



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

September 2010



Next Meeting: 8:00 pm Thursday, 9th September
Brisbane 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, 12th August 2010

Meeting opened by President Simon Schooneveldt at 8.00pm with 16 members and guests present.

Apologies: Lyn & Brian Jackson, Del Thomson, Sheila Hill, Helga Schooneveldt, Ross & Dianne Phillips, Bill & Maria White, John & Eve Romer, Ken & Wendy Lonie, Dick & Earla Self.

Minutes from previous meeting:

Moved, Alan Hill, seconded by Gary Britton, that minutes be accepted.
Carried.

Business arising from minutes:

Nil

Inwards correspondence:

1. Receipt from QHMC for Affiliation Fees;
2. Email From Alan Hill, Re: new member David Percival;
3. Membership Application and Fees from John Holmes, Toowoomba;
4. Invitation to MG Classica, Melbourne Exhibition Hall, 22-24 October;
5. QHMC Meeting Minutes for July;
6. Tru' Brit Magazine;
7. Copies of Riley Blue Diamond, Riley Gazette, Riley Rattles, Riley Crank.

Outwards correspondence:

1. Ausnet Insurance Payment;
2. Membership Application to John Holmes, Toowoomba;
3. Membership Application to John French, Kent UK;
4. Membership Application to Brent Cook, El-Arish..

Moved by Trevor Judd seconded by Dorothy Cameron that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report July 2010

Balance as per Bank Statement, 30 th June 2010		\$2645.81CR
Income		
Membership Fees	\$130.00	
Interest	<u>\$ 0.24</u>	
	<u>\$130.24</u>	\$2776.05
Expenditure		
L.Thomson N/Letter July 2010	\$247.47	
Ausnet Group Car Club Liability Insur	\$558.07	
QHMC Affiliation Fees	<u>\$ 70.00</u>	
	<u>\$875.54</u>	\$1900.51
Balance as per Bank Statement, 31 th July 2010		\$1900.51CR

Moved by Ray Burrows on Ross Phillips behalf that the Report be accepted, seconded Robin Hull. Carried

Club Captain's Report:

Leyburn Weekend on 21 & 22 of August. The Paragon Alan Cunningham Motel in Toowoomba is booked out, should try the Jaccaranda Motel nearby. Eight Cars are going.

IGA Sunshine Coast Rally for Leukaemia on Sunday 29 August. Entry form provided for those interested.

Watts Bridge Aerodrome, Historic Aircraft 28-29th August. (Near Toogoolawah).

The All British Day at Tennyson was discussed. A suggestion was made to have a table with voting slips on it for people to judge the best Riley on display. A trophy was presented at the last one to Neale Brandt for his Riley Falcon. Trevor Judd to mail the Riley Banner to Alan Hill.

Spare Parts Report:

Jack provided a harness for 1½ and 2½ cars. Cost is \$300.00 each. These harnesses have extra earth links throughout and are finished with a high temperature tape. Terminals would have to be fitted. Jack has been requested by members to put three on the spare parts shelf.

Registrar's report 2010

Matthew has done a lot of work in sorting out the Club's registry of cars. Discussion indicated that it would be good to at least have a list of owners and cars (on the road) together with phone numbers. A motion was put forward by Robin Hull that "*Matthew should put together a draft copy of such a list and present it to the club when possible.*" Seconded by Gary Britton. Carried

General business:

Simon Schooneveldt advised the meeting that he and Helga were dropping out of the committee and the committee would now be made up of Ross & Dianne Phillips, Ken and Wendy Lonie, Bill & Maria White and John & Eve Romer.

Linden spoke about the Riley Motor Club Website which can be located at www.rileyqld.org.au. This is a really well done website, easy to navigate and contains heaps of information, videos and links to other clubs both here in Australia and overseas. Mairi Thomson and Linden should be congratulated.

The question of Club income tax was raised at the meeting as a result of the article in the QHMC CC News in that any motoring club earning more than \$461.00 in earnings other than those covered by membership fees and for services provided to members, are taxed under "the principle of mutuality.

Ross Phillips will investigate the Club's situation and advise.

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

Meeting closed: 9.05pm.

Next Meetings:

Thursday, 9 September, 2010.

Thursday, 14 October 2010.

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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

Club Captain's Report:**Alan****Hill**

The Leyburn weekend was a great success, with five Rileys in the paddock to support our one Riley on the track. Ross's Supercharged Racing Special ran without a fault, spinning its wheels off the line and sounding especially special.

The weekend did not start really well, with Brian Jackson ringing in to say that "the b—— RMB has let me down again." Then Sheila and I started off in the Lynx, went and voted but the car must not have liked our choice as it promptly refused to select a gear on the preselector. Eventually we got a mix of first and second and limped back round the corner to change to RMB50 and charged off to meet up with the Shoonveldt's RMB and Elf. Setting off it soon became apparent that their b—— RMB was a bit too warm, and it also returned to base !!!

From then on all ran like clockwork and the Hulls and Elliots appeared on schedule with Simon catching us up in his modern. The Thomsons had overnighted in Toowoomba and were waiting at the Sprints. The weather was fabulous, and all involved had a lovely time.

This month's outing is the All British Car Day display at Tennyson on Sunday September 19th.

We will meet at Tennyson from 8.00am onward. We would like a big turnout to try to promote the club. Bring your chairs and tables, and hopefully the sun screen!

Please ring me on 32891063 if you are coming, and I will try to coordinate some advance meeting points.

On the Cover:

Ross Phillips and 'Victor' in action at Leyburn, a video frame that gives a feeling of speed in a Riley.

Club Events Program—2010		
September	Thursday 9th Sunday 19th Sunday 26th	Club Meeting All British Car Day, Tennyson. Noosa Beach Classic Car Show
October	Sunday 3rd Thursday 14th Sunday 17th	Swap Meet—Nanango Showground Club Meeting Run
November	Thursday 11th Weekend 13th/14th Sunday 21st	Club Meeting Historic Noosa Hill Climb Run
December	Thursday 9th ???? Sunday 12th	Club Meeting Xmas Dinner Run—maybe Xmas Picnic ?
2011		
January		President's Run
May	Sunday 15th	Macleans Bridge at Lakeside

Spare Parts News:

Member Phillip Wylie will make up full sets of RM wiring harnesses, properly bound, and with extra earth links. Cables are unterminated. As seen at August meeting.

Contact Jack Warr for price and availability.



Leyburn Sprints 2010 Weekend:

LT

We had decided to drive to Toowoomba a day earlier than the official Club run. The weather was cold, wet and rather miserable on Friday, but we had a good run up the Range, mostly skirting the rain in the late afternoon. Saturday morning was bright and cold, with the westerly wind clearing the clouds overnight. We did our civic duty by voting absentee, then I dropped Delma in town to explore the delights of shopping in a major regional centre and headed off down the New England Highway for the turnoff to Leyburn.

Just through Hodgsonvale, on a wide smooth stretch of highway, an approaching vehicle threw up something which gave me a unwanted souvenir of the weekend—

it's about 7cm top-to-bottom and about 4cm across! Fortunately, it's the passenger and not the driver who has to put up with it.

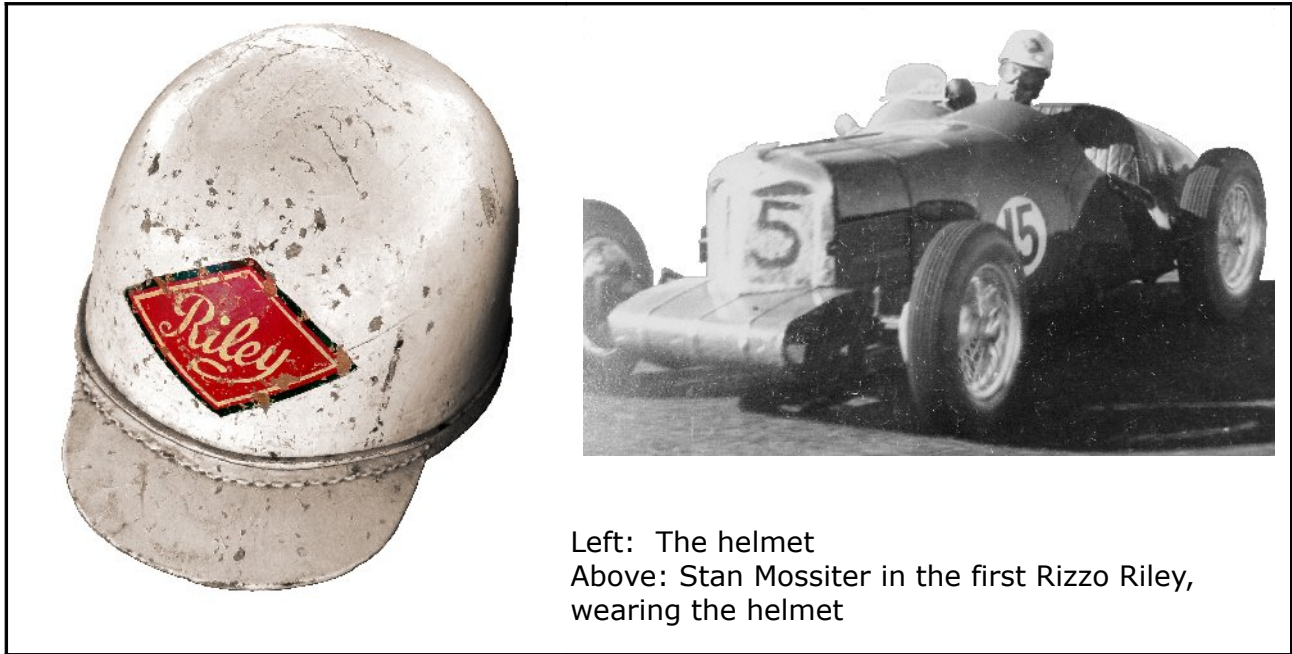
At the Sprints, I parked in the Display Car area in the Paddock, the first Riley to do so, then went to check with the Phillips' equipe. The track—all short straights and 90° bends — doesn't really suit Ross and 'Victor' who much prefer Morgan Park.

After watching some on-track action near the School chicane, I went back to the Paddock and made contact with new member John Holmes, who was there with two Formula Vees and Kiara Rizzo's RMA. John's grandfather, Stan Mossiter, had owned and campaigned both Rizzo Rileys, and John has maintained contact with the Rizzo family. He has a collection of memorabilia from his grandfather's time, including his Cromwell racing helmet with a red Riley Diamond logo painted on.

At mid-day the Display Cars did a tour of the track, with John in the RMA following me in the RMB at the tail of the entourage—by hanging back a little at strategic points we could have a little "squirt" (no tyre squealing) round a bend or through the chicane!

After the lunch break, the rest of the Club contingent more or less arrived —





Left: The helmet
Above: Stan Mossiter in the first Rizzo Riley,
wearing the helmet

sans the Jacksons whose RMB “failed to proceed”, the Hills in RMB50 instead of the Lynx, Schooneveldts in modern after returning the RMB to base in an overheated condition. Matt Schooneveldt in Simon's Elf stayed for a short time before heading back to Brisbane. Pat and Betty Elliott were in the RMA, being run in after major surgery following the 2010 Rattle—it came home on a truck. The Hulls in their reliable RMB rounded out the group of four RM Rileys in the display area.

The wind had gone by Sunday which was one of those magic late-winter Queensland days. There were more cars on display than the previous day including a large contingent of modern Show-n-Shiners, but our four RMs looked great in the Paddock display area, attracting a lot of interest and even some membership enquiries—this is the type of event we need to attend to attract new members, in my view.

One car that didn't surface on Sunday was Kiara Rizzo's—it suffered some water pump problems, so John left it at home. This meant that he rode, rather uncomfortably, with me in OUU321 in the Grand Parade at noon, holding Stan Mossiter's helmet on the roof in tribute to his connection with Leyburn motorsport. The Riley drivers also scattered leaves that Yvonne Rizzo had brought up on Saturday around the track in remembrance of Arthur.

So in mid-afternoon, we headed back to Brisbane via Clifton and Heifer Creek (seven crossings, I think) after a very enjoyable weekend. See you on the next run?

Pictures from Leyburn



Our cars make a good showing on a lovely Queensland day.



That's Ross in there.



Ready for take-off



Centaur Waggott GT



Another Palmer design—ZB Magnette



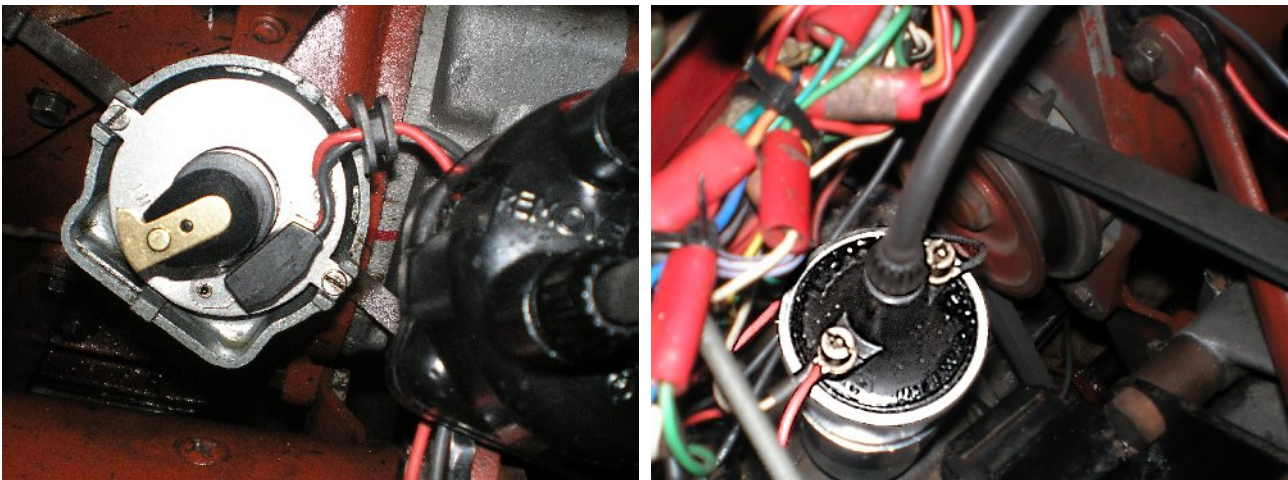
Clockwise from above: 1935 M.G. N Type; 1934 M.G. Magnette (both 6-cyl s/c); Everything in the open—1954 Shamrock Enfield; Unlike Pathfinders, Holdens don't have the grilles to be skull-crackers; Austin Healeys bask in sun.



Another Route to Electronic Ignition:

Brian Jackson, a late convert to belief in the benefits of electronic ignition, has adopted the Pertronix system. It allows use of the existing distributor and coil, and reversion to the original system in case of failure of the electronics, however unlikely. The original baseplate, with points and condenser, is removed and retained, and replaced with a new baseplate with a Hall Effect ignitor module attached. A moulded ring containing four cobalt magnets is pressed over the distributor cam and the rotor replaced.

Here are photos of Brian's installation:



These show the new baseplate and components installed in the distributor, and the coil connections for a negative earth system (RED lead to SW, BLACK to CB). The Pertronix system is available at a considerable discount to list price from classicgarage.com in the US (prices in USD). The RMA-RMB distributor is the 40081B model mentioned in the extract from their web pages.

If you haven't converted to negative earth, a system is available for positive earth installation at some US\$15 greater cost (also on their website).

In case you are wondering whether the Jackson RMB's reported "failure to proceed" and non-appearance at Leyburn was ignition related, the answer is yes; but it was not a failure of the electronic system. Reversion to the original still failed to produce urge, and the fault was found in the rotor—not usually suspected and a warning to us all (that's a new one in the above photo!).

classicgarage.com

THE AUTO ENTHUSIASTS' SOURCE



PerTronix for MG

For MG TC, TD & TF **1946-1955** with Negative Ground.

Correct Cam(s) for this unit are illustrated. * Note - If your cam(s) do not appear like this, please check out the PE-LU146

ASYMMETRIC

The Ignitor has been proven for over fifteen years in race cars, off-road vehicles, national rental fleets, parcel delivery services and by backyard mechanics. The Ignitor is the ideal choice for collector car restoration because it fits entirely under the distributor cap for a neat, clean look. The Ignitor is made in the U.S.A. and is backed by a 30 month factory warranty.

Fits many applications including OE distributor number:
40081B

Illustration for reference purposes only. Click to enlarge.

MG TC, TD & TF - PerTronix Ignitor PE-LU146M Retail price: \$157.85 classicgarage.com:
\$92.96

A message from the Spare Parts Team—

If you are looking for used spares such as body panels &c, always contact the Spare Parts Team (Jack or Graham) first. They may have what you need at a good price.

From *Auto Age*, June 1953—

Neglecting to get the guarantee led to this fan's difficulty

by H. Ray Baker

I Still Love My Riley



Foreign car mechanic tightened nut so tight, it was pulled completely through rocker arm cover, welded, but not replaced.

I DIDN'T rush heedlessly into buying a 2½ Litre Riley drophead coupe. First I read everything I could find about them. One American motoring magazine referred to the marque as a "connoisseur's car." Another called it the "reliable Riley." Still another found it to be a "truly fine automobile." Yet another claimed it to be the "best bargain in an English car."

Every time a Riley effortlessly passed me on a winding Rocky Mountain road, I mentally compared my Detroit land barge with it and said land barge came off second best. I admired the Riley's excellent coachwork and the luxurious leather upholstery. I liked its sleek, low-slung look and the absence of unnecessary bulges and overhang.

Finally, when I could no longer bear the agony, I put myself out on a financial limb and bought one. But if I had it to do over again, I'd

remember the guarantee.

Not that the reports weren't right. They were—almost. The quick responsive steering on a mountain road is a delight. The car goes like a scared antelope. When I need to stop in a hurry, it stops. Although I bought tire chains for it, I've never used them because, due to the excellent weight distribution, the car has never shown any inclination to slide or skid, even when stopping or starting on icy roads.

As for comfort, I find myself less tired at the end of a day's driving in the snug bucket seat than I did when "enjoying the baby buggy ride" of my former cars.



This Riley climbs mountains like a jet-propelled goat.

All photos by H. Ray Baker

There is, however, another side to the picture that isn't so pretty. In the first place, I bought the Riley in November, 1951, from a dealer who lost his dealership shortly afterwards in a local scramble for franchises. For some reason I never received my certificate of guarantee from Nuffield Exports Limited of England who export the Riley. That's my own fault really—I should have asked for it.

A recurring miss showed up in the early life of the engine. It became increasingly worse as time went on.

Finally, at about 12,150 miles, after the local dealers told me that I would have to have a valve job and that the clutch throwout bearing was worn but, I wrote the Riley Motor Company in England. I explained that since I had neglected to insist that a certificate of guarantee be sent me, I didn't expect to regain any expenditures; I only wanted to know if I had a "lemon."

A reply from Nuffield Exports Limited courteously stated that such troubles are not typical of the Riley marque and that they were referring the matter to their American concessionaires for further investigation. They indicated a continued interest.

By that time, the Riley had been in the shop for the valve job and I was sure I had something that would interest the Riley's manufacturers.

I mailed them a second letter which follows in part:

The Letter

To Mr. J. G. Harris
Service Technical Department
Nuffield Exports Limited
Cowley, Oxford, England

" . . . your local representatives decided that the miss in my Riley was caused by faulty carburetion. Consequently; the carburetors were dismantled and cleaned. When they attempted to tune them again, they decided that there was a warped valve on the front cylinder.

" 'How much will a valve job cost?' I asked.

"Your dealer, who manages his own repair department, referred to a cost chart. 'Thirty dollars—plus any parts that have to be replaced,' he said. 'And I can loan you a car to use while we have yours apart.'

" 'Do you have the parts in stock if any need to be replaced?' I asked.

"On being assured that they did, I agreed that they should do what was necessary and asked them to also tighten the front fender.

"Three days later I picked up the car and the bill. The charges were \$63.46 (\$15.10 plus tax for parts. \$47.50 for labor). Included was a charge for a set of spark plugs. (The others had been in three weeks.)

"When I protested, the new plugs were taken off the bill.

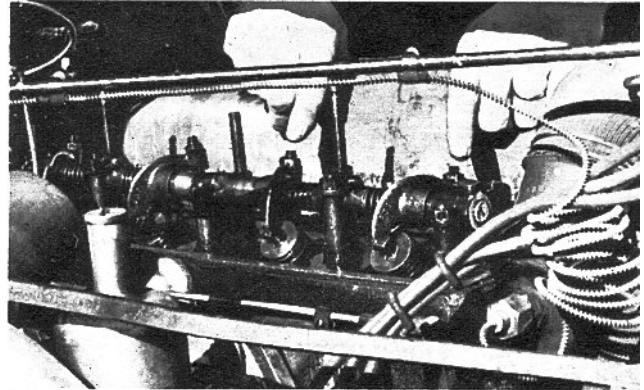
" 'You told us to make it run right,' the dealer stated. 'Now take it out and drive it for a couple of hundred miles and bring it back for the final tuneup. That won't cost you anything. And, incidentally, what was wrong was that one of the Riley's valve adjustment bolts was defective. We had to make one out of an MG valve adjustment bolt.'

"When I started the motor, I remarked that it was idling quite fast.

" 'Bring it back after a couple of hundred miles,' your dealer said. 'We'll adjust it then.'

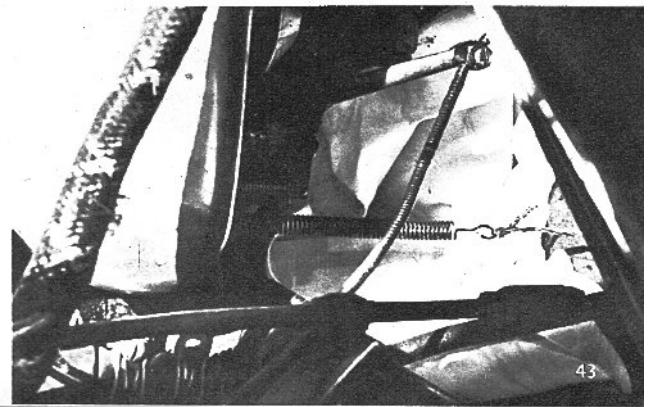
"So I took it back at the appointed time. They tightened the head bolts. They adjusted the valves.

"The carburetors wouldn't return to slow idling position. They solved this by attaching a coil spring between one end of the carburetor interconnecting bar and a bolt on the starter motor to hold the slow idling adjustment down. Somewhat



[Above] MG valve adjustment bolt amateurishly altered to fit Riley.

[Below] This spring and boiling wire device was attached to carburetor.



amateurish, don't you think? (There should be a better remedy . . . Editor.)

"But here are the final back-breaking straws. When replacing the rocker arm covers, they tightened one nut too tight and pulled it clear through the cover. They welded the cover but are *not* going to replace it. (Imagine how a man feels who takes pride in a shiny pair of rocker arm covers.)

"I've purchased a complete set of wrenches in Whitworth sizes and have arranged for space to work on the Riley.

"One other item of interest for you. Your local dealer had told me that the clutch throwout bearing was worn out; that the engine would have to be pulled out so that it could be replaced. Well, I can announce a happy ending for that, at least. I adjusted it myself (by trial and error) so that for the first time since I've owned it, the gears no longer grind when I shift. And there's still room for further adjustment."

I heard from Nuffield's American concessionaires a short time later. So, to be fair, I wrote Nuffield's a final letter.

Another Letter

"Dear Mr. Harris:

"The following is the body of a letter just received from your concessionaires:

" 'Nuffield Exports Limited have passed on to me a copy of your letter to them with reference to various troubles you have had with your 2½ Litre Riley.

" 'I have by today's post written to the dealers in your area asking them to give you every assistance.

" "I sincerely hope they will be able to clear up your difficulties and get your Riley running to your complete satisfaction.' "

And that's the other side of picture.

Several of my friends have not had to pay for any parts during the six months warranty period.

As for the Riley, I've had to pay for both parts and labor, since I never received a certificate of guaranty. In spite of that, I would *not* trade the Riley for Detroit's fines —when it comes to sheer fun of driving. With a fine dealer and a competent service department, I now look forward to better times with my Riley which truly is a marvelous car.

*(EDITOR'S Note: Reports such as this reach us occasionally about our own domestic as well as foreign cars. Sometimes foreign car dealer service is not all that it should be, but in all fairness the same must be said of domestic dealer service in many instances. To boil it down, there are honest dealers as well as those whose interest in the customers' satisfaction ends with a sale. Such a regrettable experience as the one suffered by our author should *not* be taken as a general indictment of all foreign car dealers. Rather such a report serves to quicken the senses of all concerned to bother themselves to know something of the reputation of any dealer when a purchase of a car is contemplated. Suffice it to say, honest dealers generally stay in business while their miserable opposites usually wind up behind the 8 ball. Also, foreign cars, and British cars in particular, have excellent guarantees and we know personally of many fine dealers all over the country who back those guarantees to the utmost.)*

Interesting Rileys on eBay. Be Quick!

At the time of putting this TorqueTube together, there are a number of interesting Rileys on offer in Australia on eBay, but if you're interested in any of them you'll have to be quick—the auctions or offers end this weekend.



Item # 270629626124

THE "RALLY RILEY" 1959 2.5 L

This the late Keith Jones' well-rallied car, in its "as rallied" condition. As the seller says "The value of this car is its history. Any attempt to restore it would wipe its history and devalue it."

Starting bid \$10,000 (no bids yet)



Item # 220664873759

Riley Historic Race / Rally Car

Originally modified by Alby Lobb about 1960. Lots of information on eBay.

Buy It Now price \$25,000 or Best Offer.



Item # 110579508631

1948 RILEY 1.5 RMA BRITISH MOTORING HOTROD BIRDWOOD????

Fully restored.

Buy It Now Price \$16,250 or Best Offer

Also listed at the moment are a **1950 Roadster** project (Item # 270629598579), starting price \$8,000 with 1 bid, and a **1969 Elf** (Item # 260658231222) Classified Ad price \$15,000, make an offer.

“BREEZING AROUND BEECHWORTH”

Easter 2011

As you know our National gathering next year is to be held in the beautiful north-east Victorian town of Beechworth.

A full weekend of activities has been planned beginning with a Welcome Dinner on Thursday, ending with a Presentation Dinner on Sunday evening, and with three days of magnificent motoring in between.

Expressions of Interest have been received from members in all States. If you haven't sent yours in as yet, please get it in straight away.
(Talk to your Editor for a Form).

We will have a Booking Form to everybody who has sent in an Expression of Interest next month.

Riley Parts For Sale – Post War

2½ L	Toyota Supra 5 speed gearbox conversion. One of three made by John Bramwell some years ago	\$600
1½L, 2½L	4 Riley wheel centres for modification to wide rims. Save destroying your original wheels	\$50 set
2½ L	1949 finned brake drums very little wear. Last set	\$40 set
1½ L	Early and late brake drums. Last few available	\$10 ea
2½ L	Running board	\$20
2½ L	Flywheel	\$30
1½L, 2½L	Hubcaps in undamaged condition. 4 available	\$20 ea
2½ L	Crank handle	\$20
2½ L	Starter motor	\$80
1½L, 2½L	Rear springs	\$30 ea
1½L, 2½L	Grill and surround assembly in excellent condition	\$180
Pathfinder	Bare engine block	\$15

Contact Mike Bramwell on **0437189538**

2010 NOOSA BEACH CLASSIC CAR SHOW

**SUNDAY 26TH SEPTEMBER
AT THE NOOSA HEADS LIONS PARK**

The Noosa Beach Classic Car Club along with the support of Surf City Garage Car Care Products will host this year's event once again at the Noosa Heads Lions Park only 100 m from Hastings Street.

To celebrate 100 years of Italian motoring innovation, the Marque of the Year is Alfa Romeo.

Alfa Romeo will be the highlight of this year's 300 car display. Other makes from all over the globe, ranging from vintage, classics, sports and competition cars will be judged in 8 categories with 1st, 2nd and 3rd.

It will be a fun filled day out for all the family with entertainment, food and trade displays or a coffee and a shopping expedition to Hastings Street for those who prefer.

Exhibitor Admission \$25 from 6am to 9am

Spectator Admission \$5 for Adults and free for children under 15 years from 9am to 3pm

A free shuttle bus from the Cinema at Noosa Junction to the Lions Park is organized to alleviate traffic congestion and parking problems.

Proceeds from this event are given to local charities.

For Exhibitor booking and further information email noosaclassic@noosaclassic.com.au or phone Ken Smith 0412 456 693, Graeme Block 0412 513 241 or Dave Dunwoody 0405 089 220

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