



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc October 2014

www.rileyqld.org.au



A Healthy Mix

Editor: Bill Short

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Next Meeting: Will be the OGM at the Club Shed Ex CSRIO Grounds Samford on Thursday 9/10/14 at 8 pm, resuming frequency of every second Thursday of the month.

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**Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Club Shed
Ex CSIRO grounds Samford, Thursday 11th September, 2014.**

Meeting opened by Vice President Alan Hill at 8.05 pm with 18 members and guests present.

Apologies: Dianne Phillips, Jack Warr, Graham McKay, Brian and Lyn Jackson, Ken and Wendy Lonie

Minutes from previous meeting: Moved Rod, seconded by Robin Hull, that minutes be accepted. Carried.

Business arising from minutes: Nil.

Inwards correspondence:

As the Secretary was absent the only inward were several newsletters

Outwards correspondence:

1. Nil.

Treasurer's report for July 2014:

\$6369.18CR

Balance as per Bank Statement,
Income

Membership & joining fees	\$	85.00
Donations	\$	4.00
Interest	\$	0.71

Total \$ 89.71

Expenditure

OAMPS Ins Brokers Club Package ++	\$	855.15
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++ EFT/BPay

(presented at OM September 2014)

Balance as per Bank Statement, 31 July 2014

\$5603.74CR

Treasurers Report for August 2014:

Balance as per Bank Statement

\$5603.74CR

Joining and 2014/ 2015	95.00
Second-hand spare parts (part payment)	15.00
Interest	0.71

\$ 110.71

Expenditure

Nil	\$	NIL
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Balance as per Statement, 31 August 2014

\$5714.45CR

Moved by Linden Thomson that his report be accepted, seconded Bill Short. Carried.

Club captain's report:

Club Captain to respond to Invitation from Noosa Classic we are unable to attend as a club but some Members might choose to attend.

September Rally All British Day St Josephs College Tennyson 8.30am til 2.00pm.

October Breakfast Mt Nebo or Mt Glorious Meet Samford Park Samford 8.30. Bill White to check condition of goat track.

November Gold Coast Autorama 8/9.

Club Christmas Party 30th November details in previous magazine.

Spare parts report: Due to absence of both spare parts officers Ian Henderson gave a lengthy report which is published in complete form elsewhere in newsletter.

Registrar's report: Register has forwarded a certificate to Michelle Tyson for concessional registration.

Editor's report: Bill as always welcomes lots articles and photos.

Website co-ordinator's report: website under updating.

Shed Coordinator: Clean-up has started and unnecessary rubbish has been removed \$100 has been paid into club account for 1 ½ head.

Bill White proposed a motion that in future all goods collected from the shed must be paid for in advance or on collection Seconded by Rod Longdon. The motion was passed unanimously

General business:

Several club officers mentioned that they have been treated, both verbally and by email, in a manner that was not courteous. All our Office Bearers (president, secretary, treasurer, newsletter editor, spare parts people and shed co-ordinator I hope I have mentioned all) are unpaid positions to which they give a lot of their time. I believe some members have forgotten this and need to be reminded to use manners at all times.

Bill Short is having some chroming of window surround pillars and recommends Narangba Chroming.

Meeting closed: 9.20pm

Next Meeting:

Thursday, 9th October 2014.

Club Shed

Ex CSIRO grounds Samford

E&OE GF

EDITOR'S REPORT

Hi Readers,

On the topic of rudeness to Club Officers raised in the minutes. All your Club Officers donate their time. We are all human and mistakes and misunderstandings are bound to happen. However this is no excuse for us to abuse or mistreat any of them and this type of behaviour can not and should not be tolerated in the Club. When dealing with any of us please show your sunny side.

Cheers.

Bill.

Coming Events

October

4th

Maryborough Rally

5th

The Noosa Beach Classic Car Show

19th

Ebbw Vale Swap

0408723800

19th

A combined MG, RILEY half day run

See Cub Captains Report for details.

November

8th -9th

Gold Coast Autorama

30th

Christmas Lunch at the Lonies

Spare Parts Report

Because Jack can't get to the meetings lately I'll give an unofficial Spare Parts Report this month and remind everyone that the Spares organisation that has been built up over thirty years is still operational. If you need anything check the full listing on the website or just ask.

Spares account has approx. \$8,000 in cash and has a substantial credit with NSW club. There is a healthy exchange of parts with related clubs and suppliers. We currently have on order Pathfinder front suspension bushes, 2 ½ axles, SS exhaust manifold studs, front engine mounts and engine valves. Out of stock at the moment are RM jacking point rubbers, pedal rubbers and torsion bar caps. We hope to do a stocktake before the end of the year and then update the list on the website.

Two members have recently completed 2 ½ engine rebuilds and had to replace big end bolts, with one using socket head cap screws and the other machining a set from scratch. We have these brand new in stock for \$8 each, \$64 for a full set.

One Tuesday last month when I was with Jack we were visited by Brian McMillan of the Vintage Car Club of Queensland. Post war Riley owners may not be aware that Jack is also well regarded in the VCCQ and has helped a lot of their members with machining projects over the years. Brian took a photo of Jack that day and later wrote a few lines for the September VCCQ magazine which he edits, to the effect that Jack is not able to get down into his workshop any more. I have tabled the article for circulation tonight.

This is a reality we will have to face ourselves before office bearers are selected at the next AGM. We have been fortunate to have had such a dedicated Parts Officer for so long but sadly Jack doesn't have full use of his hands any longer. I have been helping out where I can with picking out parts orders and writing invoices etc, but I'm only available one day per week for this.

After such a long time in the job I'd like to think Jack could keep an interest in the Spare Parts even after a new Spares Officer is appointed. We have discussed moving all club parts upstairs into lockable cabinets in his carport and Jack is happy with this proposal. We then only need someone to visit when required to handle sales, picking and packing, keeping up the bookwork and doing the banking. I am hoping Jack will nominate for Assistant Parts Officer and act as advisor for the next year at least.

Please continue to give this some thought before the next AGM.
Ian Henderson.

THE 2013 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Alan Hill	07 3289 1063 alshe@bigpond.com
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
CLUB CAPTAIN:	Greg Mewha	07 38932657 gregmew@bigpond.com
SPARE PARTS OFFICER:	Jack Warr	07 3378 3541
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0412 071 903
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EDITOR:	Bill Short	07 3886 7236 williamshort@aapt.net.au
WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR	Bill White	07 3289 4282 thewhitehouse7@bigpond.com.au

Shed Report

A further tidy up of used parts has resulted in making much more space available. Where parts were beyond repair & deemed to be of no further use they were dumped. We have kept any part that may be needed as a pattern. There is now a wide range of parts available to members to keep their Rileys on the road. The feedback on electronic ignitions sold is v positive & some buyers have ordered a second unit. The cost including a spare electronic unit is \$100.

September Spare Parts Statement

Parts sold for September include RBB sump, RMB flywheel, RMB clutch backing plate, RMA head, RMA exhaust manifold. Total Received \$100.

Sunday, 30th November 2014

10am. Meet up at the BP Service Station on the Bruce Highway Burpengary, north bound for a tea/coffee then onto Maleny for lunch. Ken and Wendy will not meet at B.P. but will await your arrival.

Heading north, take the exit onto Steve Irwin Way, signposted Landsborough/Maleny. Continue to Landsborough, veer left towards Landsborough, left again, over the railway line and head 6 miles west towards Maleny. At the top of the Range, turn right into Montville Road, travel 2.7kms then turn left into Benecke Road. Antique/Tea Rooms & B&B at corner. Take the second of the 2 cement driveways on the right and drive down the easement through the metal gates or park on Benecke Road & walk down the easement.

Christmas lunch at Ken & Wendy's, followed by inspection of progress on Ken's Riley Special.

Ken Lonie's Mob: 0409 613231 44 Benecke Road, Maleny

Christmas Lunch – 1pm (30/11/2014)

The Riley Club will supply the ham and a request will be made in October/November for Members to supply salads and sweets. As usual, please BYO drinks.

An idea of numbers will also be necessary, so please RSVP by 20th November.

An option for Sunshine Coast Rileyites is to come directly to lunch in Maleny

Ken & Wendy's travels across Oz.



Pictured above is Wendy "pretending" to drive this magnificent car.

We have just spent 9 days in Perth catching up with many old friends from our Pilbara (W'Aust) days in the 70's & 80's. We stayed with good friends and Rileyites, Glenys & Jim Runciman on two of these days and thoroughly enjoyed their company. We accompanied Jim to a Riley Meeting and caught up with Riley friends & met new ones. Jim took Ken and I for a thrilling spin in his immaculate 1930 Speed 6 Bentley.

This vehicle has an amazing story: Jim is only the third owner and it was originally one of 2 police vehicles in Perth. Two Policemen travelled in the front and the back seat was entirely occupied by a radio chap and his morse code radio! The Bentley is tremendously powerful with a 6 1/2L engine and dual magneto and coil ignition.

We are currently at Margaret River area before we slowly start making our way back east.

Ken and Wendy

The Ultimate Pathfinder?



Curiosity prompted research on what facts could be ascertained on the reported 110mph Montlhery Pathfinder run might be, given how disturbed ex-owners of Austin Healey's 100 model become at the mention of the feat. I feel that Bill's report contained more than a grain of truth due to his knowledge and the respect given him by the motoring fraternity. I do find it interesting that a standard Pathfinder (regarded as a 100mph car by some) had previously averaged 94.18 mph which pretty much equals the speed that I saw in a standard RMB at Lakeside and elsewhere.

From a December 1955 report written by Bill Boddy for MotorSport.

The B.M.C. cars concerned were a Wolseley 6/90 saloon, an Austin A90 Westminster saloon, a Riley Pathfinder saloon, an Austin Healey 100M, an M.G. series MGA and another MGA M.G. in Series II tune. Each of these cars proved capable of covering over 100 miles in the hour under exceedingly unpleasant weather conditions. This B.M.C. onslaught on the observed hour run differs from fairer attempts, for whereas in the past the theory was to run standard cars, or standard cars modified only with kits of special parts available from the manufacturer. In the case of the three B.M.C.

saloons it was obvious that in standard trim they would fall short of the 100-m.p.h. target. Consequently, they were modified in accordance with F.I.A. regulations governing Production Cars in competition trim. The result was that Bob Porter achieved a remarkable 108.03 Miles in the Riley Pathfinder, adding to the history of these runs by carrying three passengers in the car; John Gott managed 101.99 miles in the Austin A90, after it had burst a Dunlop on its initial attempt; and the same driver clocked 101.2 miles in the Wolseley. 6/90. The maximum speed of these cars in standard trim can be taken as 100, 91 and 97 m.p.h., respectively, so that the "degree of tune" employed was equal to about 11, 14 and 8 m.p.h., respectively, allowing that the maximum for each car would be certainly 3 m.p.h. above its timed one-hour –average, a very conservative estimate. Such increase of speed in cars already capable of well over 90 m.p.h. implies appreciable modification. This is more than borne out by an earlier run at Montlhery by Bob Porter in a standard Riley Pathfinder saloon, when the best he could achieve was 94.18 m.p.h. in the hour. As "tuning-kits" are not normally available from B.M.C. for these three cars the point of these demonstrations is open to question, although it is only fair to record that normal pump B.P. Super petrol and Castrol R oil were used.

So fast were these tuned saloons that the rather droll result was that the Riley Pathfinder saloon was 3.71 m.p.h. faster than the Austin-Healey 100M sports car and the M.G. series MGA sports car! Ron Flockhart drove the former with hood and sidescreens erect and covered 104.32 miles, and Ken Wharton handled the M.G. in like rig to cover 102.54 miles in the hour. The Series II M.G., running with its screen, bumpers and hood removed and an undertray fitted, and using a Le Mans back-axle ratio, was driven by John Gott and recorded 112.36 miles for the hour, with a lap at 114 m.p.h., some reports referring to more tyre trouble at the first attempt. Originally the spirit of such runs was to use a near-standard car in road-trim even to screen and hood. The B.M.C. party seems to have departed from this ideal, for they inform us that the Riley Pathfinder had HC pistons to raise the compression ratio to 8.6 to 1, the Austin A90 had a special two-carburettor head giving a compression ratio of 8.0 to 1 and the Wolseley 6/90 had the same special head. While all three saloons had their back-axle ratios raised to 3.7 to 1. The M.G. and Austin-Healey were in standard but tuned trim, and we believe smaller than normal wheels were fitted to the M.G. before Wharton's run. It was, of course, clearly stated that the cars were modified under Class 3 of the E.T.A. rules, and that pump petrol was used—another unwritten law for such performances—is fully appreciated. The advertising bods however, tended to deceive in announcing that "B.M.C. are the only manufacturers to offer you five 100-m.p.h. models yet there is no increase in the price of any of these superbly engineered cars," inasmuch as the three saloons would not do over 100 in the hour in the form in which they are sold, while although the modifications to the Austin-Healey and M.G. are available to customers, naturally to have them incorporated raises the price of these sports cars.

For Sale

RM wheel, straightened, powder-coated black and unused \$50

5 Nissan Navara wheels. Rims fit RM centres to legally use wider tyres. 4 RM wheels also available. \$250 for the set.

Gold face rev counter, rebuilt by Otto Instruments. \$250

Three RM perforated roofs. Free.

Gold faced oil pressure gauge. \$150

Contact Matthew French 07 33530532 or mgwfrench@bigpond.com

Query on Kestrel Sprite in Queensland

This is a bit third hand but I've been asked find the name of an Australian Doctor in Queensland who, some years ago bought a 1936 Kestrel Sprite from a chap called Adams in New Zealand. He was apparently a part owner with Warren Innis and they jointly restored the car, using among other things fiberglass repro mudguards.

Warren has asked a NZ Riley Club member Vince Anderson (who in turn has asked me) to see if he can find the present owner because Warren still has the original manufacturer's plate for this car and would like to pass it on to the present owner.

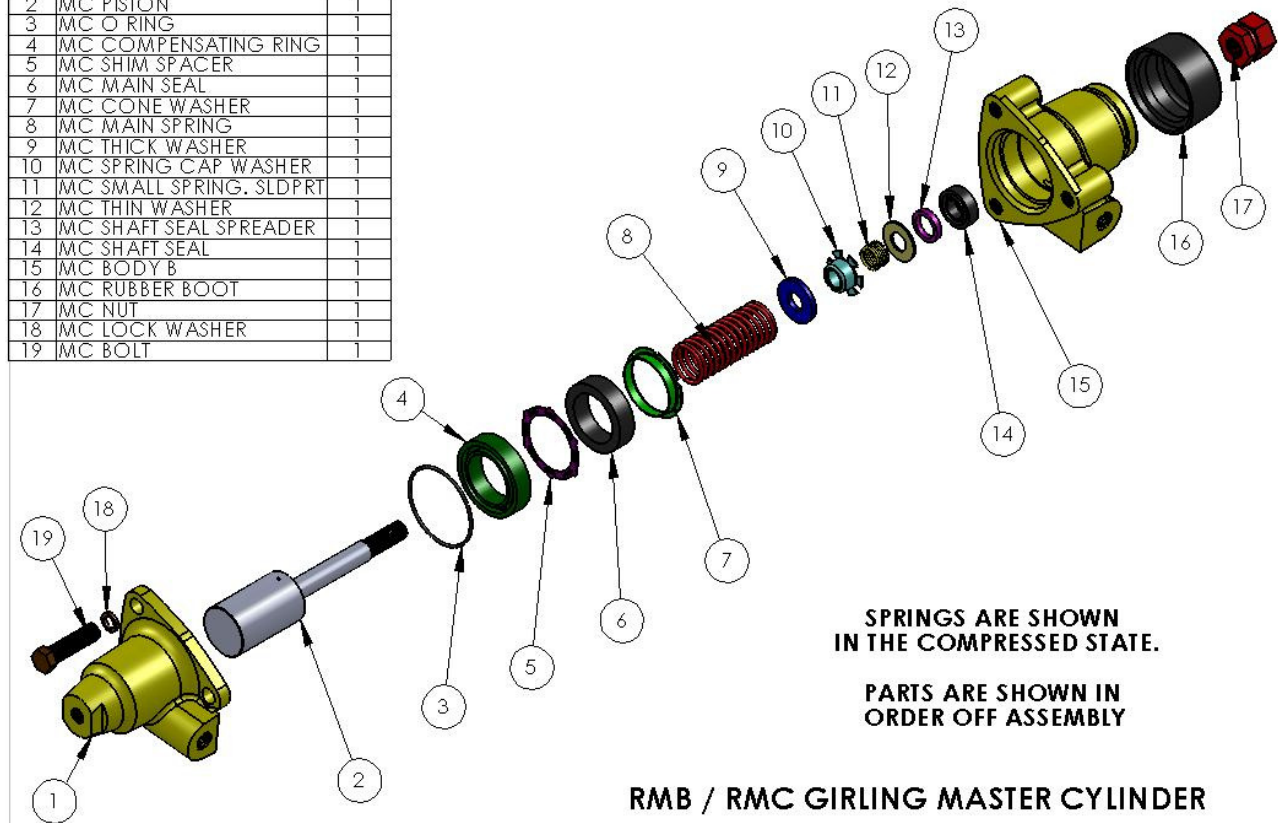
Bit vague I know but do you have any idea who owns this car now?

Kind regards,

Lindsay Stephens

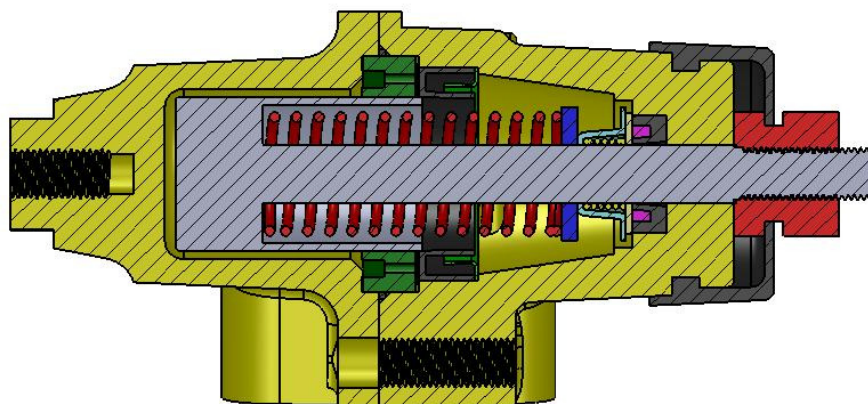
Three Bolt Type Girling Master Cylinder

ITEM NO.		
1	MC BODY A	1
2	MC PISTON	1
3	MC O RING	1
4	MC COMPENSATING RING	1
5	MC SHIM SPACER	1
6	MC MAIN SEAL	1
7	MC CONE WASHER	1
8	MC MAIN SPRING	1
9	MC THICK WASHER	1
10	MC SPRING CAP WASHER	1
11	MC SMALL SPRING. SLDPRT	1
12	MC THIN WASHER	1
13	MC SHAFT SEAL SPREADER	1
14	MC SHAFT SEAL	1
15	MC BODY B	1
16	MC RUBBER BOOT	1
17	MC NUT	1
18	MC LOCK WASHER	1
19	MC BOLT	1



Recently I had to work on my Brake master cylinder. Initially I could not find a diagram of the cylinder and when I did it still had a couple of parts missing. I remembered that I had an old one lying around which I believed to be an untampered example. I carefully pulled it apart and then did the drawings as shown. If anyone can see a problem with the assembly, please let me know.

Bill Short



SECTION A-A

Report from Club Captain

Thanks to Mathew and Gloria French and Bill White for the combined MG and RILEY breakfast at Bullocky Rest at Lake Samson vale. It turned out a great morning of weather, food and chit chat. It was pleasing to look at two famous British Marques and the All British Day on Sunday 28th September, St Josephs College Sports Ground, Vivien St Tennyson, Brisbane, 7.00am - 2.00pm, will be a chance to view many more.



As discussed at the meeting, The Noosa Beach Classic Car Show, Sunday 5th October 2014, Car Display \$25.00 with one passenger, visitor adult \$10.00 children under 14 years free. Parking and shuttle bus from Noosa Junction bus station (Lanyana Way) to Lions Park.

A combined MG, RILEY half day run will be held on October 19th 2014, meet Scott Park Samford 8.30 am, drive up Mt Nebbo area (to be Decided on the day). Bring smoko, picnic and or barbecue foods.

Regards. Greg Mewha

Legless Albatross

Paul Bae (member of the NSW club and their spare parts officer) knew that I wanted to restore another RM. We had talked about it when he was in Queensland for Jack Warr's 90th birthday party. About a fortnight later he phoned me and said there was a SA club member who had a complete car available for restoration. He sent some pictures via e-mail and I was excited to discover that it was an RMD with dashboard, windows with winding mechanisms and doors and all the things you would want to have to complete a restoration. I said, 'yes please.' The car was in Murray Bridge and following a conversation with the owner, Ross McOrmish I thanked him for the car and took his advice to contract with Royal Wolf to transport it by container to Maleny. I believe the car came by truck from Murray Bridge to Adelaide, then by rail to Brisbane and then by truck to Maleny.



Ross told me that the bearings were seized so I made a drawbar to tow it out of the container. It was based on a counter lever system with a wheel axle as the axis point. The draw bar was six metres long. At one end a tow ball hitch was bolted to the bar, then five metres along an axle with Riley stub axles was attached with a bolt so the beam could swing left or right on the axis, and then a metre further along at the end of the draw bar another cross bar was bolted onto the drawbar with pins welded to the ends. These corresponded to the holes drilled into the small sub chassis extensions on RM rear ends. The pins were to fit into these holes from under the chassis and because the draw bar extended five metres past the axis point it was possible for a 70 kilo man to push down on

the end of the draw bar, lift the rear end of a Riley off the ground and attach the tow ball hitch to the tow ball on a ute. Two front wheel bearings and two wheels with intact tyres were also prepared to ensure a successful extraction of the car from the container.



On the day of the Riley's arrival I had drawbar and Ute on the road ready for the operation with the wheels and bearings. At 8 AM the truck arrived. The container was lowered to the ground on the neighbour's verge and the container doors were opened. The next picture tells the story of what I saw. The drawbar was attached to the holes in the sub chassis and the draw bar pushed down and attached to the tow ball on the Ute. The rear of the car lifted and was easily drawn out of the container and onto the verge. The truck driver then drew the container back

onto the tray truck and departed the scene. The front end of the Riley was then lifted with the use of a trolley jack and the bearings and wheels were exchanged for serviceable ones. Removing the brake drums was not easy as the brake linings had become stuck to the drums. It took some effort and a three footed puller to get them off but after some persuasion the drums came off, the brake shoes were removed and the bearings and wheels attached. The car was then towed from the neighbour's verge up my driveway to the work shop.





Doubtless the reader will understand that the engine and gear box was seized so it took a trick to disconnect the propeller shaft from the hypoid axle. This done, the bonnet, front mudguards, scuttle and running boards were removed. Then the tub section was taken off. Following that the engine and gear box were removed and I sat down to contemplate why there are never any carburettors left on engines anymore. They must be sitting next to all of the ball point pens and left foot socks that have been lost by countless millions of people. My attention was again focused on the body of the car. The tub section was in such poor condition that the only thing that I could do was to cut the centre out of it and keep the sides so they could be welded to another tub-section.

After removing the body from the chassis the running gear was taken off and attention was focused on welding patches into the chassis. That's right. The car has spent some time under water and everywhere timber was in contact with the chassis, the chassis had returned into its original state as browny-red dust. A bucket load was collected but not knowing how to turn it back into steel I threw it into the rubbish bin. After that several 3mm thick plates were welded onto the chassis. While the welder was out I followed Ken Lonie's instructions on making pins for telescopic shock absorbers for the rear end and welded them to the chassis as done on later RMs. The result was then painted with two pack black chassis paint. (Picture of painted chassis)

The next task was to clean up the rear axle but I will come to that in a later essay.



Philip Wyllie

