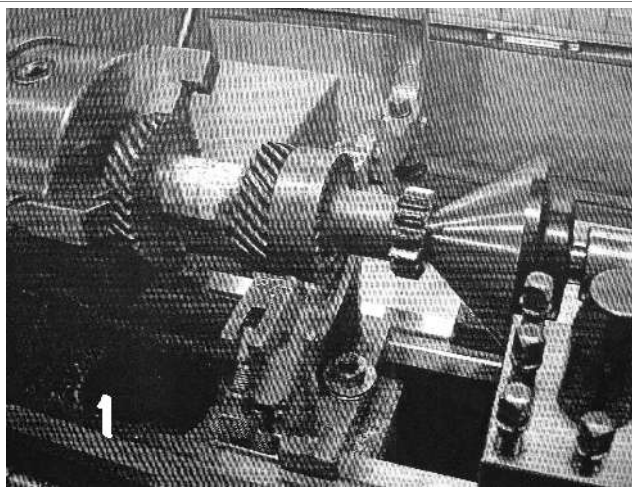
founder of Shannons Insurance, who died unexpectedly in March 2000. The purpose of the Foundation is to encourage people under the age of 30 to become involved in the restoration and preservation of veteran, vintage, post-vintage, historic 50's, historic 60s and historic 70s vehicles up to 30 years old. The Foundation may (1) help with the purchase of specialist tools or equipment, (2) assist with the actual cost of restoration work, (3) contribute toward TAFE or other fees or (4) contribute toward any project considered worthwhile by the Trustees.

ELIGIBILITY

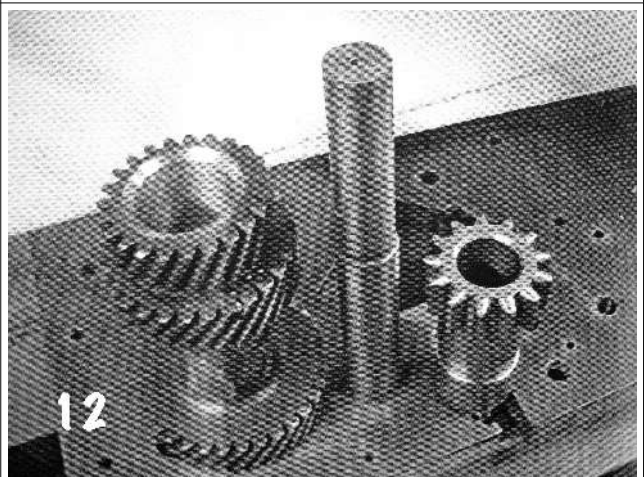
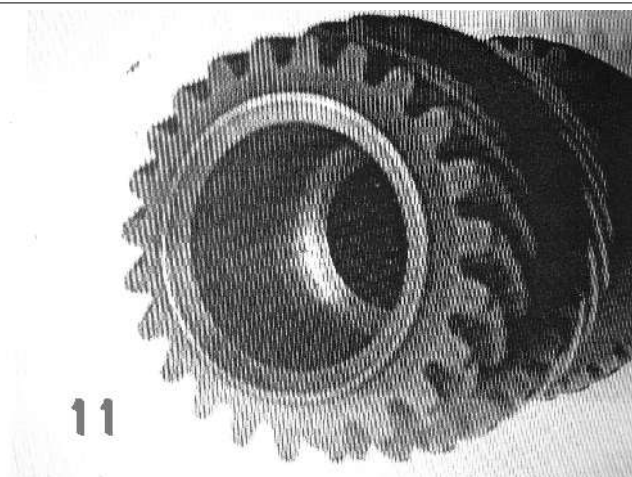
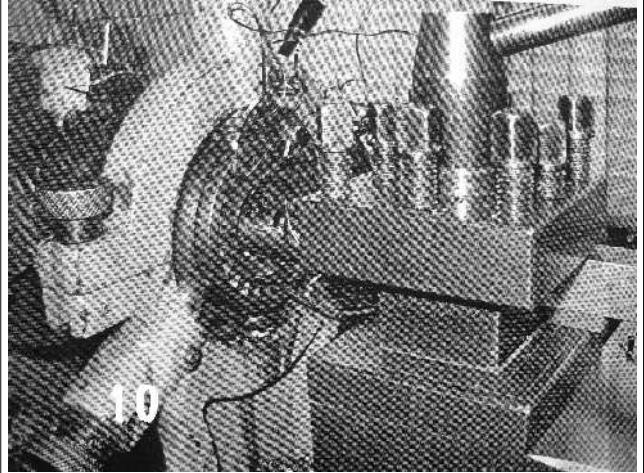
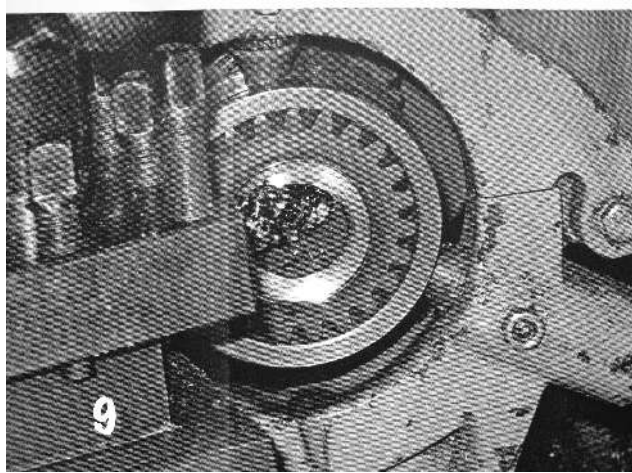
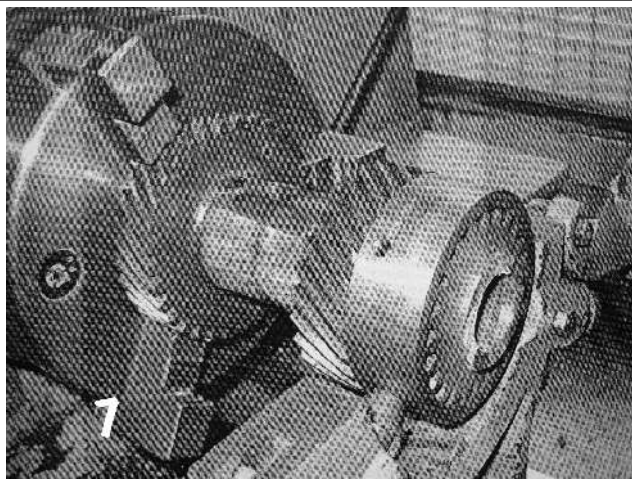
Any person or group of people under the age of thirty years and engaged in studying automotive restoration and preservation or actively working on historic vehicles is eligible to nominate for a grant.

PLEASE NOTE – Next Bi-Monthly General Meeting Thursday 23rd November 2007

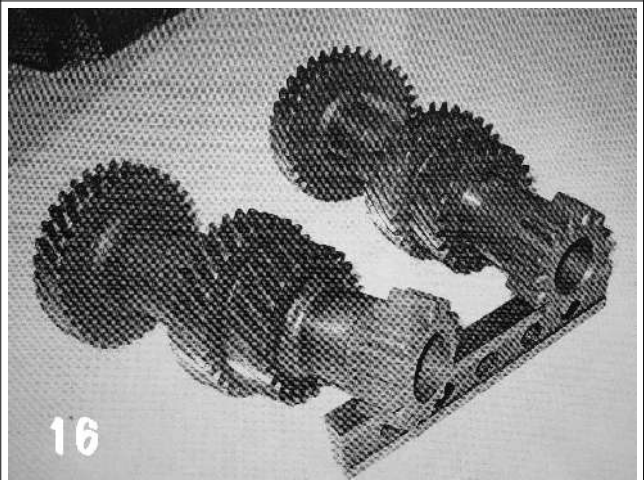
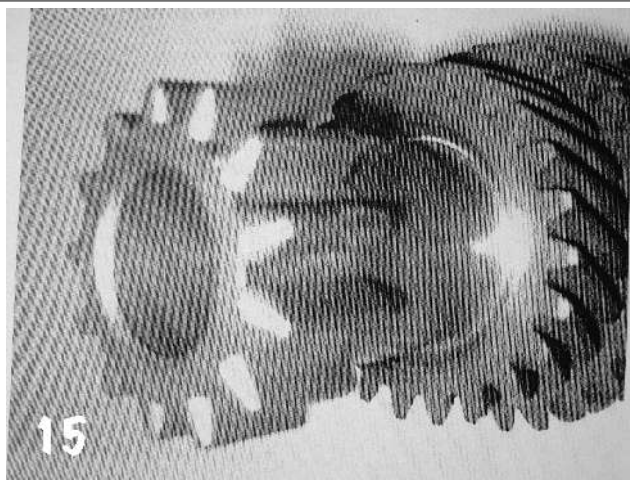
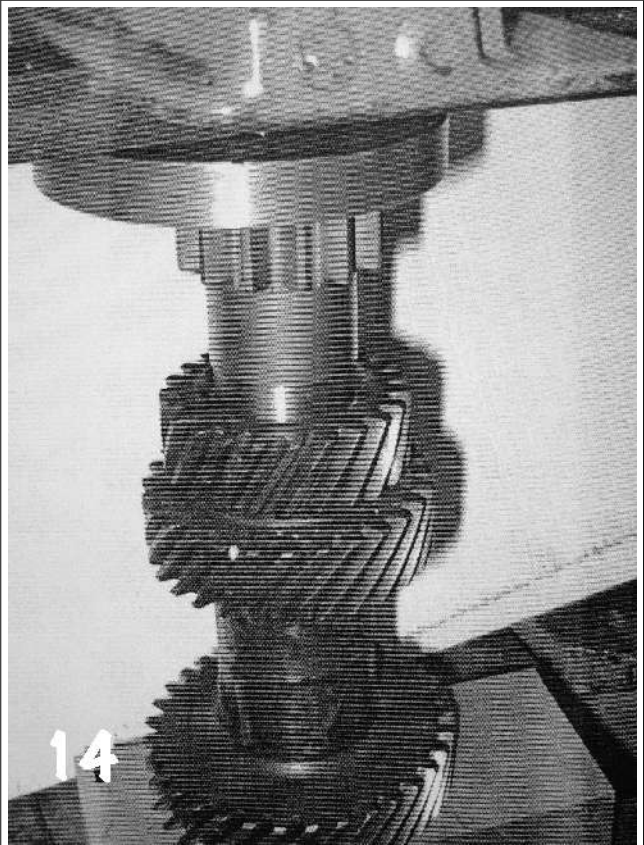
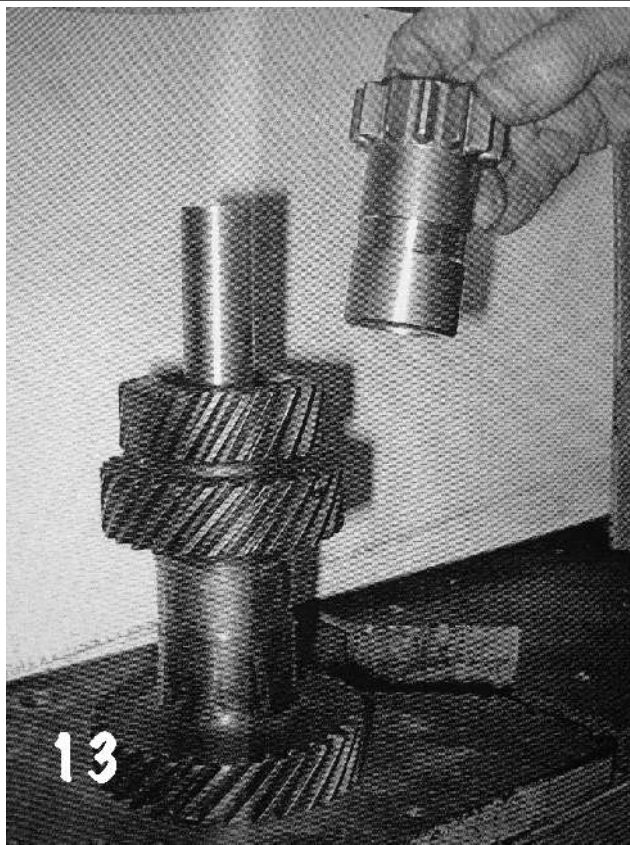
Be Spares Aware (3): Restoration of a Pathfinder Laygear



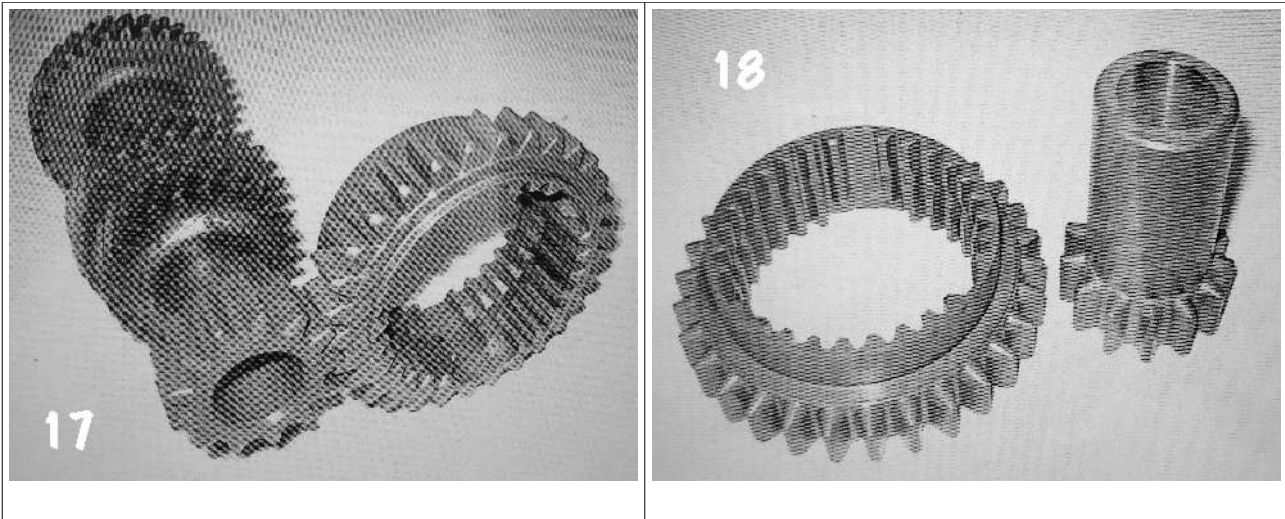
1. Damaged laygear being mounted in lathe
2. Damaged teeth, first gear
- 3,4. Jack cutting off first gear
5. Damaged first gear removed
6. New first gear (upper right) to be fitted



- 7. Laygear remounted in lathe
- 8. Jack at work
- 9. Facing off cut surface
- 10. Counter boring for replacement gear
- 11. Bored for replacement gear
- 12. Press fitting jig



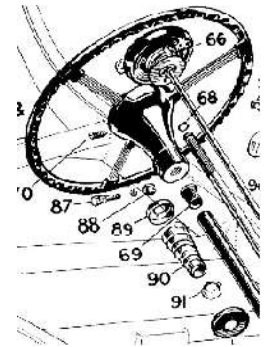
- 13. Preparing to press new first gear, note relief to accommodate weld
- 14. Pressing
- 15. Ready for welding
- 16. Welded and ready-to-weld assemblies
- 17. Finished laygear with new sliding gear
- 18. New sliding gear and first gear as manufactured



Wanted

Convolute **spring for RM steering column** (#90 in diagram).

Gary Britton, 202 Kruger Pde, Bellbird Park 4300
Phone 07 3424 0300



Jack Warr needs **Pathfinder distributor drive gears** in good condition for electronic distributor conversions.

Robert Wands (07 3349 0990) needs a **boot lid and spare wheel cover** for a 1951 RMB; also any usable sheet metal from the rear window back.

Norm Evans (07 5572 1673) needs a **pair of RM front seats**, any condition.

Bob Waldron (rwaldron@suttonroad.com.au) emailed:

I am a member of the ACT Riley Club and have a '53 RMF. It is almost complete and I am searching for some **heater components**, namely the tube which runs along the chassis rail and between the upper and lower wishbones in the front suspension and the distributor box which fits inside the cab beneath the battery box. While these components can be reproduced, I am anxious to keep things as original as possible. If any of your members have any information where I could obtain these items it would be greatly appreciated. Attached is a photo of the RMF with the proud owners (parents!)



For Sale

Riley RME – Professional ground-up restoration; needs some interior finishing. New maroon and black paintwork, rechromed brightwork.



Make me a sensible offer.

Bill Short 07 3886 7236 williamshort@aapt.net.au



1949 RMB, new battery, registered, runs well. Ex-Shellshear, ex-Phillips car, but don't have time anymore to treat it as it deserves. Asking \$11,500.

Mike Olive mobile 0412 766 199 home 07 5498 3303

Excellent **RME** for sale, original vinyl top, repainted, well-known Club car. \$12,000 o.n.o.

Geoff Williams 07 4124 8195



A blank page for your Notes or Contribution

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