



TORQUETUBE

**Newsletter of the Riley Motor Club, Qld, Australia Inc.
March 2018**

www.rileyqld.org.au



**Matt Schooneveldt's Midland bodied
Falcon at the Clubroom during the
February monthly meeting**

Editorial

The new year is in full swing with some new office bearers and preparations for the National Rally 7-11th May being conducted.

The editor is continuing to collect articles with a firm focus on restorations (particularly his own) and technical subjects so if you would like to see articles on other Riley activities contributions will all be accepted.

Talking about restorations, a little raid was conducted into New South Welshman territory last weekend and a fantastic specimen of a 1929

Riley 9 Mark 4 was carried off on the editor's trailer. Is this the beginning of a movement of Rileys to the north? Read about this car later in the magazine.



The editor appreciates receiving articles by the 21st of the Month

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February outing to Mary Cairncross Park



A small but special group of MG and Riley enthusiasts attended the monthly outing to Mary Cairncross Park. It was a warm, but not uncomfortable partly cloudy day. As usual the spectacular Glasshouse mountains could be viewed from the roadside or from the viewing platform above the new Park café. A group of the more able-bodied members ventured into the park and observed fruit bats, colourful fungi, flowing waterways and beautiful untouched sub-tropical forest.

The rangers were visited earlier in the week and an arrangement was made for the group to park their classic cars in the bus stop area where many tourists chose to photograph the remarkable appearance of a well-kept MG and post war Rileys.



One tourist offered to pay \$10 per picture to the editor but forgot to take his address.

Lunch was enjoyed on a well kept and beautifully presented park bench and table. Dulce Spiers demonstrated her cookery gift with the offer of an Asian dish while others purchased baguettes and drinks from the café. In all a lovely time was shared by MG and Riley enthusiasts.

Queensland Riley Motor Club AGM

About 22 people including 19 members attended the 2018 AGM. It was quite warm as you would expect in February and members made use of the cool drinks from the club's new refrigerator. The meeting room was sufficiently large to accommodate the numbers present and business was carried out in an informal but businesslike manner. It was a delight to be in an environment that showed off our common interest in Rileys with many photographs of

members cars and framed Riley displays on the walls. Much discussion prior to and following the formal meeting focused on car restorations and the purchase of car parts.

Ken Lonie, club president made his report about the 2017 year highlighting the work done to line the interior of the clubhouse and the development of the outdoor entertainment area.



Above: Ken Lonie (president) and Mark Baldock (outgoing secretary) being instructed by Alan Hill (one of the Queensland Riley Motor Club elders)

He commended Ian Henderson for his work in cataloguing spares and making them available to meet the needs of members. He also com-

mented on the increase in membership and the number of restorations currently being conducted by members. Other committee members were also commended for their contribution to the club.



Above: Lyn Jackson, Sheila Hill and Di Phillips and opposite: Wendy Lonie and Carl Harries chatting.



From the elected committee segment on page 2 readers can see who is not continuing in committee positions and who have accepted nomination and been elected into roles for 2018. Views were also expressed about creating a National Riley magazine and these will be shared with other state editors at the National Rally.

The 2018 National Rally, May 7-11; spectacular scenery, great activities and an opportunity to renew friendships. Book now; phone 0417 857 075 or e-mail kenlonie@bigpond.com



March Riley Motor Club events

Sunday 4th 8 AM The breakfast run will be to Woodford. There is a cafe called CJ's on the left as you approach from D'Aguilar - very good food and coffee.

We will leave Samford at 8 AM to arrive at Woodford at about 9.15 AM.

Hope you can join us.

Trevor. 0407 717 853.

Tuesday morning 6th Tinkerers meeting will be at the **club house**. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided.

Thursday 8th 8 PM. Monthly General Meeting of the Queensland Riley Motor Club, Samford Show Grounds.

Tuesday morning 13th Tinkerers meeting will

be at the **club house**. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided.

Sunday 18th 10 AM. The monthly outing will be conducted at the Clubhouse to test out our catering before the National Rally. We will also have a trial gymkhana to try and lift our skills before the May Rally. Morning tea is at 10 AM. Gymkhana at 11 AM. Lunch at 12.30 PM. Cost \$5 per person BBQ or quiche and salad.

Tuesday morning 20th Tinkerers meeting will be at the **club house**. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided.

Tuesday morning 27th Tinkerers meeting will be at the **Hills, 4 Mahdeen Place, Samford**. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and coffee provided.

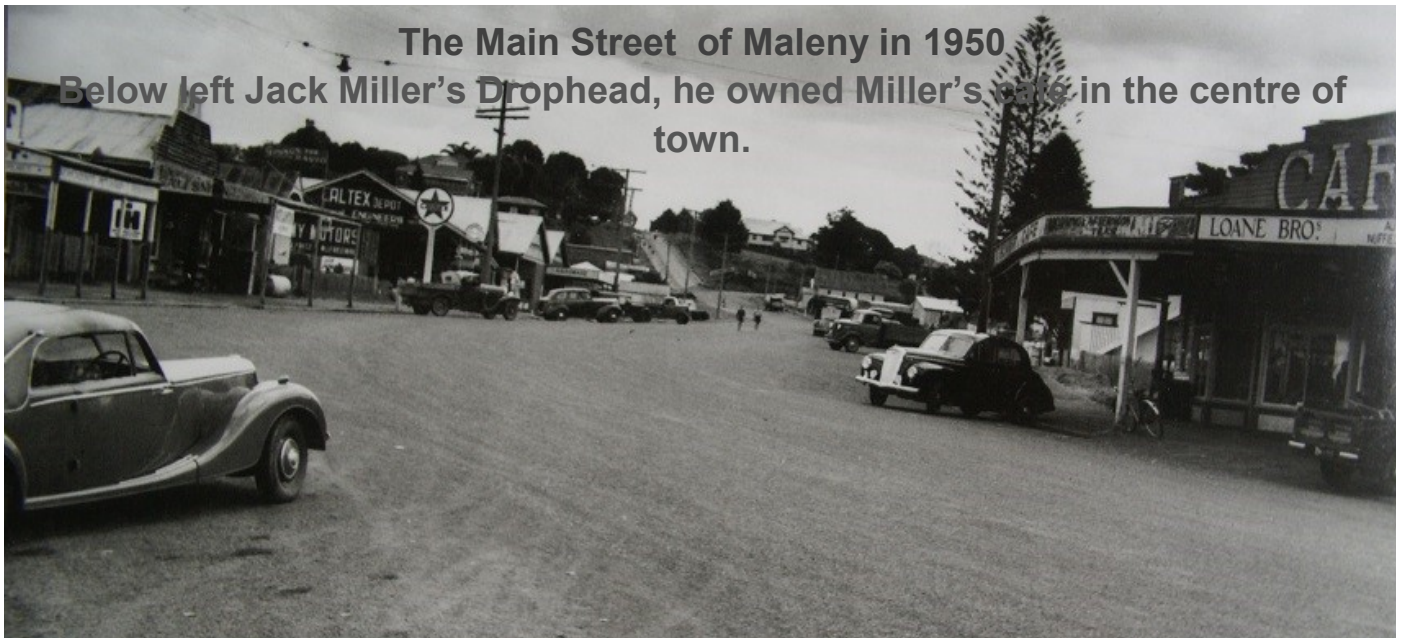
Registering Albert—a last word about the RMD by Phil Wyllie

Full registration over the period of the National Rally was desirable so registering Albert was put off until December. In the meantime, a few small oil leaks were chased down and fixed and the adjustment of the brakes was tweaked. On the day prior to registration Albert was driven onto a car trailer and next day he was taken down town, unshackled and driven to the mechanic's door. 'Leave it with me for a couple of hours', he said so I did. Later in the morning I returned. He said, the brakes were excellent. All the lights are fine and even the trafficators work. The handbrake is not as good as it could be, but I will pass it. But, the front shock absorbers are **too soft**. I know that they are new, but they are not good enough.' Never one to argue with someone who has the power to withhold a safety certificate, Albert was taken home and a phone call was made to Ian Henderson and then Paul Bae asking for the describing numbers for alternative shock absorbers. Neither spare part man had alternatives. Paul said most NSW members used the Pedder shock absorbers, but he did congratulate me as being the first person he had ever heard

of whose car failed a road test because of soft shock absorbers. Thanks, Paul.

At home, one of the Pedder 3040 shock absorbers was removed from the car and taken to Caloundra. This was presented to the Repco shop assistant and the suppliers of Munros were called and the representative said he had a pair that would suit in stock and they would be at the Caloundra store by 9 AM the next morning. In preparation for fitting them the store assistant was asked for the ID of the shock absorber eyes. He said a half inch (12.7 mm) on the top eye and 12 mm on the bottom eye. At home it was discovered that the bushes that had been made for the Pedders were identical! How curious.

Next day, the Munro 15-0088 shock absorbers were picked up and opening the box it was found that they were identical to the Pedders! Anyway, wanting to be faithful to my commitment, they were fitted to Albert, the car was taken to the mechanic and a safety certificate was issued. I said nothing. Later the kind lady at the Caloundra RTA exchanged a lot of money for a pair of registration plates, '012 XSW'.



The Main Street of Maleny in 1950
 Below left Jack Miller's Drophead, he owned Miller's cafe in the centre of town.

A Midland bodied 1936 12/4 Falcon by Matt Schooneveldt

Bill French purchased the car some time ago and brought it to Qld. He then sold it to Graham McKay as is. Graham and Gordon Cameron restored it but never used or registered it. Graham then sold the car to Neil Brandt, but it still was not used or registered and then in recent times Neil passed away. The car was left to Neil's daughter who held onto it for about five or so years and then about eight months ago I purchased it from her. Now in my possession the Falcon built in 1936 has sat outside my house under a carport while I have been working through the mechanical issues which have largely been created from such a long time without use.

Below left: Matt's Falcon at home under the carport.

The car is virtually complete. The upholstery is in good condition, although it did take some time with leather conditioner to revitalise the seats. The door cards and trim are in good condition as is the dashboard and instruments, though most of the instruments don't actually work at this stage. The sliding roof mechanism works well. The car was repainted at some time in the past, but the preparation work was a little inadequate and in various places it has begun to bubble and show signs of contamination from the inside. The chrome work on the bumper bars, headlamps and other fixtures are all in good condition.



It appears that the car was backed into something during its lifetime and the repair was poorly executed, and a fair bit of bog has been removed from the spare wheel cover and the metal straightened and repaired. Probably due to the accident the rear tail light is missing. I have since replaced it with bits of one that I had in stock and some manufacturing. If anyone has something better that they are willing to part with, please contact me. Also missing are the spare wheel mounting pieces and I expect that these were lost following the accident that occurred sometime in the car's history. In the meantime, the rear bumper bar has been straightened and the car is slowly moving towards regaining its original straight condition.

Under the bonnet, the engine has been fitted with double 1 ¼ inch SU carburettors but that is the extent of the changes that have been affected mechanically. After some weeks, the carburettors have been freed up. A modern temperature gauge has been fitted, the engine has been flushed and the radiator is working well except for a small leak at the top of the tank. The exhaust was in reasonably good condition. The engine now starts without any problem and as the editor discovered when he visited late in 2017 the transmission produces a whirring sound along with engine noises but this is normal for the Wilson pre-selector gear box.



Above: SU carbies fitted to the 12/4 in an immaculate engine bay

Yet to be restored and high on the priority list are the preselector linkages, suspension rubbers and the wiring harness but for now the car runs well and is attractive to the eye and most importantly my wife likes the look of it.



Bottom left: Preselector arrangement. (Matt proved that the pre-selector linkages need restoring when he was encountered on the side of the road after the AGM. I think he was trying to get the first gear selector to work – Editor)

One of the issues created by such a long time sitting idle was rust holes in the petrol tank. This has necessitated a fair bit of soldering. The repair process involved filling the tank with water, pressurizing it and circling the leaks and then soldering the pin holes created by the oxidation process. This method was repeated until all the pin holes were identified and repaired. Lets just say the tank was in and out a few times. The fuel tank has now been re-fitted and is holding fuel without any leaks.



In all, the car came up for sale and the opportunity was taken and I am enjoying the restoration process and the car fits in with my Riley 9 roadster and another pre-war project that I am working on. But that story will wait for another time as it is still in its infant stages.



Matt Schooneveldt.

Edward; a 1929 Riley 9 Mark 4 comes to a Queensland garage

Edward, a 1929 Riley 9 Mark 4 Roadster re-appeared in Canterbury, Sydney in the 1970s or perhaps in the early 80s? Ross Griffiths is credited with the find. Later, NSW Riley club member and current president, Keith Walker purchased the car. The car had the chassis number 609976 but had no other identifications such as an old registration plate or any written records in the possession of the seller. Poor Edward was in a sorry state. What timber was left could have been mistaken for drift wood. The metal body was largely eaten away by the effects of oxidation but the engine with all its components, including carburettors, generator, magneto, and starter motor were all there, so was the gearbox and the differential, an amazing discovery as most of the wrecks encountered by me have many missing parts. Keith recalls that the car had six stud wheels and a vertical radiator, but he only kept the car for between 6 and 12 months.



Above: Riley 9 drift wood and tin

Sometime in the 80's Edward was brought to the Bae household and Paul's wife, then Cheree purchased him from Keith. It was not a case of love at first sight as Edward was definitely a project car. During this time Lil (Cheree) attended TAFE and learned the art of metal working and although of petite build Lil worked the mudguards into their original shape. Any casual inspection in his current state will show that up to half of the front guards have new metal welded into them. Paul also shared a significant role in cutting out, bending and welding body and door panels. Together, they worked until panels began to develop into their correct shapes.



Above: A remarkable amount of welding and panel work has produced a marvellous result. Notice the patches.

During their custodianship, Edward paid a visit to Keith Phillip's workshop. He remembers that the timber used was a combination of Coachwood and Tasmanian Oak. The Tasmanian Oak could have been Victorian Mountain Ash. He said that the remains of the original timbers were copied, and a complete timber frame was cut out, fitted together, and assembled on a table in his workshop. It was then fitted onto the chassis. Keith also remembers that Lil used Linseed oil to seal the timber but in later times Keith recommends the use of 'Everdure', a product that he became acquainted with when working for Classic Autocraft.



Above: Edwards timber work displayed



Above: The body hanging from the rafters at Jane's home and the chassis below

After some time, Lil came across another car that was more appealing to her (the Tourer) and so Edward was sold on to Ron and Jane Miller. During their custodianship the radiator mount was copied, and the chassis was cleaned, sandblasted, and painted. The radiator was also repaired. The engine was sent off to Parry's Engineering and prepared for rebuilding. The bearings were built up with new white metal, the engine re-bored and all the parts required were gathered together. About 20 years ago Phil Evans rebuilt the engine with new Omega pistons. Twin SU carburettors were stripped and reassembled with new parts and the electrical components were restored including starter motor, generator and magneto.

During the same period the gearbox was rebuilt, and Jane purchased a new crown wheel and pinion from Graham Brown in England. This has since been assembled into the diff and during their custodianship Ron rebuilt the front end with new kingpins and springs. New brake assemblies were also purchased but then in 2001 sadly Ron passed away. Since his death, Jane purchased numerous parts for the car including tyres and wiring harness.

In 2017 Jane decided to sell the car and contacted Paul Bae and asked him to seek someone who would complete the restoration. Paul knew that I was interested in purchasing a Riley 9 and so the offer was made and accepted. A date was set in February this year and the cruiser and car trailer was driven down to Sydney. It happened that Lil was visiting on the Friday evening and when it was discovered that the Roadster was changing hands she declared that her car was at last going to be completed. It had been perhaps thirty years since Edward was discovered and the restoration begun. Late on the Saturday morning Paul guided me to Janes' home where Jane and I became re-acquainted. Many Queenslanders will remember Jane's fabric bodied Riley 9 at various National Rallies. The car looked and still looks marvellous. We pushed her Riley out of the garage and behind it, the Riley 9 Roadster chassis was sitting on stands with the timber and partially skinned body hanging above the chassis from the rafters.



Above: Another photo of Edward in Jane's garage. The engine is installed but electrical items and carburettors are in boxes.

Below: Jane with her fabric bodied Riley 9



It was about 11 AM when we arrived and over the next hours the rear wheels were fitted temporarily onto the car and Paul worked his way around the garage and under the house gathering Riley 9 car parts. Gradually the cruiser was filled, and the garage emptied and by 4.30 PM we had the Roadster tied down on the trailer and covered with a tarpaulin and the cruiser filled to the brim with car parts. The journey home commenced with a tricky manoeuvre up a steep and narrow driveway and then down the foothills of the Blue Mountains onto the motorways back to Hornsby. The next day, even more bits were fitted into the cruiser and several hours of brain picking occurred as car parts were taken out of the cruiser and explanations given on how to assemble them so that they would work efficiently. The next day was Monday and the journey was made back to Maleny, the cruiser unloaded, and the Roadster located into his new home.

Below and adjacent: Edward at Treehaven Way, Maleny



cleaned, sandblasted, and painted, the shock absorbers have been fitted and the body, doors and boot lid are complete with new timbers. The restored wheels are on the car. What is left to be done is paint on the body and the assembly of the parts. It is a clean three-dimensional jigsaw waiting for assembly.



Above: Phil Evans put the engine in about Christmas 2010 and below what appears to be the car when Ron picked it up from the Bae household (pictures gleaned from the Riley Gazette April /May 2015 page 11)

The current state of the Roadster is quite remarkable. Gone from the car are the rusted panels and seized components. In their place and now on shelving in the garage are restored instruments, wiring harness, carburettors, a new exhaust system, spare wheel, tyres, and tubes, and restored electrical and brake components. The chassis has been



Let there be light by Chris Reynolds

The first time I drove my Riley RMD at night it was a big shock!

Had I actually put the lights on?

Was there a bad connection or were the lights badly adjusted?

Or were lights back in the 1950's really this poor?

Well, the answer was actually a combination of these possibilities and I began to understand why most of the club members said they didn't drive their Rileys at night!!.

It turned out that the lights on my car were badly out of adjustment, so proper readjustment in itself improved things a little. At least when no other traffic was around I could tell the lights were on and they did point into the distance on high beam. But they were still pretty poor compared to what I was used to.

The lights on my car were not the original and had been changed to the H4 Quartz Iodine type. These are 50/55Watt bulbs, giving out much more light than the original 35 Watt bulbs. Obviously back in the 1950's there really wasn't so much traffic around and lights could be a fair bit dimmer than we expect from modern cars, but even so the upgrade in output still didn't match a modern car. Admittedly there was a small drop in voltage through the old wiring and switches which could have been improved with new wiring and a relay system for the lights, but there was another problem also. The generator in the Riley just couldn't cope with the higher battery drain. I discovered this as a major problem when returning from the country at night and had to go through much of Brisbane on side lights only, relying on the good street lighting, in an effort to get the battery recharged!!

So I started to research what I could do to improve things with the goal of better lighting with lower current drain. I ended up fitting a HID system. This system only draws 35Watt per bulb, the same as the original Riley lighting system, yet provides the light output equivalent to a 150 Watt system. [It should be noted,

however, that when I fitted this there was some doubt regarding the legality of retrofitting HID systems, and it is now clear that it is technically illegal! (Ref RACQ web site advice) Many conversion kits remain available on eBay.]



Above: Wiring loom and below the control box



HID stands for High Intensity Discharge and there is no filament in an HID bulb. Instead a high voltage arc is struck between Tungsten

plasma created in the arc produces a very bright and concentrated light output at a low current draw. Most people are very familiar with mercury vapour lamps commonly used in street lighting, however the colour of the lamp output is determined by the type of metal salt used and whiter light is used for other applications. When I bought my HID kit I wanted a colour close to that of a normal headlight (which is 3200K to 4300K) rather than the higher range 'blue' lights that are often seen. Mine were 5000K, rather like 'daylight' illumination.



Above: Bulb mounted in reflector. Note the large rear projection of the electro mechanical dipper

The H4 bulb that my kit was to replace is a dual filament bulb. Its replacement is a single bulb mounted in a holder which moves the bulb back and forward so that the arc is in the correct position for full and dipped operation. An intriguing solution, not unlike in concept to the use of the electro- mechanical dipper on the old (1936/7) Riley I had back in England!

The extra size of the mounting for the electro mechanical bulb dipping mechanism required the rear of the headlamp cup to be cut so that the lamp could extend back into the wing lamp flare. And the wing flare was an ideal place to locate the ballast unit: out of the way and hid-

den from the elements and view. The control unit was mounted in the engine bay at the passenger side front.

The resulting illumination is just fantastic and equal to most modern vehicles. The dipping mechanism works very well so there is no danger of dazzle for oncoming traffic (the biggest problem with HID or LED conversions as I understand it). And for those of you with the original generator system (mine is now replaced by an alternator) there is no danger of a flat battery after a long drive at night!



Above: Headlight fitting into a pod that has been cut out to accommodate the bulb rear projection and below: Ballast and controller in headlamp flaring and control unit mounted in the engine bay



Special Tools for Restoring a Riley

There are many tools that are common in the home garage and you may need to use one or more of them to make one of the special Riley tools described in this article. Some are easy to make and a few others may need to be purchased but all of them are invaluable if you want to do Riley restoration work yourself. Common body building tools that are useful when restoring Rileys include Mig welders, electric shears, sand blasters, angle grinders and panel beating dollies and hammers. Timber forming tools could include band saws, jig saws, sanders and planes. But this article is not about these tools and they are tools that are generally not found in tool shops. They can however, be made with a Mig, a cut off saw or angle grinder and a drill.

Engine

Engine removing cradle. The specimen pictured below is a native of Robin Hull's garage. It is for use when the head has been removed from an engine and as you can see from the slots it is placed over the head studs and held in place with the nuts. The "U" bolt is sufficiently large for any block and tackle hook that might be found in a home garage. It certainly beats fitting a chain to the exhaust manifold and the front engine cradle and lifting the engine out on it.

Another engine cradle that can be found in Robin's garage fits over the rocker studs and when secured easily lifts the weight of a RMB engine at the correct angle to lift the engine and gearbox out through the front of the car.

Below: Engine removing cradle



A Crank pulley nut spanner. Nearly all of the engines that I have dis-assembled have butchered crank pulley nuts. Usually a big hammer and cold chisel are the culprits but making a simple crank pulley spanner saves time and a butcher's bill that can involve filing the pulley nut back into some kind of shape.

All that is required is welding flat bars onto the end of a stout steel bar and then welding a cross piece onto the end to turn it, the longer the cross bar the more torque can be exerted. Even Albert's engine that had been submerged under the Brisbane River and lived a long time next to a tidal creek in a seaside suburb of Brisbane was no match for the 'T' bar spanner employed on the crank nut. It came off easily and without any damage.



A more sophisticated crank pulley nut spanner can be found in Robin Hull's garage. It is in two pieces, the lever section is much shorter than the cross piece mentioned above but Robin says it can be struck with a hammer without ill effect.



Crank plug spanner. The original crank plugs required a hexagonal tool to be inserted into the plug and some force to hold it in place while the hex tool was turned. The NSW club offer plugs with a straight cut across them and I am not sure what tool is used to remove them or how to apply sufficient force to undo them. The Queensland club offered plugs with four evenly spaced holes drilled into them. These have been my preferred choice.

Two spanners have been made to unscrew them. Both utilise one of the plugs and both have a drill bit cut to 15 mm lengths and fitted tightly into the holes in the plug tool and glued into place with thread locking cement. One of the tools has a bar to apply force to it and the other is pinned to the end of a half inch drive extension.



Flywheel brace. This tool is bolted into one of the stud threads and the teeth mesh with the flywheel making it easy to undo and replace the flywheel bolts.



Other mechanical tools

Half shaft nut spanner. This is another location where butchered nuts are frequently found. Once again the culprits are cold chisels and big hammers. In just a few minutes a 4 inch water pipe can be converted into a spanner by welding some flats into it to fit over the nut. Rods or smaller diameter pipes can be welded to the sides of the tube spanner to undo the nut without damaging it and then the nut can be repaired from its previous traumas.



Pinion extractor. This is pictured in the special tools section of the RM repair manual. It is easy to make and one can be found in the spare parts shed, in Robin's garage and also in mine. They all have boomerang markings on them for definite returns.



Gear box mount. This tool has been invaluable. It makes use of the gearbox draining thread and has a stout steel post. This fits into a pipe that has been welded to a thick steel plate which sits on the bench allowing the gearbox to swivel around while the home mechanic disassembles and reassembles the gear cluster and removes and replaces the lay gear cluster.



Front Hub spanner and hub removing tool. These tools can only be found in Robin's garage and I am sure that undoing the hub nut and hub puller is made so much easier with their use.



Brake shoe remover Do you remember when you could pull a brake shoe off with your little finger? Well maybe not, but this device makes it easy to remove a brake shoe. It requires a few small holes drilled through the end of the shoe and the brake shoe remover can be bolt-

ed onto the shoe and it can be removed and replaced with ease.



Body work tools

Most of the tools that I have were bought off the shelf from engineering shops or gifted to me by friends who have decided not to restore another Riley (Why would anyone stop restoring Rileys?). But I do know of tools that have been manufactured by clever restorers that are as good as the ones purchased or maybe even better but have never been offered to manufacturers for production.

Stepping tool

If butt welding is not your forte, when possible, lap welding may be the way to go. A stepping tool will put a step into your panel and another piece of steel can be laid into the recess allowing the restorer to spot weld on the corners or at 2 inch intervals with only a thin layer of lead over the joint. As you would expect Robin has made his own and it has longer arms making the tool easier to use.



Hand rolling tool

Originally intended to round off edges on gutters, a hand rolling tool can be placed over the edge of a steel panel and if carefully utilised the panel can be bent over at 10 degrees at a time and if the material is evenly bent along



the edge the process can be repeated producing a right-angle bend, a fold or the material can be bent over wire. The one pictured is a gift so it is not known from whom it can be purchased but if a reader knows where to get them it will get a mention in the next Torquetube.

The editor of Torquetube is very interested in seeing pictures of other special Riley tools from anywhere in Australia or overseas. A short explanation about their use would be helpful and a promise is made to faithfully copy them when required for the restoration or repair of a Riley. If pictures are received they will be published in subsequent editions of the Torquetube.

Re-wiring your Riley

Many times after purchasing that Riley you have always dreamed about it is discovered that there are a few things to be done, often, one of them is the wiring. Some cars have amazing bird nests under the bonnet from successive additions of relays, power wires, thermostats and so on. Other cars have such brittle wiring or even worse bare wires under the dash or in the engine bay that they are a fire hazard. In the case of the car in this article the entire wiring harness was removed in my garage and a harness that was made up here in Queensland was fitted. It was originally intended for an RMB so it needed to be modified to suit an early RMA. To start off with the generator in a RMA is fitted to the passenger side of the engine and the fuel pump is mechanical. But mostly, the new harness fitted straight into the car.

Firstly, there was an enjoyable few hours cutting wires and taking the dash board out. Initially, it was work mainly done with side cutters. Having removed the dash all of the ignition, lighting and instrument wires were removed. Then the wiring to the 'D' lights, petrol tank, trafficators and brake switch were removed and in the front end, the wires to headlamps, parking lamps and driving lights were taken out. A remarkable feature of the old wiring was that many of the wires at the contact points were bare for up to three inches. Some of the bare wires were under the dash and others around the engine and under the car. Following this exercise, many of the instruments were lubricated or exchanged for other second hand instruments that functioned.



During the few days that followed the new harness was fitted from the control box (CB) and forward to the headlamps and other lights. During the balance of that day the wiring was fitted to the dash instruments. Of note is a lack of clarity on the wiring diagram about the positioning of the wires to the ignition switch (IS). On these earlier cars with round dials the incoming power wire runs from CB -A to the top IS terminal and the outgoing wire runs from the central IS terminal to the starter push and back to CB - A1. The light terminals are obvious so there should be no issues for the DIY restorer there. The dash was then fitted back into its place and the wiring was fed back through the scuttle to the control box.



Above: Indicators and lighting wires fitted

A new learning experience for me was the generator. It was different from the ones that I had played with previously. On RMBs the large contact post is for the armature. This one had near identically sized contact posts and it was not clear which one was to the field and which one was to the armature. A telephone call to Brian Jackson clarified the issue. He said that a power wire from the battery to the armature would tend to make it spin and so it did.

One thing of interest is the trafficators. The wiring harness came fitted with flasher unit wires and these were fitted under the dash to the flasher units. A previous owner had fitted a headlining that covered the trafficator pods and new

coverings were cut from 3 ply and covered with felt. The trafficators were then removed, cleaned, tested and when proved replaced and they were refitted with some tweaking of the trafficator positions indicators, indicator warning lights and trafficators worked in unison from the trafficator switch.



Above: the trafficator covers

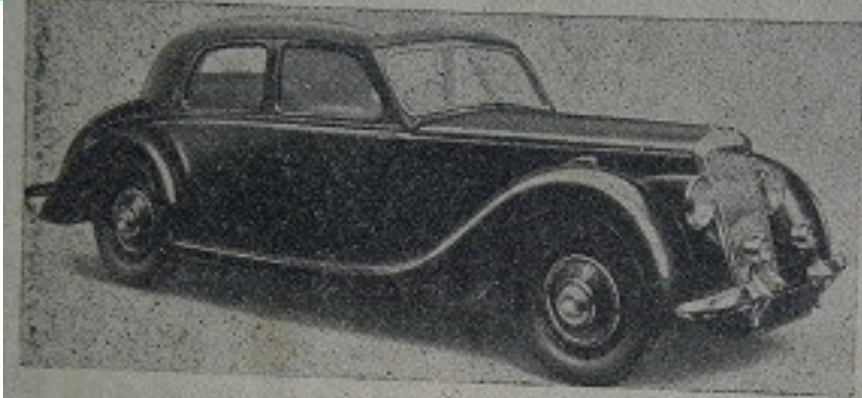
The other thing of interest is that a fuse box was fitted into the lighting circuit. Originally Rileys did not have fuses for the lights so it is quite possible that a short in the lights could produce a total blackout at night or worse. Motivation for fitting the fuse box came from an experience when George (my 1949 RMB) developed a short in the lighting circuit on the Gateway bridge, it was not a happy experience. The fuse box was fitted onto the battery box wall just behind the CB. Each headlamp, high beam and low beam was fitted with its own fuse as was the driving lights and the parking lights. So, if a short was to occur in any light and a fuse blew, the car would still have the other lights to proceed to any destination.

Below: Flasher units fitted under the dash



For Sale

New Cars Best buys in 1950



**RILEY 1 1/2 LITRE
SALOON. £1280**

The Riley's modifications in the 1950 series are a change in the instruments. There is a large dial speedometer on one side and a large clock on the other between which are now grouped the other instruments, oil gauge, petrol gauge, ammeter and thermometer. The dials have a dull finish and the instrument panel is completed with a walnut veneer panel. There are many other interior improvements. The 1 1/2 litre four-cylinder overhead valve Riley is of 1496 c.c. and develops 55 b.h.p. The price is £1280.

The Riley 2 1/2 litre roadster, all imported, is available for £1285. Displayed by Kellow - Falkiner Pty. Ltd.



Second Hand Cars: Best buys in 2018



Riley Drophead 1950.
Earlier restoration.

For more information
or to make an offer call
Graham .

Phone Graham MacKay on
0412 071 903

