



TORQUETUBE

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

www.rileyqld.org.au



Graham Bourne with his car collection; hiding in the background is his 1937 Chevrolet Standard sedan, on the right is his 1937 Rolles—Royce Hooper Limousine and his newest addition a 1951 RMA. This beautiful collection with a special focus on the Riley is the lead story in the October edition of Torquetube

Editorial

Life is good when it is shared with a Riley. In this edition of Torquetube the feature article is about Graham Bourne's RMA. Thank you to Peter Lee for the story.

Another thank you to Chris Reynolds for his story about Rileys at Gaydon and thanks to our Club Captain who has written a very interesting report on the All British Day outing.

A few months ago my bride, Doreen and I visited the venue for next year's National Rally. It is a very beautiful area, the site is magnificent and the Torquetube spies tell me that the outgoing routes are spectacular. Maybe Queenslanders can lead the charge to book for the

rally and venue?

This month the Editor of Torquetube has been playing with a gearbox and a differential. The garage activities keeps him off the streets but as you can see not out of trouble.



The editor appreciates receiving articles by the 21st of the Month

THE 2017 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Trevor Taylor	0407 717 853 trevor.taylor@ymail.com
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
CLUB CAPTAIN:	Robert Spiers	0434 196 991 robertspiers36@yahoo.com.au
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 ian.wil@hendoco.com
ASSISTANT SPARE PARTS OFFICER:	Brian Jackson	0417 625 099 brianjackson@iinet.com.au
REGISTRAR:	Di Phillips	0732813807 diannephillips1@optusnet.com.au
EDITOR:	Philip Wyllie	07 5499 9826 philip.w.wyllie@gmail.com.au
WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR		

Contents

Editorial and disclaimers	page 2
All British Day in September	page 3
Letters to the Editor.....	page 4
October Riley Motor Club events	page 5
Other events in October.....	page 5
Welcome to new members	page 7
Committee news	page 7
Graham Bourne's RMA by Peter Lee.....	page 8
Rileys at Gaydon by Chris Reynolds...	page 9
Busted bits leftovers	page 11

Terry Loane and the Sunshine Coast link by Ian Henderson	page 12
Gearbox rebuild by Phil Wyllie	page 14
Riley Falcon 26F4400 by Stephen Figgis	page 17
Elsbeth—The Riley Falcon	page 18
For Sale.....	page 20

DISCLAIMER: *The Riley Motor Club Qld Inc. accepts no responsibility for the results of contributor's advice, nor does it endorse any services/ goods/ products offered by advertisers. Opinions expressed in this Newsletter are not necessarily those of the Club, its Officers, or its Editor*

All British Day in September



Sunday September 17th saw a number of members meet at Samford and make their way in convoy to form the Riley contingent at the All British Day, held on the grounds of St Joseph's College at Tennyson, Brisbane. All up, our club exhibited 9 vehicles including a Riley 9, a Pathfinder, several RM's and an MGA. The weather was excellent and a great day was enjoyed by the 2-3000 visitors surveying a wide range of vehicles, including a 1953 Ferret Scout Car in jungle camouflage colours, made by Daimler with a Rolls Royce engine - (street registered, the owners daily commute vehicle), and a 1926 Aveling Porter steam roller and 'Bessie', a British-made yellow Ford that features in Dr Who. The event is in its 37th year, and the past 6 years has been organised by the MG Car Club. One of the organisers, Max Johnson, explained that until last year there were no written rules. He is now compiling a management guideline so the event can be continually improved. "Look," he said, "at the end of the day, its for charity. Its about people bringing their favourite cars, talking to others and gaining a better appreciation of other people's vehicles. But the main thing is, its about raising money for charity".



" We are always on the lookout for something out of the ordinary, makes that are not represented. Crossleys... Reliants... I believe there is a DeLorean made up to look like the Back to the Future DeLorean here in Brisbane that I'd

love to get for the day. People say, 'oh, but that's American!', well, no, its not, they were made in Northern Ireland". "We get this all the time," Max continued, "Is a Mk 4 Ford GT40 a British car? The first three marks were built in the UK".

"A Leyland P76? Well, yes, built in Australia, but by a British company, so it qualifies". "I mean, MGs are now made in China, but qualify as a British vehicle. We could have a P1800 Volvo because they were built in Scotland, but not the P1800S because they were made in Sweden". "And replicas. We have a D-Type Jaguar replica here today, but as long as it keeps to the specs, we say it qualifies. With the replicas, it's up to the judge's discretion."

"And the 'no pets, no drones' policy"? Was this



about dogs exhaustively marking out their territory on hundreds of wheels? He advised that the no dogs policy was the schools standing policy for the grounds. The drones could further impact on the \$800 a day public liability insurance that they have to take out. So how do they judge the vehicles? "It's not a Concours d'Elegance. Opening doors and examining the clearance down to the millimetre and so on. It's about the best presented car in that class on the day. Sometimes the car just jumps out at you." "Do people ever argue the judge's decisions?" "All the time. But when it comes right down to it, we hand out the trophies, so we make the rules. And like I said, at the end of the day, its all

about making money for charity and having fun." Here's hoping we can get some more of our 91 vehicles to enter in next years All British Day. The last Riley to win there was B. Maudsley taking out the People's Choice prize in his Roadster in 1991.

(Thanks to Trevor Taylor for his photos, along with Dulce's ones).



Letters to the Editor

I must compliment you on your club magazine: it was the primary reason for joining your club, along with the reinforcing spirit of members in getting your own clubrooms.

Iain Robilliard

Broken Bits stories

Hi Phil,

We just wanted to say thank you for the broken bits stories. They were definitely worth a read.

Robert and Dulce Spiers

G'day Phil, great to receive my first Club magazine.

Browsing quickly, I noticed the torsion bar failure. I was once the suspension and front frame design and development Engineer in Product Engineering at Chrysler Australia Limited, and as you may know Valiant used torsion bars as the spring medium in the front suspension. I saw a few torsion bar "failures" and had the benefit of a comprehensive Materials Engineering lab to analyse these. Interestingly we always found the failure related to a marking of the torsion bar surface, usually from a mole grip wrench or pipe wrench when the suspension was being dismantled for some reason. Crash repairers were the worst offenders in this respect. Of course, having been marked, the bar would return to service and fail some months or even years later, and the owner would claim [as you would] that the bar was defective. The spi-

ral nature of the failure shown in the photos is typical of this type of failure, and close magnification of the edge of the failure zone should show the initiating mark.

Iain competing in a race with his Riley.
More about Iain on page 7



On the wheels issue, maybe I may not have the longest running resto but I have 16 cracked wheels in my collection, the longest crack being something like 3 inches. I was pretty good at "feeling" when a wheel was cracked: it felt much like a tyre that had lost a couple of pounds pressure. Given how I drove at that time, and the circuit sprints etc, it's no wonder I cracked a few.... Maybe this is a record?

Cheers Iain



October Riley Motor Club events

Tuesday morning 3rd and 10th Riley Boys at Alan Hill's. Restorers activities, friendship and technical advice.

Thursday 12th 8 PM Monthly General Meeting of the Riley Motor Club, Samford Showgrounds .

Sunday 15th October. Monthly Club Run to visit Colin Clarks Farm at Marburg

Arrive 9:30 AM at Di Phillips house at 34 Blackwood St, East Ipswich for morning tea and a chance to inspect 'Victor', her late husband's racing car. Designed by him, and composed of a range of Riley parts, it is a single-seat, aluminium-bodied racing car. Leave 10:30 AM.

Arrive at the Marburg Pub / Antique Store by 11:30 AM where we will meet Colin and follow him on the 10 minute drive to his farm. The Farm features 7 acres of landscaped gardens and is one of the most beautiful homesteads in the Lockyer Valley. Colin's home is a lovely 100 year old Queenslander, and the working farm includes stands of Hoop and Bunya Pine, pure bred bulls , foals, yearlings, dams and windmills. Colin has recently purchased a 1950 RMB.

Colin has advised he will provide a sausage sizzle with a salad and desert. BYO drinks. Leave Colin's farm at 1:45 PM.

Arrive 2 PM for an escorted tour of the nearby magnificent Woodlands mansion and grounds. The construction of this plantation-style estate was completed in 1890, and has won many awards since being opened to the public in 2002. Featuring remarkable architecture and furnishing, it has a Grotto (open air chapel) and even a small cemetery from its days as a seminary during World War 2. Cost for the tour is \$10 per person, minimum 10 people.

Leave at 3:30 PM and make your own way home. The more adventurous could return via Mount Glorious.

Tuesday 17th and 24th October. Riley Boys at Alan Hills. Restorers activities, friendship and technical advice.

Sunday 29th October. The October ' brunch' run to the seaside for fish and chips. We plan on leaving Samford at 1000 AM and the destination is Shorncliffe - the fish and chip shop is opposite the picnic area on Allpass Parade (UBD p111 ref F9.) Something different this month and by the seaside!

Regards. Trevor. 0407 717 853

Other Events During October

Sunday 1st October - Noosa Beach Classic Car Show, QLD. Lions Park, Noosa Drive, Noosa Heads; 8:30 AM - 2:30 PM

Spectator entry \$10 adults, children free. \$3500 in trophies and prizes. Over 260 cars of all ages and makes will be on display. Food, drinks and shuttle bus available.

Marque of the year is Holden and this year will see some very rare and famous cars including entries from the Bowden Collection. This is a charity fundraising event held by the Noosa Beach Classic Car Club

Enquiries: 0407 009 464 or media@noosacarclub.com.au

Saturday 7th October - Sunshine Coast Car Show, QLD at Sunshine Coast Turf Club, 170 Pierce Avenue, Bells Creek; 9:00 AM - 3:00 PM

Show n shine offers 12 categories for trophy hunters. \$5 per car to enter venue, \$10 to enter show n shine. Catering on site with live DJ. Dyno competition with trophies in 8 categories, trade stands and family friendly event. ASRF Sanction 177-01-2017.

Saturday 14th October - Gympie Goldrush Festival Car and Bike Show; Nelson Reserve, River Road; 11:00 AM - 3:00 PM

The Classic Car Show is part of the Gold Rush Festival and is followed by the Grand Parade

Other Events During September Continued

and street party. Entry fee of \$10 covers the cost of trophies and entry into the grand parade that commences at 4 PM sharp.

Seven trophies on offer plus Peoples Choice award. Vehicles form up in Nelson Reserve from 10.30 AM.

Live bands, food stalls and entertainment throughout the day. From 4pm the Mary Street party begins with live entertainment, food stalls, face painting, jumping castles, fun rides and much more in the street. Entry forms online or for more information call Jan Collins on 0413 022 318.

Sunday 15th - 24th Annual Morris Minor Display Day, QLD at Ormiston State School from 9:00 AM - 5:00 PM

All Morris Minor and BMC vehicles in any condition are welcome. Other classic vehicles are also welcome. Free morning tea, BBQ lunch and drinks will be on sale. Free entry from 9am. Enquiries (07) 3207 3425 or (07) 3807 1438.

Also on Sunday 15th, 10 AM -4 PM, Murphys Creek Chilli Festival, 18 Jessie Lane, Murphys Creek (15 min from Toowoomba) Inquiries phone 0403320427

.Saturday 21st - Palmwoods Car Festival, QLD Palmwoods State School Oval; 10:00 AM - 6:00 PM

Entry for show cars via Palmwoods-School Rd. Entry for cars is \$10 and Bikes \$5. Gates open at 8 AM for a 10 PM start. All vehicles and clubs welcome, Sports to Cruisers, Muscle to Classics, Aussie to Imports.

This will see our town come alive with an array of spectacular cars. Rock on up in your best outfits and enjoy the music, entertainment, kids rides, food and drink, face painting, raffles

Trophies for car and bike categories and best dressed. There will be plenty of fun and activities for the whole family.

Gold coin entry for spectators on entry. To register your vehicle, bike or club please email:

palmwoodscarfestival@gmail.com.

If you would like to become a sponsor or to book a trade site, call 0414 454 835

Sunday 22 October - Cooroy Car Show and Swap Meet, Johnson Park, Mary River Road. 8:00 AM - 2:00 PM

The Cooroy Car Show and Swap Meet is hosted by the Combined Coastal Car Club Inc. The show is open to all makes, models and machinery. Lucky Draws throughout the day with prize presentations at 1 PM.

Show n shine entrants \$10 per car includes car and driver. Vehicles must stay until after the presentation which starts at 1 PM. Adults \$3, children under 15 free when accompanied by an adult. Swap sites \$10, trade stalls welcome. Swap meet from 6 AM, car show opens to the public at 9 AM, overnight camping available.

Catering on site, entertainment for the kids. No dogs or alcohol. Enquiries Darryl 0407 588 697 or Julian 0418 213 247. Come and enjoy a great family day!

Sunday 29th - Wheels and Wings, Caboolture Warplane and Flight Heritage Museum, Hanger 104 McNaught Road. 9:00 AM - 3:00 PM

A huge day featuring music, pin up girl competition, vehicle and aircraft prizes, refreshments and catering. Gates open at 9 AM with family entry \$25 (2 adults, 2 kids), adults \$10, children \$5, concessions \$5. Entrants vehicles includes driver and one passenger free, extras \$5. Aircraft \$10.

Please pre pay and book your spot as space is at a premium. Come and have a great day with all sorts of great cars and planes. Enquiries phone (07) 5499 1144.

Welcome to our new members

A warm welcome to the Queensland Riley Motor club to

Colin Galley from Aspley who has a 1948 RMB

Chris Stafford who has various pre-war and post war cars

Iain Robilliard with his nearly restored RMB who writes:

Right now, I'm still working on the Riley: its probably the longest elapsed time restoration around since I did the mechanicals back in the early 90's and then made the mistake of deciding the paintwork was in need of work. It was originally put off the road in 1967 when I broke a half shaft, and apart from a lap or two of the block before the paintwork commenced, has been off the road ever since. Given its now 50 years off the road, the plan is to get it finished this year at all costs and on the road again...

I'll pass along some photos of my Riley from the 'old days', circa 1964 at one of the many

circuit sprints the Adelaide University Car Club [for which I was the founding President] ran at the Mallalla circuit.

These were in the days of Goodyear G8 tyres, running around 45 psi from memory, and yes, the rear tyres used to rub on the inner wheelhouses. My favourite photo is Mallalla 3...



Cheers Iain

Committee News

Wendy Lonie reported on the 2018 Queensland run National Riley Rally

70 Expressions of Interest have been sent out but to date entries have been slow.....

Arrangements are going well and accordingly there will be no need for a frantic rush at the end.

Di Phillips our Registrar reported that there had been a few movements of cars in the past month:

The Perryman Riley has a new owner.

It is requested that Chris Stafford send me a history, chassis number, engine number etc. of his 6 pre-war Rileys, 9 R.M's, and BMC so that I can update the register.

Many thanks in anticipation, Chris.

Ian Henderson, our Spare parts officer reported that on our behalf new spares were being commissioned:

Steering rack gaitors and water pump bearings have been ordered.

An order has been placed with Bourne Drill for the manufacture of steering rack eyes.

Graham Bourne has also been requested to provide a quote for the manufacture or RM axles.

Robert McNeill reminded members of his offer to machine brake drums at a most reasonable charge, with all monies going to the Club.

The Editor has received some feedback on the Busted Riley bits edition of Torquetube and wishes to encourage members to comment on articles or share their experiences of the issues/challenges raised in the magazine.

Graham Bourne's 51 RMA by Peter Lee

Graham Bourne of Taringa in Brisbane does not share most RMCQ members' single marque focus.

He has not even been tempted by the increasingly common (particularly in the Samford area) duo of a Riley and an MG.

In less than a decade, he has created a very eclectic collection consisting of a 1951 RMA (Car No 4154-18822 Engine No 8925), a 1937 Chevrolet Standard sedan, and an imposing 1937 Rolls-Royce 25/30 Hooper limousine.

The Chev, which remarkably still carries its original 80-year-old Q-plate, was the first to be given the treatment by Graham. The restorations of both the Riley and Rolls were then commenced.

Graham, who describes himself as semi-retired from his drilling equipment manufacturing and engineering company, worked on both cars concurrently. However, the Rolls got more attention when a family wedding loomed.

Bought in South Australia in 2010, the RMA was advertised as 'good original condition/ motor needs assembling'.

As is often the case with long distance purchases, the reality was quite different. The engine had burnt out pistons and required a complete rebuild and, as Graham pointed out, Rileys originally had wood in them when they left the factory.

Below: The rebuilt engine



Except for a few bits in the roof, everything else was either useless or missing.

At that stage, when many would be thinking of putting the RMA up for sale, Graham decided to take on the task himself and, in the process, discovered he actually enjoyed working with wood.

"Using the correct woodworking equipment made all the difference," he explained.

Graham also carried out the bare chassis rebuild. Both the painting and the upholstery were outsourced to professionals.



Restoration was proceeding well until a violent storm in December 2014 wreaked havoc over Archerfield, hitting Graham's workshops with winds in excess of 115 km/hr blowing in all the roller doors. Behind one was the Riley awaiting final assembly of the front panels and guards.



Above: Disappointing Storm damage

Graham's Riley (registration RMA 051) first took to Queensland's roads in August. He

describes it as very much still a work in progress and hopes to soon get the carburetor sorted out and tackle some driveline vibration issues. "It's a process of refinement from here on," he said.



Above: a beautifully finished interior

A realist when it comes to old British classic cars, Graham says you can't take anything for granted like you can with the very simple, reliable and well-behaved Chevrolet.

Graham's Rolls was voted 'Car of the Day' at a



recent large Gold Coast classic car gathering. His return trip to Brisbane ended on the side of the highway when he 'failed to proceed' due to a burst top radiator hose. Two trips on tow trucks completed a rather bittersweet day.

**From our Brisbane correspondent
Peter Lee**

Rileys at Gaydon by Chris Reynolds

While in England recently I had the opportunity to visit the British Motor Museum at Gaydon, Warwickshire. The Museum claims to have the world's largest collection of British cars, so that includes some Riley cars albeit not a very large range of the models produced after WW1, the period of greatest production.

The museum owes its heritage to the days of British Leyland, and I can recall visiting once before where I was surprised (and disappointed) by the large collection of somewhat ordinary post 1960 BL cars and the lack of other makes. Things have been improved since then. It now includes the contents of a major collection plus the contents of the Jaguar Daimler Heritage Centre. In addition as the ownership changed hands and it expanded it has accumulated many other cars. The site is now basically surrounded by the growing Jaguar manufacturing centre at Gaydon and is run by a Trust.

So, what Rileys can you see there? Well there are quite a few that just don't look like the Rileys that you are familiar with. Cars without the

familiar radiator cowlings. The most obvious of these is the early Tricycle, which is not so much a car as an ordinary motorised tricycle with a very un-Riley looking motor! This is the world's oldest Riley vehicle. That was built in 1899 and it is the first vehicle that you can see on the "Time Road" which displays cars in a time sequence.

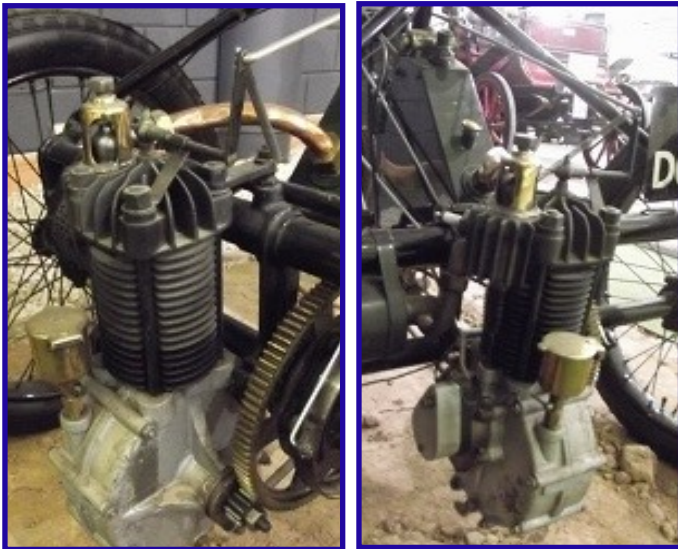
Below: The 1899 Riley Tricycle



There is also the Riley Tri-car on display, called a "Popular Forecar", still not really looking very much like a car, but less like a bike! It just shows you the advances in the 8 years to 1907



Above: The tri-car and below two views of the engine



Another early Riley is the 1907 9hp v-twin. This was the first 4 wheel Riley car designed and was a popular vehicle; a grand looking automobile in the old style. The V-twin engine was a two cylinder version of the earlier engine and manufactured in a new factory set up independently by Percy Riley, having been denied permission by his father to use the existing Riley cycle factory. On reading about these early cars I've come across information that only 3 examples exist.

Below: Percy Riley's V Twin 4 wheeled car



Below: The V Twin Grill



Also in the collection is a 1909 version, this one with a 10hp v-twin. Surprisingly this has a very different radiator motif, but now changed to blue. The two 9/10HP v-twins at Gaydon look very different cars!!



The other Riley cars in the collection are a 1933 Kestrel 9, a 1952 RMA and a 1962 Elf. As I said there is very little from the period of greatest production.

Below the Kestrel grill and opposite the 1933 Kestrel 9



From our overseas correspondent Chris Reynolds

Busted bits leftovers from September Torquetube

Reverse switch by Phil Wyllie

There were a few things to tweak after Albert was restored. The last thing to resolve was why the reverse switch didn't work. Amongst other things there was a spare but it only worked intermittently. As a first step it was decided to unscrew the reverse switch out of the bellhousing, but it refused to undo with multi-grips. Concerned that it might be damaged by using too much force, it was decided to disassemble it in situ. The tabs on the switch body were pushed back and the Bakelite top removed. The contacts on the Bakelite top were intact, the contact plate was there but its centre post and spring were missing out of the



centre of the contact plate. Under that there was an insulation plate that also served to hold the post at the right height for the gearbox reverse shaft to push the post up raising the contact plate to the contacts. So where did the reverse switch post and spring go? I had no

idea.

The spare was then disassembled on the bench. All the parts were present but the spring had broken and that is why the contacts touched the base plate only some of the time. Fortunately, there was a little box of springs on the shelf and one of these was selected, the centre post was cleaned up in its contact plate and the parts were reassembled in Albert's reverse switch body. Prior to pushing the tabs back the ignition switch was turned on and reverse was selected. Sure enough the post had been pushed up, the contact had touched the base plate and the circuit was completed to the reverse light. It was the last piece of the puzzle. The tabs of the reverse switch body were then pushed back and the gearbox cover replaced in its position.

Below: The early reverse switch parts



Busted bits leftovers continued

During a recent visit to Robin Hull he kindly showed me some of his busted Riley bits collection. Included were the clutch operating lever, clutch compensating lever and brake cross shaft.



Above: Busted clutch operating lever and busted clutch compensating lever



Above: Busted brake cross shaft



Above: Some of the parts available at the Spare parts annex

1. brake shoes;
2. Thrust bearing;
3. Clutch plate and pressure plate;
4. Unbreakable clutch cables;
5. RMH Master cylinder;
6. Brake hoses; and
7. BMC Wheel cylinders.

Technical advice, second hand parts and new parts are all available from the spare parts annex and if you ask nicely Ian will also post parts to you.

Terry Loane and the Sunshine Coast link—a tribute by Ian Henderson

Have you ever wondered why we have so many Sunshine Coast members? Our club was founded in 1971 at a meeting of Riley owners at Caloundra and our first President was from Nambour while the only other official, the Treasurer, lived at Buderim. Nearly half (five out of eleven) of our current elected officers are currently living on the Sunshine Coast.

Ex member Terry Loane passed away last week aged ninety nine, and he may be the biggest part of the answer.

Terry was ex RAF and completed over 800 mission hours as a flight engineer. After the

war Terry and his brother Neil (RAF pilot) answered an advertisement by the Sydney Morning Herald for flight crew to deliver two Dakota aircraft (the military version of the DC-3 airliner) to Australia with the added bonus of jobs with the SMH. Terry managed to convince his new wife that this was a great opportunity and so loaded up, flew across, ditched the SMH, moved to the Sunshine Coast and set up Loane Brothers with a Riley dealership in Woombye.

The paragraph following on page 13 was sourced from the Nambour Chronicle: Friday 4th March, 1949

WOLSELEY, RILEY CARS

“Loane Bros., Woombye, have been appointed sole authorised dealers in Nambour and district for Wolseley and Riley Cars. The appointment was made by Flinders Motors Pty. Ltd., Brisbane, who are distributors in Queensland and Northern Rivers for these two highly regarded Nuffield products.”

The company enjoyed boom times and eventually had showrooms in Woombye, Maleny and Gympie and sold so many cars in the district that many of our current Queensland Club cars still sport the Loane Bros badge. My first 2 ½, bought in Brisbane in 1968 had an impressive oval Loane Bros badge riveted to the air cleaner.



Proud new owners of Penfold the Riley, John and Eve Romer of Boorobin with Ken Lonie (centre) of the B.R.H.C.C.

Above: One of the cars originally sold by the Loane Brothers

Terry was a real gentleman, honourable and ethical and he still managed to be a good salesman! He also had a good memory and was a great story teller. When I was first putting the register together I mentioned a particular car and he said he knew it well

“Late one afternoon after a long day Neil and I were sitting in the office overlooking the showroom when this down and out walked in and started lounging around one of the Rileys. He was wearing shorts and no shoes (thongs hadn’t been invented yet). They were both tired and unimpressed with a time waster. They looked at each other wondering if it was worth getting up. Terry eventually said OK, I’ll go.

‘What’s a car like this worth’ asked the customer?’ Terry tried to shock him out of the showroom saying ‘That’s the two and a half litre model, top of the line, by the time you add in the on roads, you’d be looking at one thousand

five hundred and twenty seven pounds”


“Hmm, all right” he said. He put his hand into the back pocket of his shorts and pulled out the full amount in cash. A car salesman’s dream come true!

He was Chic Crawford, a cane farmer from Diddillibah. He kept that car for over thirty years and when it eventually came up for sale it was still in absolutely original condition. One of our members owns it now but my memory isn’t as good as Terry’s.

Regrettably the credit squeeze of 1959 saw the business fold. Terry went to Brisbane but stayed with cars working with Midways Holden before setting up ABC Cars which was the family business which he passed on to his sons, Bruce and Mark.

Terry bought a 2 ½ himself in the late seventies and joined our club for quite a few years enjoying a couple of National Rallies before passing the car on to family. His son Bruce and grandson Michael are also past members. I believe the family also owns two 4/72s .

Loane Bros also sold a lot of Nuffield Tractors. I wonder if there’s a Nuffield Tractor Club somewhere around here too?



Why worry?

Remember --

IF YOU FEEL -- --

- (1) The car you own is not what it once was.
- (2) Its performance has fallen considerably.
- (3) The petrol consumption is far too much.

Then it is high time you had it checked, and a tune-up service carried out. Give your car the chance it deserves and have it serviced by **LOANE BROS.** —

the Authorised Nuffield Dealers for the Nambour district

They are not only specialised in Nuffield Products, but are qualified engineers with world-wide experience in all makes of English and American cars.

You can always rely on — —

LOANE BROS.

to give you the courtesy, prompt and efficient service you pay for.

LOANE BROS.

MOTOR ENGINEERS

PHONE 50 - - WOOMBYE

Gearbox Rebuild

There were two things to do in preparation for this task; the first was to make a mounting plate and post to hold the gearbox and to make it easy to disassemble and reassemble and the second one was to purchase a lay shaft from the spare parts department of the Queensland Riley Motor Club. The mount plate is not an essential tool but it certainly makes the rebuilding of a gearbox easier. Since Albert's gearbox was unsalvageable the drain plug was removed and the centre drilled out. A thread was then cut into it and a steel rod cut to an appropriate diameter and a male thread cut into it. This was then threaded into the drain plug and the drain plug fitted into the gearbox. The mounting point that the rod fitted into was simply a short piece of pipe with one end welded onto a steel plate. The socket was then greased and the post that was fitted into the gearbox was then fitted into the socket allowing the gearbox to stand upright and swivel as required.

The gearbox had already been emptied of oil prior to this operation.



Above: swivel post, socket and drain plug

The first thing done was to select fourth gear. The top of the gearbox was then removed, the selector ball springs were removed and the retaining bolt that holds the reverse selector in place was removed (it is called a set screw in the text on page F2 of the workshop manual and lock screw in the exploded view of the

parts on page F3) and with my fingers the reversing arm was pushed forward engaging reverse gear. With fourth and reverse gear engaged the gearbox gears were locked. The split pin in the castellated nut on the flange was then withdrawn and using a socket on an elbow an attempt to undo the flange was attempted. Failing miserably an extension was put on the elbow and a second attempt to undo the nut was attempted with the same result. I am pretty used to being outmuscled by Riley components so an eight-foot piece of angle iron was drilled in the locations of the bolts where the rear gearbox mounts are located and the gear box was lifted down from the bench to the floor, the drain mount removed and the gearbox was bolted to the angle iron. With the socket, elbow and four-foot extension on the elbow and with a skinny man on its end the nut gave way with a loud crack and the nut was undone.



Above: The gearbox bolted to the angle iron giving it stability while the castellated nut was released from the flange.

The rear cover nuts were then undone and the rear cover was removed. The rest of the selector set screws were then removed, the selector rods were withdrawn to the rear of the gearbox, the selector ball bearings collected and the shifters taken out. The lay shaft retaining bolt/screw that is located on the bottom rear of the gear box was removed and a dummy lay shaft was made on the lathe to push the lay shaft out and catch the lay shaft roller bearings. This was placed against the front of the lay shaft and gently tapped with a hammer.

That is where everything went wrong. The lay shaft refused to move. A brass drift was then employed and with that the lay shaft was hit harder, then harder and then even harder. No result. So, an emergency phone call was made to Paul Bae who suggested that the lay shaft retaining plate or the needle bearings may have cut a groove into the lay shaft and it needed a little jiggling to free it. That done with no result I called a really experienced (old) Riley man named Brian Jackson and asked for further advice. He said the lay shaft always fell out for him. No inspiration there.

So, there was nothing left to do but apply the big hammer. In this case it was a workshop press. The press has a potential of 12 tons but at a guess when 10 tons was put on the lay shaft and nothing happened I lost interest and focused on the reverse switch (the reverse switch is discussed in another article in this month's Torquetube).

While tapping back the tabs on the reverse switch body a loud BANG(!) occurred causing me to jump out of my skin. Following recovery and looking over at the gearbox, I saw that the lay shaft had moved in the box and the box had not cracked. I thought that my luck was improving.

The dummy lay shaft was then placed on the lay shaft and using the workshop press the lay shaft was pressed out and it dropped onto the floor leaving the dummy shaft in place. Unhappily, however the gear cluster did not fall to the bottom of the gearbox. If you look closely at the picture adjacent you will notice that the lay shaft had become very hot and it seemed to have welded itself to the needle bearings but curiously there was a pattern on the lay shaft that did not reflect the marks of needle bearings.

The gearbox was then relocated onto the swivel post and for the next several hours various methods were employed to lift the lay shaft gear cluster out of the box with no avail. The day ended with no result so next day with renewed determination the lay shaft gear cluster was variously jiggled, struck with a brass drift



through the drain hole and levered through the gearbox lay shaft entry points. After several hours of pushing, pulling, levering and holy prayer the front lay shaft washer was levered out in two pieces and the gear cluster was finally withdrawn from the gearbox. The front thrust washer had broken apart and as Paul suggested the thrust washer centre part had cut into the lay shaft and also embedded itself into the gearbox lay shaft entry port making the gear cluster very difficult to extract from the box.

Since there was nothing to lose with the thought that the needle bearings were cooked the dummy lay shaft was tapped out and to my surprise brass bushes had been put into the box in place of the needle bearings. The reason for the demise of the gearbox now became clear. The lay shaft bush had insufficient clearance between bush and lay shaft and perhaps there was also insufficient lubrication so overheating occurred on the front bush and it had seized.

For a short while the lay shaft continued to operate with the bush spinning in the shaft and at the same time the front thrust washer had broken apart. The gear box must have been making quite a noise by this time so it had been discarded in the NSW second hand spares container until it was spotted by me and taken home to Maleny.



Above: From the left the lay shaft with its peculiar marks, the brass component of the front lay shaft thrust washer and next to it the steel part and at the bottom of the picture the centre piece that had embedded itself into the gearbox.

A brief search in the spare parts shelves at the Queensland club house produced a find of four front thrust washers of two different designs and two rear washers. These were taken home in a tin containing various gear box parts and the best of the thrust washers were compared with my broken washer and cleaned and set apart for reassembly in the gear box.



Above: The broken thrust washer on the left compared with the washer obtained from spare parts

The following day, needle bearings arrived via the Australian postal service.

Reassembly thankfully was much easier than the disassembly. First, the reverse gear, gear shifter and shaft was fitted.

Next the distance tube was fitted into the lay shaft gear cluster. Then the thrust washers were fitted. Some grease was then applied to the inside of the cluster and then the dummy shaft and finally the rear needle bearing fitted over the dummy shaft into their positions. The two stepped thrust washers were then put on. The large bronze thrust washer was placed at the front end and the smaller thrust washer was fitted at the rear end. This was then laid into the bottom of the gearbox.

The main shaft was then placed into the box, with its gear cluster in place. The dished oil thrower was then fitted

After that the dummy lay shaft was lifted into position and the new lay shaft pushed through so that the dummy shaft came out at the other end. Then the selector rods were fitted starting with the reverse rod.

The interlocking ball was then fitted into its place and then the top and third gear rod, then the next ball bearing was fitted and then the first and second gear rod. The rear cover was then fitted with the washer and dished washer over the rear bearing.

Finally the top with ball bearings and springs and the bell housing was fitted with its washers, a new oil seal and rebuilt reverse switch.



Riley Falcon 26 F 4400

The Riley Falcon was advertised in the Trading Post, Circa 1990 and I had a look at it with a view to building a Sprite Replica. At that time, the car was owned by Bruce Lear who I think was an ex speedway racer. The car was mostly dismantled and the chassis had been painted in red primer and the sheet steel in a yellow primer; perhaps 2 pack. In conversation with Bruce Lear I learned that the car had previously been owned by Gordon Williams of Beacon Hill and Bruce had bought the car from his widow. I don't know who dismantled the car.

On reflection, I recall visiting Gordon Williams to procure some parts, perhaps a speedo cable? In fact, my father drove me to Gordon's house because I was too young to drive and my father was pandering to my needs with great patience. On that day in 1962 or 1963, I remember spotting the Riley Falcon in Gordon's informal shed and being greatly impressed by the enormous speedometer. At the time, the car was in going order and looked so capable in comparison to my 1928 Riley 9. It was cream in colour and smelled of Repo and Lanolin; quite different to my 9's odour of stale oil, rotting timber and dusty horse hair.

Above: The Falcon disassembled



On this earlier occasion, I made Bruce Lear an offer for the car but apparently I was competing with John Cummins who had a more credible reputation, being an ex AGP Driver and an official of the Racing Fraternity at the time. John evidently bought the car but did not progress the project at all. I found it in his garage, circa 1995 when I was chasing a bronze bodied petrol pump. John expressed the thought to me that he wondered why he was considering restoring a sedan when he had a more hair

raising project parked alongside the Falcon. I bought the car from John again with thoughts of building a special and subsequently in case of need during my Riley Imp restoration project in 1996.

Below: The Falcon as found under cover



In the back of my mind however, I have always felt that the car was much too sound to be sacrificed. I have preserved the car in the state that I found it in. The Falcon has been sold to Philip Wyllie and has gone to live in Queensland. I am quite confident that Philip will reinstate the car properly and I hope that it will one day cross paths with its old stablemate; the Riley Alpine, now in Queensland in the hands of Linden Thomson.

Below: Engine and chassis number



Stephen Figgis
12 Aug, 2016

Elsbeth—The Riley Falcon

It may sound strange that a year prior to finishing one project another project was sought, but it has been found that it is important to snap up an opportunity while it is available or maybe it may never come your way again. Anyway, feelers had been sent out and Paul Bae, Spare Parts Officer for the NSW club told me that Stephen Figgis was considering the sale of his Falcon, but only to someone who would restore the car to original and not make a special out of it. He provided me with Stephen's contact details and after some correspondence, I accepted his offer on the condition that I could inspect the car, that it was complete or near complete as could be guessed and that I could come back when it was mutually convenient to take the car home.



Above: Two representatives of Stephen's car collection

On the way to the National Rally at Merimbula in 2016 we, that is my bride Doreen and I had pre-organised to pass by Sydney to visit Stephen and his lovely wife Helen at their home. While at Stephen's home we looked at his amazing Riley collection and was very much impressed.

Later he kindly took us through the suburbs to a location on the north-west outskirts of the urban area. It was to a property with very large sheds and the owner, an upholsterer was storing Stephen's Kestrel and Falcon. At the time, the Kestrel was undergoing restoration. The engine was finished and I think so were the instruments and upholstery. The Kestrel was sitting in front of the Falcon. At first sight, the car's condition impressed me. I have never encountered a car in such sound condition as this one was prior to restoration. Clearly, when not on the road, the car had lived its entire life under cover.

The paint had been stripped off the body, the floor coverings removed, the mudguards, bonnet, bumper bars, boot lid and some of the engine parts had been taken off the car. The timber frame seemed to be in excellent condition and the aluminium body was straight except for a small bump on the passenger rear side near the roof. This was truly a remarkable opportunity. Thank you, Stephen.

Below: Elspeth as we found her under cover in one of Sydney's outer suburbs



All of my cars are blokes and naturally have blokey names and in general conversation with Stephen this was commented upon, but when this totally male orientation was questioned two people agreed that the Falcon was a girl and her name should be Elspeth because Elspeth is the Gaelic form of Elizabeth and her first known owner was Gordon Williams, a Scot. So, Elspeth she is, I only hope that she copes in what has been an all-male garage. After finalizing the deal, Stephen undertook to gather together all of the loose parts that were stored in his garage and I promised to return in a couple of months to pick her up.

The day arrived and the car trailer was towed down to Sydney via Paul Bae's home and he kindly offered to help me load the car and the parts onto the trailer for the trip home. We called Stephen and Paul and I visited him with his box trailer to pick up the parts stored in Stephen's garage and after taking them to Paul's house we swapped vehicles and went out to the upholsterer's shed and found that the car had been brought out into the open for an easy pick up. One of the interesting events while there was that Paul found the property owner's wallet on the back seat of Elspeth. It had been lost for some years so we all had a happy time; Paul and I with Elspeth and the property owner with his long-lost wallet and cash.



Above Paul tying down loose items on Elspeth and opposite more bits

After arriving home (a thousand kilometres

north) all of the loose parts were put under the house on racks, Elspeth was moved into the garage and the instrument cluster was removed. This was put aside to take to Paul for restoration on my next excursion to Sydney. After that, attention was focused on the engine and gear box. Prior to writing about that, permit me to mention that although the following commentary may seem obvious to many readers of the Riley Register, but it may not be to readers of other magazines.

The gear box was an invention of Walter Wilson. It is a pre-selector transmission meaning that the gear desired is selected using a hand control and then a pedal is depressed facilitating the gear change. Happily, Alan Hill (Queensland Riley Motor Club member and current custodian of a Riley Lynx) introduced me to an exhaustive book on the removal, disassembly, restoration and rebuilding of the gear box. The introduction of the book tells the story of this creative engineering genius who also invented the World War 1 tank and the application of his gearbox to trains, boats, buses and trucks. Apart from Rileys they were also utilised in Armstrong Siddeleys.

Just a few weeks ago another member of the Queensland Riley Motor Club told me that he had purchased a Riley Falcon of the same year, but it had a Briggs body. That surprised me as my reading of the Riley Register bulletins gave me the impression that the Briggs bodied cars were introduced in 1937. But, I note from the December 2009 edition of the Riley Register Bulletin, page 15 that production of the Briggs bodied vehicles are 'purely estimates based on best assumptions' and Riley had a propensity 'to produce odd models and prototypes.' I will be interested to look more carefully at my fellow enthusiast's 1936 Falcon when opportunity arrives.



For Sale

Taroom 1950 RMB.

This car appears to have been fully rebuilt a few years ago with some items yet to be completed. The majority of the wood work has been replaced and the roof timber is still original but in good condition. The interior roof lining needs to be installed and is with the car including bows and the front seats have been recovered at some time. The rear seat is original and in a visually tired condition.



The interior requires finishing, including carpets and a general tidy up. A section of the boot floor is missing and the spare is visible upon opening the boot lid.

The exterior paint is just satisfactory, but serviceable and the hood is in basically sound condition but requires a good clean as it has been coated with some sort of lacquer in the past which could be removed.

The engine starts easily and sounds good and apparently it has been rebuilt, including a new exhaust. clutch, gearbox and differential seem good and there are no oil leaks evident. Apparently the wheel cylinders have been sleeved and the master cylinder rebuilt and linings replaced. The brakes work as well as they ever have.

With the exception of the tyres, this car seems to be roadworthy and could be purchased as a running restoration to be completed over time with no real urgency. It could best be described as untidy, with a lot of potential, as most of the major restoration work has been completed.

The owner has valued this car realistically at \$12,000 and would accept an offer in this vicinity.

Please contact either Mark Baldock 07 5491 5409 or Ken Lonie 0409 613 231 for further information or to pursue the sale, both of whom have been liaising with the owner”.

Graham MacKay's Riley Drophead

After all these years, it has come to the time to part with my 2.5 Riley Drophead. Make an offer.



Phone Graham MacKay on 0412 071 903