



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc March 2014

www.rileyqld.org.au



Chris Reynolds And His 1950 Drophead

Editor: Bill Short

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Next Meeting: Will be the OGM at the Club Shed Ex CSRIO Grounds Samford on Thursday 13/3/14 at 8 pm, resuming frequency of every second Thursday of the month.

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Cover Story

Chris Reynolds of Morayfield has proudly owned this magnificent 1950 Drophead for only about 4 months. He bought it from the Queensland Sunshine Coast - it had previously been in Victoria then Western Australia before finding its home with Chris.

Chris has an interesting story: 30 years ago, he was a university student in the United Kingdom studying electrical engineering then a M.B.A. and he owned a 1936 Riley Adelphi. In the 4 years he owned the Adelphi, he and a mate drove from London to Istanbul and return in the Riley and was presented with a trophy given annually for the most amazing journey in a Riley. Chris owned the Adelphi for 4 years and reluctantly sold it when he moved to Australia.

He has had a yearning to own another Riley and is a very proud owner of his lovely Drophead. It is on full registration and Chris intends to progressively restore the car to an immaculate state starting with work on the clutch and a repaint. It has white walled cross ply tyres which look great but apparently present a challenge in wet conditions! The "indicators" are on the bottom of the car behind the door! Chris says the car is a joy to drive and a great family car.

Presidents Report for 2013 Year

The past year of 2013 has been one of consolidation with settling in to our clubrooms in Samford and organising our secondhand spares.

The committee for 2013 was once again, largely unchanged from the previous year.

February saw a lunch run to Bribie Island and in March, a lunch was arranged at our new clubrooms and also at which Jack Warr was awarded Life Membership for his many years service to the club and ensuring that spare parts are always available to members.

During April, our club captain, Robin Hull, organised a four day run to Rockhampton to meet with some of our members from the North. The rally was well attended three other cars joined us from Townsville. The trip was a resounding success and all agreed that a similar trip should be held annually.

In May, a number of cars attended the David Hack day as well as the Dalby rally and McLeans Bridge at Lakeside.

In June, a run to the Coominya Hotel for lunch was held. The QHMC rally at Nambour was also held during the month, with a number of cars attending.

The RACQ Motorfest was held in July.

The National Riley Rally was held in August in South Australia. Unfortunately Wendy and I were unable to attend due to prior commitments and not expecting the rally to be held in August. A number of our members attended and Mal Lorrimer, for one, continued on to Darwin and back to Townsville for the post rally run. Mal tells me that about 20 cars went to Darwin and mechanical problems were almost non-existent.

September saw a number of members attend the All British day and Robin also organised a weekend run to Woodenbong, lunching at Tyalgum and overnighing at the Woodenbong Hotel. About six cars attended with only Robin having a minor clutch problem.

The Goldcoast Autorama rally was held in November, with a number of members attending. November also saw a lunch run to Boreen Point which was very well attended, including Rob and Beth Carter from out west and several new members.

The Christmas party was again held in December at our newly acquired shed, with an excellent roll up, combined with excellent food provided by our lady members and great camaraderie between members.

The Presidents run was held in January, with a run to the Roma Street Botanical Gardens. Although numbers were down, an excellent day was had by all with a guided tour through the gardens followed by a train ride through the area. A lovely lunch was then enjoyed in the onsite restaurant.

During the year, we have settled into our new clubhouse on the old CSIRO site at Samford.

The Samford boys have done an excellent job in sorting and arranging our secondhand spares into shelving such that all parts can now be readily located. This work has enabled us to achieve our objective of keeping the cars on the road. Congratulations and many thanks to Bill White and his team for their efforts in this area.

Of course, the clubhouse is not only for the storage of spare parts. Our monthly meetings have been successfully held in the shed for most of the year and we have also had a number of social functions in the clubhouse, including our Christmas lunch and several barbecues.

Our wives have not only consistently kept us plied with food and sustenance, but also helped with the working bees we have had to make the clubhouse a little brighter. Thank you so much to all the wives who have provided their help consistently throughout the year.

Another successful Christmas lunch shows that the premises are well suited to our social events as well as storage of parts. We now have a venue with a sense of permanence.

Jack Warr has continued to make spare parts and technical advice available to club members at a reasonable price. During the year Jack has also progressed manufacture of replacement main bearing shells for the RMBs. This year will see Jack turn 90 and we continue to thank him for his efforts.

During the year, Bill Short, has continued to publish an informative Torque Tube on time. I thank him for his efforts. Not only has he produced a high quality and interesting publication each month, but has also managed to reduce the number of hard copies mailed out thereby reducing mailing costs to the club, as well as workload.

I would also like to congratulate Robin Hull on his efforts as Club Captain for the year in organising interesting and well attended monthly events. The effort that goes into organising each monthly rally is not fully appreciated.

Thank you also to Linden Thompson for yet again making the Books balance and to Mark Baldock for picking up the role of Secretary during the year and to Matthew French for his earlier efforts as secretary.

I would also like to thank my wife, Wendy for her continual efforts throughout the year and her ongoing prompts to me to organise things when I have been less than organised or overly focused on my shed.

Ken Lonie

President 2013

16th February 2014

Minutes of ANNUAL GENERAL MEETING of Riley Motor Club, Qld., Inc., held at the Jack Warr Riley Shed, Samford, Sunday 16th February 2014.

Meeting opened by President Ken Lonie at 1025hrs with 27 members and guests present.

Apologies: Pat and Betty Elliott, Ian Henderson, Ross Phillips, Ken and Helen Porter, Matt Schooneveldt.

Business Arising from previous minutes: Nil

Auditors Report for the year 2013: not yet prepared and will be presented at a later meeting. The 2012 report is ready for submission.

Office of Fair Trading: The Treasurer Linden Thomson has Form 12, Return of Association for completion and return.

Presidents Report: Ken read his report to the meeting and it will be included in the March Newsletter.

Conrod Trophy: The trophy was presented to Bill White for his endeavours in negotiating the use of the shed with Moreton Bay Regional Council and setting it up in its current manner.

Election of Committee Members for 2014:

President Ken Lonie declared all positions vacant and requested member Brian Jackson to take the chair for the election of the new committee.

Position	Nominated	Nominated by	Seconded by	Elected
President	Ken Lonie	Alan Hill	Linden Thomson	Ken Lonie
Vice President	Alan Hill	Ken Lonie	Di Phillips	Alan Hill
Secretary	Mark Baldock	Sheila Hill	Dorothy Cameron	Mark Baldock
Treasurer	Linden Thomson	Rod Longden	Alan Hill	Linden Thomson
Club Captain	Greg Mehwa	Ken Lonie	Sheila Hill	Greg Mehwa
Editor	Bill Short	Bill White	Wendy Lonie	Bill Short
Spare Parts	Jack Warr	Alan Hill	Ken Lonie	Jack Warr
Ass Spare Parts	Graham Mackay	Jack Warr	Wendy Lonie	Graham Mackay
Registrar	Mathew Schooneveldt	Alan Hill	Greg Mehwa	Mathew Schooneveldt
Web Coordinator	Linden Thomson	Ken Lonie	Rod Longden	Linden Thomson
Shed	Bill White	Rod Longden	Alan Hill	Rod Longden
Librarian	Rod Longden	Bill White	Bill Short	Rod Longden

Elected Officers took up their positions.
Meeting closed at 1055 hrs



This happy band of gentlemen are our elected Committee for Queensland Rileys 2014.
Front row, left to right: Bill White(Clubhouse Manager), Ken Lonie(President) Middle row (seated), left to right: Alan Hill (Vice President), JackWarr(Spare parts Guru), Linden Thomson(Treasurer & Web Coordinator)
Back row, left to right: Graham Mackay(Assistant Spare Parts), Bill Short(Torque Tube Editor), Mark Baldock(Secretary), Greg Mehwa (Rally Director) Absent: Mathew Schoonveldt(Registrar) & Rod Longden(Librarian)

Agenda/Minutes of Riley Club General Meeting
Held on 16 February 2014

At the Jack Warr Riley Shed in Samford.

1. The President Ken Lonie declared the meeting open at 1055hrs, immediately following the AGM.
2. **Attendance** – as per the attendance sheet.
3. **Apologies** – Pat and Betty Elliott, Ian Henderson, Ross Phillips, Ken and Helen Porter, Matt Schooneveldt.
4. **Minutes** of the General Meeting held on 15/12/13 were moved for adoption as a true and correct record by Robin Hull and seconded by Bill White. **Carried**
5. **Business Arising** – There was no business arising that was not dealt with in later business.
6. **Secretary's Report and Correspondence**

Inwards – Email from Ross Hillier advising that he has purchased Tamara Playnes RME.

Ian Henderson forwarded QHMC survey correspondence and club members advised that they were not in favour of any changes and would monitor.

David Sawtells membership was approved.

Outwards- Nil,

Email advice regarding club activities to David Sawtell and proof of membership for Ross Hillier.

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Alan Hill.

Carried.

7. **Treasurers Report January 2014**

Balance as at Bank Statement,1 January 2014.	\$4012.58CR
Income	
Joining and Membership Fees 2014.	1135.00
Donations- Xmas lunch.	30.00
Interest	<u>0.51</u>
	\$ 1165.51
Expenditure	
Moreton Bay RC – Shed Rent, Feb.	<u>15.00</u>
	\$ 15.00
Balance as per Bank Statement, 31 January 2014.	\$5163.09CR

(Presented at OGM 16 February 2014).

Seconded Alan Hill.

Carried:

8. Report from Outgoing Club Captain – Robin Hull

Lunch run 2 March starting from Yatala with Pub lunch to be confirmed.

Alan Hill run on 17/3. Details available from Alan.

Robin Hull has registration forms for the Mittagong run to be held 21-24 March 2014. 10-11 starters to date.

March 15/16 Ipswich

Easter. 2 runs, one to Charters Towers and the other to Roma.

QHMC 7-9 June 2014. More detail to come.

9. Report from Torque Tube Editor –

Bill Short advised that it is business as usual and more contributions are urgently required, including photo's, with descriptions.

10. Report on Jack Warr Riley Shed –

The electronic distributors are now securely locked in the drying cabinet.

Still planning to go to Simon's with the assistance of Matthew to help him sort out his spares and organise his workshop to suit his current needs. Bill to liaise with Matthew

Stock take is required after the pick up from Simons.

11. Report from Registrar – Nil

12. Report from Spare Parts –

Jack Warr advised that 50 sets of RMB main bearing kits consisting of Mazda bearings are being manufactured now and just require the crankshaft to be ground to suit.

13. Report from Website Coordinator – Nil

14. General Business.

All Club Members were saddened in the knowledge of the death of Gary Tysoe on 23/12/13 and send their sincere condolences to Carmel and family.

Photographs of all events are required and can be forwarded to Bill Short for inclusion in the newsletter.

The membership fees were discussed and it was agreed that the Club would continue to be cost neutral with no intent of making a profit.

It was moved that the Club purchase an electric Urn and a gas bottle and that Wendy Lonie and Bill White undertake the respective purchases.

Seconded Brian Jackson.

15. Car Reports- Nil

Next Meeting will be the OGM at the Jack Warr Shed on 13/3/14 at 8 pm, resuming frequency of every second Thursday of the month.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 1205hrs.



Bill White Receiving Conrod Trophy From Previous Holder Robin Hull

Club Captain's Report Yatala Run.

On the 2ND of March we started a small rally from the Yatala pie shop. Eleven enthusiasts arrived driving three RM's, one Lynx, a Drophead and one Rodeo Ute. Although not a Riley it did have an R in the name so was allowed a run. All seemed to enjoy their pies though Bill White wolfed down his to work on his car problems though some believed he was fine tuning his engine for the coming drive for lunch at the Logan Village Pub. We headed off along the bush roads going via Tamborine Village onto the pub but sadly with much disdain Robin, Bill and others could not push their cars to performance due to a very slow lead driver. Feedback from the local wildlife was pleased with the tortoise pace and reported no road kill!

The pub was quite a nice old building and due to Robin's wise advice I had phoned through a table booking as it filled to over capacity. I think the lunch was enjoyed by all and was a good half day outing, on leaving though it was noted Robin quickly sped off in front of the said lead driver so as not to be handicapped. On future rally's lead driver has been moved to tail end charlie to support breakdowns, stragglers and pick up Riley parts!

As I have taken over from Robin Hull if the members could contact me (keep in mind i work during day) for future rally information and this will give Robin a rest from the hard organizing work previously done and be fighting fit for another job the future. Well done Robin and Barbara.

As most members in March will be on the national rally and April a few members will be traveling up to Charters Towers. I will organise a half day rally for April the 27th Sunday morning. TBA.



Lunch Break.

P.S. Sunday night phone call.

My mate and his wife had a VW rally to Wivenhoe Dam and informed me early morning seeing a green Riley (Betty and Pat Elliot) on the side of the highway with their bonnet up and guessed they must be on their way to our rally. I informed my mate (whose son claims that Rileys are an old person's car) they would not have broken down just enjoyed looking at the shiny bits!

GREG MEWHA 07-3893 2657 mob 0409 478 904 gregmew@bigpond.com

Coming Events

March

21st to 24th

Riley National Rally at Mittagong.

April

18th, 19th, 20th

Townsville Veteran Vintage & Historic Motor Club Inc. will be holding a rally in Charters Towers, expressions of interest are invited
hubrally2014@iinet.net.au

18th, 19th, 20th

Roma Historical Motor Club inc. Easter in the country 2014 enquiries
Kerry Culverhouse 4622 6896 or 0433 144 525 or Robyn Dawes
46222215 or 0419 771 304

June

7th, 8th, 9th

Brisbane Vintage Auto Club are hosting the QHMC Rally based at Redcliffe
2014sqhmc@bvac.com.au

July

Sunday 13th

RACQ Motorfest

February 2015

The Riley Car Club of New Zealand National Rally Bill Riley b.riley@xtra.co.nz

I have put together a tentative itinerary for the run to Mittagong in March which the incoming Club Captain and participants may or may not adopt.

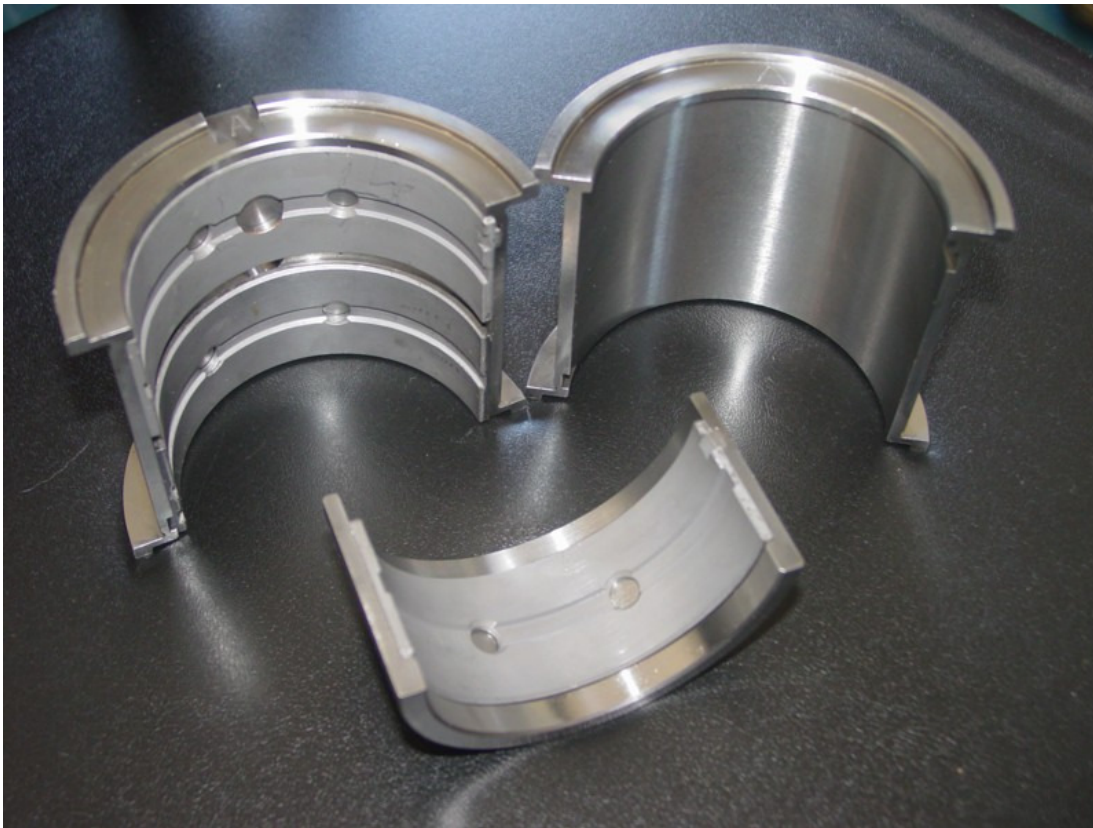
Depart Wednesday 19th March to Warwick, Tenterfield, Glen Innes

Thursday 20th to Armidale, Uralla, Walcha, Gloucester, Dungog.

Friday 21st to Maitland, Wiseman's ferry, Windsor, Camden, Picton, Mittagong.

Replacement of RMB Poured White Metal Main Bearing with Slipper Shells

At the February meeting of the Queensland Riley Club, Jack Warr brought along a set of main bearing shell conversions for the RMB.



These are truly a work of art. 50 sets have now been manufactured and are now available to club members for \$300 per set, including a full set of main shells and thrust bearings.

These conversion units enable the original poured white metal bearings to be replaced with modern readily available slipper shell bearings.

The original main bearings in the RMB Rileys were poured white metal. Molten white metal was poured into the bronze bearing bases and when

hardened, was machined back to suit the particular crankshaft. Sometimes, scraping of the white metal surface was also required to ensure a good fit. Pouring of white metal bearings is a rapidly dying art and whenever a bearing fails, the

problem arises all over again. Replacement with slipper shells ensures that the bearing surface is high quality and that should a bearing fail, replacement is relatively easy with a new set of shells for around \$75 a set.

Unfortunately, one of the practises used to take up wear of the white metal surface in these bearings, was to file down the mating faces of both the bronze bearing bases and the cast steel cap which is tensioned down onto the bearing bases. This removed the excess clearance in the bearing, but ended up with the cap and bronze base being oval rather than round.

The new main bearing shell conversions replace the original bronze bearing bases with the poured white metal now being replaced with modern slipper shells as used in all modern engines. The shells used by Jack are readily available Mazda S2 Econovan shells and a full set are included with the conversion kit. These shells are also available in ten, twenty, thirty and forty thousandths of an inch undersize, so you need to size the crankshaft to one of these undersizes.

If the bearing caps on your engine have been filed down as discussed above, then the caps need to be shimmed by the appropriate amount to ensure that the cap is firmly in contact with its mating base when tensioned up, as well as some crush on the new shells. I have just assembled an engine using a prototype of Jacks kit and had to shim all bearing caps.

The only other issue to be aware of during assembly is that the oil delivery spigots that protrude through the bearing bases (and the conversion units) sit slightly proud of the base and foul with the outside of the new slipper shell. These spigots need to be filed down until they are flush with or slightly below the bearing base inside surface.

Check that the crankshaft spins smoothly during assembly and the clearance between crankshaft and shell should be about 2 to 3 thousandths of an inch.

Ken Lonie

16th February 2014

Photos

If any of our interstate guests are camera buffs and have a large collection of Riley photos, we will be projecting collections like these at two of our dinners. Would you mind inviting those who are coming and may be interested, to bring a DVD of pictures along? This may avoid any problems with me showing too many NSW photos (or too many Roadsters and not enough Pathfinders, for example)

The format needs to be 4:3 and it should be a slideshow or movie on a DVD that plays in a normal DVD player for television rather than be something that works in a computer only.

I'm happy to answer any questions!
Best regards,

Phil Soden



It has come to my attention that you are continually under the influence of alcohol. To clear the air, you are required to answer the question below.

In which direction is this car going? Thought so, you are drinking too much!!!

Courtesy of
StrangeVehicles.com



Recently Taken Photos. (Above) Fiat 519, 1929 Hudson Super 6, 1914 Humberette V Twin Engine, Wolseley Hornet Special, 1910 Maxwell, 1927 Riley Nine and Vauxhall 14-40. Courtesy Matthew French.

Hello Bill
 In case you need something for the magazine.

23 February 1914 marked the second annual rally to remember VCCQ and VCCA (Q) members that have chosen not to renew their subs. It also happened that it also would have been Bill's birthday so it seemed apt to attend in more ways than one to attend Suttons Beach. Riley owners observed included Ian Hayward with his TR4A, Jeff Jones with his Fiat 519 and myself. I even observed Mike Bramwell in attendance. Some photos are attached of cars attending. Matthew.

EDITOR'S REPORT

Hi Readers,

Congratulations to those elected in the recent AGM. I am back again for another stint.

I will need plenty of help to get through another year of editing, so get you fingers working on the key board and your camera.

Cheers.
Bill.

THE 2013 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231
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 719 309
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



Riley Motor Club Qld Inc

Annual Membership Fees Now Due!

Please remember that annual fees became **due and payable**

on **1st January 2014.**

Make life easier for the Treasurer by paying promptly.

Annual membership is still only **\$35.00** for single membership plus **\$10.00** for an associate.

Note: If you first joined after 1st October 2013, you are financial until 31st December 2014

You may pay by cash or cheque in person to Treasurer,
cheque by mail to Treasurer at 39 Third Avenue,