



TORQUETUBE

**Newsletter of Riley Motor Club Qld , Australia Inc.
February 2017**

www.rileyqld.org.au



The President's Run on 15 January 2017

Pictured above: Ken Lonie with his 1949 RMB, Robin Hull with his 1950 RMB Special, Mark Baldock with his 1950 RMB and Brian and Lynn Jackson with their 1952 RMF

Editorial

Happy new year to all Queensland Riley car enthusiasts and our MG friends. In this edition featured are stories about the club Christmas party, the Presidents run and the Club house reno. Also featured is a story about Malcom King's remarkable find and what he has done with it so far.

The beginning of the year sometimes is characterised by new years resolutions or perhaps a renewed vision for the future. Have you resolved to finish that restoration in 2017? Or maybe you have resolved to commence the restoration of that car that has been waiting for so long. How do you see the club's development into the future? Do you see it characterised by a new generation of enthusiasts, include other makes of cars or perhaps grow in numbers as more Southerners migrate or more Queenslanders buy cars from the southern states? Maybe all of the above could be true.

One of the other features about change is that my new computer is no longer receiving anything



directly from my camera—it is only 15 years old! I had to buy a memory card reader to load the pictures onto my computer and the old memory card died causing the pictures of the Club Christmas party and gymkhana to disappear. On visiting the computer shop the young assistant told me that a repair to the memory card would cost between \$750-\$1000 and the memory cards that my camera uses were becoming rare so I bought a new one while I could. So 2017 has arrived ready or not and change seems to be our lot.

The Editor appreciates receiving articles by the 21st of each month

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EVENTS PROGRAM

12 February Sunday at 10 AM
Monthly Meeting and ANNUAL
GENERAL MEETING held at
the clubhouse , Samford Show-
grounds.

19 February Sunday 10 AM

Our February run is to Woongooroo Estate Winery for morning tea, tour of the winery and a recital of bush poetry. \$!2.50 per person. We will meet at Woodford at 10 AM in the main street park opposite the town Library. Look out for the Rileys. From Woodford we will travel West on the D'aguilar HWY to Neurum Road past Neurum Creek Bridge . Turn left into Doyler Road. The estate is number 35 and is the second gate on the left.

RECENT HAPPENINGS

The Queensland Riley Car Club Christmas lunch and Gymkhana

Members arrived at the Queensland Riley Motor Clubhouse at around 10 AM on Sunday morning 17 December to find a transformed club house. The meeting area had been insulated and lined and the whole area looked attractive and well presented. Those who had fitted the framing and interior walls had done an excellent job and their work has greatly enhanced the meeting space not only for current but also future members. Well done to all of those who contributed to this work. We are all benefited.



Above: the club meeting room midway in its creation

The Christmas lunch was organised by Wendy Lonie. No doubt, much work went into co-ordinating the salads and the deserts that were contributed by those who attended. At some time during the morning Wendy and her helpers had set up the meeting area with a number of tables and chairs and the tables were adorned with table cloths and Christmas decorations. The wide variety of salads and deserts were set out on a separate table for the noon time festivities.

At some earlier time in the day Alan Hill with several helpers set up a gymkhana that included potato bombs that were to be dropped by a blindfolded passenger into buckets, a measured stop before a gate, a guess at two rotations of the car wheels, a reversing into a space the

size of a single garage and a spoon and egg race. At around 11 AM the event commenced with competitors driving a Pre-war and post War Rileys, a modern MG and a Rolls Royce. The potato bombing segment saw cars driven close to and sometimes over the top of the buckets (there were no prizes for bucket squashing). Potatoes were dropped short or long, forward and behind but infrequently into the buckets except when helpful audience members coached the blindfolded bomber into position (was that assistance cheating?). The lady judge was fearless and fair with competitors but tolerant of the cheats in the audience.

The Roller and modern MG showed their advantage over the more primitive pre-war and post war Riley clutches with a smooth ride up to the gate but the lower visibility of the Roller tipped the competition back towards the Rileys. Jeff Jones drove his pre-war and on such a hot day fuel vaporization caused a delayed start to the Riley 9 attempt at setting an all-time Queensland Riley Motor Club pre-war Riley record. Unfortunately, the passenger was not up to the sensitive task required of dropping potato bombs into buckets and only Dianne Phillips, the lady judge knew where they went. At the gate gears and clutch foiled a nearly perfect approach putting the Riley 9 a few centimetres over the line of the gate.

Below: Jeff Jones' Riley 9 pictured on a cooler day



It is certain that one or two drivers had been practicing the wheel rotation test as at least one competitor already had a chalk mark on his tyre. Only official spies could have caught out those who spent their night time hours practicing the wheel rotation event.

Geoff and Yvonne May's Pathfinder was put into the hands of a practiced competitor who drove the nimble Pathfinder hard around the course and launched into the garage reversing segment with precision. At least one observer thought he saw the wheels spinning on the grass surface as the car was neatly reversed into the centre of the mock up garage. But once again the speed and clutch ability of the MG made for a very fast entry into the space.

Below: one of the entrants of the gymkhana was Greg and Yvonne May's Pathfinder



Yvonne in the foreground with Trevor Taylor standing between the Pathfinder and Chris Reynold's 1950 RMD

Great care was put into the egg and spoon leg of the gymkhana and at least one passenger was coached into

Club House Reno

Mention was made about renovating the club house in an article about the 2016 Riley Motor Club Christmas lunch, but nothing was said about separating the spares area from the meeting room or lining the walls of the meeting room and building a kitchenette. It was all part of the vision developed by the club committee for the club in the 21st century. In an article penned for the April edition of Torquetube Ken Lonie wrote, 'Queensland Riley Club announces the successful transition into our very own Clubhouse. Since the inception of this Club 44 years ago, we originally met in Members homes, then a series of rented premises, South Brisbane (sold): Virginia (the internal steps to the Meeting Room were very steep: CSIRO Samford (reclaimed for development). This prompted a determined effort to find a permanent Clubhouse. Thanks to the tireless efforts of Bill White and Trevor Taylor and the cooperation of the Moreton Bay Council, we were granted a sublease to the Men's Shed site on the Samford Showgrounds'. This decision led to the building of a permanent home for the club. Bill White accepted responsibility to co-ordinate the building with

holding the spoon with both hands. Despite the rugged terrain, it is believed that all competitors arrived at the finishing line with eggs intact (a hard-boiled golf ball). All the cars performed well and included a Riley 9 with Jeff Jones, RMBs with Ken and Wendy Lonie, Bill White and Mark Baldock, RMA with Robert McNeil, RMH with Ian Henderson and a Pathfinder with Geoff and Yvonne May, MGF with Barry Evans and Roller with Graeme Bourne and daughter all performed magnificently.

Tables were then occupied and an orderly queue formed for ham, chicken, various salads followed by desert and coffee or tea. The company was delightful and much discussion occurred about restoration projects, the National Rally, and the current performance of owner's cars. Before long the gymkhana awards for first, second and third place were announced. The Lonie's RMB came first and a gold medal was awarded to Ken with some ceremony and acclaim for the mighty RMB, the silver was awarded to Bill White and his medal presentation was attended by polite applause and the bronze medal was awarded to Geoff May for the magnificent performance of his Pathfinder. Individual event winners included Barry Evans for the garage and potato drop, Ken Lonie for the drive to the gate and the egg and spoon race and Ian Henderson for the wheel rotation. The many spectators greatly admired all the cars. Thank you to Wendy Lonie for her organisation of the meal, to Alan Hill for his organisation of the gymkhana and for all of those who provided support in the meal preparation, table settings and for those who fitted the meeting room out with insulation and lining of the meeting room just in time for the Christmas party.

Author: Anon

council, builders, and relevant government departments. The successful erection of the shed was then completed by the beginning of April 2016.



Above: Ken Lonie (President of the Queensland Riley Motor club) conducting the opening of the Club house

Later in April the second hand and new spare parts were moved from the CSIRO building to the shed and Ian Henderson organised the parts into categories. He then listed the parts in a computer program and thus began the modern approach to the acquisition, storage and sale of parts to club members to continue one of the key objects of the club and that is to keep Rileys on the road.



Trevor Taylor, Ron Cochrane and Bill Taylor

In August, an internal separating wall between the spare parts area and the meeting room was erected by the club president, Ken Lonie. This involved setting up a steel frame, bolting it to the cement floor and cladding it with corrugated iron

hours of cutting timber to precise lengths, fixing the bottom timber to the floor and anchoring the frame at ceiling level and fitting the sheeting. The Christmas lunch was held in a now partially complete club meeting room on the 18th December.



Bill pictured making a cuppa during the build

During this period, Ron obtained a second-hand kitchen from a friend in Grafton and he personally travelled down to the deep south, picked it up and brought it to the Clubhouse just before Christmas. Early in January the walls were painted and the kitchen units were fitted. By the time you read this article the fourth wall between the meeting room and the spare parts storage area will be lined and the whole project will be complete. Rod Longden kindly offered his plumbing skills to fit the tap to the kitchen sink. So the room is now a very comfortable and useable area in which to hold meetings or just chat and have a cuppa. It has come in 'on budget' and in time for the AGM in February 2017.



Ron doing the finishing touches to the meeting room door

At the November Riley Motor Club monthly meeting Bill White advised that the recent application for more funds to convert the end room of the clubhouse into a meeting room had been unsuccessful. It was therefore decided to do the work ourselves. Ron Cochrane then put his hand up and said that he would do the work with a couple of helpers. Bill White and Trevor Taylor agreed to be those two helpers and work started the very next week. The inner walls and windows of the club meeting area were framed in timber. Then three walls were insulated and lined with fibro cement sheets and on 9th December a new vinyl floor covering was laid. This involved many



Trevor photographed while setting up the kitchenette

.Sincere thanks to Ron Cochrane with helpers Bill White and Trevor Taylor for their long hours in the recent heat-wave to achieve this result.

Contributions by Ken Lonie and Trevor Taylor

Presidents Run 2017

Following a long held tradition, the first rally of the year was the 2017 Presidents Rally. 21 Members in 13 cars braved the expected heat wave conditions on 15th January. After meeting up and snatching a quick coffee, we set off in convoy to Bribie Island. A quick change of lunch venue was necessary as our plans clashed with a massive music event. We enjoyed a lovely drive towards Bribie and crossing the bridge over the Pumicestone Passage, afforded us wonderful views of this special waterway. We parked up along the foreshore of the Passage on Bribie where we indulged in morning tea, iced water and nonstop conversation – and a group photo!



It took a little effort, but we managed to “saddle up” again and explore Bribie. It was intended that the 13 cars stay together, but Rileys have a mind of their own and scattered! but fortunately lunch called and in drips and drabs the cars all arrived at the venue. A great lunch was enjoyed by all and more conversation about very important things!

A perfect way to start our Riley Year

Present were:

RMB: Stuart Paton, Robin Hull, Ken & Wendy Lonie, Mark Baldock, Simon & Helga Schooneveldt

RMF: Brian & Lyn Jackson

RMD: Trevor

9 Roadster: Mathew Schooneveldt

Pathfinder: Greg & Yvonne Mays

Others: Ron & Cynthia Cochrane (Buick straight 8), Di Phillips, Bill & Maria White, Ian & Wilma Henderson, Graeme Moore (Moderns)

Wendy Lonie

1929 Riley 9 Mark 4

A member of the Noosa Beach Classic Car club found out about it and alerted me to its existence. Chris Stafford accompanied me to look at it. He was well qualified as he owns 17 Rileys of pre-and post-war vintage. Chris even knew where to find the chassis number and in August 2014 an offer was made to its owner and the offer was accepted. For an extra amount the owner was willing to restore the engine. At the time of inspection, the car was resting on a mezzanine floor above the shed floor and required a forklift to bring it down to floor level. The earliest record of the car indicated that Mr Frank Kenny owned it. Later in 1960 it was sold to Mr Peter Hitchen. During that period, Peter was a member of the VSCC and the car was raced at Silverdale in NSW achieving a lap record. The car held that lap record for 22 minutes. The car still has its original fabric body and a plaque affixed to an internal body timber proudly attests that Smith and Waddington Ltd of Sydney built the car body. This proud firm built most of the Rolls Royce and Bentleys that came to NSW in the period. The car is most likely to be a 1929 Mark 4 Riley 9, known as, 'the little wonder' in the UK Chassis number 609239.



The fabric body complete with original tares

The car was built as a racing Riley 9. The fabric body made it a light weight vehicle that meant that the power to weight ratio made it a quick starter on the racing circuit. It has a boat tail rear end, wide mudguards, a tall beautifully manufactured radiator, and large headlight pods. I was fortunate to acquire a figurine to mount on the radiator head. It is called the 'Nymph of Speed.' It pictures a young swimmer in a knitted swim suit and was a common 1920's radiator mascot. As far as can be ascertained, although some parts were disassembled the car was complete. The dash instruments had a white background. The brake components were all intact. The headlamps were complete and even the door handles were all there. So, as far as can be determined, up to this point the car was near complete when purchased.



Above: Malcolm holding the body builder's plaque and below the chassis number imprinted on the front of the chassis above the spring.



The Instruments collected together and restored

After bringing it home it was completely stripped down to its component parts. The chassis was bead blasted and a two pack Satin paint was used to seal the frame against any possible future attack from rust. At the same

Much help and advice has been received from the Queensland and Victorian Riley Car clubs. Many readers will remember Noel Wyatt, a Victorian club member who has recently passed away. He provided much valuable advice. Thanks also must be made to Ken Loney, President of the Queensland Riley Car club who has provided advice about the location of various components of the car. Ian Henderson (spare parts member for the Qld club) has acquired parts from the UK and provided many essential parts from the Queensland Club spares. The side lamps were acquired from John Smith, a past member of the Noosa Beach Classic car club and he also provided the tail light. I understand that this component has been called a 'diver's helmet' as this is what it looks like.

The radiator had many dings including a large ding in a



Side light and diver's helmet tail light

very visible portion of the cowling. A Cooroy ding repairer took out most of the major dings but some of the smaller dings were kept as part of the patina. The running boards were made from steel tubes overlaid with brass sheeting. These were in very poor condition and it was decided to replace them with timber. The mudguards have been restored and are painted in a two pack Honda red colour (I would call it burgundy in colour), the wire wheels have been done in a cream colour and the brake drums in Honda red.

The next big decision is whether to keep the original fabric cover, patch the holes and try to restore it to a better condition or replace the cloth with an aluminium skin. I am certainly of a mind to consider making the car a little



Current stage of restoration

more secure as the cloth and light timber frame make it very vulnerable to damage and perhaps injury to the occupants in case of a crash. Yes, you have guessed it. My intention is to enter it in the Noosa Hill climb event in July if ready and the November Hill climb event later in the year. The car was built for racing and I cannot think of a better restoration celebration than to enter it into a race.

The engine is now 90% complete. The gearbox is completely restored and the next big project is to fit the transmission and power plant back into the chassis. For those interested the engine is being restored by Terry Lister, a Jaguar specialist. Some of the timbers have been replaced. The original aluminium floor pan is in very poor condition and this will be replaced with a timber like marine ply. The instrument panel has been made from New Guinea Rosewood. The trim will be done by a local professional to the highest standards possible and all the assembly work will be done at home in the garage.

The car was a four seater but the rear seat was missing when purchased so I will make it a two seater with a luggage compartment in the rear.

So why have I taken this project on? Well, it was an opportunity to restore a car as close as possible to original



and to save a car from being lost forever. I feel like I am too old to do a complete restoration on my own so I have had the pleasure of employing some specialists who have been doing a marvellous job.

Malcolm King

Editor's note: Malcolm King was born in 1944 in England during WW 2. His first car was a Maxwell Roadster. At 17 he left home to do an automotive apprenticeship. His first car inspired his interest in classic and vintage cars. He considers himself very fortunate to work with George Sears who maintained the fleet of veteran and vintage Volkshall cars at the Assembly plant in Luxton, England. In 1965 he migrated to Australia with his wife and young son. In Australia, he joined the Ford Motor company at Geelong in Victoria and ended his engineering career as the development supervisor from the XY to the GTHO cars. He has restored many cars including four A Model Fords.

Ian Henderson's RMC Engine Rebuild

On the road again.....

*I just can't wait to be on the road again,
Makin love and playing music with my friends,
And I can't wait to be on the road again.*

.... Willie Nelson, 1980

The stress is fading and I'm singing again! Since reading an article in last month's Torque Tube about engine problems in my Roadster I thought I had better provide an update and am happy to report that the car is now back on the road again and in fine form.

Firstly thanks to Brian Jackson for the use of his workshop, tools, facilities and knowledge to allow successful completion of the job. Successful did include a few swear words but Brian told me years ago that this is mandatory when working on Rileys.

The engine is basically the same as all other 2 1/2s and Pathfinders, so others may be interested in the work that was done to perform the fix. One difference is that there is just a little more room in the engine bay of an RMC which allowed the power unit to be broken at the bell housing and the engine lifted out leaving the gearbox, connections and floor plates in situ.



Editor's note: Readers can see the scoring on the pistons. When purchased the car didn't have an air filter fitted (hence engine dusting)

On dismantling the engine we found all four pistons had 'picked up' and some rings were broken which also damaged the bores. Con rods had previously been fitted with Pathfinder slipper bearings and one of these had failed with a large patch of white metal missing. The main bearings were original white metal and the rear main had failed catastrophically. Fortunately the important big ends were undamaged.

The fix

MACHINE SHOP

Hone conrod tunnels to suit Mitsubishi 6D14 slipper bearings +0.030"

Bore and hone block to suit Hepolite 4 ring pistons +0.030"

Deck block
Overhaul head
Grind crankshaft to suit new bearings
Machine tangs in rods, rehone rods
Assemble bearings in rods – machine widths, chamfer and cut grooves
Line bore main bearing carriers to suit Mitsubishi 4D30 slipper bearings +0.020"
White metal end thrusts were retained as the ends were still in good condition and within tolerance

After agonising for days over what big end bolts to use (the old ones were obviously stretched) I was ecstatic when Phil Wyllie offered me the balance of the Ford V8 ARP's he used on his 2 1/2. That all fell in a heap due to poor fitting on my part but that's another story. I ended up using the SS bolts from club stock with locktightened original nuts.



The machining was carried out by East Coast Engine Centre in Nambour after recommendations from Ken L, Stuart P and Malcolm K, and the conversions to the Mitsubishi slippers looked excellent. Time will tell.

The bill was acceptable too at about \$3,000 including all parts



Ian Henderson

Albert's Rear Window

Amongst the many things that were missing from Albert when he arrived was the rear window and chrome outlines for the hood. With this in mind, materials were acquired to make the window surround, the window, the inner frame and the decorative outlines for the hood. This included 5/8 inch brass rod and 1/2 inch 'D' section brass. After that material for making the window surround template was acquired. This included a steel plate 42 x 17 x 3/8ths of an inch, another steel plate about 30 x 8 x 3/16ths and a steel bar 7/8 x 1/2 inch to make clamps to secure the brass rod when it was bent around the rear window template. Then it was decided that an all steel bench needed to be made to support the template so the material was purchased, the bench made and the template set up. Thankfully a year previously Paul Bae (NSW spare parts officer and keeper of hens teeth) had loaned me a RMD Perspex rear window and this was copied in steel using the 3/16th width steel plate. The steel window template was then bolted to the base plate and a series of 1/2 inch holes were drilled 1 1/2 inches from the outline of the window shape. The steel bar was then cut to 3 inch lengths and a half inch hole drilled an inch along its length. A half circle was then milled into the bar and 20 bolts purchased to fix the clamps into place. A heavy piece of 4 inch diameter steel pipe was then set into a lathe and the shape of the half round bar was cut along its circumference, a half inch hole was then drilled a 1/2 inch off centre and this was welded to a bar making a cambered lever to turn the heated bar around the template. It took two days to make the table, the template, the cambered lever and the clamps. The set up was then ready for the task. During this time considera-



Rear window template

tion was given to purchasing a slitting saw to cut the brass rod along its length but this was considered too expensive for the task of making just a few rear windows so the top half of the bar was sacrificed to make a 5/8 inch 'D' section. But how do you accurately mill off the top half off a bar that is 63 inches long when the mill bed is only 19 inches long? After some thought a thick square tube was cut length wise, milled to make it square, then holes were drilled in the 'c' section bar over the bed slots and a steel tube welded over the openings and this was

milled to a 3/8 inch length. The spacer tube allowed the rod to be passed along the mill bed and clamped after each cut keeping the milled top face of the bar horizontal. This allowed the opportunity to mill the window frame a little higher than required and after it was bent into shape and soldered together it was milled again to provide a final flat face. Are you bored with the story yet? Well, it doesn't get any better. After milling the rod a 1/16 inch short of a half round a step was cut into the rod to make a space for the window and the half rod was then ready for bending.

The 'D' shaped brass with its step was then clamped on to the template at the beginning point just adjacent to the



Milling the Rod

central point of the top of the window frame. Heat was applied using a LPG blow torch. LPG was used rather than oxy acetylene as oxy acetylene is too dirty and too hot. The slight top curve was made without issue but the tight curve required more heat than my blow torch tip could provide so a trip was made to a hard ware store (Bunnings) to purchase a larger tip. With this tip sufficient heat was produced to curl the brass around the sharp curve but it was noticed that the brass tended to curl inwards so the top milled face sloped inwards. This issue was solved by clamping the rod as the material was curled around the template. This necessitated making a blow torch holder so that heating, bending and clamping and heating, bending and clamping along the stepped 'D' section could maintain an even heat and even bending along the entire frame. This smooth rotation of steps was found to be absolutely necessary as too much heat in a single spot caused too great a bend and curling of the material and once bent the material could not be recovered.



First attempt at bending the rod: Oops not enough heat

It is December and in Queensland it is already hot so with blowtorch in hand a fair bit of extra heat was being generated in the work area so much hydration was required while the work was being done. After the brass was bent around the template, it was allowed to cool and the clamps were loosened. During cooling the material shrank a ¼ inch and when examined there was slight bowing along the brass frame and slight curling on the tight curves. The material was then re-clamped tightly and reheated, the whole thing expanded again but happily as it cooled it adopted the hoped for shape and remained in this position so the ends of the frame were trimmed and soldered with silver solder.



The next step was to make the inner frame. The material used was a steel strap, a half inch by 3/16ths. The shape was accomplished by using an interesting bending tool that pushed the cold material sideways into the shape of the window frame. The steel strap was put into the bending tool and it was bumped in consecutive steps to make the shape. As the shape was being produced it was regularly compared with the shape of the outer rear window frame so that the inner frame coincided with the outer shape and overlapped the step in the outer frame to hold the window in place. Finally, the join was welded together. Thankfully, making the inner frame required less preparation and work than making the outer frame.



As far as I know the original inner frame and outer frame was joined using 4BA counter sunk slotted bolts. Some

care was required in locating the drilled holes as they needed to be as deep as possible in the outer frame and as close as possible to the window rebate. This might not be that difficult for some of the readers of Torque-tube but it challenged the writer to measure and locate the punch in exactly the right spot. In all 20 holes were drilled. The inner window frame was then drilled just bigger than the bolts and counter sunk with a drill that was faced as close as the writer could make to the angle of the counter sunk shape of the bolts. Not being the strongest person or the most accurate user of taps, a pedestal drill press was employed to put pressure on the tap and provide a perfectly vertical tap to cut the thread into the hole drilled into the outer window frame. Now, if this is boring the reader almost to death consider the maker of the window frame. Precision is not my thing. Random is good but repetitive exact distances are tedious in the extreme. And so far this exercise has taken three weeks and the windows have not yet been cut.



So now we come to the window. Thankfully it is made from Perspex and Perspex can be cut using a bandsaw. So great care was exercised in cutting out the shape and filing the edge so that it fitted into the shape of the window frame exactly. At this point it is worth asking the question, how much does a brass and steel and Perspex rear window weigh? The answer is a lot more than an MG rear window frame with its skinny steel outer and inner frame. But before any MG readers begin to smile let me point out that the peanut shape of a Riley rear window is more beautiful than a rectangle with rounded edges, but of course as they say, 'beauty is in the eye of the beholder.' The inner and outer frame with its 20 countersunk bolts and Perspex window weighs 1.5 Kilos.



When the window frame returned from the electroplater a month of tears, sweat and burnt fingers have occurred and it still needs to be fitted and then there is the chrome embellishments for the hood. My mind goes back to an ancient student who said, 'Of the writing of books there is no end and is a weariness to the flesh.' (Ecclesiastes) Writing is enjoyable but you may be wearying of the story of Albert's rise from the Brisbane River.



Again, thankfully the experience of making the template for the rear window put me in good stead for making the chrome embellishments for the hood. The side pieces are on a single plane with a regular curve; that meant that the 'D' shaped brass could simply be clamped to a flat steel template, heated and curved to the shape desired. The rear corners are different. It is a compound curve and to achieve the right shape a steel strap was bent using the bending tool mentioned earlier, then bent

Introducing Arthur and Pam Ewart with their 1950 RMB

We came to Australia as "Ten Pound Poms" in 1972. Arthur spent most of 40 years working in Rockhampton as a hospital doctor and Pam as a junior school teacher. Three years ago we moved to the Sunshine Coast (Lake MacDonald). We have always been francophiles since childhood. We have a daughter in Canada, another in the UK with two grand daughters and a son at Melbourne Uni, unfortunately he is intolerant to grease and engine oil.

From 2005 Arthur has collected Citroens. We have a 1954 Citroen Traction Avant, a 1974 DS and a 1981 2cv in running order. There are three vintage rwd Citroens that are close to mechanical completion but advice is needed to restore the body work. A wooden body is underway for a 1923 B2. We also have 3 Renaults.

Pam appreciates most of the cars and will hold a spanner for short periods but has so far avoided time in the inspection pit.

Arthur has a childhood friend in the UK whose grand father had a black RM. He sold it in 1955 for an MG Magnette but for the rest of his life he lamented the sale of his Riley which had been the best car he ever had. So there was always that underlying desire for one.

back and twisted to lean forward to replicate the hood shape. A wooden template was then created using an electric plane to accommodate the shape of the steel strap. After that the template was covered with sheet metal and fitted with a steel strap as a base for bending the brass into the correct shape. The wooden template with its sheet metal cover and steel strap is pictured below.



The final step prior to taking the parts to the electroplater was drilling and counter sinking the parts and fitting them around Albert's hood with stainless steel screws. This required only minor adjustments and now the job was complete. Albert ought to be very grateful as other restorations have not required nearly as much preparation, thought or hard work.

Philip Wyllie

Our new car which Pam calls "Lady Mary" came originally from Victoria where it had a major restoration around 1995. In 2009 it was sold to an owner in Bathurst. Since then the engine has been restored with hardened valve seats and the gearbox rebuilt. Sadly it was over lubricated when we bought it and the recently replaced left rear brake shoes were saturated with grease and had to be replaced. The car has very comfortable seats from a Sigma with front headrests. This does make it a bit tight to slide knees under the steering wheel! The original seats also came with the car. It required four days to bring the car to Queensland.

Editor: The Ewarts have applied to become our newest members



WHY BUY AN MG?

A car for all situations and seasons (images sourced from the www):

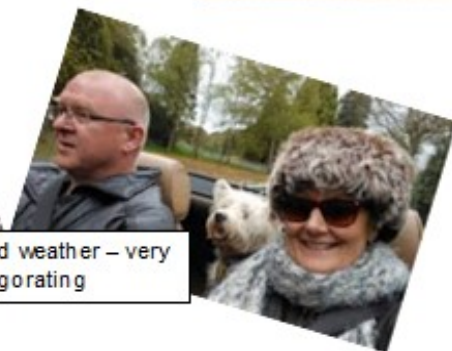


Second to none reliability – needs very little work

Superb clearance – thinks it's a 4WD



Great in cold weather – very invigorating



Hope you can get the 'lid' up in time for the rain – no button to press here

Never let it be said 'it's hot in an MG'



The perfect car – what other car would you want?

Submitted by Elizabeth Collins and forwarded by Bill White

Editor: Regularly on the car hoist? Hot in Summer? Cold in winter? Wet inside during rain? Apart from ground clearance it sounds like a Riley to me.

Minutes of Riley Club Qld. Inc. General Meeting
Held on 8 December 2016
Queensland Riley Club Shed
38 Showgrounds Drive, Highvale 4520, Samford Show Grounds.

The President Ken Lonie declared the meeting open at 2005hrs with 16 members in attendance

Attendance:

as per the attendance book.

Apologies:

Linden and Del Thomson, Di Phillips, Phillip Wyllie, Sheila Hill, Ray and Bev Burrows, Dorothy Cameron and Helga Schooneveldt.

Minutes:

Minutes of the General Meeting held on 10 November 2016 were circulated and moved for adoption as a true and correct record by Wendy Lonie and seconded by Robin Hull.

Carried.

Business Arising:

Linden is still working on the Auditors Report for 2015/16 and will advise further.

The subscription for QHMC has been paid and confirmation of completion and forwarding of the form is required from Linden.

There was no other business arising from the minutes which is not covered elsewhere.

Secretary's Report and Correspondence:

Inwards

Club Magazines from

Blue Diamond

Gold Coast Antique Auto Club-Crankhandle December

Correspondence from:

Advice from Retroautos that the December 2016 edition is now online.

Email from T & J Spalding of Taroom advising that Barry Williams (a neighbor) has a restored RMB for sale. Further information has been sought and will be provided when available.

Email Graham Gearing on behalf of his father seeking information on viewing Rileys.

Blackall Range CC with details of May '17 run.

Roma Historical MC advising Toowoomba Swap Meet is 4-5 February 2017.

"Safe Seat" advising that they deal in seat belts for older cars, amongst other things, which may assist some Riley owners. Contact www.seatsafe.com.au. Ph 07 3137 0044.

Details on the above are available in the first instance from the Secretary, Mark Baldock.

Membership Form Received from:

Les Blakers of Port Macquarie with a 12/4 Special (originally owned by Ross & Di Phillips), which was accepted and the Secretary will notify and welcome him to the Club.

It was confirmed that Barbara McGhee is the Associate Member with Keith and as such her name will be recorded in Club records.

Outwards:

Membership acceptance to Keith McGhee and Eddy Pollett.

Moved by Mark Baldock that the inwards correspondence be received and the outwards endorsed.
Seconded by Rod Longden

Carried.

Treasurer's Report:

Linden presented the following report in abstention:

Treasurer's Report for November 2016:

	Bendigo	
	General	IF Loan
Balance as per Bank Statement, 1 November 2016	\$6810.01CR	\$395.99CR
Income		
Interest	3.97	0.23
Membership Fees. (special rejoining offer) ‡	215.00	
Joining, Membership & Assoc. Fees	80.00	
Total Income \$	298.97	0.23
Expenditure		
Shed – vinyl floor covering – Carpetcall ‡	2750.00	
Total Expenditure \$	2750.00	0.00
Balance as per Bank Statement, 30 November 2016	\$4358.98CR	\$396.22CR
Consolidated balance	<u>\$4755.20CR</u>	

‡ EFT/BPay

(Presented at OGM 8 December 2016)

Note re Bendigo Community Bank Accounts:

Two accounts are operational: -

Riley Motor Club Qld Inc BSB 633000 A/c No. 156635229

Riley Motor Club Qld Inc Council Loan Account BSB 633000 A/c No. 156635728

The latter account is for the shed project and servicing the IF Loan only.

Note re Advance Memberships:

To 31 November, \$8480.00 has been advanced by Members.

Moved for acceptance by Mark Baldock and Seconded by Brian Jackson

Carried

Report from Club Captain:

The next run is the combined MG run to Mt Mee on 11 December, leaving Samford at 0815.

18th December – Christmas Breakup Party, including gymkhana at the Clubhouse. BYO drinks, salads and deserts for sharing and the Club will provide the Ham. Please remember no dogs are permitted in the Show Grounds.

15 January 2017 Presidents Run. Meet at BP western side of Bruce Highway for a day at Bribie Island and surrounds

9- 11 June 2017 RACQ Hub Rally Townsville.

*** Report on the 2018 Queensland run National Riley Rally** - As promised, Wendy Lonie informally provided further details of the work undertaken so far and indicated a destination and date for the National Riley Rally to be held in 2018.

A sub Committee is about to be co-opted by Wendy to assist with finalization of details for dissemination at the Phillip Island event in 2017.

Report from Torque Tube Editor:

Phil provided the following report for November /December:

"A greater variety of articles for each edition of Torquetube is being attempted. In this past two months there have been the mainstays of car restorations and preservation work and there have also been articles on Riley components. It would be good to have pictures and stories about club activities and it is hoped that one of our active members would take this task on.

Microsoft Publisher has been used to produce the last two magazines and this has produced an improved layout. When converting to a PDF however it tends to change the colours so some modification to writing over pictures has been developed.

Be aware that if you send an article as a PDF it needs to be converted into a Word doc. to fit into the Publisher format. This usually means that it changes the font and layout and the spelling is not accurately scanned. This requires some interpretation and corrections. My preference is that articles are sent as Word docs. in Arial size 11.

Thank you to those who have provided articles."

Report on Riley Shed:

The shed meeting room has now been substantially lined thanks to Ron Cochrane and his team and it is anticipated that the floor will be covered tomorrow (9/12) and that the benches may be in place by Christmas and some painting undertaken.

After Christmas, any remaining finishing work will be undertaken including finishing the food preparation area and decorating. Sounds like a working bee may need to be organized!

A home for the Pathfinder has been found as it will now become a project of Ron's at his house.

In all respects, the clubhouse is operating well.

Report from Registrar:

Di provided the comprehensive list of members and their cars as referenced in the last Torque Tube which was circulated for comment or amendment to those at the meeting.

Minimal amendments were made and it was agreed that such a list can be published in a future edition of Torque Tube.

The amended list will be returned to Di for her information and recording prior to publication.

Report from Spare Parts:

Ian Henderson once again presented a comprehensive report on sales during the month of October indicating 10 invoices for the period.

Parts purchased include Oil filter, Generator bushes, A Pillars, and Grommets.

The RMH engine has been purchased by Greg May and the remainder is going to Ron Cochrane.

Report from Website Coordinator: Nil

General Business:

Most issues were discussed elsewhere, however the naming of the shed was raised and it was decided that it be called the "Riley Club House"

Please note that the next meeting is the AGM to be held on Sunday 12 February 2017 at 1100hrs. As in previous years the meeting will be preceded by a club Breakfast at Bullocky Rest (off Forgan Road Joyner) at 0800hrs.

As this is the AGM, all Committee positions will be declared vacant and nominations will be called for new members. This is your chance to have your say in how the Club is run and it is known that several of the long standing existing members would welcome a change. If you have any aspirations please feel very welcome to either nominate yourself for subsequent seconding, by completing the attached nomination form, or alternatively have someone you know nominate you. Of course, nominations will also be taken from the floor at the meeting.

Following the AGM and election of new Committee Members the February OGM will be held and the pattern of every second Thursday of the month will resume.

The minutes of the 2016 AGM are also attached for your information and assistance.

Car Reports:

Nil

Next Meeting:

Being the AGM will commence at 1100hrs on Sunday 12 February, 2017 at the Club House, preceded by a BYO breakfast at Bullocky Rest at 0800hrs.

The February OGM will be held immediately following the AGM.

Meeting closed:

Attendees were thanked for their attendance and the meeting closed at 2155 hrs.

Minutes of ANNUAL GENERAL MEETING of Riley Motor Club, Qld., Inc., held at the Jack Warr Riley Shed, Samford, Sunday 14th February 2016.

Meeting opened by President Ken Lonie at 1036hrs with 20 members and guests present.

Apologies: Mary & Dave Hudson, Alan & Sheila Hill, Delma Thomson, Dave Sawtell, Bev Burrows, Dorothy Cameron, Matthew French, Jack Warr, Di Phillips.

Confirmation of previous minutes: The minutes of the 2015 AGM were accepted, noting that 2014 was referenced in confirming Committee members, which should have been 2015.

Proposed: Robin Hull

Seconded: Phil Wyllie

Carried.

Business Arising from previous minutes: The 2015 AGM was reconvened at the OGM on 11 June to table the Auditors Report.

Carried

Auditors Report for the year 2015: not yet prepared and will be presented at the next OGM when available.

The AGM will be reconvened at the next OGM for acceptance of this Report.

Appointment of Auditor: It was moved that VHY Haines Norton be approached again for their auditing services and that they be thanked by the Secretary for their services to date.

Proposed: Linden Thomson

Seconded: Wendy Lonie.

Carried.

Office of Fair Trading: The Treasurer Linden Thomson has Form 12, Return of Association for completion and return following election of Committee Members for 2016.

Presidents Report: Ken read his report to the meeting as follows:

"The past year of 2015 has seen a number of significant changes for the club, particularly bringing all our spares, new and second hand, together in our clubrooms in Samford. The latter half of the year also saw progress being made on obtaining of a long term lease on a site at the Samford showgrounds and proceeding with approvals, funding and construction of a permanent clubhouse owned by the Riley Club of Queensland. As at the AGM, the slab has been poured and the shed ordered. Construction is expected in March 2016. The task of then relocating all our spares and other assets will then commence.

Two daytime meetings were held during the year, although only the AGM will be specifically held as a daytime meeting reflecting the wishes of the majority of members.

The committee for 2015 was once again, largely unchanged from the previous two years except that Di Phillips resumed the role of Club Registrar and Sheila Hill took on the role of Club Captain.

February saw a number of club members travel to New Zealand for their annual rally. Those attending had a great time and vowed to return.

In April, a contingent from Brisbane travelled to Cairns for the annual Hub rally. This is the second year we have included the hub rally on our program and is likely to continue to support our northern members.

Some members attended the QHMC rally at Pittsworth and a rally around the houses to see progress on Brian Jackson's RMF and Bill Short's RMC concluded with a BBQ at the Hills and viewing of other projects.

In June club members visited the Australian Teamsters Hall of Fame and in July, a most successful Gymkhana was held at the Hills residence at Samford. This event also generated some funds for our clubhouse.

In August, Alan Hill in his Riley Lynx, featured in the 75th anniversary celebration of the Storey Bridge.

Members also rallied to the Caloundra Air museum, a run we must repeat.

The Annual Riley rally for 2015 was held in the Swan Valley in Perth with a number of members attending and the Lonies hauling their Monaco over for the event.

October saw members travelling to Murwillumbah to view the Margaret Olley exhibition. This two-day event was enjoyed by all.

A number of members attended the Gold Coast Autorama Rally in November, as well as a short run to Tinchi Tamba.

During the year, a number of outings were also held in conjunction with the MG car club, including very popular Sunday Breakfast at the Pitstop, Mt Mee.

The clubs annual Christmas Party was held at the Lonies in Maleny following a drive through Woodford and Peachester. The drive also included an inspection of the clubhouse recently erected by the Blackall Range Horseless Carriage Club under a similar arrangement to the Clubhouse soon to be erected by our own club.

The Presidents Run (or should I say Presidents Wife's Run) was held in January and involved morning tea at the Ettamoogah Pub, followed by a run through Glenview and Eudlo before visiting an excellent private museum followed by lunch on a strawberry farm at Chevallum.

During the year, we have continued to base our activities around our clubhouse at Samford and have continued the sorting and organising of the many second hand spare parts we have continued to accumulate and which have been a boon to those of us who are restoring cars. Ian Henderson and the Samford boys have done an excellent job in arranging our second hand spares so that all parts can now be readily located. All the club's new spares previously located at Jack Warr's house have now been relocated to the shed. Congratulations and many thanks to Ian Henderson and Bill White and the Tuesday club for their efforts in this area.

Our wives have continued to support us in many ways and I thank all the wives who have provided their help consistently throughout the year.

Although Jack Warr's health has improved remarkably in recent months, he is no longer able to continue with the manufacture of spare parts and technical advice available to club members at a reasonable price. We again thank you, Jack, for all your efforts over the many years you have supported club members.

During the year, Bill Short, has continued to publish an informative Torque Tube on time. He has continued to produce a high quality and interesting publication each month. Bill has indicated he will be stepping down as Editor. I thank him for his efforts over a number of years.

I would also like to thank Sheila Hill for her efforts as Club Captain for the year in organising interesting and well attended monthly events.

Thank you also to Linden Thompson for yet again making the Books balance and to Mark Baldock for providing secretarial services to the club. This is one of the most time consuming roles on the committee and the minutes are always timely and accurate.

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 focussed on my Riley Special Project."

Ken Lonie

President 2015

14th February 2016

Conrod Trophy: The trophy will be awarded and presented after the being suitably inscribed at the next OGM.

The Spare Parts Officer, Ian Henderson, presented his report for 2015 for inclusion in the AGM as follows:

"Ladies and gentlemen, after twelve months in the Spare Parts Officers position I am happy to report on the changes and the progress made to the operation. Firstly I'd like to acknowledge the work of my predecessor in building up such a valuable stock of parts. This stock will be a continuing benefit to all of us and to all new members for years to come.

The biggest change last year has been the relocation of all stock from private into club premises where it is on display and easily accessible to all members. After years of levying the general account at the rate of \$5 per member per annum to buy spare parts, last year we returned cash to the general account. This is being used to help fund the new building. The old levy is now finished and the parts operation in future will be self-supporting.

Last year we also had spare parts reports at every monthly meeting, reporting stock levels and financial position so all members know where we stand. After some criticism in the past from the auditors we now have the relevant financial statements for spare parts available before the AGM. These reports are with the treasurer for inclusion in

his overall treasurer's report this year.

We now have a stock control system in place which can be readily managed to give reliable, up to date information on stock levels and individual location for quick retrieval of any parts by any (nominated) member at any time. The 2016 stock list is now available for information of all members. We are not an international on-line business however, so I would prefer this is not posted on our website unless access can be restricted to financial members of our club.

We have also enabled electronic banking. This has streamlined payment and therefore delivery of parts especially mail ordered parts for out of town or interstate members.

Our next major job this year will be moving all our facilities including the spares stock to our new home at the Samford Showgrounds. A huge thankyou to Bill White for pushing this project through and providing us with another first.... a permanent home, not only for our parts but also as a headquarters for all our future activities, paid for and owned by Riley Club members.

Please remember that my position and that of all your office bearers is on a purely voluntary and amateur basis. All the office bearers give up their time and efforts for free. Offer friendly advice by all means but please don't criticise. If you think you could do it better, please step up and take an official role. It was never my intention to hold this position long term so I would encourage anyone with experience or an interest in spare parts to become more involved this year with the hope of taking over in 2017.

I believe the Spare Parts Operation to be in an excellent position to continue providing a valuable service to all our members for many years to come.

Ian Henderson

31/01/2016

Election of Committee Members for 2015:

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

<u>Position</u>	<u>Nominated</u>	<u>Nominated by</u>	<u>Seconded by</u>	<u>Elected</u>
President	Ken Lonie	Ian Henderson	Linden Thomson	Ken Lonie
Vice President	Alan Hill	Ian Henderson	Linden Thomson	Alan Hill
Secretary	Mark Baldock	Ian Henderson	Linden Thomson	Mark Baldock
Treasurer	Linden Thomson	Ian Henderson	Rod Longden	Linden Thomson
Club Captain	Sheila Hill	Brian Jackson	Ken Lonie	Sheila Hill
Editor	Phil Wyllie	Ken Lonie	Ian Henderson	Phil Wyllie
Spare Parts	Ian Henderson	Rod Longden	Ken Lonie	Ian Henderson
Ass Spare Parts	Brian Jackson	Bill White	Robin Hull	Brian Jackson
Registrar	Di Phillips	Bill White	Matthew Schooneveldt	Di Phillips
Web Coordinator	Linden Thomson	Ken Lonie	Brian Jackson	Linden Thomson
Shed	Bill White	Simon Schooneveldt	Chris Reynolds	Bill White

Elected Officers took up their positions.

Meeting suspended at 1110 hrs to be reconvened at the next suitable OGM for tabling of the Auditors Report.

Mark Baldock



Club Secretary

Riley Motor Club Queensland Incorporated

Management Committee Nomination Form

Annual General Meeting of the Association 12 February 2017

Position	Nominee	Proposer	Second	Nominee Acceptance
President				
V. President				
Secretary				
Treasurer				
Club Captain				
Web Coordinator				
Registrar				
Editor				
Spare Parts Officer				
Spare Parts Officer				
Shed Coordinator				

Please complete this form by nominating an Association Member for any or all of the specified positions and signing as the proposer, and then forward the completed form to the Secretary prior to the meeting at norest1@bigpond.com.

Queensland Riley Motor Club shirts and name badges

Orders are now being received for name badges and Club shirts (long and short sleeved)
 Orders may be made to Ray Burrows
 e-mail: redpath@aanet.com.au
 Tel: (07) 3822 1366

Ian Henderson and Sheila Hill modelling Club shirts



Help Wanted

My RMA is out of rego and refuses to start. Normally goes OK, but with a suspicious knock in the engine. I want to take out the engine, diagnose and repair. put in a new wiring harness and blinkers. Replace exhaust and muffler. Get it roadworthy and registered again.

The problem is I have no knowledge or tools.

Is there anyone interested in helping me?

I am happy to pay cash at an hourly rate, and am available 7 days any time to work on the vehicle with you. Car is presently in my garage in Banyo, but I will trailer to you if required.

Robert Spiers, 0434 196 991

