



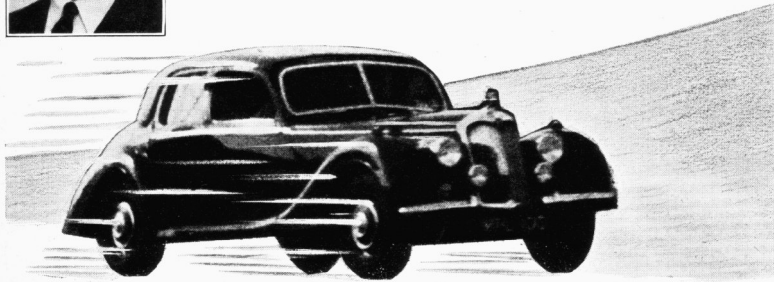
TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

June 2009



Bob Porter - in his Standard
2½ litre RILEY SALOON



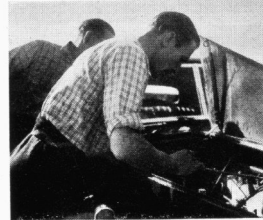
achieves
94.18 miles in the hour
at
MONTLHÉRY TRACK

This performance was achieved in an ordinary standard car! Nevertheless, even a car as good as the Riley has to be properly "tuned up," as our pictures show. Over twenty years' specialization on Rileys and more than fifty years in the industry are the firm's qualifications. The proof . . . 94.18 miles in the hour.

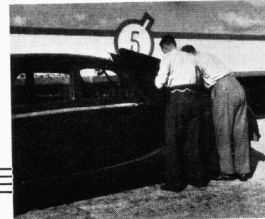
BOON & PORTER LTD.
CASTELNAU · BARNES · LONDON, S.W.13
TELEPHONE: RIVERSIDE 4444



"Bing" Telfer, our chief tester, at work.



Finishing touches! Just prior to the start.



30

Next Meeting: 8:00 pm Thursday, 11th June
Queensland Sporting Car Club
206 Montague Road
WEST END 4101

Editor: Linden Thomson (07) 3269 6426 lindenthomson@optusnet.com.au

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 14th May 2009

Meeting opened by President Alan Hill at 8.07pm with 20 Members and guests present.

Apologies: Dorothy Cameron, Linden & Del Thomson, Jack Warr, Ken & Wendy Lonie, Gray Britton, Graham & Shirley Ellwood, Pat & Betty Elliott, Simon & Helga Schooneveldt, Dick & Earla Self.

Minutes from previous meeting:

Moved, Trevor Judd seconded by Ross Phillips that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Lockyer Swap Meet, 17th May 2009;
2. All British day, Sunday 20th September 2009, St Joseph's Sports Ground Tennyson;
3. Invitation to Pine Rivers Festival, 23-31st May 2009;
4. Bay to Birdwood, Adelaide 27th September 2009.
5. National Rattle of Rileys, Queanbeyan, 19-22nd March 2010;
6. Tru Brit Magazine;
7. Riley Newsletter WA.

Outwards correspondence:

1. Copy of Annual Audited Return to the Office of Fair Trading.

Moved by Matthew Schooneveldt seconded by Brian Jackson that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report April, 2009

Balance as per Bank Statement, 31 st March , 2009			\$5,451.45CR
Income	Membership fees and donations from members	\$ 251.00	
	Interest on account	<u>\$.66</u>	
		<u>\$ 251.66</u>	\$5,703.11
Expenditure	Cheque to Office of Fair Trading for yearly Return re Club affairs	\$ 40.00	
	Brisbane Sporting Club Room Rental March 09	<u>\$ 55.00</u>	
		<u>\$ 95.00</u>	\$5,608.11
Balance as per Bank Statement, 30 th April 2009			\$5,608.11CR

Moved by Ross Phillips that his report be accepted, seconded Bill Short. Carried

Club Captain's Report:

Details as per May Newsletter. Run on Sunday 17th Club Outing Blind Driving Day at Lakeside Raceway. 20 Driving School Cars, Ulysses Motor Cycle Clubs from Brisbane and Logan Chapters and a number of vintage vehicles will be attending. The Capalaba Lions have sponsored the event and will be giving a free sausage sizzle, tea or coffee to Blind people and volunteers. Lakeside have offered the use of the track and will cover track events with their insurance. Petrie SES will be

attending as well as St John Ambulance. Members are requested to assist, both to help with the participants and also bring your old cars. A special area will be set up for the vintage cars to give the blind people a run around prior to the main track activity between 12.15 and 1.15pm. Alan, Ross, Dianne, Robin and Les will be involved as flag marshals and track sweeper again. Other Club activities can be found in the Activities Sheet insert in the newsletter.

Spare Parts Report:

Nil Report, but Jack still has plenty of parts.

Registrar's report:

Dianne reported that she has made a number of changes to the Car Registry but could use some more information from members who haven't responded.

General business:

Bill Short advised the meeting that the Riley that he had recently sold has changed hands again and will be going to a new home in Toowoomba.

Club Secretary will be away for the June Meeting. Ross will do the Secretaries bit.

Other general discussion followed.

Secretary's Email: Redpath@aanet.com.au

Meeting closed: 9.20pm.

Next Meetings:

Thursday, 11 June, 2009.

Thursday, 9 July, 2009.

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

West End Q 4101 (UBD map 21 (P8) approximately opposite Donkin Street.

On The Cover:

Full page Boon & Porter ad. from *The Riley Record* of January 1950 publicising Bob Porter's impressive run at Monthl ry in 1949. See 'Sixty Years Ago' in this issue.

Club Captain's Report:

Wendy Judd

**BLIND-DRIVING DAY OUTING**

WHAT A GREAT DAY! Ray and Bev deserve much more than congratulations for the day that it was.

As a first time attendee I was filled with admiration for all concerned, it was an, "Up front and personal experience of the expression; a triumph of human nature."

The weather was perfect, the organisation spot-on and a busy but rewarding day was had by all who attended. Di looked perfect in her role as Clerk of the Course, Ross and Alan as Course Safety Officers, along with Trevor and myself as marshals were kept busy all day and Ian with his Riley 9 was a big hit, hurtling around the track almost non-stop with those keen for a ride in her. Ken and Wendy Lonie called in for a while also but had another appointment but it was good to see them.

The time and effort put into this event by Ray and Bev was enormous, I, for one stand in awe, CONGRATULATIONS again.

TorqueTube Scanning Project:

David Schoch has voluntarily undertaken a project to scan all past Newsletters / TorqueTubes to PDF files which can be burned to DVD and viewed on computer. He has been unable, so far, to locate the issues listed in the table below:

1973	JAN	FEB	JUN	AUG	NOV				
1974	JAN	FEB	MAR	APR	MAY	JLY	AUG	NOV	DEC
1975	FEB	MAR	APR	MAY	JUN	JLY	AUG	SEPT	DEC
1976	FEB	APR	JUN	JLY	AUG	NOV	DEC		
1977	JAN	APR	JLY	AUG	NOV				
1978	FEB								
1979	FEB								
1980	FEB	APR	NOV	DEC					
1981	JAN	FEB							
1982	FEB	SEPT							
1987	MAY	JUN							
1988	SEPT								
1998	JLY								

I suspect some of these were never produced—particularly in the early days the newsletter production was somewhat sporadic. If anyone has a copy of the missing TTs, please contact David on 07 4155 2458 or email schoch@aapt.net.au

SMALL TORQUE ...snippets & gossip....

Whilst the adventurous group were travelling the Rally routes in W.A. most of us were at home munching on Easter eggs, but not Pat and Betty E.!! Their local auto. club has a group of like minded folk who took part in a vintage rally, pre-31 cars only, and on this occasion visited the Stanthorpe area. The Monaco was the only Riley. Well organized/well attended and most enjoyable they reported.

Having said that, there is a whisper that the said Monaco may be for sale, together with the 2½. Apparently they are to make room for another car, probably another pre-war!! Watch this space.

The blind driving day was held recently. Again, a roaring success. Bev and Ray B. are to be congratulated for their efforts... there are many others helping, but methinks them to be the driving force. Lakeside Raceway is looking good now, track resurfaced and buildings added, with existing ones upgraded. Those participating in the dual-control cars, pillion riding with the bikers and enjoying runs in vintage vehicles will, no doubt, be counting how many sleeps till the next one.

Victor the Phillips' supercharged Riley took to the track at Morgan Park Raceway in Warwick last week, without much success it is sad to report !!!

Car running very rough after 3000 revs. and persisted with such despite some attempts to rectify. A number of experts were on hand to advise, but it seems that a remedy is in hand. Playing with various S.U. needles/Jet, spark plugs etc. it seems, will solve the problem.

Simon and Helga S. are or have been sailing the seven seas taking in the pleasures of cruise ship life. Will be back on dry land soon ..hope they are not on that P. & O. one with the flu bug.

Out Samford way the current news is that the Hill special has been sold. During its visit to the W.A. rally, it took the eye of a couple of gents. One was ready to do the deal, but unfortunately could not fit in it !!! Upon its return home, another chap contacted Alan announcing his desire to purchase it. Pics etc were forwarded via computer waves and West Aussie club member Brian Gannon is now the owner in absence. The tyranny of distance has foiled any attempt for prompt handover. Brian was not able to do the deal whilst the special was still in W.A. because he had to sell his Falcon. Actually it was sold to the chap that could not fit into Alan's special !!! Everyone happy all round.

Eighty Years Ago:

LT

Joan Richmond and her Riley Nine featured in an illustrated article in the *The Argus* (Melbourne) *Camera Supplement* of Saturday August 31, 1929, written in rather florid prose by L. T. Luxton. Luxton rode as passenger with J. A. "Jack" Day—in what is called a Sampson Seven in the article—in a privately organized sprint, apparently on a public road, between the two racers. Luxton's article read in part:

“Hitting Ninety”

THE PERILS AND HUMOURS OF
MOTOR-RACING

By L. T. LUXTON.



T was a friendly race, for fun only. But in the smooth golden sunshine, striking as lightly on the skin as thistledown, with the sharpness of frost not yet melted, and the tang of the sea not far off, every faculty seemed to be tuned to a pitch of exhilaration which only violent action could release. Impatiently we watched Miss Richmond and

Miss Shaw, two of the foremost women motor racers in Victoria, speed up the long stretch of open road to the rise which had been fixed upon as a handicap to equal the disparity between Miss Richmond's Riley Nine and Mr. "Jack" Day's Sampson Seven, which is capable of attaining a speed of 110 miles an hour. As soon as the red and black car topped the rise, "Jack" Day threw the gear lever into first gear.

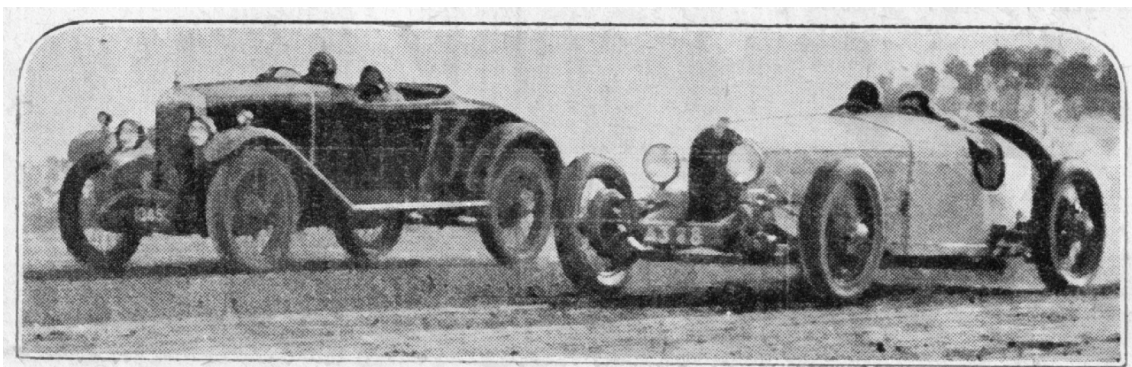
A roaring scream of acceleration—the enormous access of speed throws us against the back of the seat—now swiftly into second gear—a soft patch here, and a great spurt of dirt is thrown back from the rear wheels—faster, faster—the speedometer ticks over from 40 to 45, from 45 to 50, and the roar of the open exhaust is growing ever more deafening. A harsh grating of gears and then, as we go into third, the Sampson seems to shoot off to the horizon like a greyhound



Miss Richmond, in her racing Riley Nine, with Miss M. Shaw, on the Aspendale Speedway.. These are two of the foremost women racing motorists in Victoria.

hard on the scent of its quarry—65, 75, 85, 87, 88—

All the landscape—trees, fields, and telegraph poles—is shooting past in a kind of blur, the wind is tearing at our faces like a living thing and roaring so that I may shout in my companion's ear and he may not know that I have spoken. It is a fiend, full of malevolence, this wind. It is ripping the fur from the rims of my companion's goggles, and it seems to be about to drive my eyes, which I have foolishly left ungoggled, through the back of my head. Interlocked fingers afford little protection, and as the wind forces the tears from my eyes the landscape becomes a hazy, continuous blur. Somewhere in my pockets is a pair of goggles. Here they are—tight-fitting, the mica stained a dirty yellow, but giving a semblance of clear vision, and frustrating the tearing, roaring fiend which is all around us. The road, so close that I could touch it with my down-stretched arm, seems to be unwinding at incredible speed, but the low-set racer is hugging it so closely that the sense of security is as great as it would be in a touring car travelling at 50 miles an hour. The intense exhilaration of great speed obliterates every other thought. Beside me "Jack" Day is bent over the steering wheel, peering fixedly through the bars at the road 50 yards ahead. A touch to the left, a touch to the right, a quick see-saw motion as we swing round a curve—and ahead of us is the Riley Nine. Miss Richmond is getting good speed from her car, but it lacks the enormous developed horse-power of the Sampson, and with the finishing point in sight the leeway is perceptibly less with each successive second. For an instant we hang on the tail of the Riley, and then with a great burst of speed the Sampson shoots ahead, and 200 yards farther on we pass the tall haystack which is the finishing point.



Mr. J. Day in his Sampson Seven (right) overtaking Miss J. Richmond in her Riley Nine. Though it was but a friendly contest, the sheer exhilaration of high speed was experienced as the Sampson, conceding a good handicap to the smaller car and its feminine occupants, touched 88 miles an hour in a burst of speed which thrilled the novice passenger.

The roar of the engine dies down to subdued “plonk-plonk,” the car rolls to rest. All is bathed in early morning tranquility, golden sunlight and shining paddocks—but it seems strange, unnatural, for inside us something is still racing on in rhythm with the roar of the engine. On the hard clayey ground at our feet, a wounded beetle, very large and clumsy, is waddling away, pursued by two very active and aggressive bull-ants. A grotesque comparison flickers across our minds—and suddenly, foolishly, we burst into laughter.

I was intrigued by the reference to the 'Sampson Seven'. It immediately suggests a mis-spelling of 'Salmson', so I did a bit of digging. J. A. Day, who had a long motorsport career, is usually associated in the late '20s with racing his Bugatti Type 37. He came second in class in the first race on the Phillip Island circuit, the 1928 100 Miles Race, driving this car, after making fastest time in practice. It was Day's wife who entered the Riley driven by Bill Williamson in this race. In *The Second James Flood Book of Early Motoring*, there is a photograph of Day and his racing stable in 1927—the 1926 Type 37 Bugatti, a 1927 Lombard, and a 1926 7 h.p. supercharged Morris Minor OHC Special “built by Jack Day himself—this car exceeded 100 miles per hour at Safety Beach.”

Although the Morris Minor is a seven and has the 100 m.p.h. plus speed, it is not the car shown in 'Hitting Ninety' which closely resembles the (French) Lombard. These cars were only produced between 1927 and 1929. They had a d.o.h.c. 1093 c.c. 4-cylinder motor developing 49 b.h.p. or 70 b.h.p. supercharged. Production was taken over by Salmson in 1928. In view of the “enormous developed horse-power” and its 100+ top speed, my guess is that the 'Sampson Seven' may have been the Lombard with the Morris engine fitted. More research needed, though, I guess, not of much interest to our Riley owners!

Lutkin's article continues, discussing 'The Exhilaration of Speed' with Rupert Jeffkins who was building an Australian car, the 'Roo'. He had raced at Indianapolis and on other American tracks pre-WWI, often co-driving with Brian de Palma. The article concludes with a discussion with Harold Cooper, “noted for his daring and unconventional driving” in motor races which involved “a series of small skids on the back wheels.” Cooper's views on the place of racing in automobile development are perhaps worth quoting:

“Motor-racing in the early days undoubtedly hastened the improvement of the internal combustion engine. Spare wheels, aluminium pistons, straight-eight engines, improved valve-steels, superchargers, four-wheel brakes, and low centre of gravity, which are now features of most touring cars, were first brought into use on racing cars. However, that stage of development is past now, and there is no doubt that racing with 'freak' cars serves no useful purpose. Racing with stock cars, on the other hand, undoubtedly tends to eliminate weaknesses because a long road race, such as the Cowes 200-mile race, packs into a few hours of running time the sum

of all the difficulties and strains which are generally met in half a season of touring. In that way motor-racing may still be a source of useful information to motorists and it should be encouraged."

That was one man's view in 1929. What would his views be eighty years on?

FOR SALE

1927 Monaco—good, reliable, well-known Club car. Photos available. \$12,000.

~~**1950 RMB**~~—as above. ~~\$8,000.~~ **SOLD**

Contact Pat Elliott on 0409 348 722.

Car Wanted

My name is Adrian Ind and I live in Northern NSW at Pottsville. I'm currently on a 4 month caravan trip but am looking at purchasing an RMB Riley. The reason for this early email is to allow any of your members who are thinking of selling an RMB around the 1950 era time to make up their minds as to selling or not.

Looking at a car that is in very good condition for I am not a handy man but love cars. I'm currently a member of the Tweed Valley Vehicle Restorers Club and have just sold my beautiful 1964 Mark 2 Jaguar. Feeling bad about that.

Please give my email address adrianind@iinet.net.au or my mobile number of 0417714219 to any potential seller.

Wanted

SPRING FOR RMB GEARBOX, No. **106** on Parts Diagram, for external selector lever, secures ball bearing and is held in by split pin.

Stuart Paton 07 5441 5437

Sixty Years Ago:

LT

Here are transcriptions of two articles from the December 1949 issue of the Nuffield Organization's *The New Outlook on Motoring*, soon to be just *Motoring*, which incorporated *The Morris Owner*, but was not yet the official organ of the Riley Motor Club. However, both of these articles deal with Riley matters and I hope you find them interesting.

Robson's article giving Riley Motors Ltd.'s Chief Designer Harry Rush's thoughts on Riley engine design contains some useful information not available elsewhere. It is poignant to note that Harry Rush died on 23rd December 1949 as the result of a road accident.

This is followed by the story of Bob Porter's private performance test of his unmodified 2½ at Montlhéry in 1949. Of course, Porter is probably better known for his 108 m.p.h. drive in a Pathfinder at the same circuit a few years later, though that car could hardly be described as 'standard.'

Engineering Consultant Harry Rush discusses

RILEY ENGINE DESIGN

with J. A. ROBSON

"THE engine has that indefinable quality of willingness about it which invites the driver to make full use of its potentialities and never promotes qualms as to whether it is being over-driven.' That is what *The Motor* thinks of the 1½ litre." said Mr. Rush, "and similar statements may be taken from the technical press regarding the 2½."

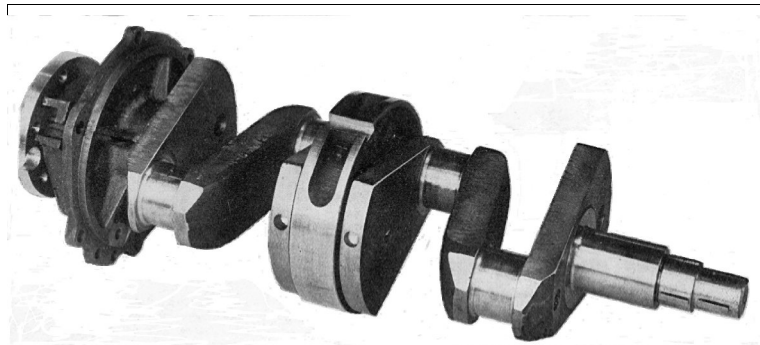
Riley engine efficiency is based on fundamentally sound first principles, a practice which has proved itself over the last twenty-three years, when the present basic design of a four-cylinder o.h.v. engine was introduced in 9 h.p. form.

"Design and development have always moved hand in hand," explained Mr. Rush, "and all early ideas and improvements were checked and proved in Alpine Trials, in the T.T. and Le Mans races, as well as in countless other events too numerous to mention."

It will be apparent that, from these early experiments and lessons, the present 1½ litre engine has been produced, to be followed later by the 2½ litre, a fine engine, first introduced in 1937, and a comparative newcomer to the Riley range.

" Looking at a Riley engine," I said, " One is immediately impressed by its remarkable solidity and air of efficiency."

It was pointed out to me that the crankcase is extremely rigid and designed to house a crankshaft of generous proportions. Great care is taken in forging, machining and inspecting the shaft, which, after all, is the heart of the engine ; and it is finally balanced dynamically to close limits.



A robust crankshaft is the heart of an engine. This crank from the 1½ litre Riley is of the threaded type, and is extremely well balanced.

If such strict limits were not adhered to, the shaft would not rotate smoothly and would tend to bounce about in its bearings. The limits adopted represent an out-of-balance force of only ¼ ounce/inch.

Vibration is, of course, an important factor when considering ultimate performance. and keeping this in mind, flywheels and clutches are also balanced in order to eliminate out-of-balance forces.

"What is an ounce/inch ?" I queried. And I learned that it means a load of one ounce is acting at a radius of one inch. An example of this force is when a child swings a "conker" around on a piece of string. If the string breaks then the " conker " will fly of at a tangent. Naturally in this case the force is many times greater than ¼ ounce inch.

Forming Cam Contours

Great accuracy and care are taken when forming cam contours on the camshaft because rate of valve opening, amount of overlap, period of valve opening and other features are vital points to bear in mind. Accuracy of valve timing is naturally important, and the two camshafts, together with alternative positions for the chain-wheels, are small items which help to produce the extraordinarily good power output of the complete unit.

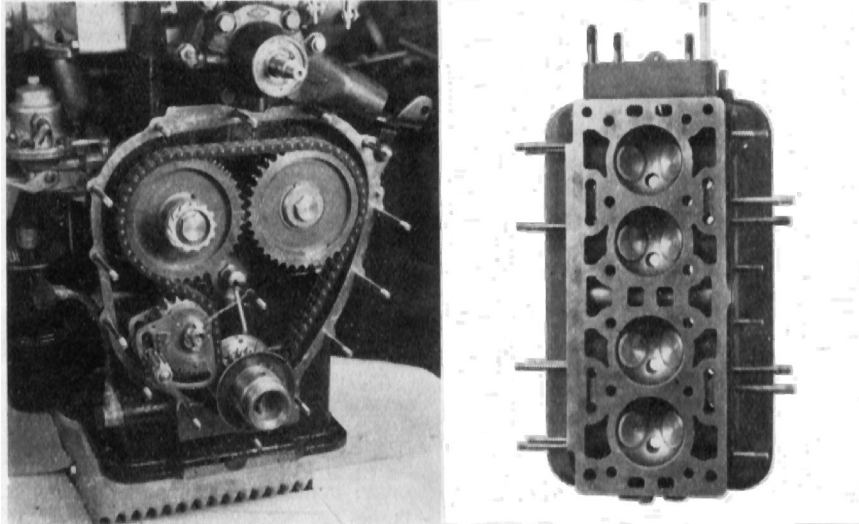
A considerable amount of hand fitting is always proceeding in the engine assembly shop, and skilled fitters hand fit big-ends, main bearings, water pumps, oil pumps and camshaft bearings so that frictional losses will be kept to the lowest practical limits.

"We are rather proud of the cylinder head," said Mr. Rush, "and this component is extremely interesting from the technical aspect. Taking the points as they come. you will see that the valves are placed at 90 degrees to each other and are situated in a perfectly hemispherical combustion

chamber, with the sparking plug located centrally."

The large chain wheels of the 1½. There positive lubrication and duplex chain ensure quiet running and a long life for the components.

Hemispherical combustion chambers mentioned by Mr. Rush are seen in this picture of the 2½ litre cylinder head which is scientifically cooled.



I interrupted him here : " I can see that this arrangement allows for a very good flow of mixture from the carburetters, with as little obstruction as possible."

" What is perhaps just as important," he continued, "and a point which is often under-estimated, the exhausting of burnt gases is also accomplished rapidly and completely."

" How does this affect efficiency ?" I queried. " It means," said Mr. Rush, " that with the hemispherical head we can generate higher brake mean effective pressures, using modest compression ratios, than with other types of cylinder head. This important feature of design achieves greater volumetric efficiency, which, in plain English, means more miles to the gallon for a given road performance."

An examination of the cylinder block will show that both camshafts are mounted high in the casting. This means that pushrods are short and light—obviously an advantage, because the inertia loadings on the valve gear are correspondingly reduced.

Sound First Principles

While examining the push-rods and valve gear one is reminded of Mr. Rush's " fundamentally sound first principles " ; these parts are extremely light, yet there is an adequate margin of safety. " Because," it was explained to me, " the addition of excess material in any engineering structure only increases unnecessary loads and stresses in that structure. This is of particular importance when we are considering reciprocating

parts moving at high speeds."

A large oil supply, contained in ribbed aluminium sumps, is a feature of the 1½ and 2½ litre engines, for not only must the oil lubricate, but it must also cool, a fact not always appreciated.

The fully submerged, gear-type oil pump supplies oil at high pressure to all moving parts, an interesting point being that the oil to the big-ends emerges through a drilling in the crankpin at the point of minimum load. The pump delivers 3½ gallons per minute at 3,500 r.p.m., and this means that a more than adequate supply is delivered at all times.

" There is another important point in connection with the cylinder head," explained the Riley designer, " and this is cooling. In fact, it affects the whole engine, and our aim is to maintain a constant temperature throughout. With this object in mind, the engine is cooled in three ways : by circulating pump ; by fan ; and by thermo-syphon action.

"The centrifugal pump is bolted directly to the front of the cylinder head and cooling water is pumped in rapidly at the exhaust side. The internal structure of the head is such that cool water impinges directly on the areas round the exhaust valve seatings, which, as you will realise, form the hottest part of the engine."

He agreed with me that this prevents steam formation and local areas of uneven hem, with their subsequent troubles of distortion and detonation.

Mr. Rush then proceeded : " The cooling water flows in two directions : one, a pumped flow through the head, and the other a thermo-syphon action through the cylinder block. The water leaves the engine at the top, and at the front of, the head. It is obvious that the flow is much greater through the head, thus maintaining the engine at an even temperature. This is particularly important in the case of the cylinder walls, which are always maintained at the correct temperature, to minimise cylinder bore wear. A thermostat ensures rapid warming of the water when the engine is first started."

The 1½ litre engine is fitted with a single S.U. carburetter and the 2½ litre with two S.U. carburetters.

"Naturally," I was told, " the induction manifold must be designed correctly ; there must be no sudden changes in section, and the passages do not necessarily have to be circular : in fact, on the 2½ litre they are square in section. These are points which must not be overlooked, because even small details help when you have to fill a combustion chamber in the very short space of time which is available."

Pinking at Speed

I pondered on this and asked the speed at which gas enters the cylinder. The reply; that a choke speed of 400 ft. per second is reached at high revolutions, surprised me, for that is something like 270 m.p.h.

" Sometimes people complain that the 2½ litre engine pinks at speeds between 70 and 80 m.p.h.," said Mr. Rush. " Whilst pinking is one of the present-day evils which beset us, this does mean that efficient cylinder filling is taking place right up to the top of the speed range."

Mr. Rush also told me that the experimental department is experimenting and testing all the time. Nothing is taken for granted, and full and comprehensive experiments are carried out before a modification is applied to an engine. The engine then undergoes months of development before being incorporated in production motorcars.

Monthéry A VERY PRIVATE ENTERPRISE!

ONE has become accustomed to Record Runs and High Speed Demonstrations, carried out under the glare of publicity and supported by all the panoply of factory organization. The days preceding the Motor Show have always been high season for efforts of this kind, and many memorable runs come to mind ; but nearly always in the background are the teams of mechanics, the assistants and the experts. This year, just before the Show, a very different endeavour took place at Monthéry—for Brooklands is gone and the Englishman must break his lance (or perhaps his crankshaft) on a foreign field. In this case a long, quiet man, satisfactorily settled an interesting argument—with himself.

How Far ?

The long, quiet man was Bob Porter, of the House of Boon & Porter, of Barnes, and the problem was how far an ordinary 2½ litre Riley saloon would go in one hour. The answer of 94.18 miles was established purely as a private venture, and entirely without benefit of trumpets or the assistance of external organization. After careful preparation such as any scrupulous owner would observe. Bob Porter, accompanied by a French-speaking friend and one mechanic, hitched a trailer containing a half-ton of spares and



" How far will it get in the hour ? " Perhaps that is what Messrs Prix and Collibert, the Monthéry officials, are discussing as they stroll away from the Riley before Bob Porter's run,

equipment to the stern of the " 2½ " and embarked for Paris. Notice that the car, instead of making the journey in a special van, did the trip on its own wheels. bringing its tail behind it !

Arriving in Paris, various complications and misunderstandings were found to exist regarding the timekeeping arrangements, although these were all thought to be watertight before departure. After much telephoning, an accredited timekeeper was made available on condition that he was given a lift out to Monthéry. Figure to yourself (since we are in France) the astonishment of the worthy official on being collected in the middle of the city by the very car and driver whose performance he was about to record on the race-track ! After completing this bit of taxi-work in comfort, the Riley was given a couple of " pipe-opening " laps, a change of wheels and plugs-and was brought to the line at 9.32, just two minutes after its " appointment." You could scarcely start on your holidays more promptly !

Perhaps you would like a look at the car as she stands on the line ? If so, just examine the next 2½ litre Riley saloon you see in the street, because there won't be any difference. Porter would not even avail himself of the permitted oversize in tyres. Although this would have been a decided advantage, it would have involved the use of a different size of rim, and the run was above all things to be made on a standard, fully equipped car. About the only unusual feature of the vehicle was the amount of wind in the tyres, the pressures being appreciably raised to avoid the generation of excessive heat.

A Warm Hour

These hard tyres aggravated the only worry experienced, for, as you are probably aware, Monthéry is far from smooth, and the rear end became airborne some sixteen times in every lap of the sixty-three that were covered. As the wheels left the ground the engine revs. went up beyond the point of valve-bounce, but in spite of the maintenance of full throttle, and over 500 of these bouts of valve-bouncing during the hour, the radiator temperature, which was 72° at the start, had fallen to 69° by the finish. Oil pressure held good throughout. The climate inside the car was much less equable for, to save the mile an hour involved in an open window, Porter ran the course with everything closed—and it was a very hot morning.

The " Riley Hour " coincided with one of those prolonged Citroen circulations—at least it is thought unlikely that this particular Citroen had been running ever since the make's famous effort of the pre-war era ! Willing officials suggested that the French car could be called in to let the Riley have the track to itself, but Porter didn't think they'd get in each other's way, and indeed they didn't. The mutual gesture was warmly appreciated on both sides, and in fact Porter narrowly escaped being kissed ! How narrowly is not revealed, but his height would be an

undoubted advantage in this crisis.

Finding a Path

Lap succeeded lap with beautiful consistency, the slight variations in time being almost entirely attributable to efforts to find a smooth path, but whether he went high on the banking, kept to the midway line, or indulged a taste for grass-cutting, the bumps were always the same. Down the straights a maximum of over 100 m.p.h. was held. Then, with a couple of extra laps for good measure, the willing car was brought to a standstill, having covered 93.74 miles "standing," or 94.18 miles with a flying start, taken from the beginning of the second lap. Truly, you will agree, an adequate sixty-minutesworth of distance run.

And then Bob Porter quietly hitched up the trailer once more and motored home-wards to England at a steady 70 m.p.h. Perhaps this feat has not the glamour of a world record, or of the ascent of a hitherto unclimbed peak, but it has all the unassuming charm of the man who did it, and it gives off that satisfactory glow which emanates from all deeds of high personal endeavour carried through to a complete and happy ending.

A.R.L.

Driven to Distraction?

LT

On Tuesday 30 January 1934, *The Courier Mail* included the following paragraph in the regular 'Motors and Motorists' section (by "Traveller"):

RADIO IN CARS

NOT SAFE IN CITY

The increasing use of radio in cars leads the Royal Automobile Club of Queensland to point out that to have a set switched on in a car travelling in a crowded city street is not in the best interests of safety. The driver's attention is likely to be distracted, and it will be practically impossible for him to hear the signals from overtaking vehicles. On the open road the danger is considerably reduced, but in congested traffic the practice is fraught with danger.

However, in the next week's 'Motors and Motorists' there is an extensive article, headlined **PICK UP ROAD WARNINGS** with the sub-head **Possibilities of the Radio Car** in which "Traveller" declares 'Wireless Sets

Safe' and repeats much of the information already published in the paper on Tuesday 14 November the previous year:

NOT DANGEROUS.

WIRELESS IN CAR.

The British Ministry of Transport has been carrying out secret tests with radio sets fitted to cars with a view to finding out if car radio is likely to distract the attention of the average motorist from his driving. According to an English writer the officials are convinced that wireless in the car is not dangerous, and it is highly improbable that the Minister of Transport will find it necessary to deal with the matter by regulation. This disposes of a report that the Minister of Transport is likely to ban wireless in the car.

In America some 400,000 cars are fitted with radio and there has been no complaint that this has led to accidents.

So in his 6 February 1934 article, "Traveller" mounts a strong case for radio in cars and co-operation between radio stations and automobile clubs to broadcast road hazard warnings which 'would save worry' for motorists, many of whom had 'become bogged and stranded through going on when had he had sufficient information he would have remained in the nearest town.'

He concludes—'There are great possibilities in car radio in Australia, and if the motorists are properly catered for by broadcasting stations and automobile clubs the worry connected with long trips over strange and troublesome roads would disappear. Of course, such a service as this could not be expected for a few years yet, but if it does come it will certainly be welcomed by Australian drivers.'

"Traveller" was writing 75 years (or one lifetime) ago when motoring must often have been an adventure. Radio was the first means of in-car electronic communication available to motorists and fortunately was quickly decided to be a benefit, though at the time no-one could have foreseen 1000 Watt amplifiers in car boots. Modern electronic communications have not always proven to be so benign—hand-held mobile phones come to mind and their use in moving cars is illegal—but I think "Traveller" might even approve GPS navigators if they also indicated current road and traffic conditions. That surely can't be far off.

Where Does The Smoke Go?

LT

The Lucas Vehicle Wiring Chart printed in an earlier TorqueTube gives the general principles of allocating cable colours used for circuits. The wiring diagrams in the handbooks and workshop manuals are always the final reference, but when you've your head under the dashboard or buried in the engine bay, are not always practical. Often what is needed is rapid identification of a particular wire based on its colour coding. The following list might prove useful. I plan to laminate a copy to keep in the workshop.

Colour Coding for Individual Circuits

The main and tracer colours adopted for identification of individual circuits are given below:

Main Colour	Tracer	Circuit
Brown		Battery to ammeter, and feeds to battery auxiliary fuse and other units supplied direct from battery.
Brown	Red	Interior light switch to interior light.
Brown	Yellow	Horn relay to wind-tone horns.
Brown	Blue	Control-box terminal (A1) to lighting and ignition switch.
Brown	White	Ammeter to control-box terminal (A).
Brown	Green	Feeds to units supplied direct from battery, through battery auxiliary fuse.
Brown	Black	Horn-push connection.
Yellow		Generator main terminal to control box and ignition warning light.
Yellow	Green	Generator field terminal to control box.
White		All feeds from ignition switch (unfused), and supply to ignition auxiliary fuse.
White	Red	Starter push to starter solenoid switch.
White	Blue	Choke solenoid switch to solenoid.
White	Green	Petrol reserve valve switch to valve or petrol pump switch to No. 2 petrol pump
White	Purple	Petrol-pump switch to No. 1 petrol pump.
White	Black	Ignition coil to distributor.
Green		All feeds through ignition auxiliary fuse. (Units operative only when ignition is switched on).
Green	Red	Trafficator switch to left-hand trafficator and warning light.
Green	Yellow	Oil-pressure warning light.

Green	white	Trafficator switch to right-hand trafficator and warning light.
Green	Purple	Stop-lamp switch to stop lamp.
Green	Brown	Car-heater rheostat to heater, motor, and warning light. Also reverse light switch to reverse light
Green	Black	Fuel gauge to tank unit.
Blue		Main feed from lighting switch to headlamp circuit.
Blue	Red	Dip-switch to headlamp dip filaments.
Blue	White	Dip-switch to headlamp main filaments.
Red		Feeds from lighting switch to side- and tail-lamps and to circuits controlled by side- and tail-lamp
Red	Yellow	Fog-lamp switch to fog lamp.
Red	Blue	Pass-lamp switch to pass lamp.
Red	White	Switches to panel and interior lights.
Red	Black	Boot light to boot-light switch.
Black		All earth wires.
Black	Green	Windscreen-wiper switch to wiper motor. (This is an exception to the general cable identification system.)

INFORMATION SERVICE:

More useful Q&As from *Motoring*, some containing information you are unlikely to find elsewhere.

Riley Merlin Steering

I am interested in a 9 h.p. Riley Merlin, but have reason to believe that it was involved in an accident some time ago, with detrimental effects to the steering. I would be grateful if you would advise me as to the steering angles, please.

THE steering geometry data enumerated below is applicable to all pre-war Riieys:—

Castor angle	3¼°
Camber angle	1¾°
Swivel pin angle	8°
Toe-in of front wheels	1/8in.

The toe-in should be measured at hub level.

Adjustment of Riley " U " Bolts

Would you please advise me as to the recommended clearance between the rear axle " U " bolts and the banjo casing of the post-war Riley Saloons employing torque tube transmission?

ON cars employing torque tube transmission it is necessary to provide for a certain amount of movement at the trunnion (i.e. front) end when the car is traversing undulating roads, and in order to achieve this the " U " bolts should be adjusted so as to allow a .015 in. feeler to pass between the " U " bolt lining and the axle casing. This clearance should be checked when the lining is dry, as when wet it will swell and a faulty reading result.

Increasing power output of 1½-litre Riley engine

In view of the modern tendency to increase the compression ratio of current production engines, I wondered if it would be possible to increase the compression ratio of the engine fitted to my 1½-litre (Series RME) Riley car. Also, is there any other way to increase the power available from this engine ?

THE only recommendations made by Riley Motors for increasing the power output of the Riley 1½-litre engine is that not more than $\frac{1}{32}$ in. of metal is machined off the cylinder head. and also that twin carburetters may be fitted in place of the single carburetter installation.

Under no circumstances must more than $\frac{1}{32}$ in. of metal be removed from the cylinder head, otherwise there is a possibility that the valves may strike the crown of the piston, particularly under arduous conditions.

Details of the twin carburetter conversion can be obtained from any Riley Distributor or Dealer, and this conversion will considerably improve the acceleration in the intermediate gears, and also give a slightly increased top speed. In obtaining this extra power you will also, of course, use a little more petrol.

Eliminating Gear Slip

I own a Riley fitted with a Riley preselector gearbox. I am a mechanic by trade, and, in spite of various recommended adjustments, I am unable to entirely eliminate gear slip on the gearbox assembly. I would be grateful for any assistance.

SOMETIMES, even after all the recommended adjustments have taken place to the maximum possible extent, the gear will continue to slip. There is one other operation which will probably effect a cure. This is

carried out by removing one or both of the packing pieces from between the cover and the end of the heavy coil spring. When removing this cover make sure that all retaining screws are undone evenly so that the spring pressure is relieved gradually. The screws are long enough to release all spring tension. Never operate the gear pedal with the cover off. It is essential that there should be a definite clearance between the operating pedal and the floorboard of the car when the pedal is fully depressed and when the lever on the gearbox is in its correct position. If the pedal reaches the floorboard before the gearbox lever reaches its correct position, then the coupling must be adjusted to suit. The pedal must also have at least $\frac{1}{4}$ in. free movement on its upward stroke, remembering that the pedal will return farther in first and reverse gears.

Checking rear road springs on a 58S 2½-litre Riley

Could you please give me details of the rear road springs fitted to my 58S 2½-litre Riley car? I wish to check these springs to see if they have settled.

THE working load of the rear road springs for the 58S Series 2½-litre Riley car was 800 lb. at $1\frac{7}{8}$ in. negative camber. The length of the springs when flat was $45\frac{1}{2}$ in., the width of the leaves being 2 in. There were 11 leaves altogether, with a thickness of $\frac{3}{16}$ in. The free camber was 4 in. and, as stated above, the working camber was $1\frac{7}{8}$ in. negative.

Caravanning with a Riley 2½-litre

This summer I propose to go on a 2,000-mile tour of Europe driving my Riley 2½-litre Saloon (Series RMB2). A friend has lent me a large caravan which I propose to pull behind the car. Is this in order? Will the engine of the car be overworked and will it stand the strain? Do you recommend a special towing bracket for this purpose? Your help would be greatly appreciated.

THE Series RMB2 power unit will certainly stand up to the task of pulling a large caravan. When driving care should be exercised to ease the load of the engine when on those long, climbing hills. Use the gearbox freely but avoid over-revving. Although the power unit likes hard work, remember that the engine is at its happiest when cruising at about 60-75 m.p.h. This is not possible with a caravan, obviously, owing to speed limitations when towing. We suggest you allow our local Distributor to completely check over your Riley before setting off on the journey.

COUNCIL NEWS.....May 2009

No previous registration details Members are reminded of problems that can arise when registering vehicles where the previous registration details are not known. Because of changes in the legislation regarding imported vehicles it is now much harder to register a vehicle where there is no evidence of previous Australian registration. Members attempting to register a vehicle where the previous registration details are not known (ie you don't know a previous registration number or the previous registered owner's name) should take as much evidence as they can gather to show the vehicle has been in use in Australia before. Statutory Declarations from previous owners; Statutory Declarations from the current owner and/or club members outlining the vehicles history. Purchase receipts indicating some of the vehicle history/use; photos showing as much history as possible and restoration steps—all help in getting the vehicle registered.

More vehicle on your club runs The QHMC are adding a new section to its event calendar. The new section will be additional to the date claimer section for major invitation rallies. The new section will be available for all clubs to list an event where they would like to offer an open invitation to members of other clubs to attend one of their normal club runs. The idea of the new section is to assist clubs in getting their events advertised to a wider audience and therefore attracting members of other clubs. Club committees are asked to consider which if any of their events they would like to advertise and let Tom Lewis 3814 0077 / thomasdlewis@optusnet.com.au know.

Dating Certificate The QHMC has developed and clubs have agreed to use a new standardised dating certificate. When clubs members present the new standard dating certificate to the people at Queensland Transport. The form should be more readily recognised and the SIVS registration process should be just that little bit easier.

QHMC Handbook Updated A new section has been added to the QHMC handbook outlining the process required to either transfer to SIVS registration or initially register a vehicle under the SIVS scheme. Copies of the handbook will be available from the QHMC web site or from the QHMC Secretary.

QHMC New Name By the time you read this the name of the Queensland Combined Council of Historic Vehicle Clubs Inc will have changed to the Queensland Historic Motoring Council Inc. Our business will stay the same. It's just a name change that is a bit shorter and better explains what we do. We support Historic Motoring ie the Old Vehicle Movement from the Veterans up to the Historic's of the 70's

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