



# TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

April 2007



*Brian Jackson's One-Point-Five at Landsborough.*

---

**Next Meeting:** 7:30 pm Thursday, 12<sup>th</sup> April  
Queensland Sporting Car Club  
206 Montague Road  
West End 4101

**Editor:** Linden Thomson (07)32696426 0419175083 [lindenthomson@optusnet.com.au](mailto: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 8<sup>th</sup> March 2007.**

Meeting opened by President Alan Hill at 8:15 pm with 16 members and guests present. Linden Thomson acted as Minutes Secretary.

**Apologies:** Ross and Di Phillips, Ray and Bev Burrows, Dick Self, Mike Bramwell, Wendy Lonie, Dorothy Cameron, Gloria French.

**Welcome:** Member Graham Wilson was welcomed to his first meeting.

**Minutes from previous meeting:**

Moved Bill Short, seconded Peter Young that minutes as published be accepted. Carried.

**Business arising from minutes:** Nil.

**Inwards correspondence:**

1. Invoice from BSCC for February and March room hire
2. Email from Frank Airey (ACT) re Blauberg Pathfinder
3. Email from Lindsay Stephens (NSW) re Blauberg Pathfinder
4. Classic & Historic Automobile Club of Caboolture Inc. re Combined Council Rally, 9-11 June 2007
5. Advertising material from Easy Holidays re Group Packages, 2007; Oasis Shades and Shelters re portable shelters and marquees;
6. Taylor's Auctioneers and Valuers Pty Ltd re RR Phantom II for sale by tender
7. Alan Hill received telephone call from Gail Duncan – she is still restoring the Pathfinder and will rejoin, asked for copies of photos originally supplied
8. Copies of Riley Gazette (February and March 2007), Riley Newsletter WA (February 2007), Riley Rattles (March 2007), Blue Diamond (March 2007).

**Outwards Correspondence:** Nil

Moved by Jeff Jones, seconded by Graham Wilson that the inwards correspondence be received. Carried.

**Treasurer's Report March, 2007:** Presented by Alan Hill in absence of Treasurer Ross.

Opening Balance at 01/02/2007 **\$ 3,234.77 CR**

Incoming	Membership Fees	\$ 740.00
	Interest	<u>\$ 0.34</u>
	<b>Total</b>	<b><u>\$ 740.34 CR</u></b>

Outgoing	Newsletter (520215 P. Young)	\$ 174.94
	Trophy engraving (520214 T. Judd)	<u>\$ 40.00</u>
	<b>Total</b>	<b><u>\$ 214.94 DB</u></b>

Closing Balance 28/02 /2007 **\$ 3760.17 CR**

Moved Peter Young, seconded Neal Brandt that the report be adopted. Carried.

**Club Captain's Report:**

Sheila gave details of coming runs:

18 March – Combined run with the Blackall Range Horseless Carriage group, details as in previous Newsletters.

1 April - meet at McLeans Bridge (left-hand side) to farewell Riley Rattle departees with morning tea at 9:30 am. Possibly some may care to accompany group part-way (they will overnight in Armidale).

May – possible weekend run, details in April Newsletter.

President Alan and Captain Sheila will be away for July and August. Volunteers are needed to manage runs in those months.

**Spare Parts Report:**

Jack Warr advised that he had firm orders for 25 sets of RMB main-bearing housings, and will probably produce a batch of 50.

**Registrar's Report:**

Gail Duncan, who joined in 1995 and will rejoin, requested via Alan Hill copies of photos of her black Pathfinder to assist her in a claim against a restorer who left the car exposed to the elements for many years.

**General Business:**

Bill Short advised that his RMB is for sale for \$22000 after a complete “strip and restore” including \$3000 for re-chroming. Bill provided photos for inclusion in the Newsletter.

Neal Brandt showed one of the 8/90 heads and a Redwinger flywheel.

Graham Wilson asked about scanned manuals for RMs. Several members advised that these were available on the WA website. Jack Warr also has the printed manuals produced by the RM Club.

Ken Lonie advised that he had scanned a Nine manual.

Editor passed around an A5 (folded A4) copy of the current newsletter to gauge acceptability. The 16-page A4 newsletter is difficult and timeconsuming to fold for DL envelopes and is marginal for Australia Post thickness requirements. Members generally regarded the smaller format as acceptable. Editor also raised distribution by email to members who requested this. Several members provided their email addresses.

Meeting closed 8:56 pm.

**Next Meetings:**

**Thursday 12<sup>th</sup> April 2007**

**Thursday 10<sup>th</sup> May 2007**

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

**Secretary's Email: [Red\\_Path@bigpond.net.au](mailto:Red_Path@bigpond.net.au)**

**President's Report:**

A great turnout for the run with the Blackall Range Horseless Carriage Club (what a lovely name for a club!). Our thanks must go to Ken & Wendy Lonie for organising this outing.

Of particular interest were the inclusion of new cars and people, with Bill Short and Robin Hull in their RMBs, both sporting unusual (and possibly controversial) colour schemes and individual touches. Both are beautifully presented!! Also out for the first time were Dave & Mary Hudson in their just-acquired Roadster, a lovely and very original car, and also Owen Kennard with the immaculate ex-Peter Young RMA. Peter & Bonnie were there in their modern, to show that they are still very much a part of our Club.

All the regulars added up to an excellent showing by the Rileys, and what a pleasure it is to also check out other makes of old vehicles as well. We all had a great run, with a good lunch at the Landsborough pub.

As you read this, some of us will be on our way to the National Rally (or Rattle) at Naracoorte in South Australia. The Club meeting for April will go ahead as normal, and we hope to give you all the Rally gossip on our return in May! This Newsletter should include your receipt for this year's subs, if you have not already got it. We have included a reminder for those who have not yet paid (21 at this stage). New Treasurer Ross will then take over.

**Alan Hill****Club Captain's Report:****Coming Events Programme 2007**

Sunday April 1 <sup>st</sup>	Farewell Queensland contingent to South Australian Rally. Meet at McLeans Bridge, Beaudesert Road, left-hand side outbound at 9:00 am for a 9:30 am departure to Tenterfield via Mt Lindsay Highway.
Sunday May 20 <sup>th</sup>	Sunshine Coast Vintage/Classic Car Show at Quad park, Nicklin way, Warana at 9:30 am. See entry form.
June 9 <sup>th</sup> -11 <sup>th</sup> (Long weekend)	Combined Council Rally at Caboolture. See entry form.
July ??	Need a volunteer.
August ??	Need a volunteer,
September	Botanix at Wellington Point for late brekkie and possibly view Old School House Art Gallery and Whepstead Manor.
Saturday October 13 <sup>th</sup>	Maidenwell Astronomical Observatory, staying overnight at the Pub or Bunyip Springs Farmstay. More info later.

**Other Motoring Events**

Sunday May 6<sup>th</sup> David Hack Classic Meet, Toowoomba Airport. 9:00 am to 3:00 pm.  
Vintage Cars, Trucks, Hot Rods, Military.  
May 12<sup>th</sup> & 13<sup>th</sup> Restored Vehicle Association, Dalby.

**Swap Meets**

April 1<sup>st</sup> Clem Jones Centre, Cnr Creek & Stanley Roads, Carina. Entry via Stanley Road. Gates open 6:00 am. Admission \$2.00 per adult.  
April 1<sup>st</sup> Gold Coast Super Swap Meet, Carrara Sports Complex, Nerang Broadbeach Road, Carrara Exit 17.  
May 20<sup>th</sup> Gatton Swap. \$4.00 per head, includes morning tea. Details available from Robin Lamb 5462 4600. Let them know for catering.

---

**Something Different:**

Still demonstrating that we are not totally fixated on cars bearing diamond-shaped badges, Jeff Jones provided the following pictures and commentary:



I just received these pics of the most irrational project I have ever heard of. The 519Fiat is a fast vintage luxury tourer, but terribly underrated. The engine weighs well in excess of 800lbs and develops only 86 b.h.p. Torque figures are not disclosed, and I don't remember any other vintage manufacturer doing so. But the torque is huge. Why this British chap would want to do this is beyond me. It appears to be a waste of a good Riley Chassis or, conversely, the waste of a good 519 engine. It takes all sorts.

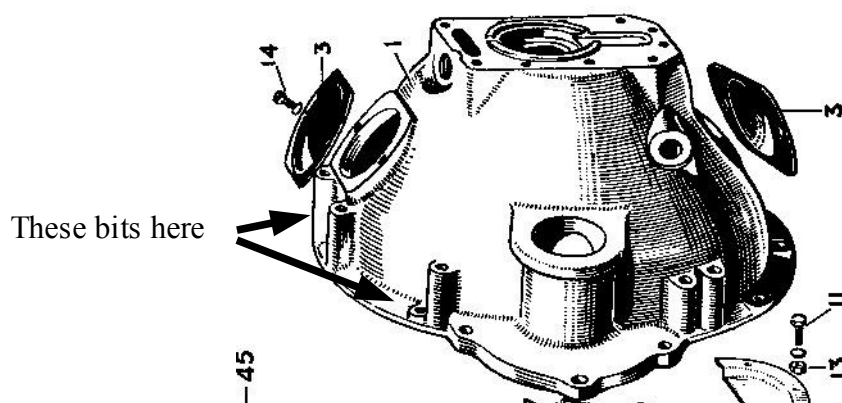
---

## Things You Learn The Hard Way

After A.N. Other's contribution last month, I thought that a regular column featuring the above might be fun and instructive. I'm sure many of us have made similar mistakes in dealing with our means of Magnificent Motoring – if only we had known! So here's a chance to record your hard-won experience for the benefit of other members. Contributions gratefully received. LT.

### Bell Housing

Did you know that there are apparently **three** different bell housing castings with different depth of lugs to engage the studs at the rear of the block? I didn't, and after a recent gearbox change found that, with the spring washers fitted, there wasn't full engagement of the nuts on the studs, only two to three threads. Hope that's enough to keep everything together to Naracoorte and back! I'll do some measurements when I get back, but obviously the wrong combination of lug and stud is a problem. This suggests that an alternative title for this series could have been "**Why Did They Do It?**"



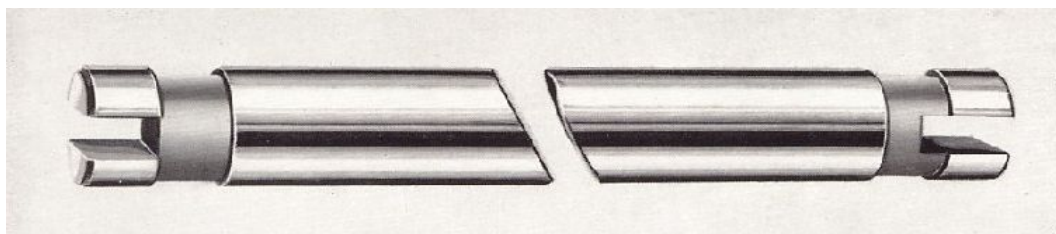
### Brake Adjuster Plungers

Brian Jackson was adjusting the brakes on Alan Hill's 12/4 Special recently but was having trouble with one wheel, not getting the distinct clicks of the adjuster that should be felt with Girling mechanical brakes as on pre-war Rileys and post-

war RM rear brakes. "I'll bet the adjusters are in the wrong way," said Brian, and sure enough they were. One back brake was also found with the adjuster incorrectly assembled as well.

The following is from the contemporary Girling Manual:

*In straight adjusters both links are identical but in angled adjusters (as in Riley brakes) the links are "handed", and it is important that they are replaced in their correct position. Care must be taken that handed pairs are fitted, and a quick check on this point is by placing the links end to end with the machined flats mated exactly, and correct pairs will show the slots parallel with each other. With a pair of links chosen it will still be necessary to ensure they are fitted to the correct bores. The links must be located with their flats to face with the flats of the adjuster wedge, and the slots of the links parallel to the backplate. When fitted correctly four distinct "clicks" will be felt and heard for one complete turn of the wedge.*



---

### **Editor's Note**

By the time you receive this in the mail, some of us will be well on the way to the Rattle of the Rileys (strange the names that have to be chosen in some states to avoid the liability issues associated with "Rally" - at least that's not a problem in Queensland for Clubs covered by the Combined Council insurance). A few members indicated at the last meeting that they were happy to receive their Torquetubes by email. They will have access to their copies a day or so sooner than hard copy recipients, and will have the advantage of seeing most of the photos/illustrations in colour. They will also be assisting in reducing costs to the Club, reducing upward pressure on fees, but will increase their own costs if they choose to print their copy (paper, ink &c). If any other members are prepared to help the Club in this way, just drop me a email and I'll add your address to the email list.

Members at the March meeting also agreed that an A5 (folded A4) newsletter was acceptable. This will also reduce costs and allow the publication of more content (I aim to produce either 12 or 16 pages per issue. Please contribute!). Delma and I found that folding the last 16-page issue to fit DL envelopes was a real chore, and it only just squeezed through the Australia Post letter gauge.

There is a second installment of the Rizzo Riley story in this issue. This is a transcription of the article written by Hugh Oldham for the NSW Riley Gazette, probably in the early-mid 1990s, by which time Hugh had owned the car for more than 20 years. The article published last month was a scanned image of a NSW Gazette article which was a transcribed description of the car from "Australian Motor Sports" in 1946 when the car was new and Arthur Rizzo was achieving success and fame with it. The car is still with the Oldhams in Molong (NSW), and I have included a photo of it taken in 2004.

Unlike my predecessor, Peter (who often described himself as "your photless Editor"), I haven't so far had a problem with a lack of photos for the Torquetube (I tend to take a few myself, anyway) and would like to thank Jeff Jones and Ken & Wendy Lonie for the pics in this issue. With digital cameras in just about any appliance you can think of these days, I expect there will be a continuing stream of jpegs attached to messages in my inbox (Hint, hint).

Till next time, Happy Rileying

**Linden Thomson**



The Rizzo Riley in 2004.



## The Rizzo Riley Special Hugh Oldham

Born Sydney 1946 the brain child of Arthur Rizzo whose desire was to construct an affordable quick sports car. In constructing this Special Arthur demonstrated his ability to overcome the problems of unification of seemingly irreconcilable bits and pieces of different makes and models into what became one of Australia's fastest unblown 1500 cc cars of its time.

Easter	1947 Foleys Hill (Mona Vale, NSW) 22.92 seconds nearly 2 seconds faster than any other unblown 1500 cc, new class record.
	1947 Rob Roy (Victoria) Australian Hill Climb Championship, class win.
January	1949 Mount Druitt (NSW) class wins and records.
Easter	1949 Bathurst (NSW) class wins and records.
July	1949 Mount Druitt (NSW) class wins and records. 1949 Foleys Hill (NSW) class wins and records. 1949 Hawkesbury Hill Climb (NSW) class wins and records.
October	1949 Hawkesbury (NSW) NSW Hill Climb Championship outright winner.
November	1949 Castlereagh (NSW) 16.83 seconds standing ¼ mile.
October	1950 Lowood (Q'ld) Carnival of Flowers Championship winner.
August	1951 Leyburn (Q'ld) Queensland Road Racing Championship winner.
December	1949 It was reported as having 20 wins from 23 starts.

The engine was originally from a Riley Sprite tourer, fitted with twin carburettors. The gearbox was a Wilson preselector with the gear control lever on the column as per normal Riley fashion. The back axle was from a Riley 9 with various ratios, eg. 6:1, 5.2:1 and 4.11:1. Wheels were centrelock 16", tyres 6.50 on the rear and 5.50 on the front. The radiator was from a Willys 77 and the grill shell from a Morris suitably modified, a piece was taken from the bottom and added to the top, plus a Riley badge. There was no radiator cap.

The chassis was built up from a Standard 9 hp, 1935, married to bits of Austin 16 hp turned upside down. Seven (7) tubular cross members of chrome molybdenum steel, ladder fashion were added tapering from front (24") to rear (33"). It is underslung front and rear somewhat similar to the original Alta, giving a very low centre of gravity. Suspension is semi-elliptical all round, front springs are flattened Riley 9 rear springs are flattened Standard 9 hp.

The brakes are Riley 9 hp 13 inch diameter fitted with 12/4 drums extensively drilled, air scoops fitted to front backing plates. Operation was originally by cables running in flexible conduit, but have since been converted to hydro-mechanical as per 1947 Rileys but fitted with a control knob for altering the braking effort rear and front.

The front axle is from a 1928 Morris with the upset straightened out then turned up side down making the front rack (*sic*) extremely wide.

The original red body was 14 gauge aluminium over a steel frame. The bonnet was hinged down the centre. There were no doors and the tail was made from a sample aircraft belly fuel tank constructed of compressed fibre. The headlights were converted Jeep lamps. The aero screens were homemade.

Instruments were from left to right, clock, fuel gauge, ammeter of small diameter, large diameter speedo, oil pressure gauge, water temperature, rev-counter. The speedo and rev-counter were modified 1935 Dodge speedos.

All up weight was around 14½ hundredweight (722 kg) helped to make it a very quick car in competition and yet road registered complete with mudguards to be driven to and from race meetings.

The body has been changed several times from original to monoposto complete with Peugeot motor to the present body. The current body was built by Alex McPherson for his Brooklands Riley 9 hp whose fabric body was in a sad state of decay. So he reproduced the shape in a timber frame and aluminium skin. Russell Sinclair purchased the Brooklands and decided to replace the body with one from Melbourne, Victoria. At this time Bob Tick had acquired the Rizzo minus a body so Russell donated the McPherson body to Bob. So the Brooklands body after extensive work was married to the Rizzo chassis.

Other changes that took place at that time were the strengthening of some of the crossmembers and cross wires fitted from a pre-war 12/4. There is an aluminium under tray from the engine bay to the back axle placing the gearbox and torque tube completely in the driver's cockpit. The original radiator and shell were missing so one from a Riley 9 hp was cut down to suit. Instruments are now all Riley, ammeter, oil pressure, water temperature, speedo and rev-counter.

Previous owners:

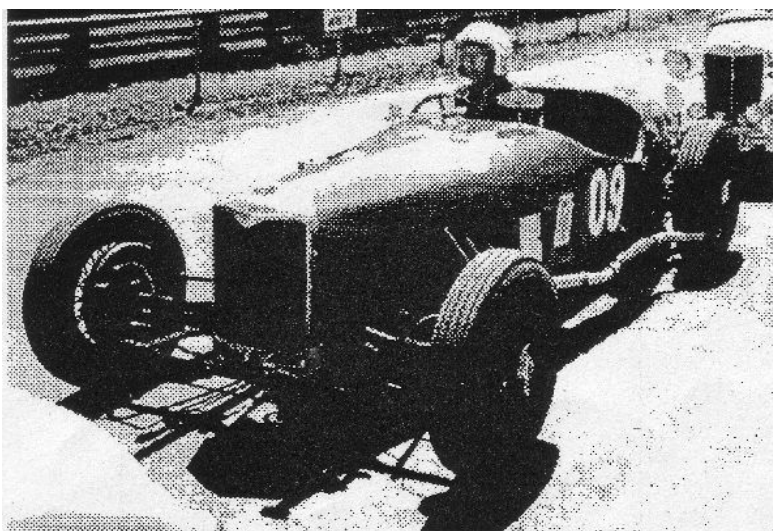
Arthur Rizzo	1946 to 1949
Stan Mossiter	1950 to 1951
Dick Cobden	1951 to 1953
Frank Tobin	1954 to 1960?
?	
Bob Tick	1960? to 1970
Hugh Oldham & family	1970 to --

I bought the car minus engine, gearbox and various bits and pieces. Jeff Baker acquired the engine and gearbox which has since changed hands to someone in Melbourne. Since the mid 1960s the car has only run at two (2) historic

meetings and both occasions with borrowed engines.

Some specifications of the car as now is, which might be of interest:

Chassis: ladder construction, tapering front 24 inches, rear 33 inches, underslung front and rear.  
 Front track: 61 inches  
 Rear track: 50 inches  
 Wheelbase: 8' 1½"  
 Weight: 14½ cwt. Approx.  
 Body height: 34 inches  
 Ground clearance: 4 inches  
 Wheels: 16 inches centre lock.



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



**WELL-KNOWN TRIALS DRIVERS**

*By Algernon Rowe*

*No. 1.—V. E. Leverett, who usually drives a Riley.*

This 1992 document was provided by Combined Council, and forwarded by Ray Burrows:

Issued by the  
Administrator, Motor Vehicle Standards  
in consultation with the  
Australian Motor Vehicle Certification Board  
comprising Commonwealth, State and Territory representatives



**CIRCULAR 0-2-10**

**VEHICLES MANUFACTURED FROM IMPORTED USED SPARE PARTS**

It has come to the Administrator's attention that some organisations and individuals are importing used vehicle spare parts, often obtained through dismantling complete used vehicles before importation, and then reassembling these parts into a complete vehicle.

It is considered that a vehicle manufactured in this way is a new vehicle and it is an offence under the Motor Vehicle Standards Act to supply such a vehicle to the market for use in transport unless it is affixed with a compliance plate and is certified for compliance with the Australian Design Rules (ADRs) applicable at the date the compliance plate is affixed by the Administrator Motor Vehicle Standards.

Organisations holding Compliance Plate Approvals are requested to ensure that vehicles presented to them on consignment for the affixing of a compliance plate are in accordance with the conditions of their approval and have a valid import approval.

Notwithstanding the above a vehicle assembled from parts resulting in a model manufactured before 1974 (1975 in the case of a motorcycle) is not subject to the Motor Vehicle Standards Act. Registration of these vehicles for use in transport is subject to the conditions imposed by the State and Territory registering authority where registration is sought.

Pictures from the combined run with the Blackall Range Horseless Carriage Club.







**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

---

*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.*

---