



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

March 2007



The Judd RMB and Elliot RMA at Cleveland on the Breakfast Run.

Next Meeting: 7:30 pm Thursday, 8th March
Queensland Sporting Car Club
206 Montague Road
West End 4101

Editor: Linden Thomson (07)32696426 0419175083 lindenthomson@optusnet.com.au

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club Rooms, West End, on Thursday 8th February 2007.

Meeting opened by President Alan Hill at 8.52 pm with 30 members and guests present.

Apologies:

David Schoch, Dick & Earla Self, Ken & Wendy Lonie and David Bayles.

Welcome:

New Members Owen Kennard and Michelle Barendrecht.

Minutes from previous meeting:

Moved Robin Hull and seconded by Bill Short that minutes be accepted. Carried

Business arising from minutes:

Secretary apologized for noting Ken Lonie as Ken Wylie in the General Business section of the December Minutes.

Inwards correspondence:

1. Annual Return, Office of Fair Trading;
2. Membership fees from Mr William & Mrs Beverley Bunt, Belgian Gardens;
3. Email from Alan Hill re: new member application to Mr Bunt;
4. Email from Ken & Wendy Lonie re: Club Shirts;
5. Minutes from Combined Council November & December 2006;
6. Copies of various swap meets;
7. Letter from Vintage & Classic Reproductions;
8. Notice of Postponement of Buick Car Club Autospectacular to 29th April, 2007;
9. Invitation to David Hack Classic Meet, Sunday 6th May, 2007, Toowoomba;
10. Top of the Town activities, Stanthorpe;
11. Copies of Blue Diamond, Riley Gazette, Riley Newsletter WA, Riley Rattles and Riley New Zealand.

Outwards correspondence:

1. Membership Application to Mr William Bunt, Belgian Gardens;
2. Questionnaire to Protector Glass Industries.

Moved by Peter Young, seconded by Graham Swan that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report February, 2007

Opening Balance 01/12/2006 **\$1,193.06CR**

TORQUETUBE

March 2007

Incoming	Membership Fees	\$ 738.00
	Sale of Shirts	\$ 078.00
	Members Donations	\$ 229.00
	2006 Dinner Income	\$1,320.00
	Interest	\$ 0.51
	Total	<u>\$2,365.51CR</u>

Outgoing		
	Newsletter Dec/Jan	\$ 139.40
	TAFE Xmas Dinner Cost	\$ 104.00
	Secretary Expenses	\$ 21.90
	Total	<u>\$ 323.80DB</u>

Closing Balance 31/01/2007 **\$3,234.77CR**

Ross Phillips moved that his report be adopted, seconded by Graham Swan. Carried.

Club Captain's Report:

Club run for February will be to the Lighthouse Restaurant, Cleveland Point. Details as per the Newsletter. March run will be in conjunction with Blackall Range Horseless Carriage Club. Details in Jan/Feb Newsletter. Captain Sheila will advise of further details at the March Meeting.

Spare Parts Report:

Jack will be manufacturing various items during the year. These will be things such as Riley 9 Cranks, speedometer gears, magneto drive conversions, valve collets. He has sets of pistons and rings in stock for a variety of engines.

Registrar's Report:

Nil.

General Business:

Robin Hull suggested that the Club should publish a list of Club Members and identify what cars they have. After some discussion, the members agreed such a list should be compiled but should only indicate members name, model and year of vehicle/s and phone number. Any member not wishing to have their name and car details included should advise the Secretary in writing as soon as possible.

Secretary's Email: Red_Path@bigpond.net.au

Meeting closed 9.25 pm.

**Next Meetings: Thursday 8th March 2007
Thursday 12th April 2007**

Brisbane Sporting Car Club Rooms,
Unit 1, 206 Montague Road, West End.
(UBD Map 21 page 8)

New 2007 Committee Contact Details:**President**

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

Vice President

Peter Young
53 Cosmos Avenue
Banksia
Bribie Island 4507
Telephone: (07) 3408 6194
Email: petertec@bigpond.net.au

Secretary

Ray Burrows
14 Lynch Crescent
Birkdale 4159
Telephone: (07) 3822 1366
Email: Red_Path@bigpond.net.au

Treasurer:

Ross Phillips
34 Blackwood Street
East Ipswich 4305
Telephone: (07) 3281 3807
Email: dphillips@prescare.org.au

Editor

Linden Thomson
39 Third Avenue
Sandgate 4017
Telephone: 3269 6426
Email: lindenthomson@optusnet.com.au

Club Captain

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

Spare Parts

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

Assistant Spare Parts

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

Registrar

Matthew French
152 Old Northern Road
Everton Park 4053
Telephone: (07) 3353 0532
Email: mgwfrench@optusnet.com.au

Important Notice:

Membership fees are now overdue (still \$35.00). If you haven't yet paid your 2007 dues, please do so promptly. As Treasurer Ross is away for the next few weeks to see some great Motor Sport, you should forward your payment to Alan Hill (pretend he's still Treasurer). Remember, if you haven't paid you will no longer receive Newsletters or have access to Spare Parts.

Note re AGM:

The AGM was adjourned until the May meeting to allow audited accounts to be prepared, because the Government has not yet legislated to relieve small incorporated bodies like us from such audit requirements. The only business at the resumed AGM will be consideration of the Treasurer's Report.

President's Report to 2007 AGM

The highlight of the year was, of course, the National Rally in Maryborough – a wonderful weekend, enjoyed by all, even those exposed to Twenties' style motoring and those whose car didn't quite make it home under its own power. My gratitude to all those who contributed to the success of the Rally, in particular Ross and Di Phillips, is expressed here on behalf of all Club members. My own personal little dark cloud over the weekend was the "failure to proceed" (at least without very loud clonking from the bottom of the motor) of the RMB, but the last 100 kms in the tilt tray was not unpleasant and gave me my first close-up experience of a GPS in action.

Next year will be the 30th anniversary of the first National Rally to be organized by the Queensland Club, at Broadbeach. It too was a very successful Rally, the first of the rotating-around-the States Rallies as noted in my welcoming speech at Maryborough, and a good few members were present at both and many Rallies in between.

It seems increasingly obvious to me that members find the certainty and convenience of our fixed meeting venue at the QSCC rooms attractive – we have had consistently good meeting attendances (usually 20-30) through the year. I feel we should exploit this with more presentations and demonstrations at meetings, a suggestion for the new Committee. I still have a certain nostalgia for the old-style home meetings which for many years provided the opportunity to see members' cars and projects, but the advantages of our new arrangement seem unarguable. (Suggestion for 2007 Club Captain: an occasional "around-the-garages" run would be well received, I think, and would reinstate one of the features of the old meetings.) Trevor Judd did a great job as Captain in 2006, with well-planned and interesting runs, not always well attended. It's a pity he won't be available to build on his achievements in 2007, but he and Wendy are planning a much longer post-Riley Rattle run that does not include the rest of us!

Our Spare Parts stalwart, Jack Warr, ably assisted by Graham Mackay, has again maintained his marvellous record of providing the necessities for keeping our cars on the road, and has again extended the range of parts available. I know Jack loves what he does, but the Club (and not just the Queensland one) owes him an enormous debt of gratitude.

In the December Newsletter, I asked "Should the Club take a step into the 21st Century? With the Riley motto "As old as the industry, as modern as the hour", perhaps we should join other State Clubs in using modern communications technology, despite the Luddite tendencies of some of us. I am referring to a web site and electronic newsletter distribution to those of us on-line. We can obtain our own domain name, e.g., www.rileyclubqueensland.org or somesuch, for a relatively few dollars, and have a web site hosted quite cheaply. Youngest daughter Mairi has offered to develop the site, and has already done a preliminary mockup of a possible setup. Newsletters and other material could be downloadable from the site, and distribution of Newsletters by email to those with the facilities would save postage and help keep costs under control." This innovation was approved by the December meeting, and I hope there will be a site up and running quite soon.

One of our long-standing members, Bill French, died during the year after surviving his devastating condition longer than most expected. Bill was a gentle man, and remained involved and interested and attending Club meetings until near the end.

Our Annual Dinner/Xmas Dinner at the Skyline Restaurant was held in December, and attracted favourable comment from those who attended, so I will probably try for a Xmas-in-July dinner as well in 2007 (the Dinner series is a personal initiative, which I will continue to organize if the 2007 Committee agrees). I would like to offer my thanks to all members of the 2006 Committee for their enthusiasm and valuable work during the year, and to wish the new Committee my best wishes for the coming year with the hope for continued development of an enthusiastic Club.

Linden Thomson

New President's Report

Well, the AGM had a good turnout of members, but it looks like the old faithfuls are doing the bulk of the Club's work again this year !!!

I have been recycled once more into the position of President, while Ex Pres. Linden has taken on one of the more difficult jobs as Editor. Our thanks go to Peter Young who is retiring from this job. Trevor & Wendy Judd are having a well-earned break from Club Captain to travel around Australia (but still going to Naracoorte), so Sheila Hill will be this year's C.C. Our stalwarts, Ray Burrows as Secretary, and Jack Warr as Spare Parts, with Graham Mackay as assistant, continue in these MOST important jobs, as they have for as long as I have been in the Club. Matthew French has taken over from Mike Bramwell as Registrar, and Ross Phillips has taken over from myself as Treasurer. For the time being you can still send Club Fees (still \$35) to me, as Ross is away until after the National Rally at Easter.

The Club had a very successful 2006, with the highlight being our running of the national Rally at Maryborough, thanks to a huge effort from Ross & Di Phillips. Our membership for last year was 97, which is about the norm over the last few years. We have been fortunate in having several new members this financial year, and I would like to welcome the following to our Club:

Michelle Barrendrecht, Bray Park.
Bill & Beverly Bunt, Townsville
Owen Kennard, Brisbane
Kiarra Rizzo, Gold Coast
Robert & Sandie Wands, Brisbane
Graham Wilson, Forestdale.

We hope to meet up with you all as soon as possible.

Alan Hill

New Club Captain's News

Sunday March 18th

As last newsletter, meet at the information bay on the left along the Steve Irwin Way from the main Bruce Highway. (I think this is the Tibrogargan lookout, just before the Australia Zoo). We must be there by 9.15am. All details as per last newsletter. We hope for a good turnout to impress the BRHCC.

April Outing

As several of our members are departing on Sunday April 1st for Naracoorte and the National Rally, we thought we would make the April run a meeting and sendoff for them at Macleans Bridge, left-hand side outbound, at 9.00am for a morning tea with a 9.30 departure. The Rattlers will then be going to Beaudesert, Tenterfield, and overnight in Armidale. Should any Club member wish to accompany us for this part of the trip, please let me know.

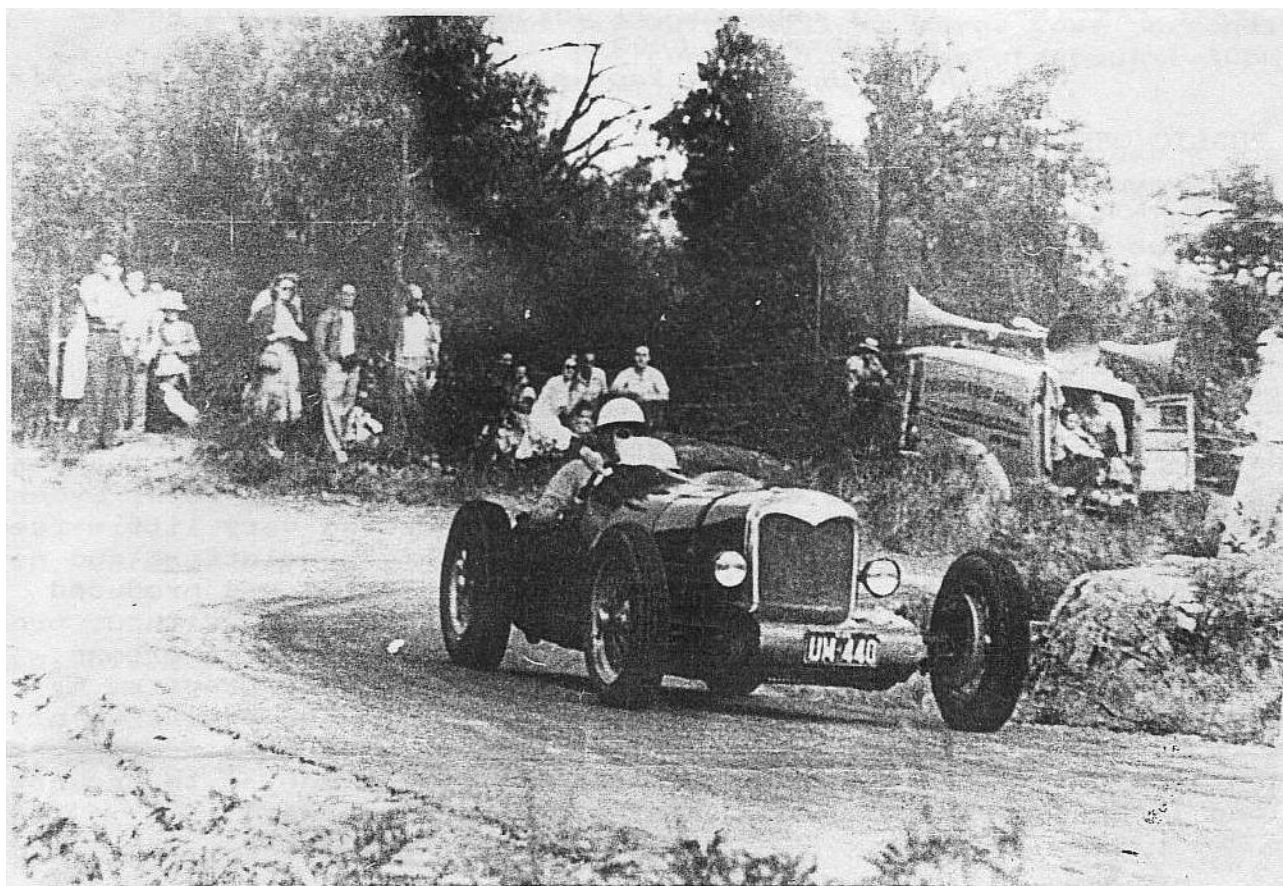
Sheila Hill 32891063

Editor's Notes

It seems to be my turn again to put the Newsletter together, so I hope my efforts meet with your approval. I will try to have a website and electronic newsletter distribution (only for those who request it, no compulsion) available soon. Your collective help in providing articles and photographs (digital or film, electronic or hard-copy, by e- or snail-mail, or even hand-written on scraps of paper) will make things easier for all of us, and will help to counterbalance any of my biases!

The photograph below is reproduced from the June 1991 South Australian Newsletter, with due acknowledgement. It shows the fabled Rizzo Riley in action in its heyday (note the registration plate – try that today!). The driver is no doubt the car's creator, Arthur Rizzo, whose daughter Kiarra has recently purchased an RM and has joined the Club, as noted by the Pres. As a welcoming gesture (and because some of us like these things) there will be some coverage of the car and its successor in this and future Newsletters. The article on the next two pages is reproduced from an unknown source, I suspect a NSW newsletter of some years back.

Finally, to show that although we are a one-make Club we are not one-eyed, an article from Matthew French on the vicissitudes of his Sunbeam 20.9 is also included in his issue.



THE RIZZO RILEY SPECIAL

Originally printed in *Australian Motor Sports* of 1946, where it was featured as *Australian Special No 12*.

Right-hand man to genial Rex Marshall of the well known Monza horse breeding establishment Arthur Rizzo was in an ideal position to reap the benefit of experienced advice and help during the building of this extremely potent Special, which has shown itself in its comparatively brief competition life to be one of the quickest litre-and-a-half unblown cars we have out here; times of 19 seconds for the accelerated quarter-mile on the very slippery surface at Marsden Park last November and 22.92 seconds on Foleys Hill, nearly two seconds faster than any other unblown 1500 cc car that has ever been up that tricky climb, speak for themselves.

The Riley is gradually achieving respectability in appearance nowadays, appearing first of all without any body from the seats back, then with a naked radiator block, and we understand that by the time this has been printed it will have been fitted with bonnet sides; this seems to us to be the logical way of building a Special - to look after the chassis bugs first and then to worry about elegance of body work later, although it goes without saying that a properly designed chassis will lend itself to elegance far more than will one of lesser breed.

As with most Specials, Arthur's aim when he started its construction was to make a car that would meet his ideal as nearly as his pocket would permit and, again as with most Specials, the result is a living demonstration of his ability to overcome the difficulties raised by apparently irreconcilable bits of different make within the limits imposed by available finance. In this connection we cannot help the thought that the fitting of two Ford V6 engines into as many Riley chassis was influenced to an unknown extent by the construction of this Special - or vice versa - as the engine came from a Sprite Tourer and various other components came from a V8 Riley saloon, which is still a V8 but with a difference.

The Riley engine is, of course, admirably conceived for competition purposes, with its inclined overhead valves in fully machined hemispherical combustion chambers and although at present two SU carburettors are fitted, Arthur is quick to take a hint and was having a pretty close look at the Dixon installation on the Snow Riley at Nowra last month. Ignition is by Scintilla Vertex, firing one central plug in each of the four cylinders; the exhaust manifold is a beautifully flowing piece of work - aluminium sprayed for appearance and heat transference qualities; and

cooling is looked after by a Willys 77 radiator block in conjunction with pump and fan. In unit with the engine is the "Wilson preselector gearbox" the controlling lever of which is mounted in the usual Riley quadrant on the right hand side of the steering column.

The drive is taken from this to the back axle by a short propeller shaft and the back axle itself is from a Riley 9; there are two crown wheel and pinion sets which give a choice of ratios of 6 to 1 and 5.22 to 1, and the normal rear tyre size is 16 x 6.50.

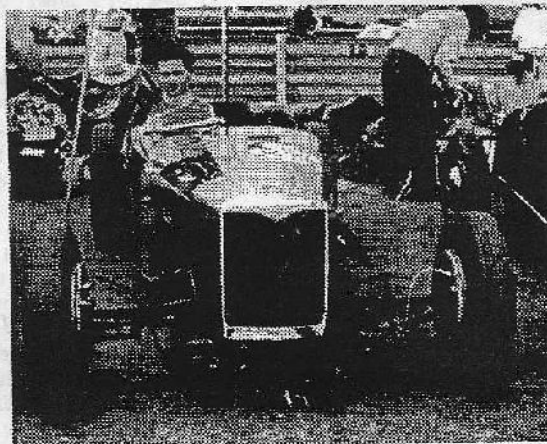
Mathematically minded characters may care to work out the score - Arthur states that although he didn't like doing it, he has had the engine up to 6200 a couple of times.

So much for what makes it go. It is of interest to note that the engine was bought in March 1946, and after looking around for a month for a suitable chassis the decision was made that one would have to be made, and thereupon a Standard 9 hp chassis of 1935 date was set about, married to bits of Austin 16 hp, turned upside down, fitted with seven tubular

cross members of chrome molybdenum aircraft steel, and became the basis of the Special.

The chassis frame members pass beneath both the front and rear axles, in a manner similar to the original Alta, and this gives the car a very low centre of gravity. Suspension is by semi-elliptic springs all round - the front springs being of Riley 9 origin, straightened suitably, while those at the back came from the Standard 9; shock absorbers were bought new (about the only bought parts of this car). Things are a bit cramped in front, where there is only $\frac{1}{16}$ " clearance between the radiator block and the front axle, and again between the front of the engine and the radiator block; to fit the dynamo in, a bit had to be machined from the front end and Arthur has often wondered what would happen if the engine took it into its head to shift forward on its mountings.

The brakes themselves, ie., back plates, drums and shoes, are original Riley, but the operating gear is specially made, and works by cables in flexible conduit. Pedal movement in relation to braking effort is large, with the effect that the brakes are very progressive and powerful but lose their tune rather readily; to offset this, there is a convenient master adjustment protruding from the floor of the cockpit, which can be played with while the car is in motion. The wheels were the subject of another swap as originally the Special had the older type five stud Riley wheels, but these were exchanged for centre-lock Rudge from a more modern Riley 9, and were cut ◊



The Rizzo Riley at the Historic Motor Race Meeting at Amaroo Park 25-26th January 1992.

down to 16 inch rim size, front tyres being 16 x 5.50 and rear 16 x 6.50 normally.

The rear axle is from a Riley 9, but the front axle raised a few problems; it was necessary, with the frame passing as it does beneath the axle, to have one with not too much upset at the ends so as not to bring the front end of the car too near to the ground and also so that there would be sufficient clearance between the frame and the axle itself. Eventually one from a 1928 Morris was used; this is turned upside down and the upset has been straightened out, which also has the effect of reversing the original angle of king pin inclination so that, with the axle inverted, the angle is brought back to the correct value. Another effect of straightening out the axle was to give the car a pronounced crab track and, due to the wide space between the wheels and chassis, it has a literally phenomenal steering lock; Arthur doesn't know the actual turning circle, but it must be under 30 feet by quite a wide margin.

The car is usually parked at Monza during the day and they have a way of whipping it out of an impossible space in one go, where other cars back and fill for some minutes to achieve the same effect - and then they hoot with laughter at the surprised look on the face of the customer. In an expedient to prevent the front brake operating cables from being fouled by the tyres when the wheels are on lock, they were tied together through one of the tubular chassis cross members with a bit of flexible wire, and this expedient proved to be entirely successful, the action of steering more or less swivelling the cable conduit out of the way.

There were, of course, many parts of the chassis that had to be made specially; for instance, the spring shackles could not be bought or located at a second hand yard so these were made up from various components welded together - the shackles have rubber bushes - while the fuel tank was fashioned from two five gallon oil drums suitably hacked about and welded together. As in standard Rileys, there are two six volt accumulators, which are carried inside the chassis frame under the front of the seats, where they are accessible yet well protected from damage.

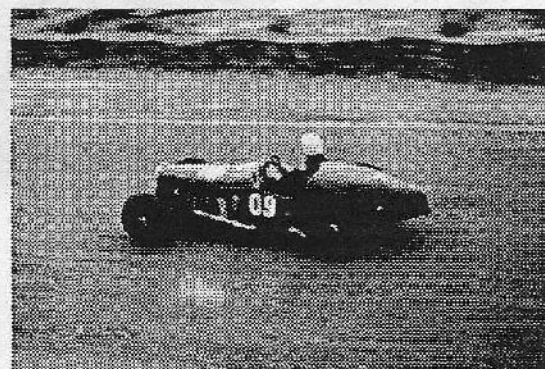
Which seems to cover the chassis more or less adequately. As for the body, this was built in sections as they became available and for its first few appearances the car had a bonnet top and scuttle only - the scuttle being made of 14 gauge aluminium sheet over a frame work of 1 in. tee section, quite rigid and also quite light. The bonnet top, which has a hinge on the centre line, is also aluminium. Later, a tail was added and this is about as light and rigid a structure as could well be devised; it is made of compressed fibre, starting life as one quarter of a fibre aircraft belly tank made in four sections, which was sent to this country during the war as a sample for manufacture which never took place, thus this is the only one of its kind. The most recent addition is a radiator shell, which was modified to suit from a Morris shell. Arthur took a bit from the bottom and put it in the top, sweated the Riley insignia top centre and really, the

finished product looks quite the part. Bonnet sides are still to come, and a bit of tidying up around the tail where the shell doesn't quite meet the chassis and lays bare a few vitals, and unfortunately, the Transport authorities have given Arthur to understand that they won't be patient with the lack of mudguards for very much longer; so by the time all these details have been seen to, it will be of quite respectable appearance.

The instrument panel is well furnished with, from left to right, a clock, fuel contents gauge and ammeter, all of small diameter; large dial speedometer, oil pressure gauge and water thermometer, and revolution counter. The speedo and rev. counter were both converted from 1935 Dodge speedometers, with home made reduction boxes to give the necessary gearing, while the rest of the instruments were gradually collected from second hand yards. There is an oil thermometer waiting to be fitted but space has to be made on the aluminium fascia for it; on the right hand side of the steering column there is so much cut away to accommodate the gear selector quadrant that to make another hole would weaken the panel too much, while the rest of the panel is just about full, so it looks as if the clock will have to go in favour of the oil thermometer. Light switches are fitted in where possible, the electrical system being twelve volt, and the headlamps were converted to twelve volt from Jeep lamps, which give a magnificent light. The aero screens were made up from scrap in the home workshop and are a very neat and creditable job, as are all other details of this car.

At present the upholstery is rather rough, but this is only so because the body is not yet finished; the seat cushions themselves are of leather material. There are no doors but owing to the low sides of the cockpit this doesn't offer any serious difficulty to getting in and out of the car.

With a weight of 14½ hundredweight and the power of the Riley Sprite engine to hurl it along, this is a Special which will make a name for itself in competition, and which is still a perfectly practical road car. □



The Rizzo Riley on the track at the Historic Motor Race Meeting at Amaroo Park 25-26th January 1992, with Brian Johnson at the wheel.

For Sale & Wanted

For Sale: 1948 Riley RMC roadster. Complete, dismantled and requires a full restoration. Many spares; used, new and rebuilt. Phone Matthew French 3353 0532

From: Frank Airey [<mailto:franka@pcug.org.au>]

To: Ray Burrows

The photo is is a spare parts car owned by Ollie Blauberg from Blackheath in the Blue Mountains. Barry Telfer (Pathfinder owner in the ACT) has been and collected a lot of spares, and is going back for more, but the car pictured will go to the wreckers if nobody wants it. Barry says the car is restorable, but it is a question of distance and storage. The car is complete except for - windscreen, electric petrol pump, and thermostat housing. Ollie has turned 80 and is going in a retirement village. I realise you have a bigger problem of distance than we do, but is there any possible interest in the car from your Pathfinder members?

Ollie's contact number is 02 4787 8334

Address 48 Hat Hill Road , Blackheath NSW 2785

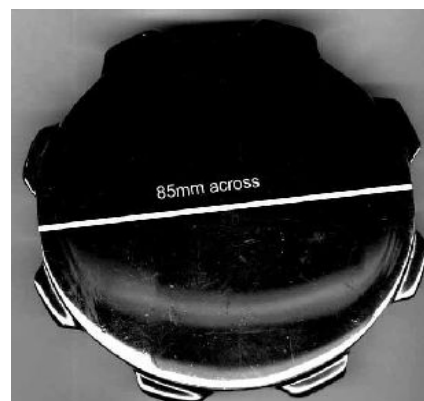


Email from Geoff Burford:

Hi Riley Group

I am looking for a Radiator cap for my 12/4 Special. I have not had any luck in trying to find one. The one pictured is from my Kestrel and fits the Special Radiator. The 2 1/2" thread is probably common to most Riley radiators . If you have a spare I would like to hear from you. Any condition is acceptable. Kind regards

Geoff (gnb@melbpc.org.au)



My 1927 Sunbeam 20.9

This Sunbeam has been a member of our family for many years, and after my late father had no further use for the car, I purchased it. It has never been restored, only parts rebuilt or replaced as necessary. This includes use through out the war years with frequent trips to Sydney. As a consequence, it is becoming rather tired and has suffered a number of failures of late.

It had had a rest for perhaps 12 years, and then was recommissioned by myself for further use, as it had not achieved the restoration it so required, which had been the reason it was resting in the first place. The recommissioning included a new radiator core; a new water pump; repairing the cracked magneto cap and a starter motor overhaul. The water pump replacement was not a simple job, as it drives the generator and the magneto, which have to be removed first. The replacement water pump was dimensionally slightly different in drive height, which complicated the replacement of the generator and magneto.



After a stop on the way to obtain a roadworthy certificate, the starter motor decided that it had seen enough recent action, and that it desired a further rest. As it can be very difficult to hand crank from cold, it was roll started at the Department of Main Roads after registration. On the trip home, it was noticed that the diff was now much noisier than when on the outward bound trip. The design of the diff is such that what appears to be a rear aluminium cover is in actuality the carrier for the crown wheel & pinion and all other required differential parts. There is insufficient room to remove this with the diff in situ, for the reason that the fuel tank is right behind it. This enforced the removal of the complete diff and torque tube so that further dismantling could determine the cause of the noise, which in turn required the removal of the exhaust system as it passes under the diff.

Upon removal and dismantling, it was found that five of the ten pinion teeth were loose in the bottom of the diff housing. However it drove to return home, I will never know. As this meant that a new crown wheel and pinion was required, the chance was taken to change the ratio from 5:1 to 4.3:1, for more relaxed cruising. One infuriating part of the reassembly is that the mesh for the teeth in both directions is set by shims, and it can only be checked by assembling with the bearings, which resulted in many fun hours in setting up the crown wheel and pinion.

While the new crown wheel and pinion were being cut, the opportunity was taken to completely rebuild the rear brakes, shackles and pins etc. There was sufficient time while waiting for parts to overhaul the starter motor (again), during which I found that one of the new bolts in the bendix drive had come loose and removed its locating thread in the starter armature.



Once all this was completed, we enjoyed two outings in our NEW Sunbeam, after which we experienced the dreaded starter malfunction (again). By this time I had acquired most of another starter in case this recurred. Unfortunately, what I found when removing the floor boards was a much more complex problem than a failed starter. It was a failed gearbox housing!



Regrettably, this meant a removal of the diff (and exhaust) again to remove the gearbox from the car. The gearbox separation from the engine was not simple, as some previous person had replaced two of the bell housing bolts back to front and they could not be removed due to a cross member under the gearbox. To have the gear box repaired meant total dismantlement. While the casting was being repaired, the opportunity was taken to replace the rather noisy replacement third gear set (the lay cluster is made from separate gears and spacers). This was needed as the previous replacement, made during the war, had not been hardened. It is not known if this was the case due to the difficulty in obtaining the materials needed, or whether it was because the then owners ran a machine shop and could easily cut another set when they had worn (which they definitely had some 60-odd years later). The clutch driven plate needed replacement as the original was distorted, which meant the clutch always dragged slightly and juddered on take up from a standing start. These symptoms did not recur with the new clutch plate.

Once all these jobs had been completed, we experienced a few enjoyable and trouble-free months before our next problem. On the way home from an outing, the engine started running on four cylinders. This was traced to blown head gasket between two cylinders. As this head needed refacing, the spare head was fitted. Luckily we had a spare gasket so this did not delay us. This head had had its cracks welded and been faced after the last time it had failed. Everything went well until water was

TORQUETUBE

March 2007

added to the radiator, when droplets started forming around two of the spark plugs, near where welds had been made at some point in the past to repair cracks in the exhaust valve seats. The car was used in this form for two months while the first head (which also showed signs of many welds) was repaired and faced. During this time another problem developed. There was now an unusual high pitched squeak coming from the bore/piston area. As the head had to be removed anyway, I took the opportunity to remove the sump at the same time for an inspection. As nothing obvious was found, I cleaned out the sump and refitted it, along with the repaired head. I was astonished when there were no further problems once all this was completed, and equally so by the fact that the cause of the noise was self curing (?).



During the above mentioned use, the Claudel Hobson carburettor had been removed three times and the vacuum tank once to clean out a brown tarry substance that kept blocking the carburettor jets, despite their being a fuel filter in the line.

Apart from a sudden and complete failure of the condenser, which caused much head scratching by an absolute lack of ignition spark (the magneto had been converted to run off a coil at some point), things have gone well lately.

I am fortunate that I have been raised from an early age to understand the joys of vintage motoring!

P.S. This was all written 12 months ago for the Vintage Car Club of Queensland. The latest now is that the engine has such a loud piston knock in it (not to mention five other minor) that I have decided not use it any further until the engine is overhauled.

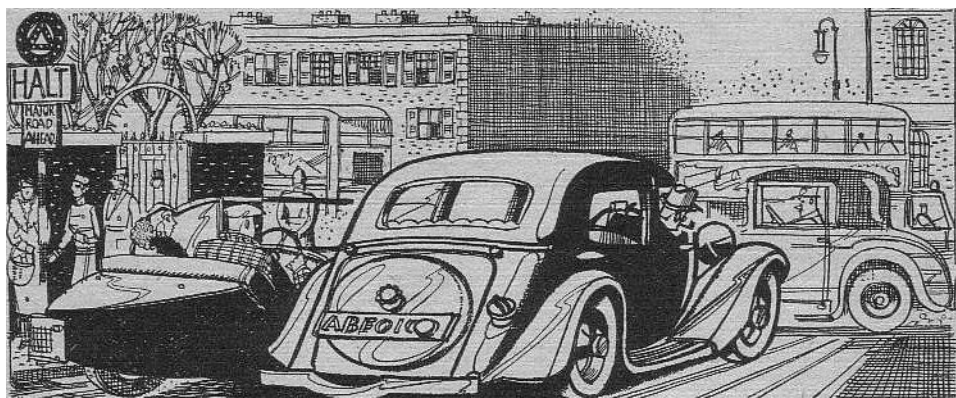
Matthew French
From A.N. Other:

Dear Editorperson,

A long time ago Gordon C. told me to always carry a spare clutch release shaft in the car as they had a history of breaking! This I did but recently, whilst fiddlearsing with my clutch shaft and spare that I had carried for many a year good grief they are different. Obviously one is for a 1½ and the other a 2½ how many people knew that there were two different sizes?? yeah, I bet you knew, bull****! AND the shafts are a different length also

So, check your spare one

Cheers,
A now wiser Rileyite...



From The Autocar, March 20th, 1942

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.