



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

Jan/Feb 2010



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

Editor: Linden Thomson (07) 3139 1524 lindenthomson@optusnet.com.au

Club website: www.rileyqld.org.au

Minutes of ANNUAL GENERAL MEETING of Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club Rooms, Montague Road, West End, Thursday 12th February, 2009.

Meeting opened by President Alan Hill at 8.15 pm with 27 members present.

Apologies: Bill Short, Bill Donovan, Ross & Dianne Phillips, Del Thomson, Helga Schooneveldt, Bonnie Young, Gary Britton, Graham & Shirley Ellwood, Graham & Betty Swan, Dick & Earla Self.

Minutes of the 2008 Annual General Meeting:

Moved: Ken Lonie Seconded: Robin Hull that the Annual General Meeting Minutes be accepted. Carried.

Business Arising from Previous Minutes:

Nil

Treasurer's Report for the year 2008

Moved by Alan that the Treasurer's Report be accepted Seconded by Robin Hull. Carried.

Report attached on Page 2.

Office of Fair Trading

The Club Accounts are in the hands of Mr Paul Doyle, a Level 1 Auditor approved by the Office of Fair Trading and the Annual Return of Association will be completed at the March Meeting.

President's Report:

Alan briefly outlined his report to the meeting. Copy can be found in the January/February Newsletter.

Conrod Trophy:

Captain Wendy presented the Conrod Trophy to Jack Warr for his dedication, skill, patience and expertise in keeping Rileys on the road. She thanked everyone for their support during the year.

Election of Committee Members for 2009

President Alan Hill declared all positions vacant and requested members Brian Jackson and Simon Schooneveldt to take the chair for the election of the new committee.

Position	Nominated	Nominated By	Seconded	Elected
President	Alan Hill	Lyn Jackson	Simon Schooneveldt	Elected
	Simon Schooneveldt	Sheila Hill	Dorothy Cameron	Declined
Vice President	Simon Schooneveldt	Alan Hill	Brian Jackson	Elected
Secretary	Ray Burrows	Linden Thomson	Trevor Judd	Elected
Treasurer	Ross Phillips	Simon Schooneveldt	Ray Perryman	Elected
Club Captain	Wendy Judd	Alan Hill	Linden Thomson	Elected
Editor	Linden Thomson	Trevor Judd	Ray Burrows	Elected
Spare Parts	Jack Warr	Alan Hill	Brian Jackson	Elected
Ass Spare Parts	Graham Mackay	Jack Warr	Alan Hill	Elected
Registrar	Dianne Phillips	Alan Hill	Matthew French	Elected

Elected Officers present took up their positions

President Alan Hill thanked outgoing committee members for their assistance during the 2008 year.

Other Business: Nil.

Meeting closed at 8.40pm.

Treasurer's Report for the Year Ending 2008

RILEY MOTOR CLUB, QLD. INC.
PROFIT AND LOSS STATEMENT
for the period ending 31st December, 2008.

INCOME	2008	2007
Membership fees	3965.00	3855.00
Interest	458.29	150.70
Annual Dinner proceeds	1360.00	1160.00
Sales	35927.00	38470.65
Donations	268.00	236.60
Total Income	41978.29	43872.95
 EXPENSES		
Annual Dinner expenses	1343.00	1145.50
Bank Charges	168.75	137.10
Fees & Permits	113.10	137.00
Insurance	635.25	640.06
Purchase - Spare Parts	36638.08	39758.91
Stationary/Printing/Postage	1876.23	1875.46
Sundry Expenditure	303.80	748.29
Room Rental	583.00	550.00
Total Expenses	41681.21	44992.32
Total Profit / Loss for 2008	297.08	- 1119.37
 CURRENT ASSETS		
Cash at Bank	3798.85	2759.27
Cash at Bank - Spare Parts	2648.49	3510.69
Cash at Bank - Term Deposit	6000.00	6102.63
Total	12447.39	12372.59
 NON-CURRENT ASSETS		
Cutters	504.00	504.00
TOTAL ASSETS	12951.39	12876.59
LIABILITIES	0	0
NET ASSETS (CLUB FUNDS)	12951.39	12876.59

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 10th December 2009.

Meeting opened by President Alan Hill at 8.12pm with 19 members and guests present.

Apologies: Brian & Lyn Jackson, Del Thomson, Bev Burrows, Bonnie Young, Gary Britton, Shirley and Graham Ellwood, Ken & Wendy Lonie, Pat & Betty Elliott, Dick & Earla Self.

Minutes from previous meeting:

Moved, Dianne Phillips seconded by Robin Hull that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Invitation to Triumph Sports Owners Association , Mothers Day, 9 May, 2010, Tully's Park Macleans Bridge;
2. Invitation to Motorclassica, Melbourne, 22-24 October, 2010;
3. RACQ Motorfest, Sunday 11 July 2010, Eagle Farm Race Course;
4. Tru Brit Magazine;
5. Blue Diamond x two, and Riley Rattles.

Outwards correspondence:

1. Nil.

Moved by Neal Brandt seconded by Simon Schooneveldt that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report November 2009

Balance as per Bank Statement, 31st October, 2009 **\$3761.46CR**

Income

Interest on account	\$ 0.46	
Membership Fees	\$135.00	
Transfer of Interest from		
Investment/ Rally Account	<u>\$545.16</u>	
	<u>\$680.62</u>	\$4,442.08

Expenditure

Brisbane Sporting Car Club Room Rental for November 2009	\$ 55.00	
L.Thomson, Balance of Expenses for Newsletter October 2009	\$100.00	
L. Thomson Expenses for Newsletter November 2009	<u>\$ 79.00</u>	
	<u>\$ 234.00</u>	\$4,208.08CR

Balance as per Bank Statement, November 2009 **\$4,208.08CR**

Ross advised also that there would be no increase in Club fees for 2010.

Moved by Ross Phillips that his report be accepted, seconded Simon Schooneveldt. Carried

Club Captain's Report:

This year's Christmas party will be held at Ashgrove in a park near Simon and Helga

Schooneveldt's residence. The day has been set at Sunday 13th December. Ham and bread rolls will be supplied BYO everything else. Advisable to bring chairs and tables in case the park is busy.

The 2009 Annual Riley Dinner will be held on Wednesday 16th December commencing at 6.00pm for 6.30pm and finishing 9.30pm. Venue will be in the Skyline Restaurant, Level 2, Block C, Southbank Institute of Technology – COTAH, Cnr Ernest and Colchester Streets, South Brisbane.

Spare Parts Report:

Jack is in the process of having another fifty (50) axles for 2½ Rileys made. Please be aware that Jack has a lot of spare parts which on the whole are generally cheaper than buying outside of the Club.

Registrar's report:

Dianne Phillips reported on a 1931 Riley 9 with replica Gamecock Body in the latest Unique Cars for sale at \$22,950.00. This vehicle is not in the register. Also reported that Ross and Dianne had been corresponding privately with a lady from DLR Shipping Services Ltd. regarding the late George Spark's 1929 Riley recently sold on eBay. The company is organizing the transportation of the car to the UK. It would appear that some of the information they have from the previous owner is not quite correct and further information will be provided to them at a later date when a contact returns from holidays.

Dianne again requests members who have not provided details of their cars on the form sent out in the Torque Tube, to please do so to help update the Club Register.

General business:

Ian Henderson is looking for a RMB left hand Stub Axle. If anyone can help please contact Ian on 3849 3239.

Robin Hull is looking for a set of 11-inch rear brake drums for a 2½. He can be contacted on 5496 4953.

Ray Burrows has a spare Pathfinder block if anyone wants it. Please contact Ray on 3822 1366.

If you are interested in travelling down to the National Rally at Queanbeyan in March 2010, and wish to travel with the group, please contact Simon Schooneveldt on telephone 3366 6573 and let him know.

Secretary to contact the Brisbane Sporting Car Club to find out whether the Riley Club can put a steel two door cupboard in the meeting room and report back at the next meeting.

Mailing Address for the RACQ Historic Motoring Council Rally, Queens Birthday weekend in Bundaberg is PO Box 1420, Bundaberg Q 4670. Apparently the address was left off the application form.

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

Meeting closed: 8.50pm.

Next Meetings:

AGM & OGM Thursday, 11th February, 2010.

OGM Thursday 11th March, 2010.

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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

On the cover:

In the shade on Bribie Island, the Lonie's Nine with well-engineered internals, Terry Middleton's Special behind.

Club Events Programme:**February Outing Sunday Feb. 21st.**

To start the new year's runs, it was thought that a pre-national rally run to try your cars out would be in order.

The run will be from Brisbane, starting at Alan Hill's place in Samford at 9.00am, and going via Dayboro, Mt. Mee, to Woodford for morning tea at around 10.00am. Leaving Woodford around 10.45am we will then go to Kilcoy, and take the road to the picnic area at Somerset Dam, then continue the loop back through Esk and the back road to Brisbane via Tivoli and Moggill.

Bring a picnic lunch and we will find a nice spot.

If you could let Alan know where you are joining the run it would be a help.

Ph 32891063

March Outing

National Rattle of Rileys, Queanbeyan, March 19th, 20th, 21st.

As we have around 10 cars participating, this will be the only event for March.

Full Calendar in the next newsletter.

January run report:**Alan Hill**

A good turn up of cars for our overseas trip to Bribie Island two days before Australia Day saw some great weather and a few new faces. The Harmsworths turned out in the lovely ex-Williams RME, the Middletons were in the "for sale" Big Four Special and Stewart and Miriam Paton in their RMB. Ken and Wendy Lonie were down from the hills of Maleny in the newly finished Nine in preparation for its first National Rally to Queanbeyan. Simon and Helga Schooneveldt were in the Elf.

Better-known cars made up the balance of the run, and Bonnie Young came along and tried out the rear seat in the Hill's Lynx. With the temperature well up, the younger Schooneveldt hit problems with temperature in Dad's RMB, but did eventually arrive. Morning tea was attended to with lots of Xmas

stories, and we then ventured out for a circumnavigation of the Island. Crossing back over the bridge we ran out to Godwin Beach, before returning once more to the Island for lunch. Some had BYO and others bought in Fish and Chips.

Altogether it was a good start to the year, let's keep the numbers up!!





Xmas Lunch:



A nice line-up of post-war Rileys (where's the Lynx?)



Plenty of shelter, plenty of talk ...

For the want of a nail

LT

Well, a split-pin, actually. Those members who attended the Xmas Lunch in Ashgrove Park will know that Alan and Sheila Hill arrived late and not in the expected Lynx but the RMB. A couple of other attendees had earlier spotted the Lynx being loaded onto a tilt-tray. While it did not quite fail to proceed, it did emit a loud rattle-bang-rattle, hence the undignified return to its Samford base.

When Alan checked for damage, he found a large piece of bell-housing dislodged, so the task at the following Tuesday's "play group" was to remove engine and gearbox to check for other damage needing repair. We had some problems in extracting these units, the result of installing them in the chassis and then assembling a body around them. In fact when the day ended, the motor was still in the car. Alan got it out during the following week.

The Lynx has a Type 3 automatic clutch in which three bob-weights engage the clutch as the result of centrifugal force. The steel pin on which one of these weights pivots had come out of its housing and given the bell-housing a right old thump. The pin should have been retained by a split-pin at either end. Whether one had been overlooked on assembly or had somehow been dislodged or sheared off we can only speculate.

Here are some pictures of the damage and the repair Alan made using Devcon and a reinforcing plate:



The raising of George:

Phillip Wylie

The advertisement was for a car that was in good condition, painted white and a second car for spare parts. I saw it in the 'Torquetube' Newsletter in 2006. Harrold (my 1948 2½ Riley) had lived the past thirty years as an only child in garages all over Australia and here was a chance to give him a brother. I was only interested in restoring a car so I telephoned the owner and asked if he would be willing to split them and sell me the car that required restoration. He said he would think about it. A month or two later he telephoned and said OK. The price was agreed upon and I arranged for the car to be picked up and stored until my posting to Enoggera. At the time we lived in Toowoomba and I was posted to Oakey. Once I was in a house the towie dropped the car off and the disassembly began. Currently the car, now named George, has a restored chassis, a new timber frame, heaps of patches welded into the body, an assembled and painted body and all engineering completed on the motor. This is the beginning of the fourth year of restoration and plenty of practice making timber shapes and welding. In this essay I just want to share with you what has happened so far with the engine.

First I asked Jack if he could recommend an engineer but in the end event I let my fingers do the walking and I came up with an engineer in Woolloongabba. In the first instance I showed him the main bearings that Jack had bored out to take shell bearings. He thought that they were a clever bit of engineering then he took the crank, pistons, con rods, fly wheel and pressure plate. He also took the head. The agreement was that he would do the work in between other jobs and have it all complete after six months and in time for my Christmas holidays.

First he bead blasted and crack tested the head. Then he fitted the exhaust valve inserts and exhaust valve guides. When we talked about the job later he told me that his machine for cutting the valve inserts couldn't accept the angle required for a PR head. He said that he sent it to another engineer whose machine couldn't do it either. In the end he said that he cut the insert spaces 'by hand'. My response was that I had the head on Harrold's engine converted to hardened valve seats without any issues at all. So apparently there are some machines that can work on PR engines and others that can't.

Next on the agenda was a clean and crack test of the crank. The crank was then ground to suit ACL main and con-rod bearings. The mains were 5M1748 0.25mm u/s, 4 sets and the con rod bearings 6B2310 .020" u/s.

He then bead blasted the con rods, scratched off all the white metal, bored the big end tunnels and sent them away to a person who nickel bronzed the sides to build them back out to suit the crank. These were then machined to the required widths and the eight tang locations were machined and the tunnels honed to the final size. I thought the end result looked very handsome and I have showed the work off to Jack and one of my daughters. She was not as impressed as I thought she would be but I guess beauty is in the eye of the beholder. The other thing the engineer did was to remove the old small end

bushes and make, fit and hone new ones to fit the pins.

The last thing was to balance the crank with pistons, fly wheel, pressure plate and pulley. I am told that British engines vibrate a bit and so the money was a small price to have everything running smoothly. When you consider the overall cost of the engineering it may seem a bit steep, but I recall paying something close to \$700 for the engineering of my first Riley engine in 1980.

Where did the money go?

Item	Qty	Price
Clean and crack test crank	1	\$55
Grind crank	1	\$230
Bead blast con rods	4	\$48
Removal of white metal from big ends	4	\$120
Pre-bore big end tunnels	4	\$100
Nickel bronze big end sides	8	\$210
Machine big end sides	8	\$190
Final hone big end tunnels	4	\$90
Machine tangs	8	\$170
Supply, fit and hone small end bushes	4	\$220
Bead blast and crack test head	1	\$78
Fit exhaust guides	4	\$48
Supply and fit exhaust inserts	4	\$180
Valve grind	4	\$120
Face head	1	\$66
Supply main bearings	4	\$276
Supply conrod bearings	sets	\$87
Freight from ACL factory	1	\$17
Balance running gear	1	\$195
GST	1	\$227.27
Total		\$2,500

And here are the parts before assembly:



Pathfinder Restoration Progress:

Brian Hyde, our member in Kyogle (NSW), emailed the following photos with the message—

I thought you might like to see how my Riley restoration is progressing . It has been 9 years so far and I am finally seeing some results .





Looking good, Brian.

For Sale

Post War Riley Parts–

- 1. RMABCDEF wheel.....\$10
- 2. RMBDF bonnet side trims brand new from England, chrome on brass as original, perfect condition.....\$80
- 3. RMABC rear shock absorber brackets to convert earlier car to telescopic shock absorbers.....\$15pr
- 4. RMBCDF flywheel.....\$40
- 5. RMBCD exhaust manifold.....\$40
- RMA brake drum.....\$10
- RMABEF roof gutter kit aluminium 3 pieces as original from England.\$100
- RMABCD Lucas distributor cap new in box.....\$40
- RMABD windscreens, untampered frames, v good.....\$10pr
- RMH Pathfinder factory workshop manual mint condition....\$25
- RMABCD Contact breaker plate with condenser new in box.....\$20
- RMABCDEF Workshop manual (factory publication) near mint.....\$40

Other parts available include body panels such as scuttle sides, windscreen surround, front and rear guards, running boards and grille for RMB 2 ½ litre.

Contact Mike Bramwell on **0437189538**

1½-2½ Manual

Jess Haslewood (Tingalpa) 07 3390 6395

Wanted

Rear seat for Pathfinder, any condition. Brain Hyde 02 66321136 or email hydebm@yahoo.com.au

2009 Committee Contact Details:**President**

Alan Hill
4 Mahdeen Place
SAMFORD 4520
Telephone: (07) 3289 1063
Email: alshe@bigpond.com

Secretary

Ray Burrows
14 Lynch Crescent
BIRKDALE 4159
Telephone: (07) 3822 1366
Email: Redpath@aanet.com.au

Editor

Linden Thomson
39 Third Avenue
SANDGATE 4017
Telephone: (07) 3139 1524 / 0419 175
083
Email:
lindenthomson@optusnet.com.au

Spare Parts

Jack Warr
9 Newcomen Street
INDOOROOPILLY 4068
Telephone: (07) 3378 3541

Registrar

Dianne Phillips
34 Blackwood Street
EAST IPSWICH 4305
Telephone: (07) 3281 3807
Email:
diannephillips1@optusnet.com.au

Vice President

Simon Schooneveldt
5 Bridge Street
ASHGROVE 4060
Telephone: (07) 3366 6573
Email: spschoon@iprimus.com.au

Treasurer:

Ross Phillips
34 Blackwood Street
EAST IPSWICH 4305
Telephone: (07) 3281 3807
Email:
diannephillips1@optusnet.com.au

Club Captain

Wendy Judd
37/272 Fryar Road
EAGLEBY 4207
Telephone: (07) 3489 7837
Email: tjjudd@yahoo.com

Assistant Spare Parts

Graham Mackay
10 Lonsdale Close
PARKINSON 4114
Telephone: (07) 3273 3450

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