



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc July 2013

www.rileyqld.org.au



Matthew French's Newly Acquired 1927 MkIII Nine

Editor: Bill Short

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Next Meeting:

Thursday 8pm 11th July, 2013

Jack Warr Club Shed

Ex CSIRO grounds Samford

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Minutes of Riley Club General Meeting
Held on 13th June, 2013

At the Jack Warr Riley Shed in Samford

1. The Vice President Alan Hill declared the meeting open at 8.05 pm.
2. **Attendance** – as per the attendance sheet
3. **Apologies** – Ken and Wendy Lonie, Ray and Bev Burrows, Ross and Di Phillips, Matthew French, Brian and Lyn Jackson, Delma Thomson, Ian Henderson, Bill White, Dorothy Cameron.
4. **Minutes** of the General Meeting held on 9th May, 2013 were circulated and moved for adoption as a true and correct record by Robin Hull and seconded by Rod Longden.

Carried

5. **Business Arising** – Mark Baldock volunteered to undertake the role of club secretary for the remainder of the year, which was subsequently proposed by Sheila Hill and seconded by Lyn Guthrie.
Alan Hill to contact Ken Lonie to correct addresses

Carried

6. Secretary's Report and Correspondence

Inwards – Club Magazines from SA, WA, NSW, ACT, Vic, NZ and Scotland.

Correspondence from Daryl Wood regarding spares from Jack W, which Linden T is to forward to Jack.
Membership Form received from Ken Porter of Buderim containing no payment. Linden T to contact Ken re payment remittance. Membership will be accepted upon payment of dues.

Outwards- Nil to the knowledge of those in attendance

Moved the inwards correspondence be received and the outwards endorsed

Seconded by, Bill Short

Carried.

7. Treasurers Report – Linden Thomson

Balance as at Bank Statement, 1 May 2013	\$4790.97CR
Income	
Joining and Membership Fees by Cash/Cheque	\$ 35.00
Online	\$ 00.00
Shed Donations	\$ 00.00
Interest	<u>\$ 00.61</u>
	\$ 35.61
Expenditure	
Shed expenses- Moreton Bay RC	<u>\$ 15.00</u>
	\$ 15.00

Balance as per Bank Statement 31 May 2013 **\$4811.58 CR**

BPay

Accounts for payment-Nil

There are still nine (9) 2012 members that have not renewed their memberships and their current interest will be ascertained by Linden Thomson

Linden Thomson moved the adoption of the financial report and payment of accounts seconded by Graham Bourne

Carried

8. **Report from Club Captain** – Robin Hull presented report to Bill Short and reminded all present of the Coominya lunch run on June 23.
Robin is also considering a run to Woodenbong on 28-29 September if any one is interested. Similarly a run to the south is being considered on 21 July.
The RACQ Motorfest is coming up and any one interested will need to nominate.
The Caboolture Swap Meeting is scheduled for 22 June 2013
9. **Report from Torque Tube Editor** – Bill Short has once again successfully distributed another Torque Tube addition prior to the meeting and is constantly seeking articles for the magazine. Bill did however note that he will not reproduce and include copy right material.
10. **Report on Jack Warr Riley Shed** – As Bill White had tendered an apology a report was not received.
11. **Report from Registrar** – As Matthew Schooneveldt was not in attendance a report was not received.
12. **Report from Spare Parts** – As neither Jack Warr nor Graham Mackay were in attendance a report was not received.
13. **Report from Website Coordinator** – Linden Thomson advised that the site is running and is up to date.
14. **General Business-** Lyn Guthrie is seeking Club Notification to enable club registration and it was advised that it is to be obtained from Mathew Schooneveldt.
The French's have purchased their old Riley "9" from Mike Hawthorn and it is currently under refurbishment.
Ken Lonie provided an email in which he acknowledged the presentation of a Pathfinder Workshop Manual kindly donated to the club by John Davies of Dalby.
A photo of Ross's "Victor" has been presented to the club that will take pride of place amongst the vehicle photo's on the display wall.
Ross Phillips is reported to be improving and hopes to be at next Tuesday's group.
15. **Car Reports-** Lyn Guthrie has her RMD at a contact of Ken Lonies in Maroochydore and is keen to get behind the wheel.
Linden Thomson is pursuing excessive oil passing down the valves as being a possible solution to his recent problems and is investigating the suitability of various types of valve stem seals.
Bill Short queried any ones experience with TIG welding of aluminium.

Next Meeting will commence at 8pm on 11 July 2013 at the Jack Warr Riley Shed at Samford.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 9.10 pm.

Club Captain's Report

The Nambour Rally from Sunday 2nd to Sunday 9th went off quite well with mostly good weather although it rained all of the last Sunday. We went to some interesting places and the static display on Saturday 8th brought together a great many very desirable vehicles which were seen by large numbers of the public. As is usual on QHMC rallies there were a large contingent of veterans. A feature of the runs was separate journeys for the vintage and older cars and for those a little more modern. For the farewell lunch on the last day a camp oven cooked meal was arranged and very well done.

The lunch run to Coominya was attended by four cars with an especially pleasant surprise of both Ross and Dianne Phillips joining us for smoko at Fernvale. Ross wasn't up to running a marathon but it was really good to see him up and about and attacking a cream bun. The pub at Coominya put on rather good meals at reasonable prices and would have to be recommended. Please note that the lunch run in July has been cancelled as it was considered to be a bit close to the big run to South Australia. The RACQ Motorfest on the 14th is the best opportunity to showcase our cars to the general public that we have all year.

Coming Events

July

Sunday 14th
RACQ Motorfest.

August

The Rattle of Rileys.
Details as per January's Torque Tube, would intending participants please contact
Robin Hull 5496 4953.

September

Sunday 22nd
The All British Day
St Joseph's College Sports Ground Vivian Street Tennyson display cars \$15 8:30 to 2:00 pm.
Saturday 28th Sunday 29th
Weekend at Woodenbong .

October

19th 20th
Centenary of Canberra Rally

November

Saturday 16th Sunday 17th
The Gold Coast Antique Auto Club Autorama.
Enquiries Coral Cogzell 5534 5941 or www.gcaac.com.au

Swap Meets and Show Events

July	6 th 7 th	Truck show Rocklea Showgrounds Phyllis Davies 0417002386
	14 th	Mudgeeraba Showgrounds 0412 958 839
	14 th	RACQ Motorfest
	27 th	Nambour Showgrounds 0412 958 839
August	3 rd	Rockhampton Showgrounds 0400 781 626
	11 th	Rocklea Showgrounds \$5 0412 183 804
	25 th	Macleay Bridge 3341 9618
	25 th	Jimboomba Swap and Show \$5 3341 9618
September	14 th	Gympie Showgrounds 5482 2303
	16 th	Beaudesert Showgrounds 5544 8174
	21 st	Carnival of flowers show and shine Jeff Brown 46136706
	22 nd	Beenleigh Showground 0411 477 020
	28 th	North Pine Swap Old Petrie Town Brad 0417617168
	28 th 29 th	Truck Show Gatton Showgrounds Grant Larder 38893601 \$5 .00
	29 th	Rocklea Showground 0418 763 886
October	6 th	Chrysler Swap and Show. 0414 809 498
	20 th	Display Kilcoy Showgrounds. \$10 5497 2563

Editors Note

Hi,

It has been a quiet month as far as the editor was concerned. Riley RMC restoration is a very intensive and time sucking business. I managed to get the boot lid fitting nicely and panel-beaten into submission. It doesn't look muck like what I started with. It had a rough life and had been jumped upon, bashed and shot at.

To make it less likely to be dinged by careless elbows I took the liberty of fibre-glassing the inside. It did add a little weight but it now doesn't require a lining and is super rigid. Just the bonnet to go now before the body can be filled and painted.

If you have any projects of your own under way, don't be shy, share them with us.

Cheers.

Bill.



THE 2013 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	07 5494 3323
VICE PRESIDENT:	Alan Hill	07 3289 1063
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
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

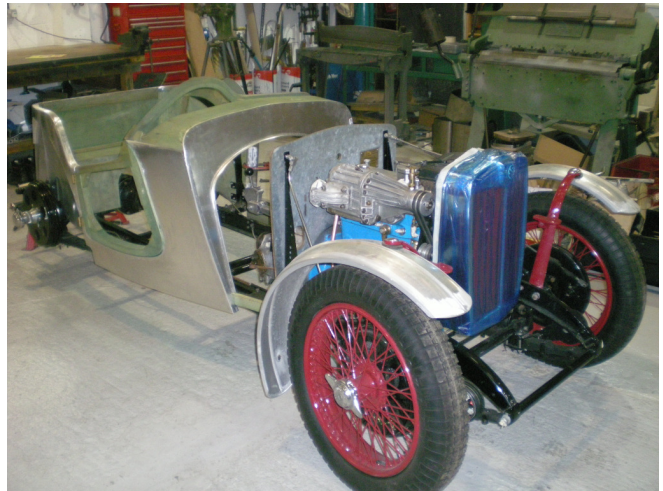
A Look At The Old Dart

Hello All,



I have just come back from England and whilst there was able to visit a car restoration facility in the Cotswolds. This shop has recently moved to a large building complex and have traditionally worked on Rolls Royce and Bentley cars. They are now expanding to Riley cars. The photo showing engine blocks indicates the extent of serious reproduction work they can do. I saw a computer controlled machine station at work, an expensive but wonderful tool. Their ability in making timber and aluminium parts from scratch was amazing. You can look them up on the web under the name of Fiennes.

Regards,
Jack Larkin



Some Scottish Sunshine.

To assure your avid readers that we have now had our Summer (a Saturday this year, unusually – it's normally a Tuesday). Attached, Mike Sockalingam and Family, with their 1933 Lynx, sporting what's new this season, hereabouts.



Cheers!

Gordon

As I was mentioned now in two of the latest Torque Tubes, I thought I would show you the pictures of my fleet.



A '69 Kestrel. A '49 RMB and the Falcon. They are all fully registered and driven fairly often.

Ian Ripley

I Have A Question. Could Somebody Please Answer It? Please participate and help a fellow Riley owner.

Send your answers to the editor and I will publish them next edition.

1. My vehicle is fitted with a genuine tachometer, apparently a rare option, but the cable is rotating in the opposite direction to that required by the tachometer, so do I have do something missing, like a reverse direction fitting to correct this and if so is it available from the club?
2. Another problem I am having is that the inlet manifold has been modified to take a pair of 1.75" S.U. carbys and even though it is starting and running **VERY** well I would like to verify the needle selection is optimum, I have heard or read somewhere that some Pathfinders had this size carby but cannot find info on this now, can any club members help?

Daryl Wood.

Answer

Regarding the call for help, Jack Warr is the only one who seems to know which jets to use on which carbies, but I have a full catalogue listing all the jets for SUs and their diameter at every sixteenth of an inch down the needle. The real test is fuel mixture at the full range of speeds. If the engine exhaust gas is neither rich nor lean over the full speed range, then it is correct. The correct needle at idle will not mean it is correct further up the needle at higher revs.

Regarding the tacho problem, I can only think that he may have a Pathfinder drive off the camshaft fitted to a tacho for an RMB. I am not sure if the tacho drive for the Pathfinder also comes off the rear end of the inlet camshaft, as in the RMBs but if it does it may be that the drive spline on the end of the camshaft goes the opposite way in a Pathfinder and RMF compared to an RMB. This is certainly the case for the distributor drives which also come off the inlet camshaft and go clockwise in the RMBs and anticlockwise in the RMFs and Pathfinders. In my running RMB, I have an RMB inlet camshaft with a tacho drive spline on it which I don't use, but I would be reluctant to pull it out to replace with a standard inlet camshaft.

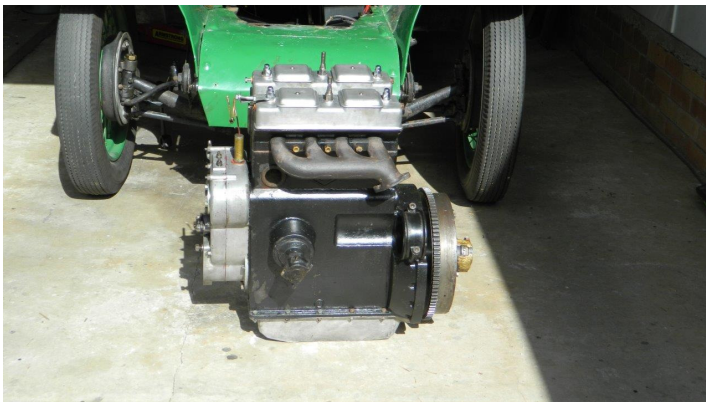
Not sure if this helps but further investigation is warranted.

Regards

Ken

Is there a model called the Riley Lemon? Or How good are Riley Nines? 1927 MkIII Nine

I received a phone call one afternoon from Mike Hawthorne, and during the conversation he mentioned that he thought he might sell the tourer. About a week later he rang to say he had decided to sell the car and could I let the Riley Club know. I had spent the week contemplating the idea of another Nine, as I had always intended building one from the leftovers but this would save the time and expense of building and trimming a body. A deal was made and in due time it came home.

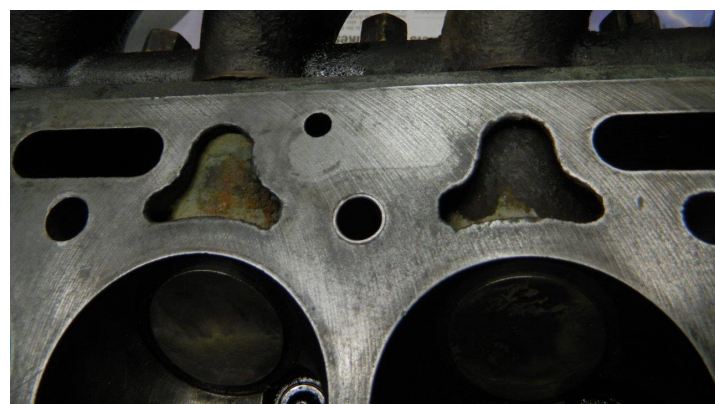


Prior to obtaining a safety certificate I decided to give the car a service and check if it needed anything done. Things started to go awry here as I found that the leaking gearbox drain plug was only finger tight, so I drained the little metallic sludge that remained and refilled using engine oil with the thought that I could change it again shortly and this could help clean out

remaining rubbish. Not to mention the fact that the plug needed replacing at some point as it was round. The steering had too much play and was missing the adjuster for the worm shaft end float, which once replaced reduced the slop enough that I thought it would pass. I wiped all the oil off the engine and gearbox in the hope that it would remain clean enough to pass the safety certificate. From a prominent petrol smell I found I had to repair a fuel tank leak, and also had to repaint the bulkhead as the leaking fuel had proved to be an effective paint stripper. The seat bases also needed work. Another worrying thing was I had to replace at least half of the grease nipples around the front end as I could not get grease through them and who knows how long it had been like this.

It passed the inspection and even obtained 80% on the brake test when the handbrake was applied as well as the foot brake. So off I went to the Department of Transport only to be told that they would not accept the safety certificate as it had the wrong month. Back to the inspector for another and partway along Albany Creek road it developed a vibration, I had no choice but to keep going. Strangely the vibration was gone after it had sat for half an hour while paper work was sorted out, however it returned on the journey back to the DOT. Once again it was gone after cooling while at the DOT but approaching home it returned. My thought was that it suffered from a loose flywheel when hot.

Obviously the easiest way to repair this is with the engine out, so the ancillaries were removed to expose a generator with a loose drive dog, a starter with a loose spring on the bendix drive, a magneto with charred ignition leads and radiator full of rusty sludge. The rad was turned upside down and left with hose in it until the water ran clear. The steering box was also removed to sort it out. With the engine out I found that the flywheel nut was not particularly tight, and a little gentle levering on the flywheel and it popped right off. The taper was oily and there were a couple of witness marks to indicate that it had moved.



The generator now has a drive dog that is firmly attached to the armature. Obviously it never had, as when the nut was tightened the drive dog locked up against the generator rear plate before it was fully home on the taper. So the nut had been loctited on such that the drive dog was free to rotate but also free to flog out the keyways and key. Some machining of the parts soon fixed this. The starter also turned out to have a winding that was only just touching the appropriate post as well as missing a spacer from the bendix drive. This is now sorted. The steering box has also been rebuilt. The original worm was so worn that the shoulders of the gear had rounded off. Not to mention the gritty feeling from all the bearings. The gear was replaced with the worm to

keep them a matched set.

I thought I could just flush out the gearbox but I found that the input shaft was free to move in and out of the gearbox, and when it was in its out position the output shaft could be pushed in and pulled out. The gearbox is now reassembled with new bearings and has the thrust ball between the shafts. This should stop them moving like they were. I also have had to rebuild the gear lever mechanism as it was too sloppy.

The engine had rust streaks down the side of the block, so I thought perhaps the head nuts could be torqued up, but one of them just went round, stud and all. Once removed, three of the head stud holes needed to be opened out and have inserts made and installed, one of the studs had literally pulled straight out of the block. I also had to replace seven of the ten studs. I had to remove the sump given all the other little issues I had found. The oil pipe to the rear main was only just sitting in the nipple, and



was free to move in and out. All of the solder joints were cracked with the possibility of leaking so I have replaced the oil pipe work in the engine. The crank and flywheel have been lapped together and fitted with loctite so hopefully it will not come loose again.

Next immediate jobs are to check over the carbs and magneto, and at least fit new leads. With this done I can move onto refitting the engine and gearbox. There are still a few jobs to sort with the body as well, not to mention trying to make the bonnet fit.

Matthew



P.S.

I forgot to mention that one of the holes for a head stud had corroded through from the water jacket. This was opened out and stainless pipe inserted with loctite to prevent water from leaking into the oil again.

Something that Nine owners need to be aware of is that the clutch operating levers in the bell housing have to be dismantled to allow the gearbox to be removed from the engine, which some one did not at some point in the past.

Matthew

Spare Parts

PART	AVAILABILITY
Swivel Pins	In Stock
2 ½ & Pathfinder Oil Pump Gears	In Stock
1 ½ & 2 ½ Gear Lever Bushes	In The Pipeline
Pathfinder Front Suspension Bushes	In The Pipeline
Distributor Gears	In The Pipeline
2 ½ Crankshaft Bearing Bushes To Take Shell Bearings	In The Pipeline
BSF Dies and Taps HSS	In The Pipeline