



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

April 2010



Next Meeting: 8:00 pm Thursday, 8th April
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 the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 11th March 2010

Meeting opened by President Simon Schooneveldt at 8.12pm with 15 members and guests present.

Apologies: Lyn Jackson, Dorothy Cameron, Gary Britton, Shirley & Graham Ellwood, Ken Lonie, Trevor & Wendy Judd, Pat & Betty Elliott, Bill White, Dick & Earla Self.

Minutes from previous meeting:

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

Business arising from minutes:

Steel Cupboard for storage at the Brisbane Sporting Car Club Rooms.

Inwards correspondence:

1. Email from Frank Airey;
2. Change of Address for Keith and Philomena Brownjohn;
3. 1934 Riley Imp Article in the Wynnum Herald forwarded by Dorothy Cameron;
4. Letter from Bill Donovan Re: Fees;
5. Invitation to Summerland Sports and Classic Annual Static Display, Lismore August 1, 2010;
6. QHMC Minutes;
7. Email from John Anderson, Pathfinder for Sale;
8. Tasmania Vacation Brochure;
9. BMC Leyland Australia Magazine;
10. Tru' Brit Magazine;
11. Copies of Riley Newsletter WA, Riley Rattles, Riley NZ.

Outwards correspondence:

1. Email to John Anderson Re: Sale of Pathfinder.

Moved by Wendy Lonie, seconded by Brian Jackson that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report February, 2010

Balance as per Bank Statement, 31 st January, 2010			\$3,229.43CR
Income	Membership Fees	\$1,965.00	
	Interest	<u>0.51</u>	
		<u>\$1,965.51</u>	\$5,194.94
Expenditure			
	X'mas Expenses R Phillips	\$36.02	
	BSCC Room Rental February 2010	<u>\$55.00</u>	
		<u>\$91.02</u>	\$5,103.92
Balance as per Bank Statement, 28 th February 2010			\$5,103.92CR

Club Investment to be rolled over 20 March.

Moved by Ross Phillips that his Report be accepted, seconded Linden Thomson. Carried

Club Captain's Report:

Eleven cars leaving for The National Riley Rattles Rally with some leaving on Monday, Tuesday, Wednesday and Thursday.

The next Club Run will be on April 11 leaving the Phillips Residence, East Ipswich at 9.30am for a observation run.

Spare Parts Report:

Stock taking underway at present with Ross Phillips and Ian Henderson assisting.

Registrar's report 2009:

Nil Report but Matthew has a plan!!

General business:

Article provided by Dorothy Cameron regarding the sale of the 1934 Riley Imp auctioned off for \$169,500.00.

Matthew Schooneveldt has a mostly complete Pathfinder and a number of parts available if anybody is interested. Contact Matthew on 3359 6004.

Linden Thomson has asked members to look up the Club website on www.rileyqld.org.au and to give him some feedback and comments.

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

Meeting closed: 8.50pm.

Next Meetings:

Thursday, 8 April, 2010.

Thursday, 13 May, 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:

One of the events at the 2010 Riley Rattles was a two-lap run around the training track at the Transport Industry Service Centre just outside Queanbeyan. Here is Mick Thatcher in *El Caro* on the track.

Vale Lorna Warr

Today's sad news of Lorna Warr's passing, knowing that Jack and Family had provided the best possible care for her both at home and in her nursing home residence prompted me to reflect on the 30 odd years that, as a Riley enthusiast, I had known and been supported by Lorna and Jack.

Lorna was always 'happily on call' to transfer those pesky spare parts enquiry telephone calls, at all hours, to Jack. She knew full well that after the phone call transfer, she might not hear from Jack for another hour or two.

Lorna's contribution never went unrecognised. As always, good men always have an even better woman supporting them. Her title of "Cook" was respected throughout this era, although a little politically incorrect in these latter days. So what?

This partnership between Lorna and Jack was the very backbone of the Riley movement in Queensland, indeed Australia wide and beyond, to NZ and UK. Lorna supported Jack in the task of keeping and returning as many Rileys onto the road as possible, and she did her part well.

I know this personally, as I was sustained by Lorna's coffee, cakes, snacks and hospitality at Newcomen Street many, many, times over the years.

I'm sure, on behalf of all of the members of the Riley Motor Club Qld Inc, we can express our sincere condolences to Jack and Family.

Simon Schooneveldt
President
Riley Motor Club Qld Inc.

April 5th 2010.

Club Captain's Report:

Alan Hill



Another National Rally (well that's what I call them) has come and gone, with a great turn out of Queenslanders doing the trip to Queanbeyan. All acquitted themselves well, with all cars arriving there in one piece. However things went a little astray after that, with the Elliot's RMA and the Lonie's Monaco doing the return trip on trailers!!

Sundry other little afflictions hit some of us, and we wait for the full stories to unravel. I think somewhere in the TT there is a photo of my broken rocker arm, 600km on three was not as hard as you would think.

The Rally was a success, with a good turn out, and will be a talking point as to whether we run our next National at Easter or not. Generally costs and availability of accommodation, and traffic on the roads, were an improvement, but this is offset by working people having to get the time off. We have less than 12 months to make our decision.

This months outing is on Sunday April 11th, meeting at the Phillips' place, 34 Blackwood St. East Ipswich, at 10.00am for a morning cuppa, then a leisurely run out to a secret destination for a pub lunch. (That means I have not yet worked out where!!!)



Club Events Programme—2010

April	Club Meeting Thursday 8th Morning Run & Lunch Sunday 11th Meet at Phillips', 34 Blackwood St., East Ipswich at 10.00am for morning tea, then on for a pub lunch
May	David Hack Classic Meet Sunday May 2 nd (Toowoomba) Macleans Bridge Classic May 9 th (Mothers' Day) Club Meeting Thursday 13 th Run Sunday 16 th Bribie Island Vintage Boat Regatta
June	Club Meeting Thursday 10 th Run Queen's Birthday Weekend, Bundaberg (RACQ/QHMC)
July	Club Meeting Thursday 8 th Run Sunday 11 th (RACQ Motorfest??) Midweek Xmas in July??
August	Club Meeting Thursday 12 th Run Sunday 15 th
September	Club Meeting Thursday 9 th Run Weekend 11 th &12 th
October	Club Meeting Thursday 14 th Run Sunday 17 th
November	Club Meeting Thursday 11 th Run Sunday 21 st
December	Club Meeting Thursday 9 th Xmas Dinner ?? Run Sunday 12 th (maybe Xmas Picnic?)
2011	
January	President's Run.

Dear Editorperson,

Thought some members might like to read about the rally attended recently by us. If you have received too many other reports, I'm happy for this one to be excluded. I know how it is to be overwhelmed with articles.

TO QUEANBEYAN AND BACK

Rally 2010

"On the road again, just can't wait to get on the road again", so W. Nelson mentioned many years ago. We set out on the preceding Monday to fit in some touring of historic places. Such tours we undertake are tiresome for some and the rest are bored s..tless....but we enjoy it!!

Tamworth we decided would be our first stop.....arrived in plenty of time, not long after lunch. Take away the hour we lost somewhere near the border and it instantly became early afternoon. (I really do dislike daylight saving.) Then took the opportunity to visit places of interest relating to the in-law families. Down the little narrow lane where "Nana - Coop" lived for many years. The cottage is now refurbished and probably the best one in the lane....some of her furniture now resides in East Ipswich.. then up the hill to the house where "Auntie Mill" resided. A tour of the town to observe what buildings had been taken down to accommodate the new....aah progress! Good to have a motel that still has an operational dining room.

On the road again. Over to Gunnedah, Mudgee etc. and lunch at Sofala...not much has changed here. Had the most expensive toasted ham sandwich in all of Christendom in the main street. Roadworks. I'll take this opportunity to mention roadworks. Only the second day and I'm sick of roadworks....they don't close just half the road and alternate traffic flow....no, cover the whole road in bitumen and have a couple of trucks drop gravel in convoy and then let one side of traffic through before doing it again....why did we seem always to be on the side that waited two loads of gravel?? Turn off the car and read a book. On one occasion a chap a couple of cars back walked down to talk about the Elf. Had time for him to tell us about his cars as well before we were waved through.

Bathurst. Going to spend two nights here..lots to see. Have only in the past passed through the town (having had a run around the Circuit) we deemed it to be worthy of a serious tour....we were not disappointed. Big motel on the main road. (dining room not operational) Large Dan Murphy establishment opposite and sampled their wares. Visited the Irish pub for dinner on the day BEFORE St. Pat's Day...thought prudent. That night another café down the road....much merriment was heard from the aforementioned pub. Well worth a visit....the town....not the pub...ah yeah the pub as well. There are set tours to follow as well as our own wanderings....

Next day, late start...up to Orange and down the back road through Millthorpe. Enjoyed our wanderings around this little village again. Sitting under the awning having coffee etc. we decided that in our next life, we are going to be senior citizens living in Millthorpe...even picked out the house to live in! Tore ourselves away and off down the highway....must stop and visit Carcoar again.....some repairs being done to buildings...good to see...whilst others seem to have been closed up. Sad to see some of these little villages going under.. Come on tourists, put them on your next itinerary. Now to Cowra. One has travelled these roads so many times that one knows where the toilets and eateries are. And, one finds that as one gets older, one needs to find these landmarks more often...the former that is! Easy run now down to Boorowa to the only motel in town. The proprietor was James May from that T.V. show....well, I claim that it was...he's moonlighting here in Boorowa.

Into Queanbeyan.....register at the Rally....meet Riley interstaters....most of them look the same...some don't....the years have taken their toll. But they must be OK because they've made it here.....meet with the other Qld'ers and hear some tales of woe, nothing too drastic....that was to come later. After all this, we had a rally to attend.

The rally itself was a good one. To have it outside Easter was a great idea and I commended Frank A. accordingly. Meal venue was great and within walking distance of our Motel. The motel car parks are a great sight ..don't know about the oil drips though.

All meals were great as were most of the venues selected for us to visit during our tour of Braidwood (another one of those old towns), the visit to an early homestead (the name escapes me—*Bedervale. Ed.*) was one of the highlights... home to six generations of the same family and now maintained by sympathetic owners.. I won't bore you with the details, but a kitchen as it was with blackened ceiling and relics of cooking in earlier times....interesting storerooms etc. etc. a most knowledgeable guide/storyteller made for a memorable visit.

The venue enjoyed by all was the driver training track...timed circuits of the track made for some excited drivers. The organizers had attempted to curb exuberance by claiming that only responsible times would be used for determining the winner of the "Con rod" trophy....nobody took any notice!!

The Victorians must have taken some notice, because they won the coveted trophy. Qlder's won some...Mick & Lyn T. for longest distance and Ken & Wendy L. for people's choice car, and Pat & Betty E. for "lame duck" for a broken one'n'ahalf. ..others got things too, but I can't remember. The Sunday night trophy giving is somewhat a sad night because all the work on the car during the year and the effort to get here is done...it's all over...see you next time!

Home we went, most under their own steam...some on trucks / trailers some limping... a little fire in one and wayward flywheel...one with gremlin noises yet to be determined...one had a burst oil filter seal...one with what was later found to be a broken rockerbroken windscreen in another...buggered radiator hose

and thermostat housing in one....there was a plug lead drama....generator gave up the ghost in another..

That's all I can think of...that's ALL, that's ALL !!!! I've left a space for others I've missed. Why do we do it ?? We all have at home comfortable, reliable modern cars with aircon....but we choose to drive these bloody old things that give us grief and worry and expense...why do we do it ???

See everyone in Beechworth, Victoria at Easter, 2011.

Goodelf....

Rattlers' Reports:

LT

On Thursday 25th March at 11:04pm, Simon Schooneveldt, who had coordinated the run down to Queanbeyan for most, sent an email to those members of the Queensland Riley Rattlers who are on the Net:

Helga and I got home without incident mid afternoon today.
I'd like to follow up on all of our Qld group, as to their sojourns.
Please let me know when you are home safe.

The following chain of replies serves as a partial report on our travels—

We arrived home Wednesday late morning. Good run except that we ran into a hell of a storm outside Tenterfield
Di and Ross

Lyn arrived home from hospital, for good we hope, Tuesday night. All being well we will be at the the Victorian rally next year. Glad to hear everyone had a good trip.
Brian J

Arrived at Coonabarabran on Monday around 5.00pm. Left Tuesday Morning at 5.45am Qld Time and travelled via Gunnedah, Tamworth, Armidale, Glen Innes, Tenterfield, Stanthorpe, Warwick, Boonah, Beaudesert and arrive home 5.15pm Tuesday. Didn't strike any storms but cells were around Tenterfield then. Have machined new fittings for the gear shift shaft and have found that the bracket from the clutch housing holding the exhaust pipe was partly undone and was probably a source of a lot of vibration/noise, I hope. The windscreen was terrible as it was very bad driving into the sun. Have purchased one from Jack and have ordered the rubber from Vintage Rubber. Hope to have it in place before Easter. Apart from that the car went well.
Ray & Bev Burrows.

Arrived home lunch time today (Sat) after a great rally. Did the last 600 km on three cyl. but made good time. Will do an analysis on Tues. to find the problem. As far as I know there is only the Romers to come in , and they were looking in good shape when we left Quean.
Catch up with you all soon
Al & She.

We'd like to report in, too. Arrived at Sandgate at 1:30pm today after a good run from overnighing in Coffs. Had some fun times in Queanbeyan on Monday and Tuesday which will be duly reported on next Tuesday.
Linden

Maria & self arrived home on Thurs. Good ride & no car problems. See you on Tues.
Bill W.

We had a wonderful rally and trip down. As you know little Florence (she who disgraced herself on more than one occasion – the fire and then the fly wheel) is being trucked to Sheila & Alans' place in Samford and we are flying home late Monday night, 29th March. We will retrieve the little Riley on Tuesday with our ute and car trailer. She was delivered to Al and Sheila's on Friday past. I spoke to the Romers a couple of days ago and all is well with them. They left Canberra on last Friday and are staying with their son in Port Macquarie. Weather in central Victoria is superb and we are having fun with Kens' family.
Ken & Wendy

Penfold was a good boy and handled well with his normal aplomb. We are in Port Macquarie leaving tomorrow (Tuesday) for home. As soon as we can we will get him on the hoist (first we have to have a house then a shed then assemble the hoist), when this happens we will tighten up all the things that have shook loose ... So far we have done 1900 miles using 1 pint of oil and averaged 32 MPG, and could have sold him a million times (there must have been millions of these cars on the road as every second person "had one just like it" or "I got my license in one of these"). We enjoyed the trip and everyone's company, and have already put our name down for next year. Catch you all later.
John & Eve Romer

Glad to hear you are safely on your way home and enjoying your trip.

Penfold's Miles per Gallon at 32 MPG for this sojourn is an absolute Riley record, as none of our RM owners have ever reported better than 25 MPG on such a run.

You are right that everyone had an uncle, parent or relative claiming that they had owned an RM, despite the fact that only 22913 classic RM's (RMA to RMF) were ever produced between 1945 and 1955. Of those, less than half were exported to America, South Africa, New Zealand, Europe and Australia. Penfold, as all of the RM's in the club, is really a special and rare motor car!

Simon S.

Other Rally attendees were Matthew and Gloria French and (not on email) the Elliotts, the Hulls and the Patons. There will be more on the 2010 Rattle and events surrounding it in future issues, I hope.

Florence's Travels & Travails:

LT



First look at St Bede's, Braidwood



Fire's out



Any damage?



On the track

I thought I heard a little noise, and didn't like the sound.
I revved it up then shut it down with experts gathered round.
They turned the handle, rubbed their chins, considered all the choices.
"The flywheel's loose—it's on the truck!" chorused the expert voices.



Waiting in the big shed



The leaving of Queanbeyan



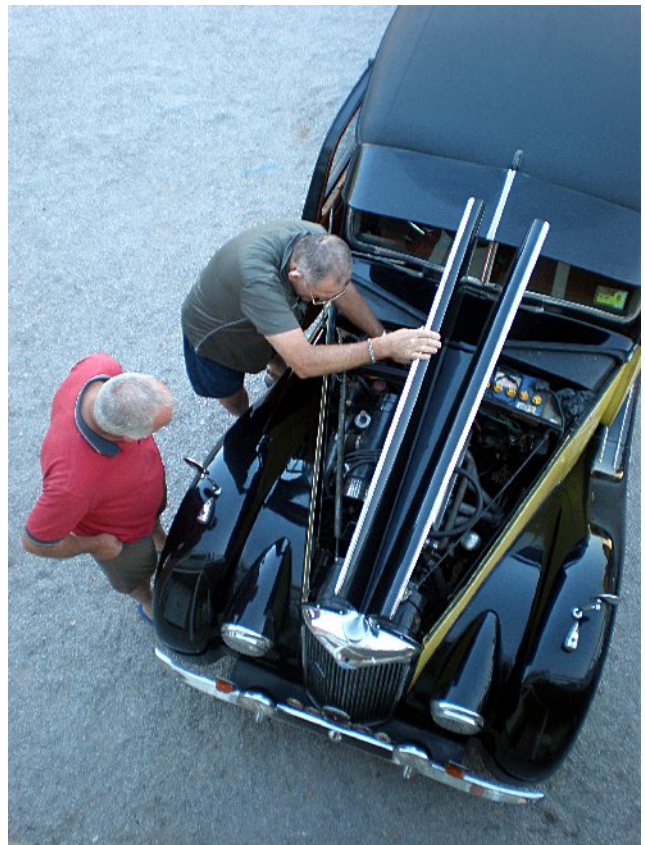
Ready to go home

(To be continued....?)

Pictures from the Rattle:



At St Bede's, Braidwood







600 kms on three cylinders—the reason why: LT

We had been making good time on the run up the Pacific Highway—Alan and Sheila in the Lynx cruising sweetly at 90, even up to 95, kph, making it a relaxed easy run for us following in the 2½. There had been some problem getting the 12/4 started that morning, found to be the result of the spark tracking down the plug insulators (baked on oil—why can't Rileys keep the oil *inside* the rocker covers?)

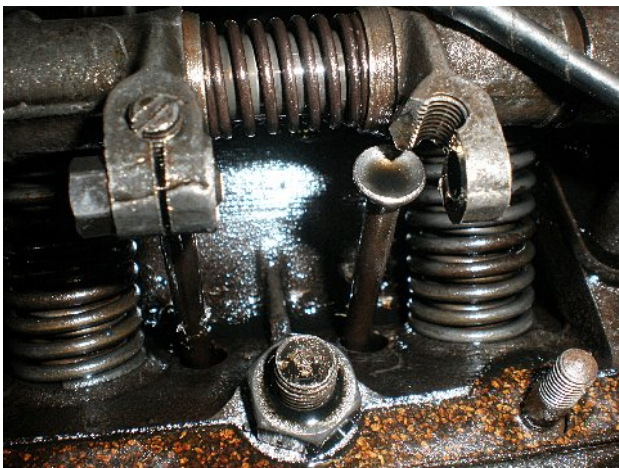
Then the Lynx suddenly slowed, having lost a cylinder, and Alan pulled off at the next exit. Points were checked (they'd closed up significantly) as were the plugs. Number 4 was black and oily, while the others were quite white, particularly number 1. Points and plug gaps were adjusted, and 1 and 4 plugs swapped, but we still only had three working cylinders. We pushed on.

At Kempsey, Supercheap had one hotter plug, which went into number 4, but it had no effect. We kept going, to overnight in Coffs harbour.

Next morning Alan and Sheila and their now 9/3 Lynx left early for home, arriving about 1:00pm.

Last Tuesday, the problem was confronted. Hoping it might be purely ignition related, we found out-of-spec resistor plug caps and a dodgy ignition lead. Replacing these didn't help, so it was out with the plugs for a compression test. The front three cylinders gave about 100 psi but on number four the needle didn't even flicker! Off with the head!

When the rocker covers were removed, the cause was revealed—a broken rocker on number four inlet!



This is a common problem with pre-war Rileys. Seventy or more years of over-forceful tightening of the pinch bolt plus fatigue equals broken rocker. Post-war 1½ rockers are of superior design and can be readily substituted, though they are becoming scarce for just that reason (see the article by Geoff Burford in issue 537, March 2010 of *The Blue Diamond*—it's on the CD advertised in the last *TorqueTube*.)

For Sale

1950 RMB. Chassis 61S9089 Body A52372 + 2 engines.

This is for total restoration, with only the chassis restored with new bushes to suspension, torque tube, rear springs, wheel cylinders re-sleeved, new brake linings and pipes in place. (Cost in parts \$1665)

There are numerous doors, body panels, and spare parts, plus there are a lot of new parts that have been purchased over the years. All offers considered.

Deteriorating knees mean I can't get 'down and dirty' as I would like, so these cars must go to someone who can maintain and restore them as they are meant to be.

Contact: Frank Airey.

Ph: (02) 6292 6205

Email: franka@pcug.org.au

1954 Pathfinder, Reg No. DK 489 Maroon.

12 months registration. In very good condition. 20,000 miles since ground-up restoration.

Asking Price \$15,000

Location: Batemans Bay NSW.

Contact Keith Miles. Ph 02 4472 6489

1955 Riley Pathfinder.

Complete car

Rolling chassis / suspension / front end /steering / diff restoration all done.

Many parts restored and painted ready for re-assembly.

Any reasonable offer welcomed, I need room for a pre-war Riley project!

Located north side of Brisbane.

A second car for spare parts is also available.

Contact Matt Schooneveldt. 0432 997 564

Most **Riley Pathfinder parts** available for sale.

Body / mechanical / interior/ chassis. Engine block and head.

My spare parts Pathfinder needs to go to make room for new Riley Project

Located north side of Brisbane.

Contact Matt Schooneveldt. 0432 997 564

1950 1½-litre, chassis no. 40S18787, for sale.

Partially completed project. Panels stripped, sand-blasted, primed and undercoated, sealed with one coat of acrylic. Choose your own finish colour.

Comes with new set of tyres, some spares.

Former member moving, needs space, thinking around \$5k.

Reasonable offers to Doug Bowen 0401 496 919.

2010 Committee Contact Details:**President**

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