TORQUETUBE

Magazine of the Riley Motor Club, Qld, Australia Inc.
July 2018

Edward, a 1929 Riley Roadster just prior to the assembly of his new magneto

Editorial

Winter has arrived with a bite. Thankfully the engines in my Rileys keep me warm when driving. Not so in the garage, however. At a chilly 19 degrees with the cold coming up through the concrete floor I was driven indoors, a warming fire was lit and the editor consoled himself with the assembly of the July Torque-tube.

This month, a Post War restoration article has been commenced about Errol, Wayne Powrie's RMB. The only other current article in this months magazine is about the manufacture of an advance/retard mechanism for Edward, a 1929 Riley 9 Roadster.

Recently, my Riley 9 friends have been educating me about magnetos. The one pictured on page 9 is the original magneto fitted to Riley 9s. It is called a BTH (British Thomas and Houson). The one being fitted to Edward is a Lucas SR 4 (4 refers to the number of cylinders it suits)

Above: The jigs and templates used to make the magneto advance and retard mechanism for Edward, the 1929 Riley Roadster.

The editor appreciates receiving articles by the 21st of the month

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June Riley Motor Club outing

The Boggo Road run on June 17 was well-attended with an impressive display of five Rileys (plus Trevor Taylor's stunning S type Jag.). A cold day helped add to the atmosphere of this truly eerie and unsettling place.

This year's incarceration theme, which included the President's Run to St Helena Island in January, is now officially at an end.

Peter Lee

Breakfast run in June

The line up before the Lonie's arrived.

A great day at Lake Samsonvale.

Trevor Taylor

QHMC/BRHCC 3 day Rally in Maleny by Wendy Lonie

Ken and I caught up with long term (but rarely seen!) Members of Queensland Riley Motor Club at the QHMC/BRHCC 3 day Rally in Maleny on the weekend of June 11th.

Neil & Michelle Walter attended in their lovely red 1949 RMB from Brisbane , and it was great to spend time with them. Neil has owned his Riley since he was 17 years of age, having bought it from a dealer in Shorncliffe for $150 and did a total rebuild 25 years ago. Both Neil and Michelle find the car handles beautifully, is reliable and a joy to drive. It has done several long trips and has been used for family weddings.

I was just driving onto the main street from the round about in my RMD (my daily drive) when Wendy stopped in their RMG to allow me into the heavy vintage automobile traffic and just in front of me was a 1949 maroon RM . You just never know what you will see in the main street of Maleny (Editor)

Left: Neil and Michelle Walters and below their RM

Granddaughter wisdom (She is 6 years old)

Why was six afraid of seven? Because seven eight nine. Silly!

How do you put a little dance into a tissue? By putting boogie into it.

July Riley Motor Club Events

Tuesday morning 3rd and 10th Riley Tinkerers at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Thursday 12th July 6.30 PM. Prior to our Monthly general meeting a soup night (see advertisement on the next page)

There will be a presentation (following a short monthly meeting), by Bloo Campbell titled 'Antartic Antics'. Bloo will give a slide show presentation on his numerous trips to the Antarctic in charge of the maintenance of equipment for the exploration crews.

Thursday 12th 8 PM. Monthly General Meeting of the Riley Motor Club, Samford Showgrounds.

Saturday and Sunday 14th and 15th at 9 AM.

Samford's annual two day show: A large Riley presence is necessary to show our support for this organization which played a key role in making our clubhouse dream become a reality. It would be greatly appreciated if we arrive as close to 9 am as possible. The display area is at the far end of the Showgrounds before the circus tent. For further information, contact Trevor 0407 717 853.

Tuesday morning 17th, 24th and 31st Riley Tinkerers at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Early Advice for the August and September activities

Saturday August 18th

The run will feature Maleny and Kenilworth and we will be looking at several members' projects as well as taking in the superb scenery.

Sunday September 23rd

The 2018 All British Day will be held at the St Joseph's College sports ground at Tennyson in Brisbane.

Friday October 12th

This is not a misprint. As the vast majority of our membership comprises retirees and self employed people, we are going to trial occasional weekday runs. There are several reasons for this:

The traffic and crowds are usually a bit easier to cope with.

An increasing number of venues (particularly restaurants /cafes etc.) now flatly refuse to take group bookings on weekends. This is mainly due to 'no-shows'.

Some attractions are only open on week days.

The Heritage Park Interpretive Centre at Eagle Farm in Brisbane comprises three nationally listed heritage sites:

Eagle Farm Women's Prison and Factory

The Allison aircraft engine testing stands

Hangar No.7

Letters to the Editor

National Magazine

I thought I would make a few points about the proposed national Riley publication.

As far as I can remember, the printed/posted annual national magazine became a victim of costs and the fact that it was an onerous writing/editing/publishing job that most people tended to do once and then avoided it forever after. I am one of those people.

Thanks to the internet, the expense could be far less than in the past. However, the 'onerous' issue would still apply. I thoroughly enjoy reading the interstate newsletters that you send via email. I am now much more aware of what is happening interstate than I ever was when there were national magazines.

I honestly think that sharing state newsletters has made a national publication completely redundant.

Cheers Peter Lee

Errol, a late 1951 (post August) RMB restoration

According to James Taylor in his book on RM's the door card design and trim place Errol's construction in late 1951. The original chrome bumper bars have the RMF design. Other features of the car are a mystery. It has an original dark blue Riley diamond on the grill instead of a light blue diamond. The wheel well door has double hinges to allow it to lift away as well as upwards. After the removal of the passenger side front mudguard, the caked-on dirt and oil was scrapped off the chassis where the chassis number should have been stamped but it wasn't. There were brackets on the backside of the guard support arms to mount the flexible brake hoses instead of the early centrally located brackets. Doubtless there will be other features about this car that the author has not seen before but at least the brass identification plate was where it should have been and it told the story that Errol was 61 S 9028, engine number 7825 and body number A5229.

Above: Wayne taking the guards off

Above and adjacent: The front Bumper bars and the dark blue (RMA) Riley diamond on the grill. Graham assures me that they are original.

Regular readers of Torquetube will remember that Wayne Powrie and his RM featured in the June edition and the story was told that his Uncle Graham Neilson gave him the car on the proviso that he restore it. Over Easter this year Wayne brought the car up from Bendigo to his home near Caloundra and last week the car was brought up the hill to Maleny. Wayne wanted to do most of the restoration work himself so a few weeks ago he began to dismantle the RM. First the bonnet and side pieces were removed. Then, the front cross bars that were fitted to hold the mudguards in position were released and the mudguards taken off. The cross bars were fitted just behind the radiator and seem to be a regular late edition to RMs.

The doors were taken off, then the seats removed and after that the floor panels. The remaining thing to do was to release the body from the chassis. There are two bolts on each of the 'K' panels, one on each of the 'B' posts, one on each front corner of the tub section and two in the boot floor. The two counter sunk bolts that hold the 'B' posts in place were left until the sills were changed. And not to forget there are three places on either side of the RM where there are small welds. The two holding the sill in place were cut with a thin cutting off blade in readiness for the sill exchange.

Above: The sills ready to be fitted

In the first instance Wayne wanted to see if the engine could be started while it was still in place. My reluctance became fairly clear by the end of the second day of disassembly. There was only two feet of exhaust pipe left, the exhaust manifold had several weld repairs but had cracked in other locations, the amount of gunk (a technical term referring to engine sludge) in the crank and sump was unknown and there was a question about the quality of the previous engineering that was done. So, in the end, my concerns prevailed and on the next day it was determined to remove the engine and gear box.

Above: The engine and gearbox on the engine stand in a corner of the garage

Day three could be termed a day of further destruction or perhaps construction depending on your point of view. It was also raining as it does in Maleny so it was a good day for working in the garage. At the beginning of the day Errol was winched up the ramp into the garage and Wayne was given the task of disconnecting the propeller shaft, clutch rod, stay and earth cable (all the dirty jobs as there was up to half an inch of caked on oil and dirt down there) and I disconnected choke and mechanical advance cables and the carburettor rod. After that the front engine support was released and the engine and gear box were attached to the block and tackle hook. The remainder of the exhaust system was cut off with a cutting off blade and the engine was lifted away from the chassis. The gearbox, pressure plate, clutch and flywheel were removed from the engine and the engine was mounted on the engine stand. The remainder of the day was filled with scraping off thick dirt and oil and finally Errol was winched out of the garage and down the ramp towards the workshop.

Day four was a sunny day so outside the workshop Errol was stripped of all of his electrical, brake and fuel components. This was made a little more difficult than it seems as the battery box had been lined with fibreglass. It was a pain to remove but after an hour it was broken up and the bolts holding the control box could be accessed (Next month fitting the sills accurately)

Magneto Problems — A 1930 Riley 9 by Owen Williamson in 2007

My Riley 9 refuses to start.

"Got to be the spark or the fuel", an old mechanic once told me. So I flicked a coin and came up with heads. Not that it solved the problem, but the fuel system was the first thing to be checked. Tickle the twin SU carbides and turn the engine over half a dozen times and then pull a plug out to see if it was damp. Great, there was fuel on the plug. So, now to investigate the spark. The extracted plug was earthed, the engine rotated and not a spark to be seen.

Below: a beautifully finished dash

Magnetos don't usually die, they just fade away. But, there was absolutely no spark to be seen or felt. Dead as a Dodo bird. I have a comfy chair in my big shed with a foot stool that beckoned me to spend some time relaxing while I pondered this latest problem. Most of the world's problems have been solved whilst ensconced in that chair. Today was no exception. The grey matter on the point of cerebral haemorrhage pondered that the earthing wire on the maggie was connected to a small relay hidden behind the dash board. Could the relay be faulty once again? Only one way to find out. Pull out the bench seat and hang upside down under the dash with a torch and mirror. Not much fun for a not so athletic grey army member.

Firstly, I had to make some staging to bridge the storage wells under the seat. Then the contortionist act began. Just getting into the car backwards, whilst trying to throw a leg up over the back rest and peering aimlessly at all the bits and bobs stuffed neatly under the

the dash was a real feat. After a few fruitless forages into the wiring, I finally traced the

Above: Owen Williamson's Riley 9 in 2007

ignition wires up into the bowels of the dash recesses only to find a tiny relay stuck to the top of the dash with double side tape and connected to some very flimsy wiring. Not the 15 Amp wire that I was more accustomed to. My tentative exploration of the relay had it fall into my open hand with one of the wires dangling freely in space.

"Aha!" the backyard mechanic thought, "this could be the problem!" By now my sacroiliac was giving me curry and the old neck muscles were starting to quiver with exertion, so I slide very ungracefully out of the car like a bag of spuds on to the cold concrete floor with a dodgy looking relay in my hand.

Below: A 'BTH' Magneto with its advance/ retard mechanism. It is similar to the one fitted in the 1930 Riley 9

Where could I get a new relay at 4.00pm on a Saturday afternoon, but the ever helpful "AutoCheap"? They had a variety of relays but not one that was normally closed without the power being on. So early Sunday morning when I was out and about a "Dick Smith" shop jumped into my view and instantly became my saviour by providing the right relay at a very reasonable price.

After wriggling in and out of the Riley to access the dash while lying prone in a very vulnerable and compromising position I was able to re-engineer the whole system and rewire it to make future repairs or modifications much easier. The grand moment came when all of the available family and friends were gathered together to witness the starting of the Riley. The starter motor made a most inglorious clanking sound and died on the spot never to utter another useful sound. I made a lot of feeble excuses about bloody old English cars being cantankerous and shuffled the assembled crowd out of the big shed as I wept in my soup and cursed until the storm clouds started to gather. I must admit, it was all a bit of a hyped up drama as it took me all of 5 minutes to extract the stuffed starter motor and put it in the Honda to drop off at my favourite auto electrician on the way to work.

Above: The Riley 9 has an easily accessed starter motor

Twenty four hours later the reconditioned (and perfect) starter motor was refitted and ready to test the Riley to see if it would start. No big crowd this time to make me look a fool. Mr Lucas "Prince of Darkness" wasn't going to get me twice in one week. The carbies primed, the battery charged, the starter motor in pristine condition provided the most perfect starting conditions possible. And start it did on the second turn of the motor! Celebrations and air high fives all round with the imaginary crowd made the whole saga worthwhile. Just another little challenge thrown our way to be solved and enjoyed. Well, sort of!

Above : Riley 9 with twin SU carbies and the BTH (British Thomas and Houston magneto). You might recognise it as the one in Mathew Schooneveldt's Riley

Happy Rileying and he who never tried to ponder the vagaries of old English cars is probably very cash rich but very short on strange tales to tell their mates over a frosty ale.

Below: The cartoon below was sent to me by a dedicated and long time Riley 9 restorer

Magneto advance and retard mechanism

There are just some things that you can't do without a lathe and a mill. I suppose that is why so many restorer's garages have them as standard pieces of equipment. Their effective use simply depends on need and a little bit of imagination. That was my experience when Edward patiently waited on his turn for a completed restoration. The engine had been rebuilt by Phil Evans during 2002. Not fitted was the exhaust manifold and exhaust system, the inlet manifold and carburettors, the radiator pipes and the magneto and the advance and retard mechanism. So, the first project was to make the advance and retard mechanism. Happily, Paul Baee was willing to lend me his mechanism so the description that follows is a copy of the one that is fitted to his Riley 9. In the end six control mechanisms were manufactured, five for other Riley 9 owners and one for me. The magneto was manufactured with four drilled and tapped holes at its base and I expect that these were located in their positions for different applications.

Above: The magneto with the drilled and tapped holes.

George Westen and sons was visited about three weeks ago and hex, bars and round brass was purchased. It was decided that the first part of the project was to make the fitting that bolted to the magneto. It is a bar with a rounded convex centre that has a drilled hole in it's top for the control arm to fit into. The bar used was a half inch by three quarters of an inch. In the first instance the bar was milled to size with a length just longer than the side of the magneto. Since the drilled holes in the magneto were a fixed point of reference, corresponding holes were drilled through the milled bar.

Above: The magneto attachment with hole template above it and below: the milled and drilled bar

Then, after some thought, a 3/8th inch steel bar was cut and on the top corresponding holes to the magneto were drilled, a thread was cut into the holes and the brass bar was bolted onto the steel bar. Two corresponding washers were then made on the lathe to correspond with the curve of the convex centre of the bar. These were fitted to either side of the steel bar and a centre hole was drilled through the steel bar and the washers were fixed into place with a bolt. The steel bar was then fitted into the jaws of a mill vice so that the washers sat on either side of vice jaws allowing the brass bar to see saw on the vice at a fixed height. The centre piece was then milled to produce a nearly exact copy of the original.

When completed a template was made of the top side of the loaned brass fitting and the drilled hole was replicated and the template was used to drill through the top of the bar at the central point. It was then discovered why the original part had elongated fixing holes. It was so that the part could be adjusted over the central point on the magneto. It actually was not a central point but slightly off centre. So, I made my bracket with round holes and offset centre so that it only fitted into place with the correct side facing upwards.

Below: The magneto fitting bolted to the front side of the magneto using the second tier fixing points.

The second part of the project was making the post that holds the control arms in place. It was decided to make these two at a time to achieve a greater accuracy in the milling step. First, an eight-inch hex bar was fitted into the three- jaw chuck of the lathe and a 5/32 hole was drilled in either end. The holes were then tapped so that a two-inch BSF bolt could be used to fix the post into place at the base of the magneto. The bar was then fitted into the mill vice so that the edge of the hex was just above top of the vice. Further accuracy was achieved by measuring the height of the bar above either end of the vice. The bar was then milled to the edge of the hex angle so that a half inch of the bar was left uncut at either end. The bar was then flipped over, and the process repeated on the other side. Then the squaring of the post was completed by refitting the milled sides into the vice and milling the top and then the bottom. The bar was then divided into the two posts by cutting it in half.

A template was then made so that the milled bars could be drilled in the exact location to accept the round bar. A tool was then made with a half circle shaped stepped base to allow the hex end of the post to extend over the side of the half round step and a 5/16th bolt fitted though and welded to the base in the centre point of the half round step. A rounded nut was made to screw onto the bolt to hold the bar in place.

Above: The rounding jig.

The jig was then bolted to the mill face and the post was fitted into the tool with the nut securing the post in place. A long bolt was then screwed into the base of the post that had earlier been made in the lathe. By this means the post could be moved in an arc on tool across the edge of the mill bit and by increments the rounded top of the post was made in the mill. When all six posts were completed they were mounted in a pedestal drill and an oiling hole was made in the top of the post.

Above: The oiling hole drilled into the advance and retard post

Six round bars were then cut to length and fitted into the posts.

The next step was making the control arms. The first one manufactured had one end that clamped to the round bar and the other end drilled to accept a ball joint bolt. After milling the part to width, a template was made with the locations of the two holes at either end of the control arm. The holes were drilled so that one end fitted over the round bar and the other end drilled to accept a ball joint bolt. With that operation complete another hole was drilled through the side of the control arm above the round bar to fit a clamping bolt to secure the rod in the hole.

Above: Milled and drilled control arm and below: The control arm sides milled

A second jig was made to round off the top of the control arm. This was achieved by drilling a hole through a plate and welding a bolt into the hole with a rounded nut to clamp the control arm in place and moving it in an arc across the face of the mill bit just as had been done with the post. The arm was then cut with a hacksaw from the top through to the round rod hole. One side of the clamping bolt hole was then enlarged, and a thread cut into the clamping side of the control arm. The round bar was then fitted, and a bolt was screwed into the clamp tightening the round bar into position. The bar and the bolt were then removed for the next operation.

Above: Hacksaw guide and the clamping bolt in position

Two more jigs were made to create the rounded shapes at either end of the control arm. These too were made by drilling a hole through a plate and fitting a post into the hole that corresponded in size to the drilled hole at the ends of the control arm. On this occasion a clamping rod was fitted over the centre point and secured onto two bolts on either side of the centre point that also formed a stop at either end of the arc that was made to form the round shapes at the ends of the control arm. The control arm was then moved in an arc across the face of the mill bit forming the shapes required.

Below: The control arm completed

The next task was to make the magneto control arm. After milling the magneto control arm to size, it was placed in the four chuck lathe head. After adjusting its position in the chuck, the end was rounded, and the rough shape of a ball was made. Previously, a ball making cutting head had been made and this was fitted to the lathe and the ball shape was cut into the end of the magneto control arm.

Above: Ball being cut into the magneto control arm

When complete the magneto control arm was removed from the lathe and fitted into a jig to locate the hole for the round bar. After drilling the hole the arm was placed into a jig that had previously been made to cut the control arm round end. The magneto control arm was then turned in an arc across the face of the mill bit and the parts were complete.

Above: Milling the magneto control arm and below: Milling the sides of the magneto control arm

The magneto control arm was then fitted onto the round rod and a 1/8th inch hole was drilled and a piece of 1/8th brass rod was pressed through fixing the magneto control arm to the round pivot rod

The magneto was then fitted into place on the engine, the control mechanism was bolted to its base, the control rod clamped into place and the ball joint connection was fitted with its rod and this was fitted to the steering column connection.

The brass cost $30 and the time spent making each magneto advance/retard mechanism was about 10 hours. But since you can't buy these parts off the shelf the exercise was worth the effort.

South Australian National Rally in 2019

National Rally:

We're not looking for commitment in relation to the National Rally right now but members are encouraged to register their interest now so they can be included in direct emails which we intend to start sending out in July.

We will, at that time, provide an inclusion for Torquetube which will give more specific Rally information and also request more entrant information and act as a "jog to action" for members in general.

Because we have a rather adventurous itinerary for the National Rally, which includes the hire of a steam train and the hire of river boats along with a number of fixed cost tourist inclusions, our final target date for confirmed entries will be December.

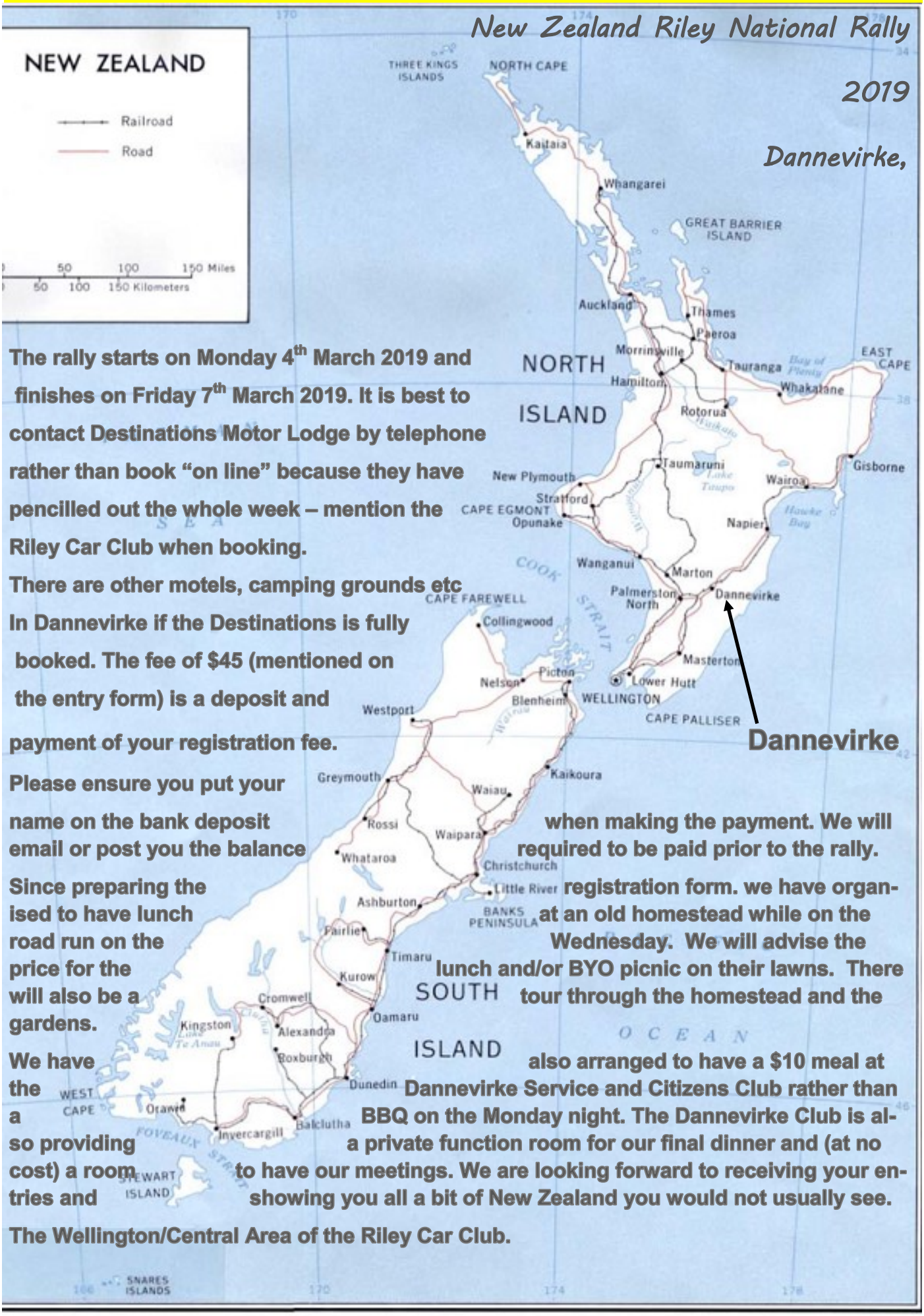
Adventure Tour:

For the Adventure Tour, we're looking to hear from people who are serious about making a commitment because, by its very nature and its length, it's going to cost more per head than our National Rally. But, it will also be very special for those who have the time and finance to be included.

However, for reasons of accommodation and restaurant capacity, the Tour, as has previously been advised, will be capped at 70 people based upon order of registering interest.

Therefore, those who are interested are encouraged to register as soon as possible by email or phone as detailed in the brochure.

2019 New Zealand National Rally at Dannevirke, Central Hawkes Bay



The rally starts on Monday 4th March 2019 and finishes on Friday 7th March 2019. It is best to contact Destinations Motor Lodge by telephone rather than book "on line" because they have pencilled out the whole week – mention the Riley Car Club when booking.

There are other motels, camping grounds etc In Dannevirke if the Destinations is fully booked. The fee of $45 (mentioned on the entry form) is a deposit and payment of your registration fee.

Please ensure you put your name on the bank deposit when making the payment. We will email or post you the balance required to be paid prior to the rally.

Since preparing the registration form. we have organised to have lunch at an old homestead while on the road run on the Wednesday. We will advise the price for the lunch and/or BYO picnic on their lawns. There will also be a tour through the homestead and the gardens.

We have also arranged to have a $10 meal at the Dannevirke Service and Citizens Club rather than a BBQ on the Monday night. The Dannevirke Club is also providing a private function room for our final dinner and (at no cost) a room to have our meetings. We are looking forward to receiving your entries and showing you all a bit of New Zealand you would not usually see.

The Wellington/Central Area of the Riley Car Club.

For Sale

Rare 1967 Riley Kestrel

While returning from the Qld Riley rally, Pam and I called in to see an ex Riley member, now living in a retirement village, south side of Brisbane. Unfortunately Mick's (Thatcher) health has deteriorated and is no longer allowed to drive a car. As a result he has had to make the hard and upsetting decision to sell his beloved 1967 Riley Kestrel 1300 - quite a rare model I believe. To ease the trauma for Mick I offered to contact all the Riley magazine editors (including the 'reluctant' ones) and ask about placing an advertisement in their next issue.

I would be more than happy to fly to Brisbane and deliver the Kestrel to anywhere in the eastern states if the prospective buyer was unable to do so.

Here are the details:
RARE 1967 RILEY KESTREL 1300 IN IMMACULATE CONDITION WITH A ODOMETER READING OF 5,900 MILES SINCE FULL RESTORATION.
NEW TYRES AND BATTERY.
GREAT CAR FOR CLUB EVENTS.
$15,000 (ANY OFFERS WILL BE CONSIDERED).
MICK & LYN Ph 0418 154 269.

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