



# TORQUETUBE

**Newsletter of Riley Motor Club Qld Inc MAY 2012**

**[rileyqld.org.au/](http://rileyqld.org.au/)**



**BRIAN HYDE'S PATHFINDER (KYOGLA N.S.W.)**

**Editor:** Bill Short

[williamshort@aapt.net.au](mailto:williamshort@aapt.net.au) Ph.0738867236

**Next Meeting:**

**Thursday, 10th May 2012.**

**Girl Guide Hut**

**Corner Pullen & Osborne Roads**

**Everton Park**

*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 of the OGM of the Riley Motor Club, Qld., Inc.

held at the Girl Guide Hut, Corner Pullen & Osborne Roads, Everton Park, Thursday 12<sup>th</sup> April, 2012.

Meeting opened by President Ken Lonie at 8.10 pm with 21 members and guests present.

**Apologies:** Gloria French, Ross & Dianne Phillips, Matthew Schooneveldt John & Eve Romer.

**Minutes from previous meeting:** Moved Alan Hill, seconded by Bill Short, that minutes be accepted. Carried.

**Business arising from minutes:** Report on the health of Ross Phillips.

## Inwards correspondence:

1. Letter from To Your Door transport regarding their services.
2. Fliers for the Rodz Rock 'n' Roll, Saturday 26<sup>th</sup> May.
3. Invitation and flyer for CAMS social media workshop 17<sup>th</sup> May.
4. Newsletters –Blue Diamond, WA and Riley Gazette.

## Outwards correspondence:

Nil

Moved by Matthew French seconded by Wendy Lonie that the inwards correspondence be received. Carried.

## Treasurer's report for March 2012:

Balance as per Bank Statement, 1 March 2012			<b>\$10598.96CR</b>
Income			
2012 Rally entries	\$ 1014.00		
Membership fees	\$ 120.00		
Transfer from term deposit 21727094	\$ 5040.00		
Interest	\$ 1.42	\$ 6175.42	
Expenditure			
Newsletter	\$ 165.95		
2012 Rally refunds	\$ 849.00		
2012 Rally expenses	\$17545.75		
Room rental (Feb, Mar)	\$ 80.00	\$18640.70	

Balance as per Bank Statement, 31 March 2012 **\$11180.99CR**

Moved by Linden Thomson that his Report be accepted, seconded Sheila Hill. Carried

Moved by Linden Thomson that the resumption of the AGM with presentation of the profit/loss statement be deferred to May. Seconded Bill White. Carried.

Linden Thomson found that Office of Fair Trading allow on-line operation of the current account.

Presentation of 2012 Rally profit/loss statement by Ken Lonie.

## Club captain's report: Proposed runs.

- April – 22<sup>nd</sup> lunch at Esk, meeting at Rocklea.  
May – 6<sup>th</sup> May David Hack day Toowoomba.  
19<sup>th</sup> Fly-in at Watts Bridge.  
20<sup>th</sup> Motoring heritage day.  
June – QHMC rally at Maryborough.  
July – 15<sup>th</sup> RACQ Motorfest.  
Rally to Killarney 21/22.  
August – Rally to Leyburn.  
September – Blind Citizens Day at Lakeside 29<sup>th</sup>.

**Spare parts report:** Production of M/C pistons for RM's. Proposed production of steel backing shells for RMB's main bearings.

**Registrar's report:** Nil.

**Editor's report:** Progressing with the drive to convert membership acceptance of electronic delivery with 24 still having to be posted. Bill raised the issue of whether the club magazine could be posted on our website with an email directing members to its availability. This was due to issues with member's accounts not being emptied regularly.

**Website co-ordinator's report:** Nil.

**Shed Coordinator:** The shed is approved, with keys. Length of lease 3 years, at the cost of \$1 per day including electricity and access to toilet and water. All parts donated to be stored at this location will become club property. Brooms, tables, chairs, shelving etc required. Memorabilia including books and magazines is most welcome. Working bee to be held on 29<sup>th</sup> April.

**General business:**

1. Attendees generally complimentary about rally and all made it home safely. Conrod trophy won by NSW. Cancellations received a full refund. Wendy thanked Bill, Maria, John, Eve, Linden, Robin & Barbara for their hard work.
2. Bill White thanked Wendy for her efforts in regard to the rally.
3. Bill Short displayed and discussed the proposed distributors. Expected cost to be in the region of \$60, not including gear.
4. RMB for sale at Crows Nest.

**Meeting closed:** 9.30pm

Secretary's Email: [mgwfrench@bigpond.com](mailto:mgwfrench@bigpond.com)

**Next Meeting:**

**Thursday, 10th May 2012.**

**Girl Guide Hut**

**Corner Pullen & Osborne Roads**

**Everton Park**

## Know Your Executive



Mathew French - Secretary  
Born-Brisbane (Everton Park)  
Star Sign-Capricorn  
Travelled New Zealand  
Bachelor & Uncle  
Strengths - Kind, Music, loves kids & is a fantastic uncle  
Passions - [#@\\$%\\*&%@\(rotten\)](#) cars & model trains  
Favourite food - Indian Curry & mince  
Reads - Science fiction & non fiction  
Cars owned - 6 x Riley 9's, 1927 3L Sunbeam, 1925 3.8 Crosley,  
2 x 12/4 Rileys, 1938 MG SA, 1937 Singer le mans, TR3A, 1939  
Morris14/6 ute(the only surviving one in the world), MG Magnette,  
Riley sprite special and MGB  
Dream car - Jensen Interceptor FF  
Dream for the World - Free rego for pre-war cars  
Hero - his Father and Sterling Moss



## Con Rod Trophy 2012

This years Annual Rally at Toowoomba saw the ConRod trophy being held at the historic Jondaryan woolshed in lovely Queensland sunshine.

Having had a tour of the historic buildings, a sheep sheering demo, and a great bush lunch, it was time for the keen rally entrants to try their hand at car control (not always easy in a Riley)

Four events were planned, and a reasonable turn out of 19 cars provided good fun and competition for both participants and competitors.

- Event 1 Drive to the gate. This was a drive up to a gate that opened towards you, with the minimum clearance losing the least points. First overall was Mick Thatcher, Qld. in his 1.5, Second place and first Prewar Mathew Schoonveldt, Qld, Nine and third Chris Gilbert W.A Pathfinder.
- Event 2 Drive into the garage centrally. Again no timing and just a sense of your carsize. First place went equally to Ron Anderson Qld. RMB and to David Thomson from S.A in the nine. Third equal were Mathew Schoonveldt And Ian Haywood, Qld. Both in Nines.
- Event 3 Follow the rope. Sounds easy, but not when the driver is blindfolded. First equal were Paul Bae N.S.W in his new nine van and David Soden NSW in the RMC Third equal were Don Mayes, NSW, RMD and Roland Palmer WA.in an RMB ( With Qld. Plates !!)
- Event 4 The fun event, the egg and spoon race, much dropping of eggs, and much hilarity at the end as they had to eat the egg! This event was very close, with only one second splitting the first two places. First went to David Soden NSW, and second to Richard Clamp, Qld. Both in RMCs. Must be easier in an open car !! Third went to Ian Heywood, Qld, in the nine

The results were collected, and the Qld committee set to work to find the winning State.

Hang on, the home State ALWAYS wins, must have added it up wrong. In the end it was very close between NSW and Qld. But three different scoring methods, plus the disqualification of David Soden in his second car, still gave it to NSW. Well done.

## Shed Report

Sunday 29th, wet & grey but 14 club members turned up at the club shed at Samford.

Armed with brooms and sundry cleaning gear, the shed was soon sparkling.

The shed is divided into a storage area and a kitchen/meeting room.

The first load of used parts is now stored and as parts arrive, they will be stored and catalogued.

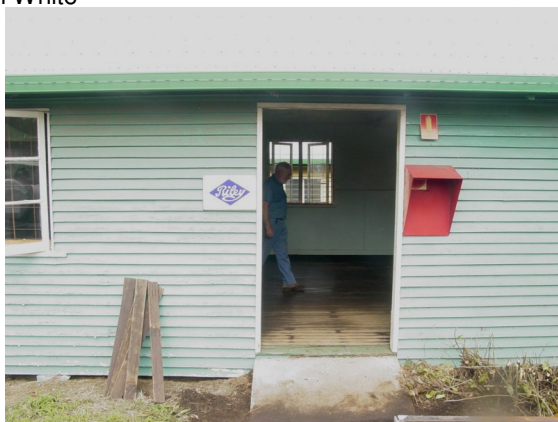
The club has received a jug, refrigerator, mugs, plates etc. We still need table and chairs and utensils.

Books, photos and memorabilia will help the club preserve the history of Rileys and the Riley Club.

The day ended with a sausage sizzle.

Thanks to every one for a successful day.

Bill White



**Is The Riley Sign Straight?**



**Where Is The Shrubbery?**



**A Bit Of A Buff.**



**The Long House.**



**The Morning Cuppa.**



**The Canadian Ttwo Step.**

**Extract from Drive June 2005**

**Riley ownership is a family affair in the McIntyre clan, writes CAMERON McGAVIN.**



Sue McIntyre, with the Riley as it is today. Pictures: Gary Medicott and gone. My one, though, keeps on going."

To Sue McIntyre, this cream 1950 Riley RMB 2.5-litre is more than just a car - it's the only car she has ever owned. Bought in 1965, the wood-framed English saloon is still providing her with stellar service. That in itself, as she likes to point out, has more than discredited the doubters who said it wasn't the right kind of car for an 18-year-old girl.

"When I first got it I remember this man, who was also a Riley owner, saying, 'What a waste of a car, a female having it'," she says. "It really annoyed me at the time but I look back now and laugh.

"My older brother had his Riley, and quite a few of his friends also had Rileys. I look back at those and one has been crashed, another thrashed and blown up and another one has rotted away

Not many people can say they're still driving their first car 40 years after they were first let loose out on the roads in it. So what's the secret to this unrestored Riley's extraordinary lifespan?

"I just drive it with great respect - I always have," says McIntyre. "It might be in a girly way - mine doesn't have the shiniest rocker covers or anything like that - but I look after it. It's always been registered and I've always driven it regularly, and it's still here."

McIntyre has loved Riley 2.5-litres for a long time, ever since the day her father came home with a new one in 1950. That's right - the Riley, her first and only car, is also what she spent her childhood in, learnt to drive in and even got her licence in. It really is a life-long love affair. "Dad's was a burgundy 2.5-litre, that was our family car," says McIntyre. "I remember riding in the back as a child with my brother, flopping from side to side around the corners, having all the usual fights kids do.

"Dad was a really good driver, and he loved driving it. They were a powerful car for their day; price-wise they were about two Holdens. I always loved the sound of Dad's, the smell of it, and everything about it."

Perhaps not surprisingly, Dad's Riley 2.5-litre is still part of the family. McIntyre's brother Peter bought it when he turned 18, and can also lay claim to still owning his first car. It was his dedication that brought the cream 2.5-litre into her life.

"Peter was with the Riley club at the time and went with the club up to Wagga," she says.

"They had parked all the Rileys on the main street, and a farmer came up and said, 'I've got one of those at home but I don't drive it because it's too low'. He'd only had it a couple of years, and before that it was owned by another farmer up there.

"I had always loved Dad's Riley, so when Peter came back and said, 'I've found one for you', I was thrilled. I was so excited at the thought of having a Riley of my own. The next weekend he went back up to Wagga Wagga on the train and drove it back."

McIntyre paid just £550 for the Riley, a bargain even in the mid-'60s.

"It was a cheap car," she says. "I was also looking at an MG TD, and that cost £400. I think I got my money's worth!

"You could see it was a real farm car, though. It had red dirt caked everywhere and there was chaff and grass under all the seats."

After putting in some elbow grease to tidy up the Riley, McIntyre started driving her treasured car. Decades passed, fashions and circumstance changed, and children came, but the Riley has remained a constant.

"I drove it every day for 13 years," says McIntyre. "Then when I had my first child I had her in the back in a baby seat, so it was a mum's car for a while. But it had no seatbelts, and really wasn't that safe, so I stopped driving it so much. Since then it's been my play car."

These days the 2.5-litre leads a more charmed life, having been superseded as Sue's daily driver by the family's Honda Prelude. But McIntyre is not afraid of using "her" car, and the Riley doesn't protest when kicked into action.

"Even when it's been sitting for a while, it just fires up," she says. "And it's beautiful to drive, especially out on the open road. It has a big turning circle and is big and heavy to drive, but it is lovely. When I get it out on the highway, I love it. It always makes me feel good when I drive it."

And the Riley looks set to bring happiness to its owner for many years to come. McIntyre says she'll never sell it, even when she can't drive it any longer.

"I wouldn't consider selling it or getting rid of it," she says. "Even when we built this house in the late 1970s, in the plan there had to be an extra car space in the garage for the Riley.

"I've never considered it an inconvenience or a nuisance; I just love it so much that I want to keep it. I would like it if in the end it could get passed down to one of my children. I don't think they love it in the same way I do, but I'd love it to stay in the family."

### **Some originals for the Toowoomba National Rally..... Ian H**

At the rally, admirers were smiley  
As they asked for the specs of the Riley  
They were all overcome  
By a list one arm long  
Saying now they'd regard them more highly

From the top of the range in a Nine  
To get down in spectacular time  
Just ignore all your fear  
And engage angels gear...  
But you may well end up with a fine

With his feet between windscreen and shelf  
Don Juan had to admit to himself  
RM Rileys with heaters  
Do restrict Senioritas  
But it's probably worse in an Elf

Victor's first race results weren't too high  
But it suddenly started to fly  
And what gave it the hoots  
Was a blower by Roots  
With the boost set to ten PSI

(for Ross Phillips's RM based race car 'Victor')



## Editors Note

Hi All,

As the months fly by we find ourselves in the cooler months and roadsters don't seem as good an idea as in summer.

We had a great working be at Samford at the "Shed" last Sunday. It was a great roll-up and thanks must go to Bill White for his great work in securing the shed for our use. It is going to need all your ongoing support if this venture is going to be successful. So stick in there please.

We are printing fewer and fewer Torque Tubes which is great as it allows us to get in touch with you for other important club matters as well cutting our costs. So if you are not onboard yet but would like to be just send me an email to: - [williamshort@aapt.net.au](mailto:williamshort@aapt.net.au) and I will add you to the growing list.

Please keep sending you literary contributions and photos. If I inadvertently miss putting your contribution in please let me know and I will endeavour to fix the problem. (The problem mainly being "Old-timers Disease")

Good reading.

Cheers.

Bill.

## A Site For Sore Eyes



Matthew French Kindly sourced this site for those interested in anything Riley and particularly of the special type.

[http://www.classicandperformancecar.com/buying/octanebuyingguide/277795/riley\\_specials\\_19261939.html](http://www.classicandperformancecar.com/buying/octanebuyingguide/277795/riley_specials_19261939.html)

## Clinical Observations of NROA (Novice Riley Owner Addition)

While many people are more than aware of the long term symptoms of Riley Addiction and the prevailing medical opinion is that the sufferers are well beyond help, it may be possible to avert newly diagnosed cases from full-blown Riley Owners

Addiction through early recognition of warning signs. Patients vulnerable to acquiring Novice Riley Owner Addiction (NROA) display the following symptoms:

1. A weak at the knees sensation when first encountering the seductive curves of the Rileys,
  2. A rapid absent look on patient's face possibly due to their attempt to add up remaining bank balances in an effort to acquire a Riley,
  3. Obsessive thoughts that distract the patient from all normal activity (work, attending to offspring),
  4. Patient's thoughts revolve around getting a Riley and living the imagined life of Riley (clearly delusionary),
  5. Hyper-social behaviour exhibited in attempts to find like-minded obsessives (usually within recognised Riley 'Clubs').
- All known treatments are ineffective particularly where spouse has also succumbed. Offspring face a highly predictable upbringing having been displaced in family ranking and are often coerced into Riley obsession as a means of gaining acceptance. Despite having the chronic disorder many patients live impressively long lives.

## Steeling Out Of RMC Door Showing Cable Tensioners



The weight of the door with the steel is marginal lighter than the timber version (only grams in it) and much stonger less prone to sagging. The lock is stainless and fully adjustable.

### Club Captain's Report

**Sunday 22nd April**

Eight cars & fifteen persons traveled to Esk for a delightful lunch at the Nash gallery. Smoko was taken in the park at Fernvale where there were two excellent bakeries across the road.

### Coming Events

#### May

**Sunday 6th** David Hack Day at 564-582 Boundary road Toowoomba (Clyde park for G P S) Admission Exhibitors \$5 per person, public \$10.

**Saturday 19th** Fly in at Watts Bridge, where you can walk right up alongside the planes. To get there, take the Esk-Somerset dam road & turn into the Mt. Beppo Rd. 6km then right turn in to Silverleaves Rd. 3km right turn in to Cressbrook - Caboonbah Rd. entrance to Airfield is 100 m on left.

**Sunday 20th** National Motoring Heritage Day.

The idea is that our cars should be seen on the road on that day, there is a swap on at Gatton.

#### June

**Saturday 9th Sunday 10th & Monday 11th** RACQ Rally at Maryborough

For those leaving on Friday in order to go on the boat trip we will be leaving Aussie world (off the side of the highway South of Nambour) at 8.30 am.

For the trip to Killarney in July, the Caravan park people are getting anxious about the booking as they are getting many enquiries about that weekend, those persons desirous of coming should contact Robin Hull expediently.



## What Model is this? Know your Riley.



## Your Answer To What Model? Know your Riley.



### 1938 "Big Four Lynx"

#### ENGINE

4cyl ohv  
**RAC rating** 16.07hp  
**Bore** 80.5 **Stroke** 120  
**Compression Ratio** 6.1:1  
**Capacity** 2443 cc  
82bhp at 4300rpm  
**Carburation** SU / Zenith

#### SUSPENSION

Semi-Elliptic

#### PERFORMANCE

**0-50mph** 14.9secs  
**Max speed** 87mph  
**Fuel Consumption** 25/34mpg

#### TRANSMISSION

3-speed dual overdrive gearbox.  
**3rd o/d Gear ratio** 3.97:1  
**3rd g/r** 5.5:1  
**2nd o/d g/r** 6.15:1  
**2nd g/r** 8.25:1  
**1st g/r** 14.3:1  
**Reverse** 17.87:1

#### BRAKES

Girling mechanical rod with wedge operated shoes  
16" Drums.

#### DIMENSIONS

**Wheelbase** 9'8.5" (aprx 2930mm)  
**Track** 4'3" (aprx 1290mm)  
**Length** 14'11" (aprx 4510mm)  
**Width** 5'3" (aprx 1580mm)  
**Fuel Tank** 11½ galls  
**Wheels** Magna wire 3.25x18"  
**Tyres** 5.25x18  
**Weight** 29cwt

## Classifieds

### Free!

I have a large quantity of timber framing from a 1950 RMC Roadster that I would like to see go to a good home on the understanding that those pieces not used are passed on. There are some new pieces as well as good pieces for patterns.

Bill Short. 07 38867236  
williamshort@aapt.net.au

### For Sale

#### Audi Super 90

1996 99% complete ,2nd vehicle for spares ,fuel tank cleaned ,stored with preservative ,brakes stainless steel sleeved four new tyres %500

#### Triumph Mayflower

paint stripped and primed (professionally) 99% complete .spare car for parts ,owes me %2000 make an offer.

#### Morris Minor

1949 Lowlight, primed ready for paint ,99% complete, lots of spares including set of doors ,lots of rechroming %1500 firm.

Ring Charlie 0468 333 443.

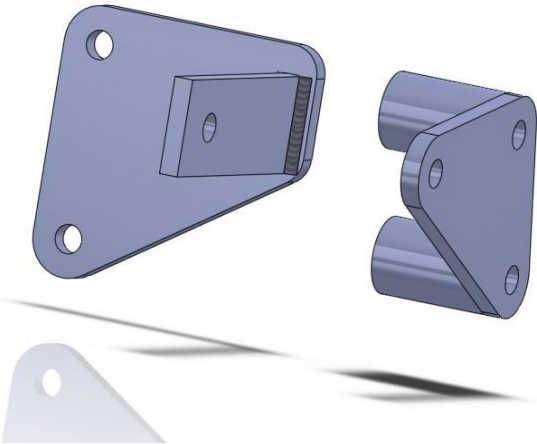
THE 2011 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	07 5494 3323
VICE PRESIDENT:	Alan Hill	07 3289 1063
SECRETARY:	Matthew French	07 3353 0532
TREASURER:	Linden Thomson	07 3139 1524
CLUB CAPTAIN:	Robin Hull	07 54964953
SPARE PARTS OFFICER:	Jack Warr	07 3378 3541
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0418 719 039
REGISTRAR:	Matthew Schooneveldt	07 3263 1986
EDITOR:	Bill Short	07 3886 7236 williamshort@aapt.net.au
WEB COORDINATOR	Linden Thomson	07 3139 1524
SHED COORDINATOR	Bill White	07 3289 4282

#### And an old favourite of mine ....author unknown

There was a young man from Japan  
Whose limericks never would scan.  
When asked why this was,  
He replied "It's because  
I always try to fit as many syllables into the last line as ever possibly I can."

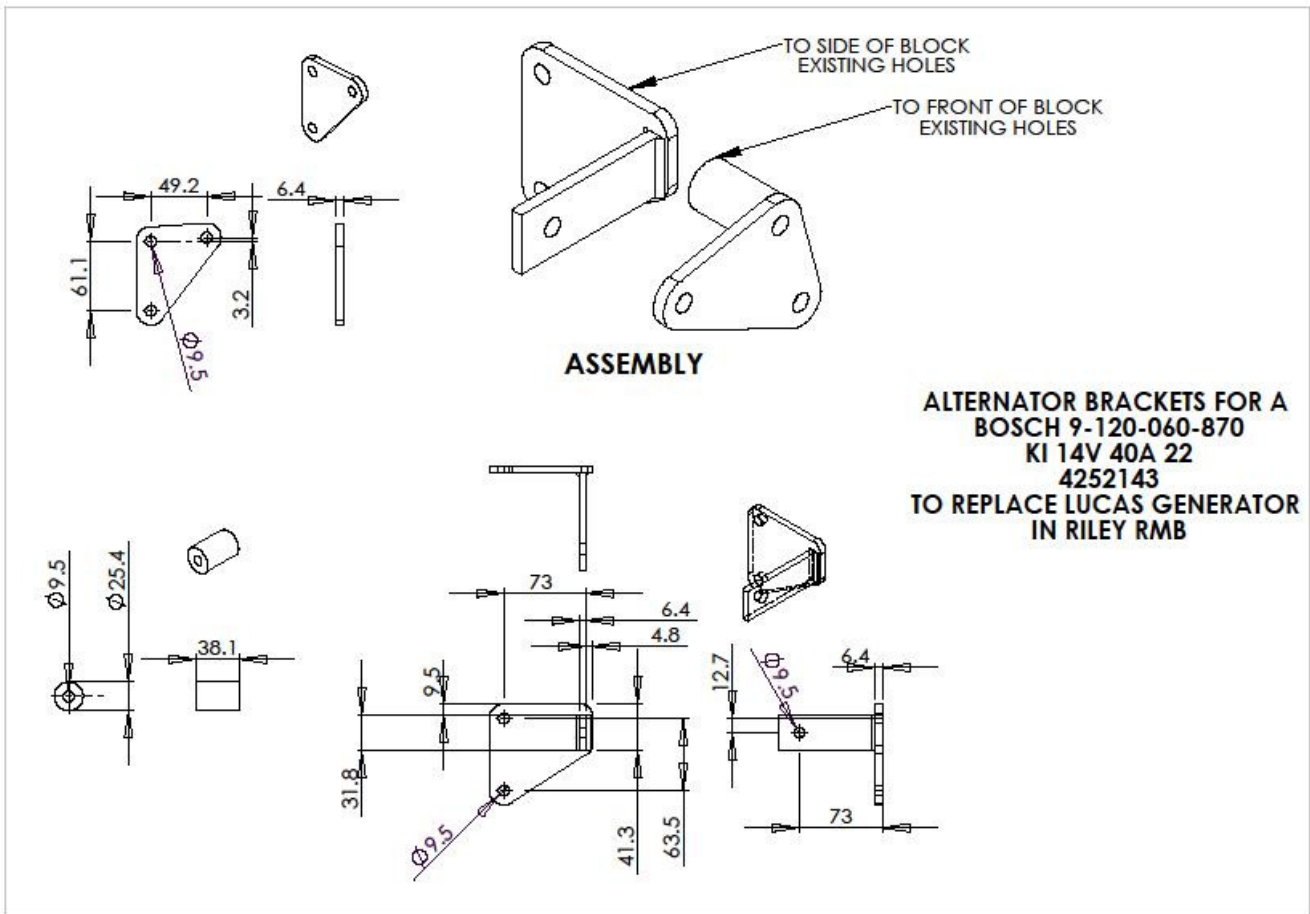
# RMB Alternator Brackets

Robin Hull



ALTERNATOR BRACKETS FOR A  
BOSCH 9-120-060-870  
KI 14V 40A 22  
4252143  
TO REPLACE LUCAS GENERATOR  
IN RILEY RMB

For fully dimensioned drawings contact editor Bill Short  
Stating imperial or metric dimensions.





# Bolt Torque

## Fastners \_Nuts & Bolts

A little information about bolting which may be of some interest and/ or assistance to some of our members.

There are three main systems in general use, the British or Imperial, the American SAE or unified and the Metric system.

The British system includes the BSW or British Standard Whitworth, the BSF or British Standard Fine along with occasional use of such as BA British Association BSB British Standard Brass etc. BSW and BSF are formed with a thread angle of 55 degrees and rounded tops and bottoms. The hexagon head sizes are one size less than the Whitworth spanner size in other words 1/4 W spanner fits a 5/16 bolt head except where a very old nut or bolt is "full size" that is where a 1/4 W spanner fits a 1/4 nut or bolt. More modern spanners are designated as BS where a 1/4 BS fits a 1/4 bolt. The problem with the Whitworth system is that there are no readily available higher tensile fasteners. There are no modern vehicles manufactured using Whitworth fasteners.

The American system UNC or Unified National Coarse and UNF or Unified National Fine, are formed with a thread angle of 60 degrees and square tops and square bottoms .Despite the difference in thread form BSW and UNC fasteners can for all practical purposes be interchanged (in the sizes we are liable to use) other than the very important exception of 1/2 where BSW has 12 threads per inch (TPI) and UNC has 13 TPI. Spanner sizes are designated as AF (across the flats) and are a set size for each bolt diameter e.g. 1/4 bolt requires a 7/16 spanner .The advantage of the American system is that fasteners are readily available in higher tensile grades. The generally available grades are grades 5 and 8 both being higher tensile. Grade 5 is identified by having three lines on the bolt head and grade 8 by having six lines.

The Metric system threads have a thread angle of 60 degrees and are designated by diameter and pitch e.g. m6 x 1. Metric fasteners are available in various grades such as 4.6, 8.8, 10.9 etc, where the first figure is 1/100th of the ultimate tensile strength in megapascals and the second figure 1/10 of the percentage of the ultimate that is taken as the yield stress.

The difference in bolt strength between the base (mild steel) grades and the higher tensile grades is perhaps more than is immediately obvious .The limiting factor is not the ultimate tensile strength of the material but the yield stress, that is that stress in the material that causes a "permanent set "where the bolt stretches and does not return to it's original length .Where as the ultimate strength of mild steel (Whitworth bolts ,grade 1 in UNC or UNF or grade 4/6 in Metric) is about 63,000 PSI (26 to 28 tons /sq inch ) the yield stress is about 36,000 psi (15 to 16 tsi).For grade 5 bolts the yield stress is 92,000 psi (41.07 tsi ) that is 2.56 times that of mild steel. For grade 8 bolts the yield stress is 130,000 psi or 3.627 times that of mild steel. The bolt is normally the limiting factor when an assembly is taken to failure as the shear area is much greater in the nut, this is why it is possible to break a higher tensile bolt when threaded into cast iron which has a much lower shear strength .Threads in to weaker materials such as cast iron or aluminium should be coarse rather than fine (UNC or BSW).

### Tensioning of bolted assemblies.

Fasteners are normally tensioned to achieve about 65 to 75% of the yield stress in the bolt. Some assemblies are tensioned to 90 to 95 % of the ultimate tensile but these are very special and the bolts are only used once .There are several methods of tensioning a fastener ,including torque, part turn, direct tension (hydraulic), heating of the bolt, strain gauges and measurement of the bolt extension .The least accurate method is the use of torque, since about 70% of the force applied is used to overcome friction .The surface finish of the threads the under surface of the nut and any lubricant that may be applied are factors that can have a very large bearing on the stress applied to the bolt by the applied torque .The use of extreme pressure lubricants e.g. molybdenum disulphide and hardened washers can have the effect of over tensioning the fastener at the recommended torque for oiled finish bolts .Tables of recommended torque values are readily available .

A comparison of bolt strengths is as below.

BOLT	YIELD OR PROOF LOAD lbs	ULTIMATE STRENGTH lbs	RECOMMENDED TORQUE ft/.lbs
5/8 BSW	8130	14220	55
5/8 UNC gr 5	19200	27100	130
5/8 UNF gr 5	21800	30700	150
5/8 UNC gr8	27100	33900	183
5/8 UNF gr8	30700	38400	207
16 mm gr 4.6	7940	14120	54
16mm gr 8.8	20460	28100	140
16mm gr 10.9	29225	36350	200