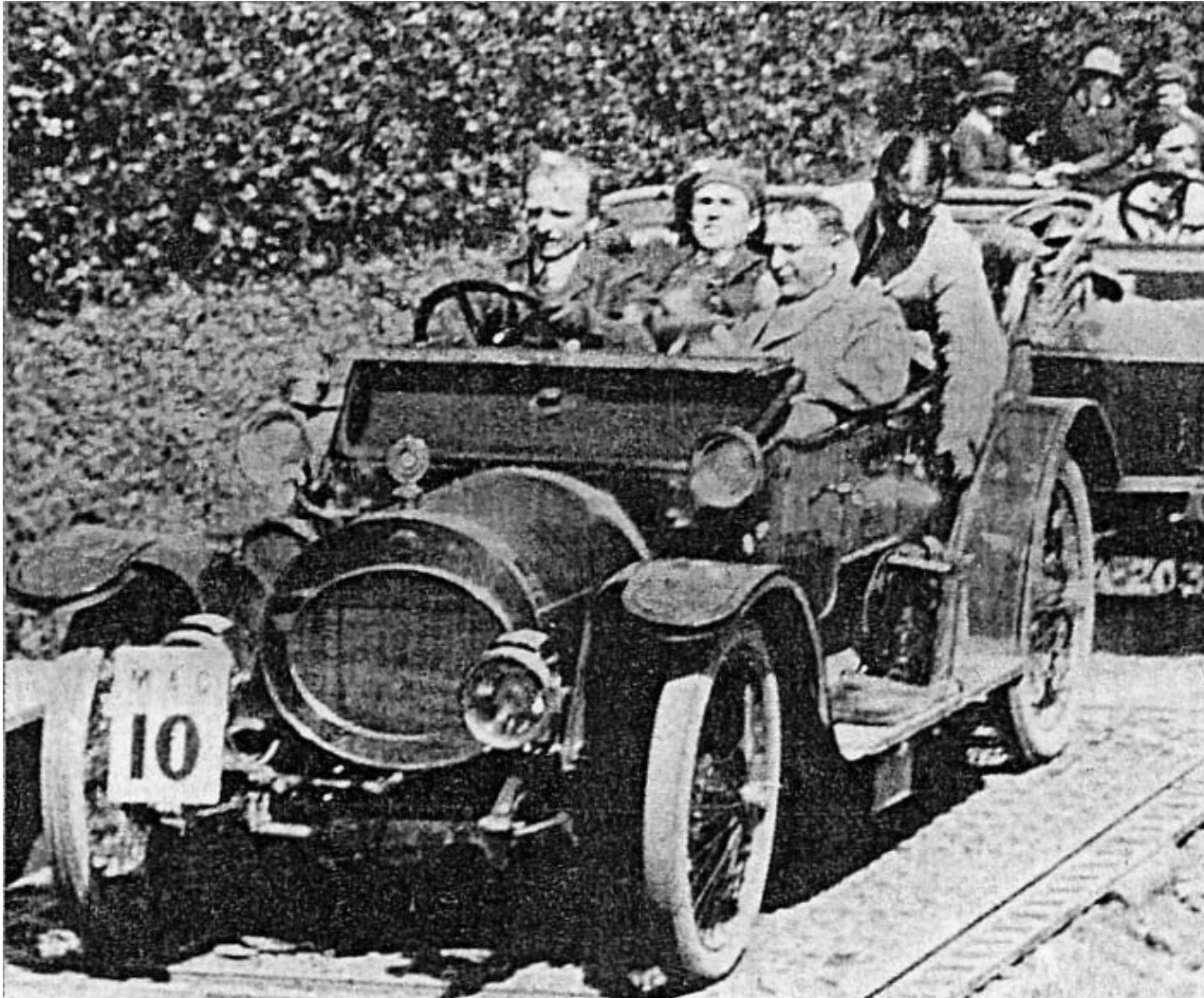




TORQUETUBE

Newsletter of Riley Motor Club Qld Inc November 2011



Arthur Cox's 1912 Riley 12/18
Real motoring enthusiast enjoying the fresh air.

Editor: Bill Short
williamshort@aapt.net.au Ph.0738867236

Next Meeting:
Thursday, 11th November 2011.
BRISBANE SPORTING CAR CLUB ROOMS
UNIT 16 / NEXUS BUSINESS PARK
23 ASHTAN PLACE
BANYO

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

Minutes From Previous Meeting

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, Ashtan Place, Banyo, Thursday 13th October, 2011.

Meeting opened by President Ken Lonie at 8.10 pm with 13 members and guests present.

Apologies: Sheila Hill, Ross & Di Phillips, Del Thomson, Ray & Bev Burrows, Simon & Helga Schooneveldt, Ian Henderson, Jack Warr, Bill White, Garry Britton, Brian & Lyn Jackson.

Minutes from previous meeting:

Moved, John Romer, seconded by Ken Lonie, that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Club application from Tamara Playne, 1 ½ Riley.
2. Newsletters - Blue Diamond, Crank, Rattles, NZ.

Outwards correspondence:

Magazine to Tamara Playne.

Moved by Matthew French seconded by Bill Short that the inwards correspondence be received and the outwards endorsed. Carried.

Treasurer's report August 2011

Balance as per Bank Statement, 1 September 2011			\$7374.85CR
Income			
Membership fees	\$ 35.00		
Interest	\$ 0.88	\$ 35.88	
Expenditure			
Brisbane Sporting Car Club Room Rental	\$ 55.00		
Newsletter printing	\$ 177.95	\$ 232.95	
Balance as per Bank Statement, 30 September 2011			\$7177.78CR

Linden suggested transferring \$3000 to term deposit for three months. This was approved by the meeting. Moved by Lindon Thomson that his Report be accepted, seconded Wendy Lonie. Carried

Club captain's report:

16th October – 10am morning tea at Donnybrook/Toorbul with lunch at the Beerwah Hotel.

Spare parts report:

Nil.

Registrar's report;

Nil.

2012 rally report: Costings and entry forms to be sent by the end of the month.

Editor's report: Success with the transition to electronic format for the magazine, hopefully with more members to follow suit.

Website co-ordinator's report:

Nil.

General business:

1. Ross to come home from hospital this week.
2. Tenders for parts circulated and to be finalised with members collecting and paying for parts.

3. John & Eve Romer's RM progressing well.
4. Discussion regarding clubhouse.
5. Discussion regarding electronic distributors.
6. Sample of donations provided by Supercheap Auto displayed by John. RACQ will also be making a donation provided there is an undertaking by the club to support the RACQ Motorfest.
7. Black RMB under restoration at Brendale.
8. Report on the Lonie's Nine with viewing of the new RMB con rods.
9. Linden to follow up on business cards for the club.

Meeting closed: 9.45pm

Secretary's Email: mgwfrench@bigpond.com

Letter to the Editor

Bill,

Via the Torque Tube I thank the club members for the calls, cards and well wishes. I was overwhelmed

For a while there things weren't too good and I was very down. Each evening Dianne would bring me news of your calls etc and those of the Morgan Park race people. These gave me a real boost.

Whilst feeling so much better now, I'm still in hospital, doctors say for a "few more weeks" Dianne brings me the T/T and I'm keen to know what's happening in the ranks.

During one of my many visits to surgery, I apparently required 23 bags of blood and I thank those donors. As a consequence may I urge members to become blood donors. I know I will.

Ross is coming home on Sunday for a few hours to see how we cope. Depending on how it all goes as to when he can come home and stay !!

Ross P
November 2011

Know your Executive Committee



President of Riley Motor Club Qld Inc – Ken Lonie
 Background – Raised on a farm in N.E. Victoria
 Melbourne University – Mechanical Engineer
 Career – Mostly in mining, Iron Ore, Coal, Gold & Uranium
 Major work Achievements – Robe River Dispute (W.Aust), 1986
 General Manager Ranger Uranium Mine in Kakadu
 Star sign – Pisces
 Married to Wendy with 3 great kids, now adults
 New Grandfather (November 2011)
 Interests and Passions – Riley cars, family, travel, turning and machining & golf
 Dream Car – Riley Imp
 Currently owns – 1933 Riley Monaco, 1949 2½ Litre RMB.
 Future projects – Just acquired a rolling chassis & plans to build a R.M.B. sports special
 Favourite cuisine – Thai
 Favourite authors – Ken Follett and Wilbur Smith
 Future Travel – South America
 Favourite trip so far – 6 months camping around Australia
 Favourite boys' toys – Lathe, mill, hoist
 Favourite saying – "Dreams are where you want to go, work is how you get there".

Addendum To Ken Lonie's Article From October Issue.



APPEARANCE

Bearing surface cracked, small irregular areas of surface material missing from the bearing lining.

DAMAGING ACTION

Heavy pulsating loads imposed upon the bearing by reciprocating motion within the engine cause the bearing surface to crack due to metal fatigue.

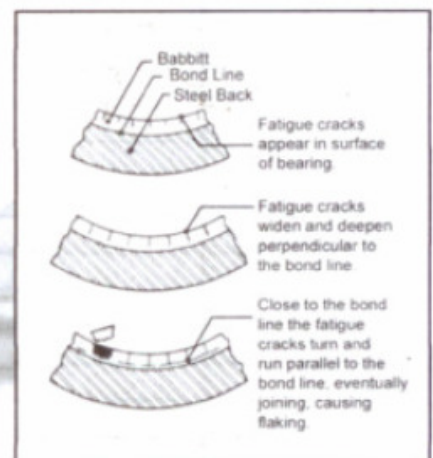
Fatigue cracks widen and deepen perpendicular to the bond line. Close to the bond line, fatigue cracks turn and run parallel to the bond line, eventually joining and causing pieces of the surface to flake out.

POSSIBLE CAUSES

1. Overloading (lugging, detonation, or overfueling).
2. Uneven loading (see sections on misalignment).
3. Bearing material of inadequate fatigue strength for application.
4. Bearing failure due to surface fatigue can be the result of the normal life span of the bearing being exceeded.

CORRECTIVE ACTION

1. If the service life for the old bearing was adequate, replace with the same type of bearing to obtain a similar service life.
2. If the service life of the old bearing was too short, replace with a heavier duty bearing to obtain a longer life.
3. Replace all other bearings (main connecting rod and camshaft) as their remaining service life may be short.
4. Recommend that the operator avoid "hot rodding" and "lugging" as these tend to shorten bearing life.
5. Check for misassembly. Use proper installation techniques.



Brake Bleeding

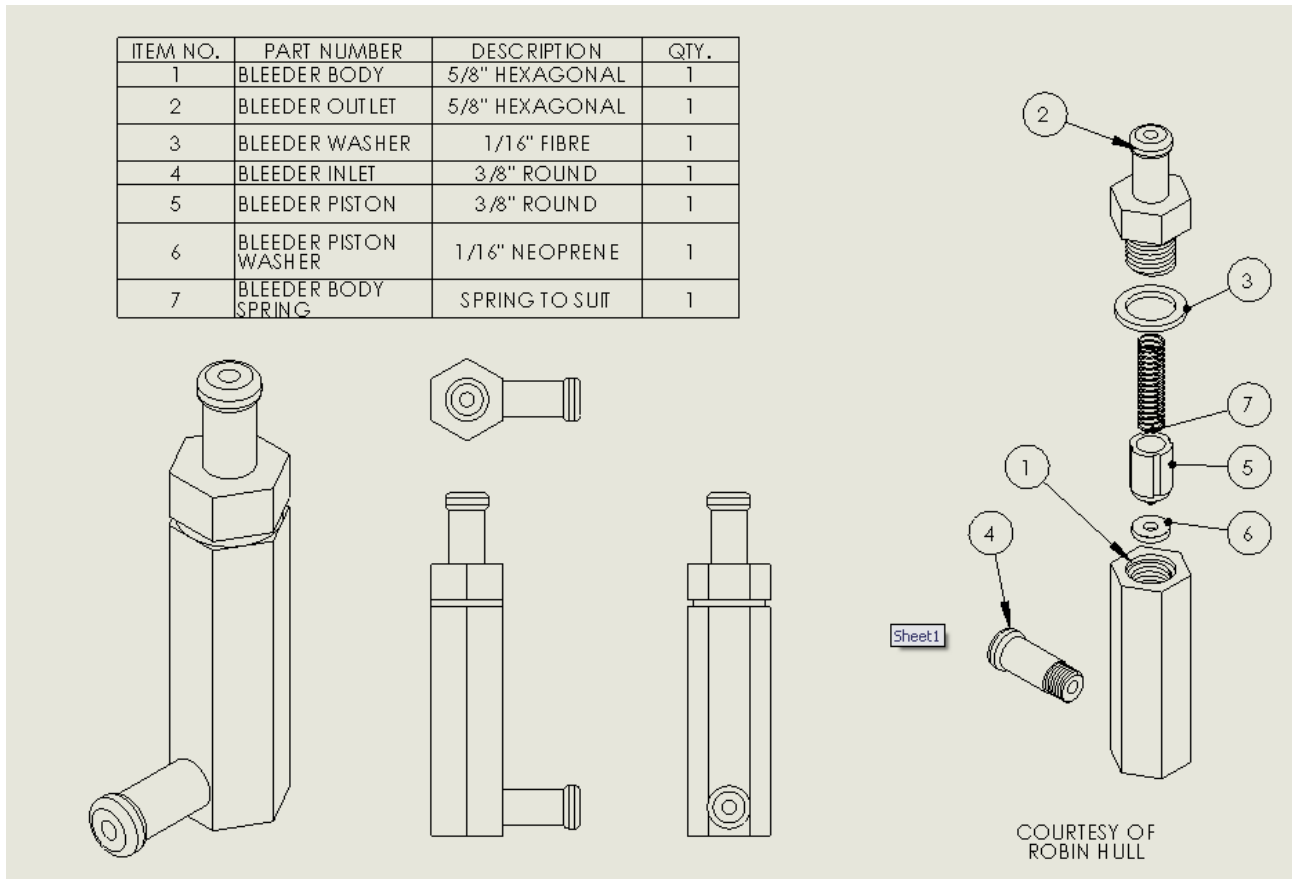
Robin Hull

Bleeding hydraulic brakes can be a simple affair. On some systems all that is required is to attach a drain hose to the bleed nipple, crack open the nipple and observe when there are no more bubble of air coming through and then close the nipple.

However on other systems an assistant is required to pump the pedal while the nipple is alternatively opened when the pedal is being depressed, then closed at the bottom of the stroke. This is repeated until no air bubbles appear in the line. Most of us work on our own and it is not always convenient to obtain an "assistant" (Wives are not always very sympathetically understanding when it comes to bleeding brakes.)

It is possible to carry out this operation on your own by using a non-return valve to prevent air from entering at the bleed nipple on the return stroke of the pedal/master cylinder.

Such a device is shown below.



If you require a full set of dimensioned drawings, contact the editor.

0738867236 williamshort@aapt.net.au

Due to the antiquity of the designer, the measurements are in Imperial. If you are hip and living in this century and require them in metric just let me know and I will convert them for you.

The Good Oil From Mick T

The weekend of our Auto-X held in June saw five Rileys in action though Ralph Richardson did not compete in his, as he has more fun in his 1924 Fiat 501S. Our 2, 1/4's did not make it either as Graham had family commitments and Lois had jammed starter problems on the Saturday and we all know they take more than five minutes to remove.

I had five events organised and the Rileys did extremely well with Stuart Paton winning the main event. All events are timed twice with the winner being the person with the two times closest.

Events were the Auto-X, Snakes and Ladders, Key Hole, Washing day. At lunch the ladies competed in a fun event which involved placing 3 balls together in a pipe, then catching them in a wheel barrow and tipping them into a bucket.

The day is basically a fun social day and it sure was great to see around 40 people having so much fun in their cars.

We finish our day with an ice cream and with the sound of laughter throughout the day and so many smiling faces it makes me think we must have done something right.

The Kalee Park Auto-X day is held on the Sunday following the last Thursday in the month of June, so next year you may wish to put it on your calendar.

Happy Motoring in Yesterday's CarsMick T

PS. As I am chief organiser and time keeper our One Point Five does not get to show its stuff.

The Problems With Electronic Distributors Are?

An email to the Editor Form Linden Thomson

Hi Bill,

It took me a while to recollect what had happened when I fitted the L300 distributor, and to find the information that convinced me to go the Nardek route.

In 2008, I purchased an L300 dist. from Sandgate Wreckers. It was from a Mitsubishi SH Starwagon, 2.0 litre. It was a Denso, tagged Mitsubishi MD115486, with OEM number 100291-2130. I tried to get the matching coil, but they said they didn't keep them ("no one wants a secondhand coil"). I got Jack to modify the distributor. He told me to use an electronic coil, e.g., from Supercheap, so I bought a Bosch electronic coil.

I fitted everything and the motor ran like a bird for some time, including trips to Maryborough and Bribie. Then one Tuesday morning on the way to the old fart's day at Samford, the motor just stopped halfway through the roundabout at Depot Road, Deagon. The coil had split and died. Called reinforcements and went to nearest Supercheap and spent another \$40-odd on a new coil, which then immediately died. Put the old Lucas dist and coil (and oil leaks) back and drove on that while I tried to sort out the electronic option by looking for documentation, and acquiring a couple more L300 distributors along the way. I finally tracked down a Starwagon manual. Contrary to everything I had been led to believe, the ignition system on these vehicles with this distributor has an oil-filled coil with a 1.22-1.49 ohm ballast resistor. Coil specs are Primary coil resistance 1.08 - 1.32 ohms, and Secondary coil resistance 12.75 - 17.25 ohms.

This was all getting a bit much, so when I found the Nardek site with its L300 replacement distributor, I decided to buy one and matching coil. I would then have a known quantity that should work "out of the box", and it did.

I bought a Nardek ND-559 New Electronic Distributor, Mitsubishi L300 2.0L 4G63, Carby 1986-95. Nardek insist that a new set of ignition leads be fitted, and that the distributor sees a full 12v (I fitted a relay near the coil to ensure this) and all resistance wires or ballasts are removed or bypassed. They also insist that the coil have a primary resistance of 0.5 - 1.0 ohms, eg, Bosch 716 or 717 (it was a 717 that blew up in my original conversion, probably because of the unsuitable primary resistance), so the original coil in an L300 would have to be replaced when a Nardek ND-559 was fitted.

The car has done several thousand trouble-free miles with the new system. The vacuum advance seems to work quite well in the RMB, but I probably should do some more research on that. Plug gap is 0.7-0.8 mm. I'm quite happy with the setup. The L300 distributor has two bulky black modules on the plate, a coil/pickup unit and an igniter module. The reluctor gap should be 0.2 mm.

If I were fitting an original L300 distributor now, I would try to match the original setup (coil specs and ballast.)

Hope this helps.
Cheers.
Linden.

As editor I have included this as I think it would be of interest to many readers. Note, that from my very recent enquiries, Nardek no longer supply the above mentioned distributor.

Up And Coming Events.

The 2011 National Rally Countdown

September 2011	October 2011	November 2011	December 2011	January 2012	February 2012	23 rd March 2012
✓	✓	✓	HAVE I ASKED SANTA FOR A NEW SET OF PISTONS	HAVE I PUT THE PISTON BACK IN THE BLOCK	HAVE I WRITTEN MY LIMERICK	NOW ALL I HAVE TO DO IS FIND THE KEYS

Riley Club Christmas Party

The Riley Christmas party is on Saturday 10th December 2011 at 44 Benecke Road Maleny. All welcome. Club to provide the leg of ham and Members to bring own drinks, salad and/or sweets. Bill will put together a Meeting place out of Brisbane and come together as a group.



From The Captain

November Run

This run will start with breakfast at the famous Yatala Pie Shop at 9-30am Sunday 20th November.
Exit 38 Pacific Hwy.

From there we will climb Mt Tamborine for lunch.

Plan for a picnic though it is possible to buy lunch along the way or take some pies from Yatala.

Bill White (club captain)

Monthly Riley Rally.

One could not have asked for a more perfect spring day – blue skies, sun shining and a delightful zephyr of a breeze. Queensland Riley Members set off on their monthly rally and met at Donnybrook for morning tea. Donnybrook is a hidden gem, not well known even by Queenslanders. It is an hour north of Brisbane on the Pumicestone Passage with views of the water and Bribie Island. It is extremely relaxed with boating, fishing and crabbing the main activities. The public boat ramp is the busiest spot in this sleepy little town, though it does have numerous little jetties for folk to wander on. Donnybrook also has a great little park on the waters edge with plenty of parking, tables & seating and shelters. An ideal spot for Riley Members to rendezvous and catch up with “car talk”! After a leisurely time there, we drove up the Steve Irwin Way to the Beerwah Pub for a great lunch and more camaraderie before heading our separate ways home. Sheila and Alan Hill with 2 visitors from U.K., Linden & Del Thomson, Simon Schooneveldt, Pat & Betty Elliott, Stuart Paton and Ken & Wendy Lonie attended. There were no car casualties so we all returned safely to our homes having thoroughly enjoyed our day.

Kind regards,
Wendy L

Maclean’s Bridge at Lakeside 2012

Maclean’s Bridge at Lakeside 2012 looks likely to be even bigger and better than in 2011. The 2-day format has been well received, and there is now a greater potential for the event to meet the range of interests that exists in many Clubs.

For those who are primarily interested in motorsport and track-time, there is little doubt that 19 May 2012 will be a very enjoyable day. Entries of Club Teams for the **InterClub Regularity Championship**, to be held on 19 May 2012, are coming in faster than was expected. If you have a team considering entry, you should advise them to move quickly to ensure a spot.

At the other extreme, applications to participate in **Shannons’ Concours d’Elegance** (20 May 2012) are now sought. As was the case last year, this will be a rigorous Concours. We seek the BEST sports and classic cars in Queensland (or from elsewhere – last year there was an entry from NSW and another from W.A., both of whom were finalists in the Concours). Only 30 cars will be accepted. This cap is imposed by the rigour of judging at this level.

We are serious about improved conditions for the Concours next year, including better comfort for the car owners and their partners/deputies. We have sought input from other Clubs to ensure the conduct of the Concours is appropriate and that it has the potential to grow into a significant activity.

We ask that you pass the attached notice concerning **Shannons’ Concours d’Elegance** to those members of your Club who may be interested. Entries will be evaluated in the order received, so early application can be an advantage.

There were many cars in various Club displays at this year’s event that may have shone in the Concours. Perhaps the owners will have a go in 2012?

The dates **for Maclean’s Bridge at Lakeside** are 19-20 May 2012. **National Motoring Heritage Day** is 20 May 2012. Be certain that these dates are marked in your calendar.

Hoping to see you at Lakeside,

Neville Smith

Chair, Organising Committee for ***Maclean's Bridge at Lakeside***. You can reach me on 07 3820 6121 or 0419213009.

For specific queries about the Concours d'Elegance, you can reach the Concours Coordinator, Derek McConnell, at derekmccconnell@windsong.net.au .

For more information on the InterClub Regularity Championship, you can reach the Pacemaster Coordinator, Daryl Tonkin, at daztonk@optusnet.com.au .

Maclean's Bridge at Lakeside is hosted by the Triumph Sports Owners Association Qld. All details and updates are at www.macleansbridge.com.

Editors Note

The response to our cost cutting "e magazine push" is still gaining momentum with over half our members receiving their copies electronically. Those who cannot receive their copy this way need not worry as we will always endeavour to get a copy to you.

On another topic our meetings seem to be falling off in numbers. I know that we all have reasons as to why we can't be there from time to time. I am not a great meeting fan normally but I have found the meetings of late to be more interesting and informative. We would love to see more people attending the meetings and having a say in what is going on in the club and more importantly what is going on in their own garages and workshops. If you, as a member, have any suggestion as to how we can improve the meetings and make them more attractive to our members, please let a member of the executive know and we will try to implement them. Without these meetings our club will cease to exist and I am sure that we would worse for its demise.

Could you please send me photos of interest. Your car is a good start or anything you think other members would be interested in. I would rather not have to go digging into archives to get photos as I am sure there are plenty that you have that could brighten the magazine.

Cheers.

Bill.

For Sale

12/4 KESTREL BODY (AUSTRALIAN MADE)

Includes grille, mudguards (front guard & running boards in one piece) louvered aluminium bonnet, spare wheel cover, fold out windscreen, seats, doors and the smartest little sun-visor you've ever seen.

I had intended to fit it to a 2 1/2 chassis in an attempt to create a "Blue Streak" special / replica. This can no longer happen !.

\$1,000 ONO.

Ross and Di Phillips
07 3281 3807

THE 2011 RILEY MOTOR CLUB QLD ELECTED COMMITTEE

PRESIDENT:	Ken Lonie	07 5494 3323
VICE PRESIDENT:	Alan Hill	07 3289 1063
SECRETARY:	Matthew French	07 3353 0532
TREASURER:	Linden Thomson	07 3139 1524
CLUB CAPTAIN:	Bill White	07 3289 4282
SPARE PARTS OFFICER:	Jack Warr	07 3378 3541
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0418 719 039
REGISTRAR:	Matthew Schooneveldt	07 3263 1986
EDITOR:	Bill Short	07 3886 7236

What Model is this? Know your Riley.



Your Answer To What Model ? Know your Riley.



1932 Riley 14/60 Stelvio Riley Stelvio

ENGINE	14hp 6cyl ohv Bore 60.3 Stroke 95.2 Capacity 1633 cc 50bhp
GEARBOX	4-speed gearbox. Top gear ratio 5.75:1
WEIGHT	26.75cwt (chassis only)
DIMENSIONS	Wheelbase 10' (approx 3040mm) Track 4'8" (approx 1400mm) Length 13'9" (approx 4230mm) Width 5'6" (approx 1670mm) Tyres 5.0x20
PERFORMANCE	Max speed 70mph