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Newsletter of Riley Motor Club Qld Inc August 2012

www.rileyqld.org.au



The Minds Trust At Work.

MMMMM !!!!!!! What is the problem.

Aah. I know it is a Riley. I think the passenger has the better idea.

Editor: Bill Short

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Next Meeting:

Thursday, 9th August 2012.

Girl Guide Hut

Corner Pullen & Osborne Roads

Everton Park

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

held at the Girl Guide Hut, Corner Pullen & Osborne Roads, Everton Park, Thursday 14th June, 2012.

Meeting opened by President Ken Lonie at 8.15 pm with 21 members and guests present.

Apologies: Ross & Dianne Phillips, Del Thomson, Dorothy Cameron, Helga & Simon Schooneveldt.

Minutes from previous meeting: Moved Alan Hill, seconded by Ian Henderson, that minutes be accepted. Carried.

Business arising from minutes: Nil.

Inwards correspondence:

1. Application for membership from Brett & Liz Johnson, Tasmania.
2. Blue Diamond, Riley Crank, Riley Gazette, Riley Motor Club WA, Riley Rattles.
3. Pine Rivers Show flier, 3rd August.
4. Carnival of Flowers, 22nd September.

Outwards correspondence:

1. Letter of membership acceptance to Malcolm King.
2. Letter of membership acceptance to Brett & Liz Johnson.

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

Treasurer's report for March 2012:

Balance as per Bank Statement, 1 June 2012			\$ 7111.15CR
Income			
Membership fees	\$ 205.00		
Interest	\$ 0.81	\$ 205.81	
Expenditure			
2012 Rally expenses	\$ 310.00		
Rental – Shed	\$ 186.75		
Rental – Room	\$ 40.00	\$ 536.75	

Balance as per Bank Statement, 30th June 2012 **\$ 6780.21CR**

Term deposit rolled over for four months.

Moved by Linden Thomson that his Report be accepted, seconded Ian Henderson. Carried

Moved by Linden Thomson that the resumption of the AGM with presentation of the profit/loss statement be accepted. Seconded Alan Hill. Carried.

Club captain's report: Proposed runs.

- July – 15th RACQ Motorfest.
Rally to Killarney 21/22, details this month.
- August – 4th lunch at Kinkin.
18/19 Rally to Leyburn.
- September - 22nd Carnival of Flowers, Toowoomba.
23rd All British Day.
29/30 Gatton truck show.
- October – 1st Blind Citizens Day at Lakeside.
14th Gympie weekend.

Spare parts report: Letter from the RM Club to Jack regarding spares and the sale to non members is currently under review with input from the southern states. A response is presently being drafted by the NSW club with assistance from a solicitor.

Registrar's report: To be available for viewing next month.

Editor's report: Down to 10 hard copy magazines a month, which is financially unviable with commercial printing. A printer has been purchased by Bill, with the printing costs to be reimbursed when known/appropriate. Good feedback received from readers of technical articles published in the magazine.

Website co-ordinator's report: Proposed improvements over the next few months.

Shed Coordinator: Parts have been fully sorted at the working bee, and catalogued by Ian Henderson. A stock list will be available on the website. A bench with vice has been donated by Brian Jackson. Plastic bins to be purchased by Bill White to store items. \$200 of parts have been sold to defray costs. Any publications (books and magazines) will be gratefully received to create a library.

General business:

1. Moved by Bill Short that electronic distributors to be purchased from China on behalf of the club by Bill Short. Seconded Robin Hull. Proposed cost of \$55-60 per distributor to club members.
2. Ross Phillips now home, but is currently unable to have visitors.
3. Ken Porter at Buderim looking for a RMB.
4. Ken Lonie had an electronic power steering unit for viewing that could be fitted to a RM. Contact Warwick Hutchinson at Ultimate Power Steering, 3889 7077, 31/193 South Pine Road, Brendale.

Meeting closed: 9.15pm

Secretary's Email: mgwfrench@bigpond.com

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Thursday, 9th August 2012.

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Everton Park

Following the meeting there was a guest presentation by Tony O'Reilly on the subject of metal working, with samples.

Know Your Executive



Jack Warr - Queensland Riley Spare Parts Guru

Born - Leicester, U.K. 30th July 1924, only child.
Apprentice Tool Maker at the Charnwood Eng Leicester.
Royal Navy - Engine Room Artificer (ERA).
After the War, worked at Cottons Eng Loughbough in the Tool room - they made hosiery machinery 90 feet long which made 36 nylon stockings at a time 1949 Raced motor bikes at the Isle of Man.
Came to Australia 1950 as a 10 pound pom
Married Lorna 1951 at Oxley (Brisbane) and has 2 daughters, Rosemary and Lyn.
First Car owned: 1948 RMA
Renowned Riley race car driver Fred Dixon introduced Jack to Rileys and took him to car races
Rileys owned: 1948 RMA, 1969 Elf, 1954 Pathfinder
Best Experience not car related: Racing TT's at Isle of Man and shaking hands with Lord Mountbatten
Worst Experience: Knee injury while in the Navy.
Favourite food - Fish and chips
Best Book ever read: Riley Maintenance Manual
Best Movie: George Fulby - Riding in the TT's Races
What would you like to be remembered for: Helping people keep their Rileys on the Road
Thanks Jack and happy birthday for 30th July

A Little Blarney From Killarney

The Rally to Killarney on the weekend of 21st-22nd July was wonderful. 6 RMB's and a modern set off from their homes and met at McCleans Bridge for morning tea. The weather was fine and crisp and Members enjoyed their break from driving and lots of conversation. Ken (Lonie) had photos of his new power steering unit and was



group then set off and stopped for a counter lunch at Woodenbong which exceeded expectations with good food



Killarney was first class and we spent a great night together.

After a complimentary pancake breakfast we drove to Queen Mary Falls which was in full flow following the wet winter weather Queensland has experienced. The walk to the base of the falls and back was energising which put everybody in the mood for coffee and lunch.

The Rileys performed very well over some very steep terrain and were admired by many. Thanks to Robin & Barbara (Hull) for an excellent Rally



passionately extolling its virtues. It has been temporarily trialled on a rolling chassis with excellent results and will shortly be implanted into Penelope the 1949 RMB. The



and excellent hospitality. The drive onto Killarney was picturesque, through the Main Range with abundant rain forests and spectacular mountain views. Our accommodation in



Request From A Past Member

Hi

My name is Richard Fewster. I used to be a member of the Riley club Queensland and spent many many days with Jack at Indooropilly at his house (underneath with the lizards!).

I had a Riley RME 1953 and we restored it and shipped it to the UK as we were going to take it to France. Sadly we had to sell it in the UK as France were unable to locate the make 'Riley'



I have returned home and now live near to Port Macquarie in NSW.

The restoration need has returned and I have bought a Daimler DB 1952 Consort but alas I am not finding parts easy to source.....unlike my friends at the Riley club there don't appear to be many contacts?

Firstly can you help me? I need engine mounts and door handles and all the things that I needed for my Riley - Jack was amazing!

Do you have any contacts?

Club Captain's Report

On Sunday 15th July the RACQ Motorfest was held at the Eagle Farm racecourse. Riley persons and cars in attendance were Ian Hayward in the Riley nine, Trevor Judd in RMB, Robin Hull and Bill Short in RMB and Mick Thatcher in the 1.5. A good number of cars and plenty were worthy of drooling over.

Saturday 21st July Seven Riley club, couples, came together at Macleans Bridge for the start of a very enjoyable weekend. There were Five RMBs, one RMA and one modern. It was a easy and very scenic run down to Woodenbong, where lunch was taken at the Woodenbong Hotel. We were welcomed by an obliging host who provided excellent meals and throat lubricant. The run to Killarney continued the superlative scenery but the NSW roads leave a bit to be desired compared to those in QLD. We booked into the excellent cabins at the Killarney View caravan park and had time for nibbles and a natter before dinner. Dinner was at the cookhouse and provided by our hosts. We enjoyed a pancake breakfast at the cookhouse for a gold coin donation (towards a local charity). We bid farewell to Pat and Betty Elliott after breakfast as they were returning home via Warwick. A drive to Queen Mary Falls where all trekked either the high or low circuit before smoko at the Falls cafe. Rod and Sue Langden went their own way after smoko and the rest of the crew went down the range and on to Boonah. I must admit to some trepidation as to the suitability of the range road for Riley's but no trouble at all. From Boonah we all went our separate ways home.

Coming Events

August

Saturday 4th

Lunch at Kin Kin

We will start from the BP Service center on the West side of the highway South of Caboolture at 9.00am.

The proposed route is via Woodford, Malany, Kennilworth and Pomona B.Y.O. with smoko at the Cambronn Bridge.

Saturday 18th Sunday 19th

Leyburn Sprints or the "Montville Country Run"

September

All British day

Saturday 29th Sunday 30th

Gatton Truck show entry \$5.00 ph 3207 5159

October

Monday 1st

Blind Driving at Lakeside

Sunday 14th

A trip on the "Valley Rattler at Gympie"

November

Saturday 3rd Sunday 4th

The Gold Coast Antique Auto Club, "Autorama" at Tugun
Ph. Carol or Graham Cogzell 07 5534 5941 Margaret Hession 07 5524 1338

December

Christmas party

An Article kindly sent in by Mike Bramwell

BMW Revives Riley

Heritage nametag to be applied to front-drive city runabouts



BMW is strongly rumoured to be planning for its new front-drive passenger vehicle range to be marketed under the brand name Riley.

Munich had retained the Riley name after selling the MG Rover Group in 2000, but has done nothing with it, or other traditional British brand names since. The Riley Motor Manufacturing Company was formed nearly a hundred years ago by the four Riley brothers, led by Percy. For many years it was a producer of upmarket cars, both sporty and luxurious. Through a series of mergers and acquisitions (Nuffield, BMC, Leyland, MG Rover) the name fell into BMW's lap, many years after the last Riley-badged cars had been built by BMC.

BMW owns the MINI name and, following that precedent, it now appears to have in mind the Riley name for its other front-drive models that are expected to debut from 2014. Although they will be based on MINI mechanicals, the new models will be larger and quite distinct from the donor cars.

Development codes for the new front-drivers are reportedly F44 ('GT' hatch), F45 ('Touring' wagon) and F46 ('City' three-door hatch). Many have speculated that these vehicles would be badged '1 Series', despite the 1 Series already being sold in rear-wheel drive form. As we reported in October last year, BMW hints that it will not name the new front-drive cars '1 Series'.

This has been confirmed very recently by an insider with the company, who told motoring.com.au that the new range of cars would be marketed as the Riley Elf. There's a link to MINI through the name, since the original Riley Elf was basically a long-tailed (BMC) Mini. 'Elf' in German means 'Eleven' in English — and 11 is 10 more than 1 (Series).

The new name marks a half-way point for the company in the development of the new front-drive cars — a look back on history and a look forward to BMW's future product development.

Assuming the Riley branding works for BMW, expect larger front-drive models to begin reaching the market in later years, named Riley 'Zwolf' (Twelve) and 'Dreizehn' (Thirteen).

Acknowledgement to Motoring.com.au

A Note Of Thanks

Many thanks to Tony O'Reilly for the talk last meeting. It was most informative and as long as you keep your fingers out of the wheels (speaking from experience), you can have many happy hours forming things that only you can imagine. Again thank you Tony.

Contacts

The contact details for Tony O'Reilly, the English Wheel man, are:
Phone number is 0401 403 014 and his email address is ajoreilly46@gmail.com

Electric Power Steering contact is Warwick Hutchison
Unit 31, 193 South Pine Road, Brendale Qld 4500
Ph 07 3889 7077

www.ultimatepowersteering.com.au

Shed Report

More of the pieces of the jigsaw that makes up our shed in place.

Thanks to Ken & Wendy Lonie we now have a microwave oven, a filing cabinet, chairs and treads to repair the stairs at the rear entrance.

Thanks to Ian Henderson, a catalogue of parts held at the shed is now complete and can be accessed via the Riley Club internet site. Hard copies will be available to members who do not have computers.

One copy is also available through Jack Warr.

I suggest that we have a combined working bee and monthly meeting at the shed. If the next meeting (9th August) is happy

With this arrangement, then we can meet on Thursday 13th September. The working bee will begin at 2pm, followed by a BBQ at 6pm. The normal monthly meeting would follow at 7-45pm.

The working bee will concentrate on storing the parts according to their description.

Guest Speaker

August Meeting

Long time member and RACQ patrol man Robert Wands, has kindly offered to give a talk on Batteries and battery chargers. I believe this is a subject that will interest all members.

Come along and listen to Robert and ask questions of an experienced RACQ patrol man.

Editors Note

Hi All,

It has been nippy working up in the shed in the mornings but it sure beats the heck out of being hot a sweaty.

There has not been a lot to report on this month re the magazine. The squeaky wheel would still like more from the members in the way of photos and articles to pad the issues up a little.

Cheers.

Bill.

CARBURETTOR AND FUEL TIPS AND INFORMATION

Acknowledgments to Restored Cars, Issue 145 March/April 2001

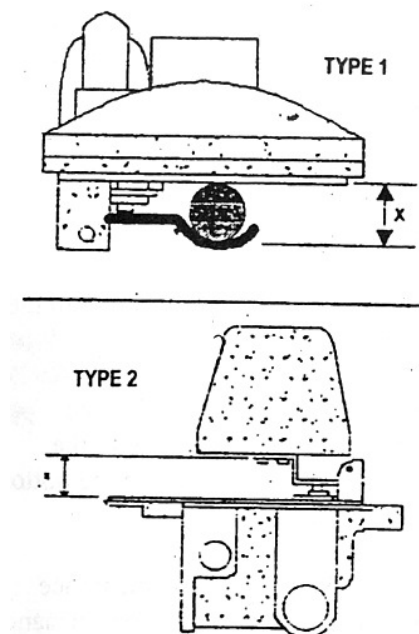
SU Carby Float Adjustment.

When it comes to adjusting the float level in an SU carburettor there are two types of adjustments. The first type is shown as type 1 below, whereby a drill ('x' on drawing) of the correct diameter is placed

between the fork and the top of the fuel chamber and the fork is bent on the flat part to achieve the correct dimension. Whilst in type 2 carby, a rule or drill bit and micrometer is used to measure dimension 'x' and again the fork is bent to set the measurement. Note, always check your individual workshop manual for these dimensions.

Also note that the type 1 carby is held in the normal operating position, whilst the type 2 carby is held Upside down while taking the measurement, and setting the float level. There is no need to buy expensive instruments to balance the throttle opening of multiple carburettors, the older mechanics had a simple and cheap method of doing this. First all you need is a length of garden hose, and with the engine at idle, use the hose like a stethoscope (removing the air filters first), listen to the hiss of air at the inlet of each carburettor and adjust the slow running jet until all carburettors sound the same. Only do any adjustment to carburettors with engine at normal running temperature and make sure the choke is not on.

When cleaning the jets of any carburettor NEVER clean the hole by passing a piece of wire through it, as this can enlarge the hole making the jet useless. Either use compressed air or a soft nylon bristle from an old toothbrush. It is false economy to try to reuse old gaskets when overhauling a carburettor, if they do not



leak air or petrol in start-up, they will after only a short period and possibly start a fire. If you are unable to buy a proper carburettor cleaner, try using a cellulose paint thinner, both work as well as each other.

When dismantling any form of carburettor always use the correct size screwdriver, so as not to damage the soft brass screws which are used. Always remember the two most important rules whilst working on your carburetor and fuel system of you classic:

1. Cleanliness, because one small piece of dirt in the wrong place will stop any vehicle.
2. Do not smoke, remember one 'flash' and you're ash!

On some types of carburettor where the pilot jet (or any other jet) sits in the middle of the throat, always clean the jet without removing it from the housing, if possible, because these castings which hold the jets are very fragile and it is most likely that the casting will break as the jet is loosened. If this happens, the whole carburettor body will be useless and a new one will have to be found.

SU Carburettors.

If you need to test the time that the piston of your SU carburettor falls, first you must seal up the transfer ports on the piston with small piece of plasticine, remove the oil and spring from inside the guide tube and invert the piston and dash-pot assembly. Then check the period of time for the piston to fall and check it with the table below.

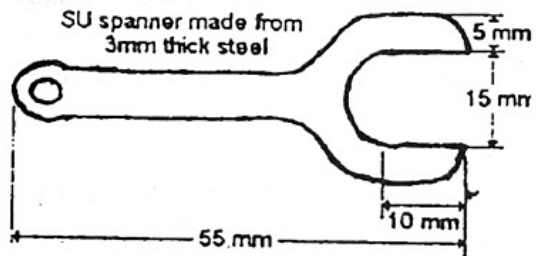
Type of Carburettor	Time in seconds
Ending in numbers 1 and 2	3 to 5 seconds
Ending in numbers 4, 5, 6, 7 & 8	5 to 7 seconds

If your carburettor falls outside these limits and there is no good reason, then both the piston and dash-pot will have to be replaced. When refitting the needle into the piston of an SU carburettor, remember that the needle with a straight shoulder must be fitted so that the shoulder is flush with the bottom of the piston. For the needles with a sloped shoulder, you must align the bottom of the slope with the bottom of the piston.

Never polish the piston or inside the dash-pot of an SU carburettor as the clearance between these parts is very critical and if too large will result in both poor performance and fuel economy. The only way to clean these parts is to use either Methylated Spirits or a commercial carburettor cleaner.

SU Spanner.

Adjusting the mixture nut on an SU Carburettor is not always as easy as it could be, you need very strong fingers to turn the nut against the pressure of its spring. Many years ago SU made a small spanner which could be placed on a key ring for this purpose, these spanners were sold at all good carburettor spare outlets as well as most BMC dealers. These days the only place I know where these can be obtained is from 'Buriel Fuel Systems Ltd in the UK, but a simple alternative is to make one yourself. There are two ways of doing this, one is to obtain a small piece of 3mm thick steel (25mm x 55mm) and file it down to the dimensions shown in the drawing, while the other method involves purchasing either a 15mm or 5/6 BSW 3/8 BSF open ended spanner and grinding the sides down and shortening it as shown in the drawing below. If you are unable to get a new replacement throttle cable for your classic, try taking the old one to a push bike or motorcycle shop, sometimes the brake cables can be used by just cutting them to length. On some carburettors the screw heads are left square or hex shaped so that they can be used as a jet removing tool.



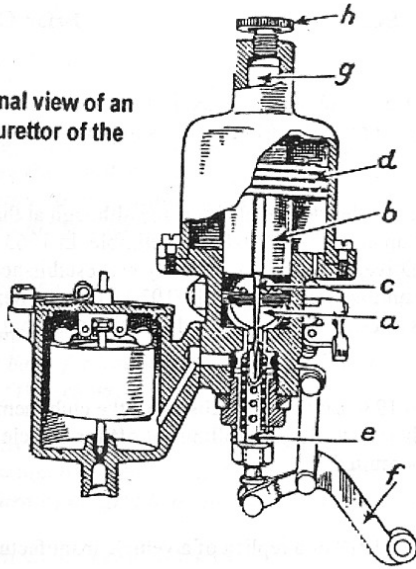
One important rule when replacing your carburettor is that even if the make and model of car are the same, there could be production changes. Take the Austin 1800, if you want to fit a Mk11 carburettor to a Mk1 vehicle, you must also change the manifold because a Mk1

uses a 20 degree semi down draught compared to the 30 degree unit used on the Mk 1.

If your classic is fitted with an SU or similar type of carburettor which calls for special purpose oil for the dash-pots, there is a much cheaper alternative. This is automatic transmission oil, which like the special carburettor oil does not change viscosity with temperature. Did you know, that the SU in SU carburettors stands for Skinners Union and that Herbert Skinner, the founder of 'The SU Company Ltd, applied for a patent for his carburettor system in February 1905, which was granted in January 1906. The company name was first registered on August 22, 1910, registration number 111416. William Morris acquired the struggling SU Company in December 1926 and the name of the company was changed in 1936 to the SU Carburettors Ltd. Full time production of new SU carburettors for new vehicles stopped on August 16, 1994, this made the SU carburettor the longest running production carburettor in Britain. These days Buriel Fuel Systems Ltd, who own SU Carburettors, produce low volume quantities for the older vehicle market. Did you know that

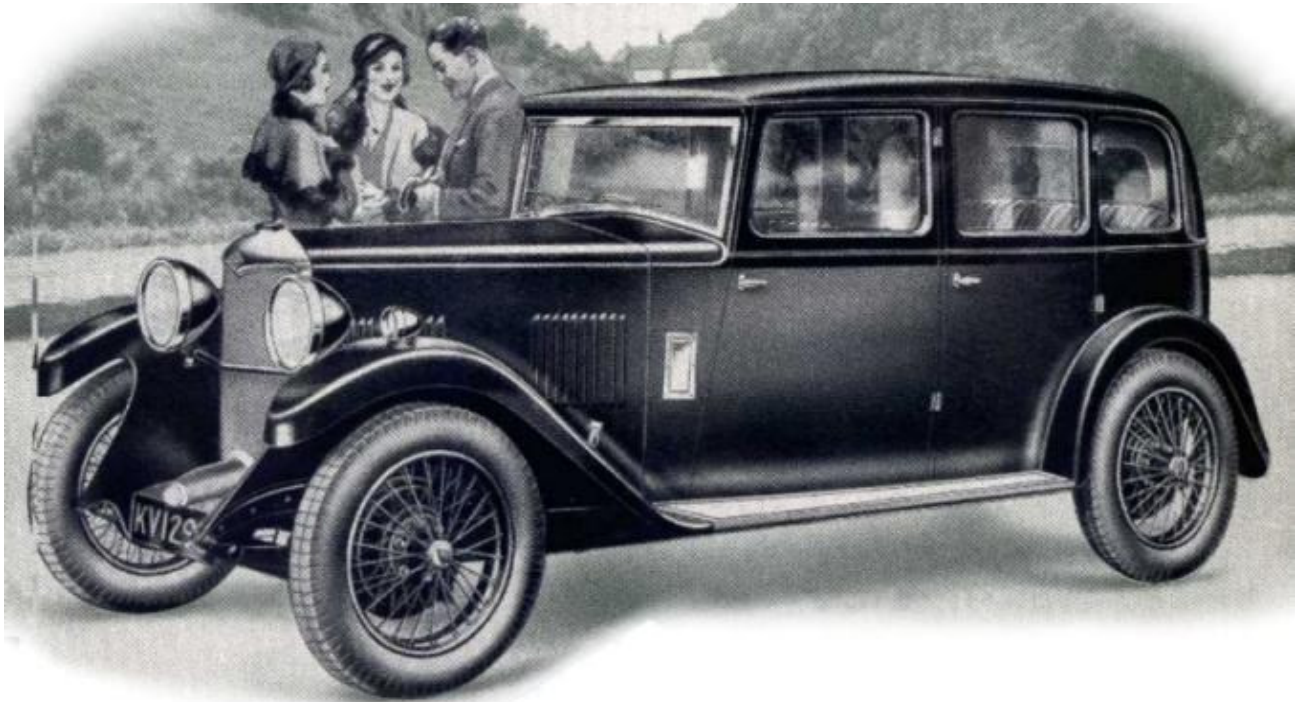
the latest type of SU carburettor (type HIF) used an Electronic Control Unit (just like a modern fuel injected car) to control the choke opening which used to be controlled by manifold vacuum.

A sectional view of an SU carburettor of the 1930s.



In a book called 'A Manual of Motoring Mechanics and High Efficiency Tuning' printed by Temple Press Limited, London, in 1918, there are eight different types of carburettor listed in detail, these being, the Zenith carburettor, the Solex carburettor, the Claudel-Hobson carburettor, the Smith carburettor, the SU carburettor, the White and Poppe carburettor, the Stewart-Precision carburettor and the Wick carburettor. How many of these have you heard of?

What Model is this? Know your Riley.



Your Answer To What Model? Know your Riley.



B-Series Farina 4-Door Saloon

ENGINE

1622 cc 4 cylinder
Bore 76.2mm **Stroke** 88.9mm
 66.5bhp at 5150rpm
Compression ratio 8.3:1
Carburatorion 2SU

SUSPENSION

Independent Coils at Front
 Semi Elliptic at rear

PERFORMANCE

0-50mph 12.9secs
Standing ¼mile 21.2secs
Top Speed 88mph
Fuel Consumption 27.3mpg

PRICE

1961-3 £745 1963-5 £758
 1965-8 £761 1968-9 £791
 1969 £803 Automatic extra £68

TRANSMISSION

Overall gear ratios.
1st 15.64
2nd 9.52
3rd 5.91
4th 4.33
Reverse 20.45

BRAKES

Girling hydraulic drum brakes with wedge operated shoes
 9in drums.

DIMENSIONS

Wheelbase 8'4" (aprx 2550mm)
Track 4'3.5" (aprx 1300mm)
Length 14'11.5" (aprx 4560mm)
Width 5'3.5" (aprx 1610mm)
Tyres 5.90x14
Weight 21.75cwt
Fuel Tank 10galls

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
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