



# TORQUETUBE

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

**[www.rileyqld.org.au](http://www.rileyqld.org.au)**



*A 12/4 Kestrel seen and photographed by  
Mathew French at the All British day at St  
Joseph's College, Brisbane*

## Editorial

An overly full house has meant that Harold needs to leave his Treehaven retirement home and make a new home with Peter Debus. Currently Harold is receiving a makeover and he will again be seen on the streets of Brisbane in Maroon and cream with a maroon roof vinyl.

Special thanks to Ian Henderson who visited my garage to do a story on RM Water pumps and thankyou to Peter Lee for his story on Riley genders. By the way, Albert's name came from Browning's epic poem, 'The Ancient Mariner'. In verse six we are told that it is bad luck to kill an Albatross and from that we get the old English saying, 'to have an Albatross hung around your neck, meaning something that will bring

you down. When I first saw Albert he looked like a legless Albatross that was hung around my neck.– not so now.

Thank you also to Mathew French and Phil Soden who provided articles.

**Below: Harold and friend, Errol in the workshop being renewed**



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

THE 2018 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Marshall Holmes	0477 377 109 marshall.holmes@outlook.com.au
SECRETARY:	Mathew French	07 3353 0532 mgwfrench@bigpond.com
TREASURER:		Queries to the President
CLUB CAPTAIN:	Peter Lee	0403 179 458 peterrosslee@me.com
SPARE PARTS OFFICER:	Mark Baldock	07 5491 5409 norest1@bigpond.com
ASSISTANT SPARE PARTS OFFICER:	Carl Harries	0448 499 570 digicarl@hotmail.com
REGISTRAR:	Di Phillips	0411 043 974 diannephillips1@optusnet.com.au
EDITOR:	Philip Wyllie	07 5499 9826 philip.w.wyllie@gmail.com
WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR	Trevor Taylor	0407 717 853 trevor.taylor@ymail.com

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## September Breakfast Run



Above: Trevor Taylor's MGTF, behind that could be Elizabeth Collin's MG and adjacent Chris Reynold's RMD at Bullocky Rest during their September 9th breakfast outing.

Beautiful weather, great fellowship and wonderful scenery was enjoyed by all

Pictures courtesy of Trevor Taylor.



## All British Day at St Joseph's College by Mathew French

Two Rileys; Matt Schooneveldt's Falcon and my Nine were there along with two RMs; Robin Hull's RMB and Graham Bourne's RMA.



From other clubs there were another three Rileys, Graham MacKay's Riley Imp Special, Ian Hayward's Nine Special and a 12/4 Kestrel advertised for sale at \$85,000! This is the first

time I have ever seen Rileys outnumbering RMs.

Graham Bourne somehow managed to have two cars there, the Rolls as well as the RMA. Trevor Taylor was there with his MGTF, as was Barry and Julie Evans with theirs. It was also great to see Alan Hill wandering about looking at the cars and Peter Dreghorn and Marshall Holmes were spotted enjoying the event.



**Above: Graham MacKay's Imp special**



The Imp special is the blue car with the polished alloy bonnet with bonnet sides. That is a genuine body and guards from an Imp chassis now in Tasmania. The Downing family had a chassis constructed locally and built a special to go racing. Currently it is owned by Graham MacKay.

**Above: Graham Bourne's RMA and Robin Hull's RMB**

The roadster type body with no bonnet sides is Ian Hayward's car. This is a well known Riley and was previously owned by Ross Phillips, Graham McKay and Gordon Cameron.



**Above: A 12/4 Kestrel**

I do not know who is the current owner of the 12/4 Kestrel.

Mathew

*(It looks as if it is in beautiful condition and the colours are stunning— Editor)*

*The September Riley Run to the Noosa Classic Car show is next weekend and will be featured in the October TT.*



## October Riley Motor Club Events

**Tuesday 2nd and 9th** Riley Tinkerers at the Club House, Samford Show Grounds. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

### **Thursday 11th 8 PM. Monthly General Meeting of the Queensland Riley Motor Club, Samford Show Grounds.**

**Tuesday 16th, 23rd and 30th** Riley Tinkerers at the Club House, Samford Show Grounds. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

**Thursday 1st November:** Our next outing will be to the RAAF's Amberley Heritage Centre . It will be followed by lunch in Ipswich.

The gathering point at the main gate on South-

ern Amberley Road. It is situated next to an F111 so you won't miss it. We will then be admitted as a group into the secure facility. Lunch will be available afterwards at the Brothers Ipswich Leagues Club (cost from \$10.)



**Date and location** for the next monthly breakfast run is yet to be advised.

## Riley people and Riley Cars that you may know

**Graham Bourne** was on his way to the Clubhouse on Tuesday in his RMA. When turning into Settlement Road the steering wheel and column came forward towards him and control of the Riley was lost. Graham took out a bus stop but thankfully no one was there.

Graham was uninjured. Many people came to his assistance but the tow truck was sufficient for Graham's needs. We are all very relieved that he was unhurt.

The Riley, however, suffered some front end damage but is very repairable. The biggest regret may have been that it had only just been washed and polished for the Noosa Classic Car show.

Noticed in the September/October edition of Restored Cars magazine on page 32 **Jim Runciman's 1937 12/4 Falcon**. Picture adjacent shows the dashboard and controls—a very hansom car, Jim. The magazine is worth buy-

ing just to see the other pictures.



## RM Water Pump Overhaul by Ian Henderson

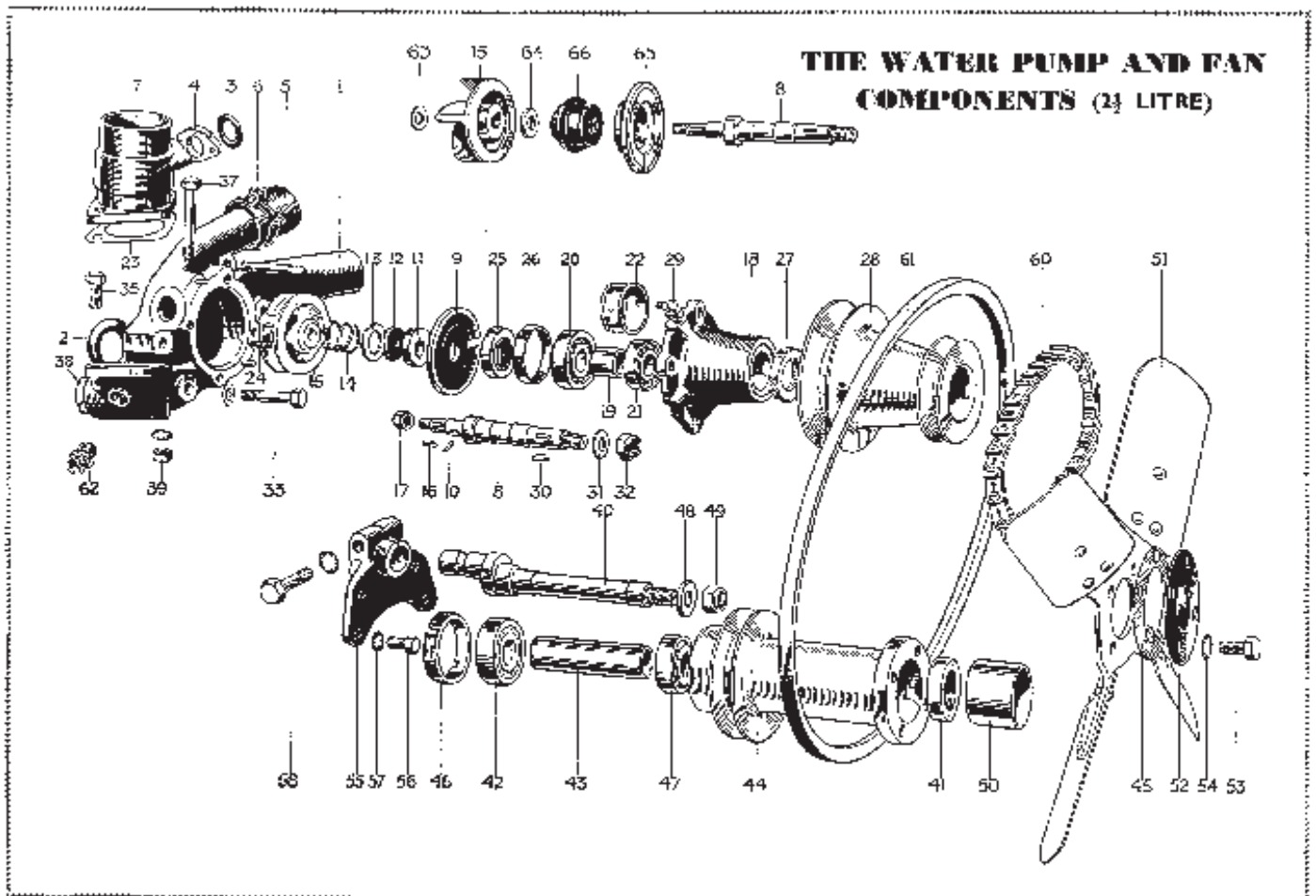
Removal and dismantling of the water pump is described in the Workshop Manual in Section A.14. If anyone has never done this before these additional suggestions may be helpful as things don't always come apart as easily as it says in the book and the new parts available now are not necessarily what was described seventy years ago. As we work through the process I'll refer to the parts by the now accepted system of numbering by illustration page number followed by the item number in the illustration. E.g. the water pump impellor is item 15 on illustration page A.12 so it's referred to as A.12-15. Keep the manual open for ready reference.

Assuming you have the pump assembly out of the car and on the bench with the pulley removed the first thing to do is hold the pump vertically in the vice using soft jaws on the pulley end of the shaft – impellor up. Use a socket to remove the Simmonds nut A.12-17 and copper washer A.12-63, then you'll probably need a puller to draw the impellor A.12-15 off the shaft. It may be seized so if you hope to reuse it go carefully.

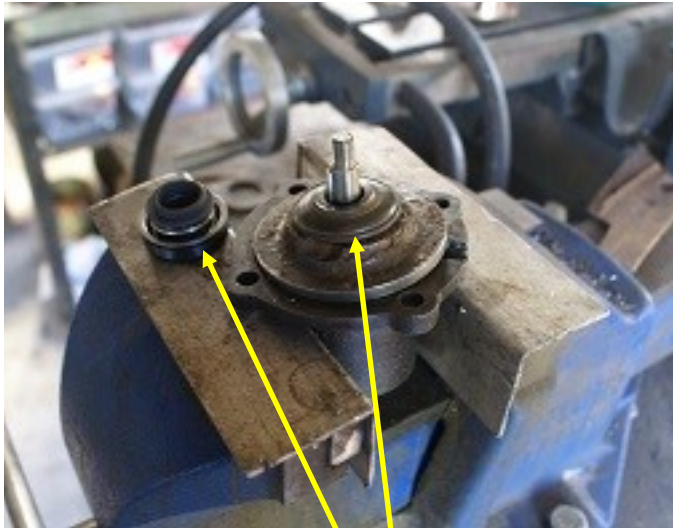


**Above: A small workshop puller being employed to take the impeller off**

Now it gets interesting. Under the impellor you'll see the water seal. The manual describes two types of water seal – the original type and “the modification to the water seal on later pumps”. I'll call these type one and type two respectively. Both are equally good when



they're working so be careful pulling them out because replacements are no longer manufactured. If the water seal has to be replaced we have to go to a modern version which I'll call type three. Now you can't just replace the seal. The parts (seal, seal plate, shaft and impellor) for type one, two and three are NOT interchangeable.



**Above: The two seals illustrated. The one available today is sitting on the soft jaw.**

The next step is to take the pump out of the vice and knock the shaft/bearing assembly out of the housing A.12-18 as shown in Fig A.9 in the manual. But it probably won't come apart easily and it won't look like that, so with the pulley end up, support the housing vertically on the outside of the mounting flange (outside the seal plate) and use a hammer on the pulley end of the shaft to knock the shaft, bearings, spacers, oil seal and seal plate out of the housing. It won't look like the picture in Fig A.9 because the seal plate and maybe the oil seal and retainer will fall out first and the outer race of the front bearing will stay inside. Use a small pin punch (a broken 3/32" drill bit will do) to tap that outer race out of the housing. (You wondered what those two little holes in the front flange were for, didn't you?)



Now clean all those bits up and take a look at what you've got. Notice the oil seal has a spacer ring A.12-26 around the outside. Make sure you don't throw the spacer out with the old seal. This is the time to put a coat of paint on the outside of the housing if you're so inclined. You can buy new bearings and the oil seal from your local bearing supplier. If the club has sold out of the type one and type two water seals by now you will need to buy a type three repair kit. This includes:

Modified A.12-8 Shaft and A.12-9 Seal Plate



A.12-15 Impellor

A.12-66 Water Seal

It may also include the bearings and oil seal, felt washer and two woodruff keys if you're lucky.

Now some notes on the new bearings. The front is a cylindrical roller and the rear a single row ball bearing. Modern ball bearings are now normally supplied with integral seals. To allow lubrication through, it is recommended to remove the seals on the grease nipple side. They can easily be picked out with a scriber. Although a ball has a lower load capacity than a roller, I even like to use a sealed ball on the front (again with the inner seal removed) to stop grease leaking out the front which works back inside the pulley and throws out all over the generator, belt, timing cover and bonnets. There is an external felt washer A.12-27 which is supposed to prevent this but even if you're lucky enough to find one, or patient enough to make one they're still not very effective.

You used to be able to buy water pump grease but I'm informed that this is now called marine grease. Have some of this handy for the reassembly.



**Above: The parts laid out and the application of marine grease and below: refitting the shaft and bearings**

Then take the shaft and slide the rear bearing on from the front over the front bearing seat onto the rear bearing seat and home to the oil seal abutment. Then assemble the inner spacer, outer spacer and the rest of the front bearing onto the shaft, filling all the cavities with grease. This shaft/bearing assembly can now be inserted into the housing, again with plenty of grease. Slip the spacer/oil seal over the shaft (hollow side in) and tap this fully into the housing.



**Above: the bearing being tapped into place**

Put that aside for a minute and if you're using the type three seal, push the rubber end into the type three seal plate. (We used Phil's hydraulic press for this but you can probably do it in the vice.) The rubber should disappear into the modified plate with the pressed steel flange flat against the back of the seal plate.

**Below: the water seal being pressed into the plate**



Smear the inside of the housing with grease. Remove the outer race from the new front bearing and with the housing sitting down on the front flange on the bench, tap the outer race all the way home inside the housing to the front flange. It's important for this to be all the way home but don't overdo it and break the flange.



**Above: the outer flange tapped into place**



The seal plate with seal can now be fitted over the shaft. Then tap the smaller woodruff key A.12-16 into the shaft keyway.



The impellor can now be fitted, followed by the copper washer A.12-63 and the Simmonds (Nyloc) nut A.12-17 can be fitted. Fully tighten-

ing this nut will compress the spring in the seal the correct amount. Check that that this compression looks OK while rotating the impellor/shaft in the housing and if you have a free hand pat yourself on the back for a job well done.

Ian



### *Is your Riley a He or a She? By Peter Lee*

According to a United States Shell 'Autotude' survey report, nearly half of drivers think their vehicle has a gender with 60% of vehicles viewed as female and 40% viewed as male.

The report then goes on to state that two in three drivers believe their cars have a personality and most respondents agreed that they had a 'strong emotional bond' with their vehicles (56%).

I immediately thought of Phil Wyllie when reading this article. Phil is so convinced about the personalities and gender of his vehicles that he names them all. His RMD proudly declares its gender and name on a plate attached to the



front bumper. Albert is definitely a loud and proud male.

Edward, a 9 hp roadster, is quite different. He appears to be much quieter than his stablemate. But maybe that's to be expected. He is quite a bit older than Albert and is much tinier in the horsepower department.



**Above: Edward in his all male garage**

The only exception at Maleny's Riley central is Elspeth.

She is a 1.5 litre Falcon who received a female name only at the insistence of Phil's partner Doreen. I do hope it works out for them as Elspeth is definitely treading a lonely path.



**Above : Elspeth**

However, she does have the company of another female albeit much younger. Doreen's Fiat Spider is called Sophia on account of her abundance of curves. No one has any doubt at all about the sexuality of this bright yellow femme fatale.



**Above: Sophia**

Phil is convinced that the vast bulk of RM Rileys were built for men. They are heavy over the front axle and require some upper body strength just to park them.

I have to agree with Phil that when steering and/or brakes are modified to become power assisted then a gender change is on the cards. This will likely result in the need for an enormous amount of counseling. Fortunately, Wendy Lonie will be able to help steer (pun intend-

ed) the RMG through the challenging times that lay ahead.



**Above The Lonie's RMG (I didn't have the heart to tell the author that 50 RIL's name is Stirling)**

The writer has only ever named one vehicle in 50 years of car ownership and that was a 1929 Riley 9 Mk 4 Monaco. On the back of the car's dashboard someone had scrawled what appeared to be a date in indelible pencil. The day was illegible but the month (10) and year (29) were still clear.



**Above: Melba the Monaco**

During a visit to a Melbourne museum we discovered that Dame Nellie Melba's last ever performance in England was at Brighton on 10 October 1929. Hence the legend that became Melba the Monaco was born.

If you are a Riley 'namer' and proud of it, then please let Editor Phil know.

## *I think my Riley may have worn out by Phil Soden*



The car was running smoothly but sounded a bit like a Subaru and the tappets wouldn't stay adjusted. Have a look at the cam lobes which in some cases have almost disappeared, not to mention two cam followers literally worn through. I only bought those second-hand cams in 1966.

I'm beginning to think my Riley is worn out. Yes, I know I've said this for the last 50 years, but seriously, have you ever heard of post war camshafts become past their use-by date?



Thank goodness for Riley Spares! I hope Clive Cams come up with something interesting.....

Phil of the South  
(Reluctantly not driving a Riley)



## Roadster fuel gauge sender and dashboard gauge

In the Riley 9 Roadster, the fuel tank is situated behind and above the engine under the bonnet. Fuel is delivered to the carburettors by gravity. That is a happy thing from my point of view because very little can go wrong with fuel delivery.



### Above: Gravity fed fuel

In fact, many RM owners can tell stories about being in remote locations when the points died on their fuel pumps. There was one occasion in a very remote part of NSW when Harold, my 1948 RMB totally lost power. We were on our way to a holiday destination at a seaside camping ground. Investigation revealed that the points had burned out and despite my roadside efforts to clean the points and refit them they refused to work. Fortunately, a full fuel tin was in the boot and there was some plastic tube in the tool box, so as you do in a Riley the fuel tin was set up in the cabin and the carburettors were gravity fed from the tin and we continued on our way to the holiday destination. A telephone call was made to the Spare Parts Officer and the following day a new set of points were sent by post arriving in time for our travel home. Following this event, I always carried a spare set of points and still have them today.

But, back to the Riley 9, the clever thing about this Riley is that any kind of tricky fuel pump has been avoided and the fuel is delivered by

gravity to twin SU carburettors via a copper tube through a ball tap under the dash board.



Above: The fuel line under the bonnet and below: Through the scuttle and under the dash



Mr Newton was right, gravity never fails, it always acts in the same manner. Apples always fall downwards, and liquid and other things always flows downhill. Fortunately, the thread was the same type in the Riley 9 tank outlet as was employed by SU after the war so that the double male fitting that went into a dead RM SU fuel pump could be fitted into the tank. The right-angle fitting that went onto the double male outlet was also utilised to feed the fuel towards the carburettors and another male fitting with an olive conducted the fuel through a copper pipe to the ball tap and then through

the five-ply scuttle down to the rear SU carburettor. Having no experience about the amount of movement the engine made when running the hole bored through the scuttle was made sufficiently large enough to provide room for the pipe to move without fouling on the timber.

On top of the tank is the fuel filler opening with its cap and in the middle of the tank is another opening for the fuel sender instrument. Fortunately, a fair bit of work had already been put into making a sender in brass. Ron Miller was an exemplary craftsman and all of his work has without exemption been first class. He made the body of the sender as well as some of the mechanism for communicating the fuel level from the tank through the body of the sender. What was missing was the wire probe, float and sender connection that operated the unit. Once again, my never throw anything out philosophy came to the rescue and the float from a dead sender unit was harvested. Some time ago a one eighth of an inch brass rod had been purchased and this was cut to length, a six BA thread cut into one end of the brass rod and the float was soldered to the other end. You guessed it, the same gifted Riley restorer who made the sender unit had also cut a six BA female thread into the sender mechanism to receive the brass rod.



**Above: The sender unit with completed mechanism and float**

The only other thing that the sender unit was missing was a top to seal the sender unit. Some while ago some thin brass plate had been purchased to make the lock covers on

my RMD and there was more than enough left over to make the cover. This was done by cutting out a disc with tin snips just larger than the required size. The disc was then glued to a brass bar using two-part aroidite. When the glue had set hard, the bar was placed in a lathe chuck and my sender unit cover was cut to the correct size. When satisfied that the disc would fit onto the sender unit, the bar and disc was placed over a gas fire to soften the glue and the disc came off the bar without any issue. The residue glue was then cleaned off the disc and holes were drilled through the cap and into the sender top and it was taped to attach the cap to the top of the sender unit with 4 BA bolts. That was the easy part of the job completed.



**Above: The sender unit cap fitted**

It was then discovered that the sender unit base had been soldered slightly off centre onto the fuel tank so the holes for the sender unit attaching bolts were drilled through the tank and a tap was run down the threaded openings to ensure a good fit. The sender base was then resoldered to the tank to ensure that there were

no pin holes and the sender unit was fitted into its place.



Very apparent was the fact that the dashboard receiver units are rare and very hard to come by so the only thing that could be done was to make one. Many years ago, a 1970's 2.5 litre Triumph had been built from the parts of two cars and under the bench was a spare Smith's dashboard altimeter gauge, a likely candidate for my purpose. It was precisely the same size as the other original dash instruments and it had a chrome ring to hold the glass in place and it was exactly the same as the pre-war petrol gauge.

into copying the face of a Ripaults petrol gauge. The first option explored was asking a skilled calligraphist to copy the face, namely Robert Spiers but after experimenting he suggested photo shopping a couple of pictures on an appropriate surface and gluing it to the brass face of the instrument. Now, that is where the story ends for the moment because tomorrow the Torquetube must be assembled, a bit like building a Riley really.

**Below: The real thing**

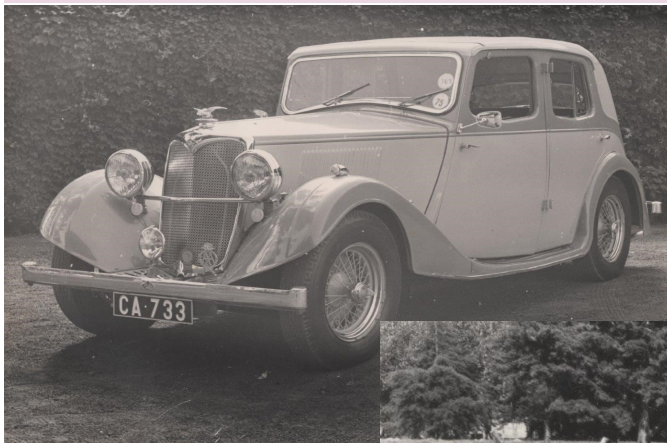


**Above: The face and chrome surround for the future petrol gauge**

This was disassembled, and thought was put



### *A sneak preview of Mathew French's 12/4 Falcon*



This 12/4 Falcon left the factory on the 31st of May 1935 and was sent to South Africa. It came to Australia in 1994 in the ownership of Roy Rowley and has passed through

the hands of George Monios (NSW Riley Motor Club member).

It was purchased by Mathew in 2008.

The editor hopes to learn more about this Riley before the next issue of Torquetube.

