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Newsletter of Riley Motor Club Qld Inc November 2012

www.rileyqld.org.au



Lindsay Stephen's 1937 Kestral (SS) Sprite in New Zealand

Editor: Bill Short

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Next Meeting:

Thursday, 8th November 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 11th October, 2012.

Meeting opened by President Ken Lonie at 8.15 pm with 16 members and guests present.

Apologies: Ross & Dianne Phillips, Del Thomson, Jeff Jones, Brian & Lyn Jackson, Ian Henderson.

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

Business arising from minutes: Nil.

Inwards correspondence:

1. Statement of account from OAMPS.
2. Invitation from Allparts Automotive to use their website to promote the club.
3. Email from Ross Phillips regarding the his being the club contact point for the ATO ABN and through the yellow pages. The ATO contact will be the treasurer, with the website and yellow pages being the secretary.
4. Magazines Gazette, Blue Diamond, Riley Rattles, Riley Crank, RMCWA mag.

Outwards correspondence:

Nil.

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

Treasurer's report for September 2012:

Balance as per Bank Statement, 1 September 2012			\$ 4514.26CR
Income			
Membership fees	\$	50.00	
Donations - shed	\$	18.00	
Interest	\$	0.43	\$ 68.43
Expenditure			
Rally expenses R. Hull	\$	18.00	
Shed expenses	\$	102.39	
Club insurance OAMPS	\$	769.00	
Affiliation QHMC	\$	60.00	
Rental – Room September EPGG	\$	40.00	\$ 989.39
Balance as per Bank Statement, 30 th September 2012			\$ 3593.30CR

Moved by Linden Thomson that his report be accepted, seconded Bill Short. Carried.

Club captain's report:

Proposed runs.
October – 13/14th Gympie weekend cancelled.
November - 3/4 Gold Coast Autorama
December - 9th Christmas party at the club shed.
January - 20th President's Rally
 26th Australia day rally, Bayside Club.
April 18-23 Rally to Rockhampton

Spare parts report: Distributors leaving China.

Registrar's report: Nil.

Editor's report: Interstate private car and parts ads will be included in the magazine. If any members have problems requiring assistance from the readers of the magazine, send your enquiry to Bill. Only eight members still receiving a hard copy. Bill and Bev Bunt happy to see their RMB on the cover of the magazine.

Website co-ordinator's report: 2nd hand and new parts list proposed improvements over the next few months. Linden is actively working on a new more functional version that will have more information.

Shed Coordinator: Two working days at the shed since the last working bee, with more shelving moved into the shed and all parts stored off the floor. Any photos etc.

General business:

1. Discussion regarding the use of the club rooms. It appears that the general consensus is to continue with Thursday night meetings, and in the fullness of time, at the appropriate juncture, consider the possibility of perhaps having the meetings at the club shed.
2. Ken has fitted the power steering unit shown at a previous meeting to the RMB, and reported that it is a little twitchy and perhaps over light.
3. Mark Baldock reported that he saw a 1938 Big Four in a traffic jam that is for sale in the UK, for 48000 pounds.

Meeting closed: 9.45pm

Secretary's Email: mgwfrench@bigpond.com

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Everton Park

Club Captain's Report Report

The run for October the lunch run to Cleveland was very well attended with an encouraging 21 persons attending. Getting to the park wasn't all that easy due to temporary detours being in place. The park itself right next to the water was a delightful spot to have smoko. The male members had the opportunity to examine Ken Lonie's electric steering assist which would appear to be an unqualified success. The pub was within walking distance and everyone appeared to enjoy their meal. Those ordering the German sausage received two sausages about 14 inches long with sauerkraut and mash a champion meal.

Coming Events

November

Saturday 3rd Sunday 4th

The Gold Coast "Autorama"

December

Sunday 9th

The Club Christmas Party, remember bring a chair and bring a plate, get in touch with Wendy Lonie on 0417 857 075 or 5494 3323 to check on what to bring.

January

Sunday 20th

The President's run.

Saturday 26th Australia day rally by Bayside vehicle restorers club

April

Thursday 18th to Tuesday 23rd

The Northern Rally to Rockhampton

June

2nd to 9th The Nambour rally incorporating the Q.H.M.C. Rally the Nambour club is asking for nominations now enquiries to 5476 1334 or email secretary@scacc.org.au

August

Riley National Rally South Australia 5th to 9th

October

Canberra Rally 18th to 20th

In view of the fact that the National Rally is to be held in August rather than at Easter I have been requested to organise a rally to Rockhampton around about Easter. Having been in touch with some of our Northern members the date has been decided as the weekend of:-

20th and 21st of April. The proposed itinerary is as follows.

Thursday 18th Brisbane, Caboolture, Nanango, Goomeri, Gayandah. A run of about 422km

Friday 19th Gayandah, Munduberra, Eidsvold, Monto, Biloela, Dululu, Mt. Morgan, Rockhampton . This is a run of about 395km.

Monday 22nd The return journey leaving on Rockhampton down the Bruce highway as far as Miriam Vale then Rosedale, Bundaberg, Childers about 343km .

Tuesday 23rd Childers, Biggenden, Woolooga, Gympie, Kandanga, Kenilworth, Woodford, Brisbane.

If persons planning on attending could please contact Robin Hull on 5496 4953 then group accommodation bookings could be made.

Editors Note

Hi All,

Hope that you enjoy and contribute to the new section (**I Have A Question. Could Somebody Please Answer It?**).

I have been away again so this addition has been a little rushed. I hope that the TT makes sense and there aren't many errors. Thanks to Lindsay Stephens for giving me a ride in his 1937 Kestrel Sprite SS around Devonport, New Zealand as pictured on the front cover.

I would like to thank all those who have contributed to this month's addition and hope you think that it makes for interesting reading.

Cheers.

Bill.

Shed Report

Thanks to good work by the Tuesday group, more shelving is in place. Many of the parts have been sorted and placed in the new shelving.

Club members have provided photos of their cars and I am sure there must be others who could add to our photo wall.

With the Christmas lunch this year in mind, we have a need for more chairs and tables.

Hopefully there will be a big turn out for our first Christmas luncheon in the club shed.

The shed now stocks a wide variety of used parts so perhaps that hard to find body panel that you need, is stored and available at a minimal cost.

For your new parts, please talk to Jack. This month he suggests you consider replacing Front Suspension rubbers, Oil Filters or purchase Carby Kits to overhaul SU Carbys.

Bill White
Shed Coordinator

Fitting Baldwin PA677 Filters to an Air Cleaner housing

1. Start with an old filter assembly clean it up and grind off the fixed end cover on the crimped part.



2. Drill $\frac{1}{4}$ " hole in the centre of the end of the cut off part
3. Cut a 14" rod $\frac{1}{4}$ " dia. And thread one end $\frac{3}{4}$ " w 1" long.
4. Thread the other end along 3" with the same thread

5. With a 1" drill saw cut two holes opposite each other on the cut off end piece. This helps to give adequate air flow from both Baldwin filters.
6. Using a $\frac{1}{4}$ " domed nut, washer and with another washer and Hex, nut fix the cut of end piece to the rod.
7. Using another blank end, drill another $\frac{1}{4}$ " hole in the center as before.



8. Drill 8 holes at equal spacing at the other end capping with the 1" drill saw.
9. Cut a thick round gasket to seat the Baldwin filter and glue it to the end of the housing. Cut a piece of strapping to span the 2" through tubing so as to support the rod, use self tap screws this to the flat end of the housing..

10. Cut a very thick gasket $\frac{1}{2}$ " with the inside cut out so all the 8 holes are not covered on the other end of the housing by the Baldwin filter, this allows the free air flow to circulate from



the front filter along the 2" tube which in turn flows through the 8 holes to the 2 3/8" assembly outlet.

11. Fit it all together



12. Fitted to the engine bay



With thanks to Ian Ripley

To Bog Before or After Epoxy Primer.

Something to ponder?

Please respond if you have anything to add. From a Blog I recently came across.

There are two schools of thought on this.

1. Is that the filler should only be applied to bare metal. However even the tech sheet for the filler will state that it can be applied over painted, primed or e-coated metal. The concern most have is that the adhesion will only be as good as the paint/primer below and so going to bare metal is best.

2. Those, like myself, that do restoration work can site numerous times where we have found rust UNDER filler that was applied to bare metal. Granted this could have been a prep issue during the application but nevertheless it is a problem we see often. Since epoxy is basically glue with rust inhibitors and color added it adheres extremely well to properly prepared (cleaned and keyed) metal providing a seal to keep moisture from reaching or condensing on the metal. Therefore the thinking is that by sealing the metal first with epoxy, applying your filler and then coating with epoxy prior to 2k build primer the filler is protected from moisture and other contaminants being encased in a pocket of epoxy. This of course is more steps and takes more time.

Now having said that you can understand why there are guys on both sides of this issue. Collision shops do not have the luxury of time it takes for epoxy to cure, so they generally prefer to apply the filler directly to the metal, shoot some etch

primer over it and then 2k build primer, etc.

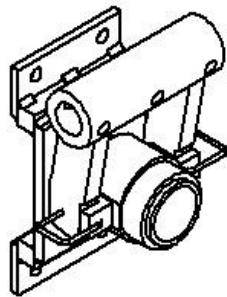
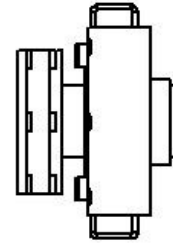
Restoration shops will almost always go the epoxy primer route. Some will still apply the filler to bare metal and then coat with epoxy if that's what the feel is best, others will go the epoxy first, then filler, epoxy and so forth. Both ways are acceptable and it is up to you which path to take for your particular project. Just be sure to follow your tech sheets on ALL your products.

A Couple of Modification Ideas Courtesy of Robin Hull.

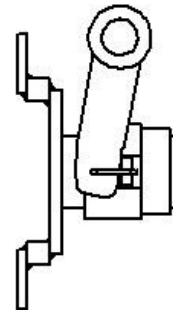
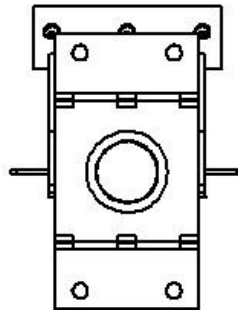
Please email the TT Editor and I will email you the full drawings. williamshort@aapt.net.au

NOTES:-

- (1) MACHINE SLEEVE TO JUST FIT OVER SHAFT
- (2) FIT BASE OVER BOLTS. (NO CLEARANCE IN BOLT HOLES)
- (3) TACK WELD SLEEVE TO BASE.
- (4) REMOVE AND COMPLETE WELD.
- (5) BORE OUTSLEEVE AN EXTRA .020".

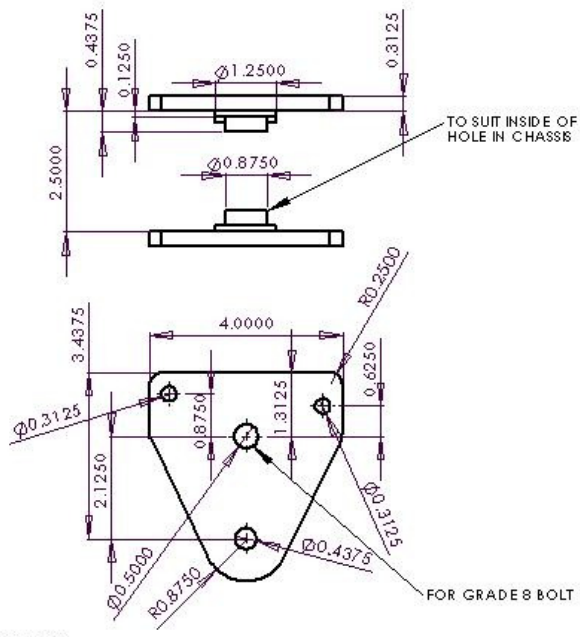
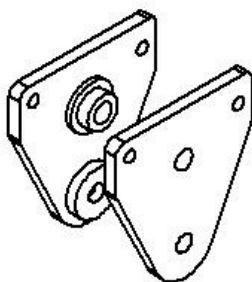


CLUTCH BEARING CENTRING GUIDE FOR GSB 319 CLUTCH BEARING FOR DIAPHRAGM CLUTCH PLATE



COURTESY OF ROBIN HULL

FRONT SHACKLE PLATES FOR HOTCHKISS DRIVE (NO TORQUE TUBE)



SCALE 1:1 BOTH SHEETS

0.2500 SPACER ON INSIDE OF CHASSIS

COURTESY OF ROBIN HULL

I Have A Question. Could Somebody Please Answer It?

Readers please submit a question or a problem to the editor (williamshort@aapt.net.au) and hopefully members can help with a solution.

Oil Pressure Problem.

Does anyone out there have a possible solution?

My 1949 1.5ltr is suffering from woeful oil pressure when it is hot. It has about 45-50psi on cold start, but as it heats up it drops to around 20psi or less at revs and almost nothing at idle. I have tried a substitute oil pressure gauge also. It also seems to have very little oil reaching the overhead gear.

There is no noticeable bearing noise so I am hopeful the engine is ok. I changed to 25-50 oil that is meant for older engines last change, but it didn't improve things. I have also wound the pressure relief valve up with no effect.

My next move is to drop the sump and check the oil pump and put Plastigauge through the bearings, if I can still get it.

Any suggestions would be gratefully considered.

Cheers.

Jim Scott.

If there is anyone that could help Jim, and I am sure a few others out there, with some solutions. Could you please send them through to williamshort@aapt.net.au. I will send Jim a copy immediately and publish them in the next edition so that we can all benefit from the readers collective knowledge.



COUNCIL NEWS

(General Meeting 27th September 2012)

2013 QHMC Rally: Sunshine Coast Antique Car Club 50th anniversary week-long celebration in conjunction with the 2013 QHMC Rally in June 2013. Entries are now being taken and enquiries can be directed to SCACC PO Box 362 Nambour 4560. Or the web site-

<http://www.scacc.org.au/50thanniversary.html>

New Member Club to QHMC: Just Rock Bundaberg Dance Group. They have 1950's and 1960's cars. President, Graham Allum will research and make contact with other Just Rock Groups and invite them to join QHMC.

DTMR: Some vehicles are registered incorrectly, e.g. a 1925 Rollin registered as "homemade" because the DTMR database did not have Rollin as a recognised

make. Rod Graydon is working with DTMR to rectify this, to set the precedent so this can be rectified with a dating certificate and a set of guidelines.

If your vehicle does not have the correct chassis number on the registration label, take the vehicle to DTMR, have them sight it and they will rectify it.

If you are having difficulties with registrations email Rod Graydon at tmr@qhmc.org.au

AHMF: AHMF are still working for tax free status for clubs (long-term project).

The import duty or tariff reductions exemption for car parts built from 1962 to 1982 has been removed. AHMF are in discussions with the appropriate people in Canberra to have this re-instated. The exemption for parts for vehicles built before 1962 is still in place.

Canberra 100 Rally – The Canberra 100 Rally, organised by the National Trust with all profits going to the National Trust, is 19th & 20th October 2013, commencing at Jervis Bay and driving to Canberra. Rally fee – \$125 per vehicle + charge for meals.

Saturday 19th October – Jervis Bay to Canberra, over 200 km's, unsuitable for veteran vehicles but suitable for vintage vehicles and later. There will be stops at Tarago steam trains and other entertainment along the way. Dinner in Canberra.

Sunday 20th October – parade along Northbourne Ave to Old Parliament House for display, concours and entertainment. Dinner planned for Sunday night.

Each state and territory council is encouraged to conduct hub rallies arriving in Canberra on 18th October 2013 for the national rally. The overall event will be similar to the Shannon's Rally in 2001. QHMC seeks a number of run coordinators to plan and lead the rally runs from Queensland to Canberra. http://www.qhmc.org.au/Event_Flyers/Canberra%20100%20Rally.pdf Contact QHMC President president@qhmc.org.au BVRC are organising a 6 day run from Brisbane to Canberra, joining the rally at Tarago (near Goulburn), and the run will be suitable for most vehicles.

National Motoring Heritage Day: Clubs are asked to participate in this and notify QHMC so notification can be made to all clubs. It was suggested rallies could be organised by QHMC for all clubs to participate in, along with advertising and media coverage.

Old Seat Belts and child restraints: Graham Allum advised he wrote a personal letter to the Premier, Minister for Transport and the local representative. He has an appointment to see his local rep on 3rd October.

Jack Hetheron (MTOQ) has written a letter for clubs to send to their local members regarding exemption for children to wear seat belts on SIVS registered motor vehicles. Should anyone want a copy of this letter please contact Jack Hetheron or Christine Stevens and it will be emailed to you.

Keith Frackrell from KCF Rallysport, Narangba, is a DTMR Approved Person. He has fitted Seat Belts to many vintage vehicles.

SIVS Working Group sub-committee: The SIVS sub-committee has completed its research and submitted its report. This report is purely a summary of SIV schemes and the only action will be to keep the information updated as inaccuracies are rectified or changes made.

Next Meeting: Next General meeting 22nd November 2012 at 7:30pm. Next Management Committee Meeting 25th October 2012 at 7:30pm

Please consider representing your club on the Council and being part of the group representing our hobby to the government.

QHMC Secretary: Trevor Shields. secretary@qhmc.org.au

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

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High Street, Falmouth, Cornwall.

Above

UK mag Yachting World April 1954, page 31, showing a quarter page ad for a dinghy which is sitting atop a Riley. Might be of interest to Torque Tube readers. Kind regards.

Alan and Alison Early.