TORQUETUBE

Magazine of the Riley Motor Club, Qld, Australia Inc.
August 2018

Alan Lecky and Jo Woodcock's RMA after an engine re-build

Pictured with the car is Jo and Doreen Wheeler

Editorial

Thank you to Brian Jackson, Peter Lee and Trevor Taylor. Without your contributions the magazine would all have been written by the same author.

As far as the editor is aware the first advertised day time RMCQ monthly meeting will occur this month on the 12th August. If you struggle with night time driving this is your big opportunity to attend a monthly meeting of the Queensland Riley Motor Club! Maybe if there is enough of us who attend the membership will consider other day time meetings?

This past month various activities have entertained the editor, but one of the most special was seeing Alan and Jo's RMA back on the road. Congratulations, Alan.

Below: Alan and Jo departing after dropping off some tuning tools

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

THE 2018 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Marshall Holmes	0477 377 109 marshall.holmes@outlook.com.au
SECRETARY:	Mathew French	07 3353 0532 mgwfrench@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
CLUB CAPTAIN:	Peter Lee	0403 179 458 peterrosslee@me.com
SPARE PARTS OFFICER:	Mark Baldock	07 5491 5409 norest1@bigpond.com
ASSISTANT SPARE PARTS OFFICER:	Carl Harries	0448 499 570 digicarl@hotmail.com
REGISTRAR:	Di Phillips	0411 043 974 diannephillips1@optusnet.com.au
EDITOR:	Philip Wyllie	07 5499 9826 philip.w.wyllie@gmail.com
WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR	Trevor Taylor	0407 717 853 trevor.taylor@ymail.com

Contents

Cover page

Alan Lecky and Jo Woodcocks RMA

Happenings

Editorial and disclaimers ……..…....page 2

Rileys at the Samford Show …..……page 3

August Riley Motor Club events. ……...page 4

Spotted at the Coast Upholstery ……..page 4

Technical subjects

Horn push rebuild ……. …..page 5

In the Garage

Reframing Errol a 1951 RMB …….. ..page 8

Fuel tank repair ……..page 10

A celebration of the life of Lois Archer ……..page 13

Nuts and bolts and things ……..……...page 14

RMF water pump ……..… page 15

For Sale ……..……page 15

August Riley Motor Club Outing

It was a glorious weekend for the Samford show, with blue skies and warm days. Much work had gone into the preparation of the event and the outcomes were very enjoyable for everyone who attended.

There have been Classic cars on display at the Samford Show for the last 10 years. The display now also includes Vintage caravans. It has been reported that the Riley display was by far the best exhibition of classic cars at the show. They contributed a splendid line up on both days.

During a quiet period a discussion arose about whose Riley grill was longest? Was it the RMD's? Maybe the RMB's or was it the RMC? After a while a measuring tape was produced and it was discovered that they were all the same length except Ian's RMC. It was two inches shorter.

People with Rileys at this year's show were Ken and Wendy Lonie in their Monaco, Brian and Lynn Jackson in their RMF, Mark Baldock in his RMB ,and Rod Longden in his RMB, Ian Henderson in his RMC , Peter and Lesley Lee in their RMD, and Chris Reynolds in his RMD), and Carl Harries in his RMA Special.

Six other Riley Club members were at the show with MG's and a Rolls Royce. In the display were Keith McGhee's 1948 MG TC, Graham Moore's 1948 MG TD, Rod Longden's 1950 MG TD, Trevor Taylor's 1953 MG TF, Bill White's 1960 MGA Coupe , Barry Evans' Modern MG and Graham Bourne's 1937 Rolls Royce. The group totalled 14 Riley Motor Club members.

All entrants received a special rosette to commemorate the 50th Show and 10 years of classics. All of the cars participated in the grand parade without boiling a radiator!

Photos by Peter Lee and content by Trevor Taylor and a secret reporter.

August Riley Motor Club Events

Tuesday morning 1st and 7th Riley Tinkerers at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Sunday 12th 11 AM at the Riley Motor Club room, Samford Show Grounds: Monthly General Meeting followed by a BBQ lunch at approximately 1 PM.

Tuesday morning 14th Riley Tinkerers at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Saturday 18th August: The run will feature Maleny and Kenilworth and we will be looking at several members' projects as well as taking in the superb scenery.

Meet at the northbound twin BP station (northbound), Bruce Highway, Caboolture at 9am. The first destination is 74 Treehaven Way, Maleny for morning tea and a look at Errol, a 1951 RMB being re-timbered. Parking is on the front lawn. Depart at 11 AM for Louise and Wayne's home at Kenilworth to look at Wayne's other two RMs and a BBQ lunch. The plan is to leave and travel together however a mud map to the home of Louise and Wayne will be supplied at Treehaven Way. BYO meat. Salad, and tea and coffee supplied.

Join us for a picturesque tour along Mountain view Road to Treehaven Way and then through Witta, and down the escarpment through Conondale to the beautiful Mary River valley for lunch.

Tuesday morning 21st: Riley Tinkerers at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Sunday 26th August breakfast run to Woodford: We will meet in Samford at 0800 to leave at 0815 routing via Dayboro and over Mt Mee to Woodford. The bakery/ patisserie - CJ's - have a good selection of food and excellent coffee. We aim to be there by 0930.

Please either join in enroute or go direct.
Regards. Trevor.
0407 717 853.

Tuesday morning 28th Riley Tinkerers at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Spotted at the Coast Upholsterer at Beerwah

A roving Riley Torquetube reporter recently spotted the body of a Vintage car that looked suspiciously like a Riley boat tailed Riley 9. Following an intense interrogation the owner admitted that the vehicle belonged to Malcolm King.

Earlier picture of the body in Malcom's shed

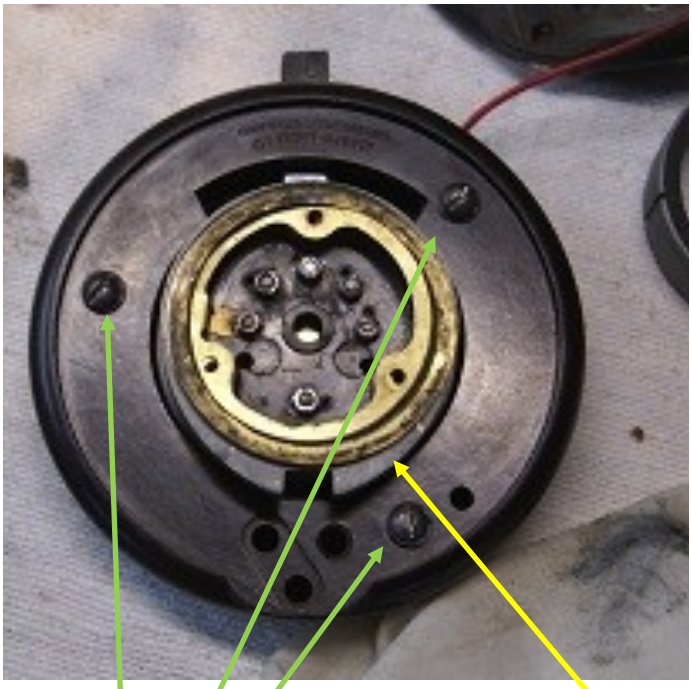
A new covering being fitted

Horn push rebuild

The RAEME Avionics men used to tell me that it is the smoke that makes instruments work and if it escapes an instrument, it won't work anymore so you have to put the smoke back into the instrument to make it work again. That, they said was the stuff of their working life, putting the smoke back into instruments where it had escaped. Well, a few weeks ago a certain Riley enthusiast drove up my driveway with a smoking horn push and we agreed that it was bad for its health, so we took it out and under the steel top of the inner column we found that the horn, trafficator, and power wires were bare and burnt. At the time I can remember thinking that it was an easy fix, so we cut the wires off, cut them back to a point where the sheathes were intact and resoldered them to their terminals. We then, reassembled the horn push onto the inner column and fitted it back into the car. The next day, it was smoking again so something more drastic needed to occur to cure it of the smoking habit.

Above: The bits

The three screws holding the Bakelite horn push to the inner steel column were undone and the horn push withdrawn a little way from the inner column and the wires were cut again. The inner column in its two pieces were then set aside and the horn push was placed on the operating table that had previously been covered with a thick clean white cloth. The first thing done was to remove the three horn push retaining bolts so that the horn push cover, the horn push, and the button with its spring came away from the centre bakerite base. After that the metal self-cancelling ring was removed from the bottom of the horn push assembly.



Above: The inner column removed and the wires unsoldered. The self cancelling ring and the three horn push retaining bolts are seen here.

When the horn push is situated so that the trafficator lever is at twelve o'clock, the nut at six o'clock simply holds the triangular trafficator pivot point in its place and it holds the two main parts of the horn push together. It was the last nut to be undone. The contact point nuts were all unsoldered and the two nuts and bolts at 3 and 9 o'clock that hold the brass horn contact in place were removed allowing the horn push contact on the other side of the horn push to be removed. Then, the nut holding the brass ring was removed. The horn push was again turned over and with the horn push contact removed, the nut that holds the trafficator lever in place on the other side of the horn push was revealed. This was unscrewed, and the chromed lever was withdrawn from the trafficator mechanism. Then the nut situated at six o'clock was removed and the two parts of the horn push came apart.

Above: The horn contacts with their bolts at 3 and 6 O'clock and below when the horn contact is removed the trafficator arm retaining bolt is revealed.

The inside of the horn push was revealing. It was full of graphite grease, a good conductor of electricity. It was all of this grease that had tiny particles of conductive metal in it that was the smoke culprit. The white tablecloth was now taking on the colour of graphite grease.

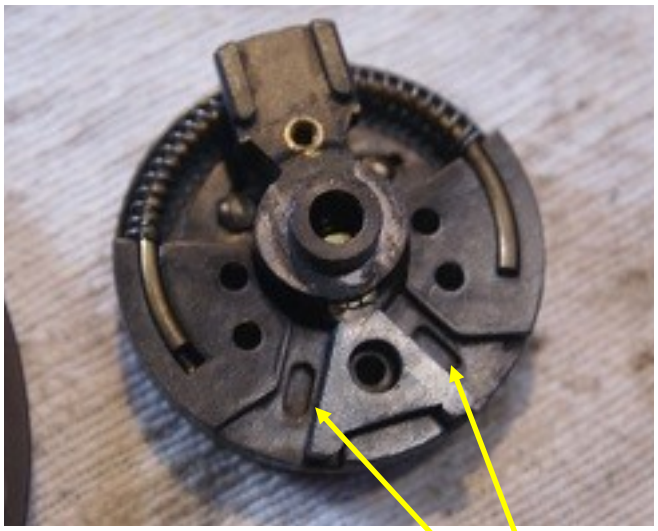
The horn push was all washed out and the component parts of the horn push and trafficator mechanism were washed and cleaned ready for reassembly. Another interesting feature of this horn push was that the left-hand return spring for the trafficator was broken preventing cancellation of the trafficator when turning right.

Above: The broken return spring

There was also something very important that I forgot to mention at the beginning of this little article; the component parts are very small, and it is easy to lose one or two of them making the trafficator assembly unusable so lots of care needs to be taken to retain the parts. This is particularly the case with the tiny wheel in the trafficator mechanism. It is fitted into a square carrier and this is tensioned in place against the pivot point with a spring.

Below: Trafficator Bakelite centre with spring, carrier, and wheel

Assembly happened in this order: The spring, steel carrier and tiny steel wheel were put back into the centre piece of the bakerite trafficator assembly. The steel wheel only fits into the carrier one way and the wheel needs to fit into a horizontal position. It is on the opposite side to the chrome trafficator arm. There is another small spring that was placed into an indent on the top side of the trafficator selector.



Above: The centre piece with trafficator selector, the springs and the triangular pivot

Location of the self cancelling lugs

This was then fitted into the centre of the horn push body and the triangular pivot point was pressed into its position against the tiny steel wheel. The two self-cancelling lugs were then fitted into place so that the angled sides were facing outwards.

The Bakelite top was then fitted back onto the body with the brass trafficator contact fitted into the horn push body adjacent to the small spring on top of the Bakelite trafficator selector and the bolt holding the triangular pivot point in place was fitted and the nut done up.

Above: The location for the bolt that holds the triangular pivot in place

The next step was to fit the chrome trafficator lever back into its place and the tiny bolt that fixes it into its position done up. The horn push contact was then fitted into place with its two bolts passing through the body of the trafficator. The nuts were then re-fitted and done up on the other side of the horn push. After that the last bolt was passed through the horn push body, the brass ring fitted, and the nut was done up. And finally, the horn push spring, button horn push centre and outer body was fitted, and the three retaining bolts done up.

Above: The horn push contact with its spring and button. The spring and button the other way up.

Below: Trafficator centre piece assembled and trafficator assembly brass ring being fitted.

The metal cancelling ring was then fitted over the Bakelite horn push body. When working on the horn push it will be noticed that this ring is split on the opposite side of the self-cancelling mound on the inside of the ring. It is worth pushing a screw driver into the split and twisting it to ensure that the ring fits loosely over the horn push body, otherwise it may foul on the self-cancelling lugs. In the case of this horn push, a smidgeon of grease was wiped along the inside the cancelling ring to ensure a smooth sliding operation of the self -cancelling mechanism.

Below: Horn push and outer cover fitted

It was then decided to change the wires in the inner steering column and so red, green, purple, and yellow wires were wrapped in tesla tape, passed through the two sections of tube, and soldered to the contact points on the horn push and then the three retaining bolts were fitted and tightened to complete the surgical operation. The horn push was then ready to be fitted back into the steering column.

Below: Wires to the horn push (not the one repaired) wires should be from the left; red– trafficator left, green power, yellow trafficator right and purple—horn

Re-building Errol – a 1951 RMB

The approach to rebuilding an RM has developed over six restorations based on what doesn't work as well as what has worked well. Prior to starting the rebuilding process everything that could be stripped from the vehicle was removed. This includes the bonnet, guards, engine and gearbox, the seats and anything else left of the interior including the dash, the doors, the windows, boot lid, spare wheel door, the floor panels and all the electrical wiring and components. When everything has been stripped out of the car the two welds at the front and rear of the sill were cut with a thin cutting off blade on driver's side of the Riley, the retaining bolts that hold the body onto the chassis were removed and finally the two bolts that hold the 'B' pillar to the sill were removed. The Riley was then ready for rebuilding.

In brief, the first step was to replace the sills, replacing one sill at a time in precisely the same position where the originals were located taking care to ensure that the originals had not collapsed or shifted during their years of use. The first thing to do is to measure the distance between the outside edge of the chassis and the outside edge of the sill at the front, middle and back. The distance between the front edge of the tub to the 'B' pillar and from the 'B' pillar to the quarter panel is also noted. The angle and location of the 'B' pillar on the sill also needs to be carefully noted. Of vital importance is that when the sills are replaced that the front fixing bolts pass through the sills at the point of the angle on the side of the sill. If that is not done, later when the car is assembled the hinges will bind when trying to close the front doors

Below: Driver's side of the body lifted, position of sill measured and then removed

On this Riley, because the body was mainly intact, the driver's side of the body was carefully lifted with a scissor jack sitting on the rear wheel. The body is lifted just high enough for the sill to slide past the front edge of the tub section; or raised about 2 inches. The sill was then withdrawn towards the back of the Riley and away.

Above: The new sill and the old sill compared and the new sill shaped to the old and below: The bottom side of the sill. Note the steel for fixing the K panel and the 'B' pillar

Above: 'K' panel lifted with a jack on the rear wheel. Notice the original packing on the chassis.

The new sill was then placed back into the original position of the old sill with the same height of packing. The packing under the 'K' panels, 'B' pillar and the front side of the tub were replaced with pieces of an old plastic kitchen cutting board; a marvel of modern recycling on a vehicle that is already saving the planet 720 Kg of CO2 gas for every thousand dollars spent on restoring a Riley instead of buying a modern car whether recreational or not (1). Counter sunk bolts were then fitted through the base of the 'B' pillar and secured to the sill, the front of the tub was secured to the sill with four screws and four ¼ inch bolts were fitted and secured through the 'K' panel into the sill. The foundation of the driver's side of the Riley was now fixed into its correct position The same procedure was then performed on the passenger side of the Riley and when both sides were done the sill was temporarily re fastened to the chassis with bolts of the same size as the originals through the tub, "B' pillar and 'K' panel. This was done to ensure a firm foundation for the timber frame to be built above the sill.

(1) The carbon footprint of a new car:
Greener car guide at Startuk.org.

Below: The sills fitted

Fuel tank repair

My fuel tank sprang a leak.

It was not accident damage or rust from long disuse, the soldered top seam on the passenger side had split during 70 years of motoring vibration. The leak had been noticed a few years ago but it was right at the top of the tank, so it was left for a more convenient time for repair. That time had come so a visit to the local car shop was made and a very helpful sales team sold me a product called Autofuel Tank Sealer kit (KBS Coatings). The package contained products called Aquaklean, Rustblast and Rustseal. Brett told me that the product could only be purchased for a 50 or 100 litre tank sizes and since the RM tank held something in between these amounts the 100 litre tank product was purchased. Later, it turned out to be the right choice as it was decided to take out the 12/4 Falcon tank and test and clean it as well.

Above: The products used

Removing the tank was quite easy. The tank was emptied by undoing the drain plug. After that, the sender unit wire was disconnected using a 2 BA spanner and then the fuel line was disconnected using a 5/16 BSF spanner. The filler pipes were then disconnected by unscrewing the hose clamps and withdrawing the filler pipes. A trolley jack was then employed to hold the tank in place while the three retaining bolts were undone, and the tank was lowered to the garage floor. At this point the sender unit was removed by undoing the six retaining bolts that hold it in place. This sounds easier than it is as the small dome tops of the bolts undo with a screw driver and after 70 years they didn't want to co-operate but after some gentle persuasion they reluctantly consented to removal. The sender unit was then lifted out of the tank and set aside with its six almost intact retaining bolts.

The drain plug was then refitted, and the tank filled with water. Tipping it to its side revealed the location of the split and this was circled with white chalk. The tank was too big a heat absorber for my soldering iron, so I elected to use an LPG torch.

Above: Apart from the small seam split the sender mount had split as well.

Yes, the fuel was completely drained away and the tank dried before filling it with water, so it didn't blow up and I still have my moustache and eyebrows. With the water drained soldering the join was an easy exercise and with this done the tank was retested with water and this revealed a pin hole in the same area. The procedure was again repeated and after the second soldering exercise there was no leaks on that side of the tank. With the tank filled with water the other side was checked and it was found that the solder around the sender unit had given way as well, so this was cleaned and soldered until no further leaks were detected.

Above: Resoldered seam

To make sure of the cleanliness and seal of the tank, the products purchased at the car shop were employed. The first step was to block off all the openings to the tank. A piece of sheet metal was cut and drilled to accept the sender unit retaining bolts and this was utilised to cover the sender unit opening and two 28 mm sockets wrapped in plastic were utilised to block off the filler openings. The instruction sheet said that the 'Aquaklean', product is used first. The instruction sheet said to use the solution one to one with warm water, so the mixture was made up and poured into the tank and my socket bung was put in place and the solution swished about to cover all of the interior surfaces. After sitting the tank right way up, sideways, upside down etc over a period of an hour the drain plug was removed, and a reddish substance ran out of the tank into a bucket that I had positioned next to the tank beforehand.

Above: The liquid seems to be a mixture of lead and the colouring agent (red lacquer) used in the previous century

The process was repeated a second time and the contents poured out into the bucket, the bungs removed, and the tank thoroughly washed out with water until the tank was clean.

Above: The maroon 12/4 tank is at the back, the cylindrical tank belongs to a Riley 9 and the RM tank is in the foreground

The 12/4 tank was much smaller than the RM fuel tank. It too had three retaining bolts a sender wire and a fuel pipe and when these were released the tank received the same treatment as the RM tank. The outcomes were a little different, however. A very thick reddish gunk was produced with the first 'Aquaklean' wash and the contents of the bucket surprised me.

Below: 12/4 fuel tank gunk

Looks delicious, doesn't it?

The second wash out was less solid. But after three washes there was still a thick mass of gunk at the bottom of the tank and no product left to do another wash. At that point it was decided to purchase some paint stripper to see what effect it might have on the 90-year-old gunk. The paint stripper was poured into the tank, swished about and left in the upright position for 3 hours, then each side for about the same amount of time and left for 24 hours. After that time the now red remains of the paints stripper was poured out and the tank cleaned out with water. Happily the tank came up sparkling clean.

One of things discovered with this fuel tank was that the filler tube was missing. There was also a split in the tank adjacent to the filler opening.

To solve this little dilemma, it was decided to cut the bottom end off the top filler pipe, cut it to make tabs to solder onto the tank and solder it onto the tank at the same time as soldering the split. A complicating issue was that the filler point was on the top rounded edge of the tank and the filler tube was raked at an angle. A quick trip to my local car shop produced some fuel resistant rubber hose so this was fitted to the top filler pipe and pushed over the piece that was cut from it. In this way the angles could be measured, and cuts were made into the pipe to form the tabs. A few of the tabs were drilled to accept small metal screws to hold the filler pipe in place on the tank. This was then put back into the car and the angle of the filler opening checked against the opening in the car body. This done the tank was removed and put on the bench again.

The tabs and the area around the filler opening were then tinned and loaded with a little bit of solder and the new filler pipe was ready to be soldered onto the tank. It must be added at this point that between the angling of the filler pipe and the soldering a brief visit was made to Robin Hull. He told me that he knows of a young man who attempted to solder a motor bike tank that had been out in a paddock for some years and it exploded, thankfully without injury to the young entrepreneur. That may in part explain why the young man has less hair these days. Anyway, the wise sage, Robin suggested that I should nearly fill the old tank with water prior to soldering. I did, and I still have my eyebrows and moustache.

The filler opening was then attached to the tank using the small screws and a magic product was taken out of the lead wiping cupboard. It is a soldering paste that was purchased from Blackwood's. It has lead filings as well as a flux paste mixed together. This was applied, and a 50/50 soldering stick was used to cover the joins right around the opening.

Below: The fuel tank soldered

The next task is to wash the tank out with rust blast and then pour in the sealer but no time to describe it as it is time for sending out TT.

A celebration of the life of Lois Archer Nov 1947 to July 2018

When her husband retired John and Lois decided to move from Brisbane to Tin Can Bay. After settling in they found that their Patrol was too big, so they went down to Brisbane to look for a smaller car. While John was looking at cars and chatting with the car dealer Lois went out the back and looked in the repair shed and saw a Riley sitting in the back corner. The car was fully restored and well finished. In the end John and Lois traded the Nissan Patrol for a small 4-wheel drive Nissan Pintara and the Riley. This is where Lois' love affair began with Mr Riley, a 1951 RMA, a beautifully finished example of a Post War motor car. Mr Riley was painted maroon and cream with a black vinyl roof with a lovely interior with square dash and instruments. It was probably around the year 2000 when Lois joined the Riley Motor Club of Queensland.

Following John's passing the car became one of the great loves of Lois' life. She loved to drive it. One of the neighbours spotted the car and inquired about it and he turned out to be a mechanic. He and his wife, Joan had restored a 37 straight 8 Buick and Barry; the mechanic became Mr Riley's mechanic and he has serviced Mr Riley and kept him in roadworthy condition for the last 18 years. Whenever a part was needed Jack Warr was called and he either made it or supplied it from the Queensland Riley Motor Club Spare Parts.

Mr Riley with his driver Lois attended many Gympie Historic Auto Club car outing as well as two National Riley Rallies, Maryborough in 2006 and Caloundra in 2018. Meeting up with her was a special highlight for the Lonie's and the Hull's in their trips north to Car Club events. Besides her interest in Mr Riley Lois was a keen competition shooter and belonged to the TCB Shooters club winning numerous awards. Her favourite shoot was a Western style hand gun shoot in which competitors withdrew weapons from a holster and shot at a target. In all that she did and with everyone she engaged with, Lois brought the gift of her sparkling personality and can do attitude.

Lois will be much missed by her family, friends, her shooters club, by the Gympie Historic Auto Club and by Queensland Riley motor Club members. Rest in Peace, Lois. Present at the funeral were Mr Riley with Lois's daughter My and the wider family, Miss Buick with Barry and Joan, a 1949 RMB with Ralf Richardson and Albert, a 1950 RMD.

See over for one more picture.

Above: Miss Buick face to face with Mr Riley and Ralf Richardson's RMB at the funeral

Nuts and bolts and things

At the Caloundra National Rally Mathew French had a few enquiries about where to buy body fittings and rubber extrusions, fasteners such as BSF, etc. Some of these companies also sell electrical items suitable for Rileys.

Other members may have companies they can recommend too.

Local:
https://www.completeautomobilist.com/categories
https://www.completeautomobilist.com/categories/complete-automobilist-coachbuild-and-body-parts

Rubber extrusions etc
https://www.coh-baines.co.uk/

http://www.vintagemotorspares.com/

Fasteners
Bolts and Industrial supplies: 7 Pritchard Street, Virginia.
They have a few BSF and Whitworth bolts in stock and will if available through their supplier, with a weeks notice, get in whatever you order.

http://www.classicfasteners.com.au/
https://www.namrick.co.uk/acatalog/Home_B_S_F_Bolts___Nuts__1.html

http://www.jbvintagespares.co.uk/

http://www.distributordoctor.com/

Spokes and wheels rebuilt
http://asw.com.au/

Tools
http://www.baconsdozen.co.uk/

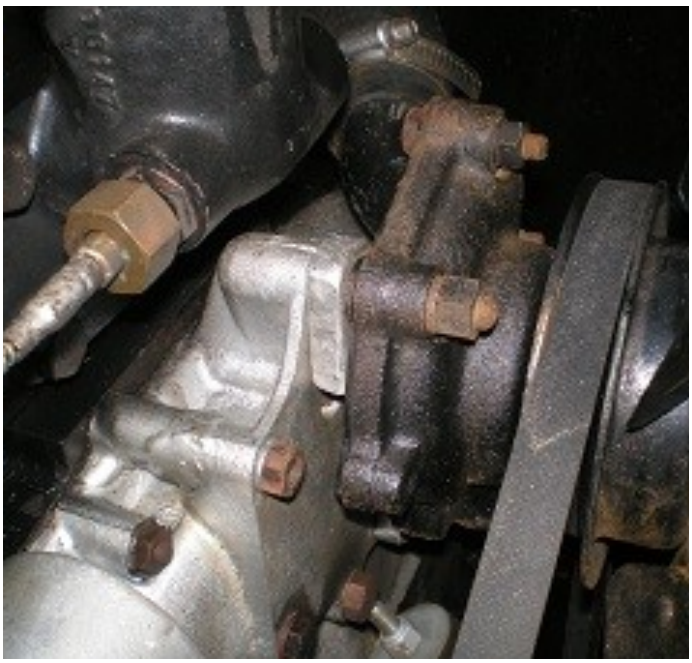
Upholstery
http://allcarinteriors.com.au/

This is the American equivalent of the Complete Automobilist. They stock some handy items too.

https://www.restorationstuff.com/index.html

RMF Water Pump

A few people are having trouble with RMF water pumps, but I may have the solution. I fitted a 1955 Holden FJ pump which is easily obtained on Ebay for $150 Australian.



the only modification required is a 90 degree bend braised to the outlet pipe. It is of the same diameter as the water inlet. Mounting spacers required are a half inch width and these can be made from aluminium. It works very well in my RMF despite the fans distance from the radiator, in fact the water temperature rarely gets to 170 degrees even on a very hot day. Hope this may be of help to someone.

Brian Jackson

For Sale

G'day Philip, copy below. Thought someone might be interested...
Obviously located in SA but shipping costs are reasonable for the often unobtainable.

'Vintage Riley Wire Wheels. 3 off,18" x 3" rolled rim 60 spoke wire wheel rims for pre-war Riley. Standard centres. Good usable condition. No damage or loose spokes and good splines. $390 all three. Jason Scholz 0411 747858'.

Cheers Iain Robilliard