



# TORQUE TUBE

Newsletter of the RILEY MOTOR CLUB  
QLD INC.

**July 2011**



The Beaufort restoration project at Caboolture airfield visited by the Club in May

*Photo: Ian Henderson*

Not-the-Editor:

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## **Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club, Ashtan Place, Banyo, Thursday 9<sup>th</sup> June, 2011.**

Meeting opened by President Ken Lonie at 8.00pm with 27 members and guests present.

**Apologies:** Wendy Lonie, Pat and Betty Elliott, Dick & Earla Self, Del Thomson.

### **Minutes from previous meeting:**

Moved, Ken Lonie, seconded by John Romer, that minutes be accepted. Carried.

### **Business arising from minutes:**

Nil.

### **Inwards correspondence:**

1. Caloundra Powerboat Club flier.
2. Newsletters - Blue Diamond, Gazette, Riley Rattles, The Crank
3. QHMC 2012 Rally entry form, 9-11 June 2012
4. Summerlands (Lismore) Sports & Classic Car Club Show 7<sup>th</sup> August.
5. Custom Printed Clothing flier
6. QMHC Affiliation dues notice

### **Outwards correspondence:**

1. Club information to Grahame Bourne.
2. Club information to Ross Jennison.
- 3 Letter of thanks to Beryl Young.
4. Letter of thanks to the Victorian Riley Club
5. Letter to the NSW Riley Club regarding spare parts pricing.

Moved by Matthew French seconded by Alan Hill that the inwards correspondence be received and the outwards endorsed. Carried.

### **Treasurer's report February 2011**

Balance as per Bank Statement, April 2011		<b>\$7,866.25CR</b>
Income		
Membership fees	\$ 520.00	
Interest	<u>\$ 1.00</u>	
	\$ 521.00	
Expenditure		
Brisbane Sporting Car Club Room Rental	\$ 55.00	
G. Briton refund	\$ 15.00	
N/letter expenses Jan 2011	<u>\$ 221.00</u>	
	\$ 291.00	

Balance as per Bank Statement, May 2011 **\$8096.25CR**

Moved by Ross Phillips that his Report be accepted, seconded Bill White. Carried

### **Club captain's report:**

Bill reported Maria thanks members for their thoughts and flowers and that she is doing well.

RACQ Toowoomba event this month.

July 17<sup>th</sup> run to Boonah airstrip, with lunch at the Dugandan pub.

**Spare parts report:**

Nil.

**Registrar's report:**

Nil Report.

**2012 rally report:**

Going to plan

**Editor's report:**

Nil.

**Website co-ordinator's report:**

Will be updated this weekend.

**General business:**

1. Discussion of spare parts pricing interstate. Proposed that spare parts exchanged between the clubs to be at cost plus 10%. Also that the interstate parts co-ordinator is a member of the Queensland club for insurance purposes.
2. John Payne sold Riley to W.A. and has some spares for sale.
3. Bill Short has details of parts in Victoria for sale.
4. Bill White reported it may difficult to import a modified vehicle from overseas.
5. Linden received a call from Holger Nimz, 3286 3253, who has a RMB for sale.
6. Ray spoke of his troubles using Green Grippa linings on the Pathfinder.
7. Ken has Nine crank back, now ten thou smaller on the big ends. He recommends not using camshaft bearings for mains as the load carrying capacity will be exceeded.
8. Front right RMC mudguard for sale. Matthew French 3353 0532.
9. Brian Jackson sold his RMB to S.A.
10. Matthew Schooneveldt had Nine chassis parts for show and tell.

Secretary's Email: [mgwfrench@bigpond.com](mailto:mgwfrench@bigpond.com)

**Meeting closed:** 9.00pm

**Next Meeting:**

Thursday, 14th July 2011.

**BRISBANE SPORTING CAR CLUB ROOMS  
UNIT 16 / NEXUS BUSINESS PARK  
23 ASHTAN PLACE  
BANYO**

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## **Club Programme:**

### **July Run—Sunday 17<sup>th</sup> July:**

This month the planned run is to a small airfield close to Boonah.

A friend of mine, Ian Mc Gregor runs a small recreational flying school at this picturesque airfield.

We will have morning tea there (BYO), with joy flights available in one of Ian`s aeroplanes.

Lunch is planned at the historic Dugandan Hotel nearby.

Boonah can be accessed via the Mt Lindsay Hwy and Beaudesert (Beaudesert-Boonah Road) or the Cunningham Hwy with a turn at Yamanto via Peak Crossing (Ipswich-Boonah Road.)

I suggest we meet at the junction of these roads at 9:45am, leaving at 10:00am to drive the last 7kms to Boonah and follow the signs to the airstrip.

As the 2½ is still without an engine, I will be in the Mazda Ute.

Hope to see a good roll up.

I am planning a breakfast at Wynnum in August. Hope the weather is on side this time

Bill White.

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## **Swap Meet:**

The 23<sup>rd</sup> annual and original **NAMBOUR SWAP MEET**

Saturday July 30<sup>th</sup> 2011 (only)

at Nambour Showgrounds

Enquiries: 07 5476 8388      Admission \$3      [www.scacc.org.au](http://www.scacc.org.au)

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### **THE 2011 RILEY MOTOR CLUB QLD ELECTED COMMITTEE**

PRESIDENT:	Ken Lonie	07 5494 3323
VICE PRESIDENT:	Alan Hill	07 3289 1063
SECRETARY:	Matthew French	07 3353 0532
TREASURER:	Ross Phillips	07 3281 3807
CLUB CAPTAIN:	Bill White	07 3289 4282
SPARE PARTS OFFICER:	Jack Warr	07 3378 3541
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0418 719 039
REGISTRAR:	Matthew Schooneveldt	07 3263 1986
EDITOR:	<i>Vacant</i>	

## RACQ-HMC Rally Toowoomba 2011:



Rally plaque

The Club was well represented at the RACQ-HMC Rally organized by the Darling Downs Veteran & Vintage Motor Club on the Queen's Birthday weekend. Attendees in Rileys were Ray and Bev Burrows (with Dorothy Cameron), Alan and Sheila Hill (in RMB50, not the Lynx), Ken and Wendy Lonie, and Linden and Delma Thomson. Simon and Helga Schooneveldt began the trip in a Riley (twice) but finally arrived in a modern. Club members in other marques were John and Eve Romer (1938 Chev), Robin and Barbara Hull (Vauxhall Cadet), and Stuart and Miriam Paton (Lancia Lambda.) There were over 90 entries in all.

The DDVVMC owns spacious club-rooms (and well-equipped workshop) which were the Rally headquarters and where we were amply fed on several occasions. Evening dinners were at City Golf Club, giving us a preview of next year's National Rally venue.

Saturday was cold and overcast and sometimes drizzly, and one felt for the occupants of some of the veteran and vintage cars. After lunch in the club-rooms, a short run took us to a tour of the historic Empire Theatre. Later, there was a social dinner at the City Golf Club. Each place at the tables had a laminated copy of a contemporary advertisement, one for each entrant car. The object was to locate the one for your car and arrange a swap or series of swaps so that each entrant finished with the appropriate place mat as a souvenir. This proved to be a great ice-breaker, assuring plenty of movement and mixing in the room. Some negotiations were not easy! At each table there was also a laminated page with ten automobile badges illustrated, partially obscured as necessary, for competitive identification. Surprisingly difficult!

Sunday was even colder than the day before. After meeting at the club-rooms, we set off on a Poker Run to Pittsworth Pioneer Village. A Poker Run involves the distribution of a deck of cards between five checkpoints. At each checkpoint, each entrant selects a card, which is recorded on the run sheet, the winner being the one with the best poker hand at the end. This is a gentle, non-competitive, way of selecting a prize-winner on a social run. The rain came down at Pittsworth, but we were warmed by camp-oven stew, damper, and billy-tea. The rain stopped after lunch, and we returned to Toowoomba by an interesting and different route. Delma and I stopped off at the Spotted Cow

Hotel back in Toowoomba—they were holding a Beer Festival that same weekend, talk about a conflict of interest!

The Rally Dinner was held at City Golf Club that night, with more car ad placemat swaps, another selection of badges to identify, and live entertainment. DDVVMC must have very good sponsors because it seemed as if every entrant won some prize or other at the dinners, apart from the competition prizes (none won by a Riley.)

Monday was much warmer, blue skies and sunshine. Breakfast at the club-rooms was followed by a run through the areas of Toowoomba where the floodwaters began their devastating course earlier in the year. We proceeded to the Cobb & Co Museum on the old Showgrounds site. Waiting there were Toowoomba members Brian Close and Perry Childs with their cars. John Holmes also dropped by. The Museum, part of the Queensland Museum and recent recipient of a design award, contains some very interesting and well displayed exhibits. Interestingly, entrance is free to Toowoomba residents. We were then amply lunched with pizza before heading homeward down the Range (still single-lane in part.)

The DDVVMC deserve plaudits for organizing a very relaxed, friendly and interesting Rally in the tradition of the RACQ/HMC Rallies. Well done!

Next year's Rally will be organized by the Maryborough District Antique Motor Club Inc. Maryborough is exceedingly busy over Queen's Birthday weekend, so book accommodation early if you plan to attend what should be another fine Rally.

Linden Thomson



Burrows, Thomson, Hill, Romer line-up



Contrasting style



Vauxhall Cadet



Wendy and Ken in period



Windmill forest at Cobb & Co



Pre-Riley commuter transport



Close and Childs Rileys

## **Not-the-Editor's Notes:**

Simon Schooneveldt has relinquished the Editor's position, so as an interim measure I have agreed to edit one TorqueTube edition as Not-the-Editor until the position is resolved, hopefully at the July meeting.

Bill Short provided the technical drawing included in this issue. The steering gear pinion in the RM Rileys employs two taper roller bearings with the inner cones integral to the pinion. These are often badly worn or corroded beyond repair, and the outer cones and roller assembly are unobtainable, so Bill's information is very useful.

Leigh Johnson (South Australia) sent a DVD of footage he had taken at the Beechworth National Rally. It is very nicely done and a great souvenir of the Rally. Leigh suggests that he is happy for anyone to have a copy, but if they would like the colour-labelled DVD and DVD cover, he is happy to supply for a nominal cost of \$5 posted in an envelope. His phone number is 08 8271 8638 and email address [leighj@adam.com.au](mailto:leighj@adam.com.au) . I will bring the DVD to the July meeting.

It was good to catch up with Brian Close in Toowoomba recently and to meet another Toowoomba member, Perry Childs.

Still in Toowoomba, John Holmes dropped in to the Cobb & Co venue in a break from doing things with cattle embryos. He has acquired Kiara Rizzo's 1½, *Sally*, while Kiara has produced a son, Harrington Arthur Rizzo, born 22<sup>nd</sup> April. Congratulations. Potentially a third-generation Riley owner?

Much less happy news is that Ross Phillips is suffering quite severe health problems and faces a prolonged recovery period. We all wish Ross the best for the best possible outcome.

Linden Thomson

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## **Expression of Interest 2012 RACQ HMC Rally:**

**The Secretary, Maryborough District Antique Motor Club Inc., PO Box 306, Maryborough 4650**

Rally Co-Ordinator: Ken Ashford [kenashford@hotmail.com](mailto:kenashford@hotmail.com)

Name ..... Address .....

Phone ..... Mobile .....

E-Mail ..... Member's Club .....



## **Email enquiry:**

I have just come across your interesting club site, prompting me to ask a question that has been waiting around for 50 years. In the early 1950s I bought my first car – a Riley 9 roadster 1930 model, probably with an Australian-built body, but identical to the English 1929 Coach-built 2788 2-seater. I completely restored it, from the (new) chassis up, complete engine re-build by Jack Downing and new body frame with the help of the Toowong coachbuilders. I sold it when in Longreach in 1954 and believe it went to Mt Isa. The registration Nr was 185-808.

The question is – has this car ever been heard of again? Do any of your club members know of it? I see from the photos that most of the club cars are now Nuffield Rileys, but in the '50s there were quite a few early cars in Brisbane. ABC announcer Eric Child had a 9 with a pre-selector gearbox, and there was a very nice 1.5 litre Sprite. Jack Downing had an Imp and also a V-8 saloon, and there was a constant flow of other 9s coming in for service and parts in his Woolloongabba workshop. Are there no more Riley 9s?

Regards

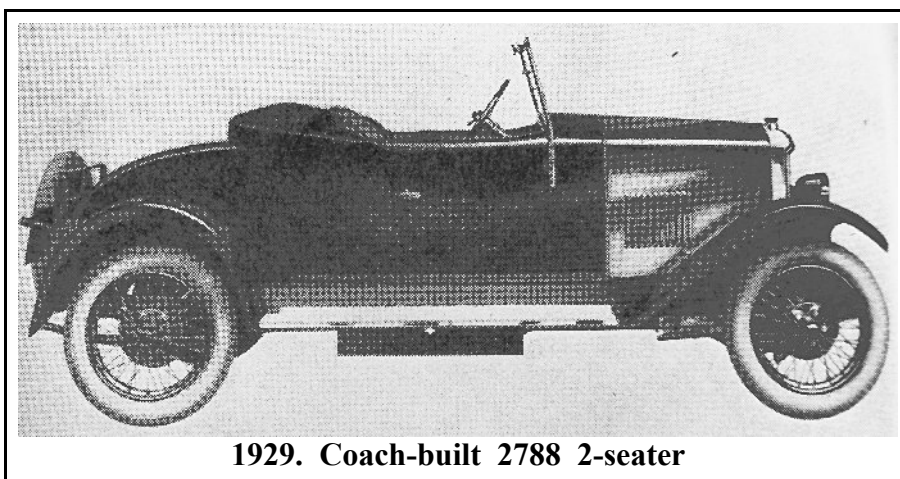
Geoffrey Luck

Killara Sydney

I will reply to Geoffrey but does anyone know of this particular car? An engine or chassis number would be useful.

LT

From *The Riley Nine Manual* by J.A. Robson:



**1929. Coach-built 2788 2-seater**

For many years people referred to this as the 2788, but it has long been recognized that this was a block-maker's mistake. It was never a Riley model designation.

**Technical Tip from Bill Short:**

MODIFICATION TO RILEY RMB PINON SHAFT TO TAKE NTN 4T-CR-0627 TAPER ROLLER BEARINGS

THIS MODIFICATION IS INDICATIVE ONLY AND NEEDS TO BE INDIVIDUALLY FITTED TO EXISTING STEERING BOX SET UP AS INDIVIDUAL STEERING BOXES DO VARY.

BEARING OUTER WILL NEED TO BE CYLINDRICALLY GROUND TO FIT TO EXISTING STEERING BOX.

THIS BEARING IS AVAILABLE AND IS A FAIRLY COMMON MOTORBIKE FORK BEARING.

