



TORQUE TUBE

AGM EDITION

Newsletter of Riley Motor Club Qld Inc January 2015

www.rileyqld.org.au



2014 Christmas Party

Editor: Bill Short

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Next Meeting will be the **AGM** at the Jack Warr Shed on 8/02/2015 at 1000hrs, preceded by a breakfast (BYO) at 0800hrs at Bullocky Rest.

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Agenda/Minutes of Riley Club General Meeting
Held on 11 December 2014

At the Jack Warr Riley Shed in Samford

1. The President Ken Lonie declared the meeting open at 2000hrs.
2. **Attendance** – as per the attendance sheet.
3. **Apologies** – Greg Mewha, Di Phillips, Jack Warr, Linden & Del Thomson
4. **Minutes** of the General Meeting held on 13/11/14 were moved for adoption as a true and correct record by Robin Hull and seconded by Bill White. **Carried**

Business Arising –

Confirm with Linden that he has submitted the Annual Return of Association and \$48.25 fee and also QHMC Annual Affiliation Form, with Ray Burrows as Delegate #1 and Linden Thomson as Delegate # 2: validity period from 1/10/14 to 30/09/15.

Bill Short is still tracking down the distributor gears and it likely to take Aust post 60 days to do so. Bill is to provide a gear to Graham Bourne and he will use FEDEX or TNT for transportation.

Carried.

There was no business arising that was not dealt with in later business.

5. Secretary's Report and Correspondence

Inwards –

Club Magazines from: - Nil

Correspondence from: -

1. QHMC re National Motoring Heritage Day, Queens Park Ipswich, Sunday 17 May 2015. Pre-registration is required however it is a free event.

Membership Received From: Barry Bromley from Chapel Hill has paid membership and joining fee.

Outwards – Nil

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Alan Hill

Carried.

6. Treasurers Report November 2014 – As Linden was not in attendance, the following was presented on his behalf to the Secretary by Alan Hill

Balance as per Bank Statement, 1 November 2014	\$6060.02CR
Income	
Joining & 2014, 2015 Membership Fees:	100.00
Donation W Lonie	140.00
Interest	0.74
	<hr/>
	\$ 240.74
Expenditure	
MBRC Shed Rent November 2014	<hr/>
	15.00
	<hr/>
Balance as per Bank Statement, 30 November 2014	\$6285.76CR

Carried

7. **Report from Club Captain** – As the Club Captain was not in attendance the previous events list has been reviewed and revised.

1. December 14th December lunch run to Bribie Island, meeting at the McDonalds Car Park, Bribie Road for a 1030 departure for a tour of Bribie.
1. January 26, 2015. Samford District Historical Museum Society (Inc) advising of Australia Day activity next year (26 Jan'15) and seeking our Club support.
2. February 2015 – New Zealand
3. Easter 2015- Hub Rally (3-6 April 2015). Details are now available.
4. May 17, 2015 QHMC Heritage Day, Queens Park Ipswich
7. September 24 - 29 2015. Keep in mind the Perth National Rally.

8. **Report from Torque Tube Editor** –

Bill Short advised that it is business as usual and more contributions are urgently required, including photos with descriptions, and anything of interest. Submission by mid 20th of the month would be appreciated. Bill will also prepare and circulate a January Edition to ensure details of the AGM and the Presidents Run are available to members.

A Reprieve: contrary to advice in last months edition that Bill has advised that he is prepared to stand for nomination again as Editor.

As previously advised, nominations for this and all other Committee roles will be sought prior to the AGM in February 2015 at which all positions will be declared vacant and nominations sought: please give it your consideration.

9. **Report on Jack Warr Riley Shed** –

Shed sorting day has been postponed and is to be confirmed with Bill White.

Bill advised that bits and pieces are moving in and out and the system is working well with nothing specific to report.

Carried

10. **Report from Registrar** –Matthew advised that he is currently updating data and is working with Wendy in doing so.

11. **Report from Spare Parts** – There was general discussion about the future role of the Spare Parts Officer and a direction needs to be determined prior to the AGM.

Riley 9 magneto's (Lucas) if sufficient orders are received: if interested please contact Matthew Schooneveldt.

Please again refer to Ian Henderson's Spare Parts Report in previous editions of Torque Tube and note particularly the ongoing assistance he is providing to Jack and the Club and his timely reminder for consideration of the role of Spare Parts Officer at our upcoming AGM.

12. **Report from Website Coordinator** – As Linden was not in attendance there was no formal report.

It was noted that some incorrect Club contact information still appears on the Web, which needs correction and updating, and Mark Baldock offered to undertake the necessary amendments.

13. General Business.

It was noted that the Christmas Party at Ken and Wendy's was very successful and the viewing of Kens special was of interest to all.

It was agreed by all that the Club Raffle should be reinstated with further follow up to come.

The AGM is on Sunday 8 Feb 2015, commencing with breakfast for those whom wish to attend at Bullocky Rest at 0800hrs, followed by the meeting at the Club house at 1000hrs.

Nominations will be accepted from the floor for Committee positions and a nomination form will be provided in the next Torquetube,

Car Reports-

Robin Hull has been seeking further information on softer brake linings and is very impressed with material he has sourced which has significantly improved the brakes of his RMB. Robin can provide details,

Robin has also advised the following regarding suitable replacement shock absorbers that he has successfully used on his RMB:

Front: Monroe GT15- 0308, stroke 251mm to 391 mm, which replaced the Girling ODR 5-2 previously fitted, stroke 266mm to 394 mm.

Rear: Monroe 15-1592, stroke 340mm to 569mm, or even better, 15-1703, stroke 352mm to 579mm, either of which can replace the previously fitted Girling S9-30, stroke 349mm to 587mm.

Robin could not confirm if the replaced Girling units were original equipment or an earlier replacement.

Next Meeting will be the AGM at the Jack Warr Shed on 8/02/2015 at 1000hrs, preceded by a breakfast (BYO) at 0800hrs at Bullocky Rest.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 2200hrs

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
REGISTRAR:	Matthew Schooneveldt	0432 997 564 matt@apmm.com.au
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



Riley Motor Club Queensland Incorporated

Management Committee Nomination Form

Annual General Meeting of the Association

8 February 2015

<i>Position</i>	Nominee	Proposer	Seconder	Nominee Acceptance
President				
V. President				
Secretary				
Treasurer				
Club Captain				
Web Coordinator				
Registrar				
Editor				
Spare Parts Officer				
A. Spare Parts Officer				
Shed Coordinator				

Please complete this form by nominating an Association Member for any or all of the specified positions and signing as the proposer, and then either forward the completed form to the Secretary prior to the meeting at norest1@bigpond.com.

Alternatively, completed forms can be presented at the AGM and nominations will also be taken directly from the floor at the meeting.

FOR SALE

RMB HUB CAPS

15 Riley RMB Hub Caps. Most are in fair condition and all could be restored. These are original hub caps not reproduction. Make me an offer, Will ship at buyers cost.

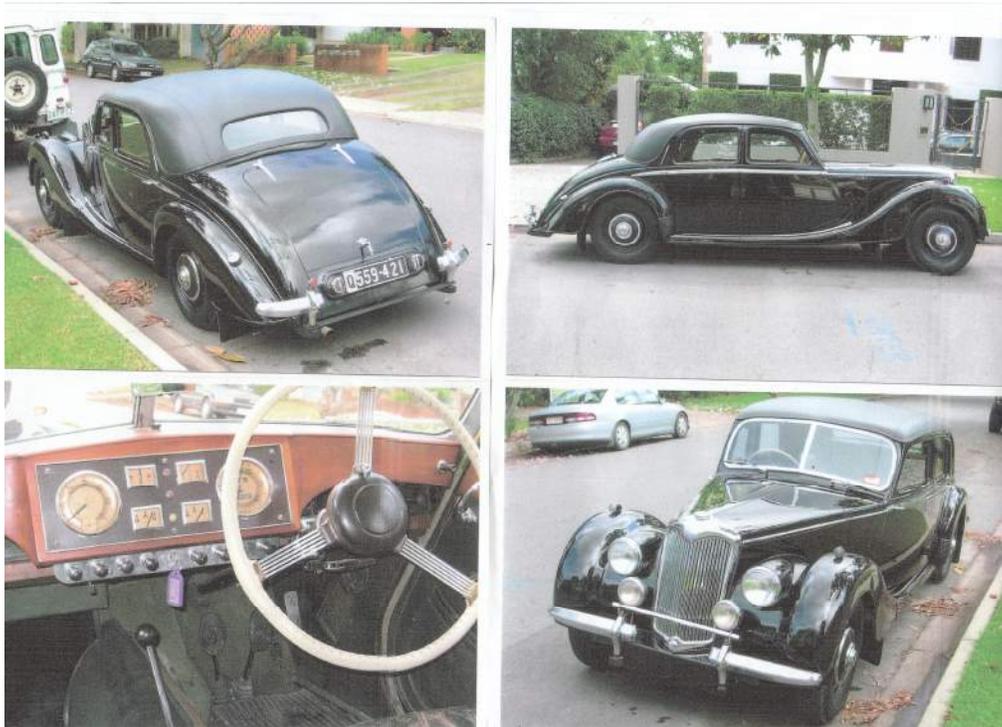
Bill Short
07 38867236
williamshort@aapt.net.au

RARE RMC PARTS Free to a good home.

I have a collection of rare Riley RMC Roadster part. These include a full set of roof bows. (very usable fair condition). Bumper Bars (Some original and some repo ones). Steel bonnet and molds to make fibreglass ones. Numerous other body brackets and minor panels. Fuel tank.

I want to see them go to a good home not the dump. If you are interest please get in touch. I am just finishing off a full restoration and the bits and pieces are not required.

Bill Short
07 38867236
williamshort@aapt.net.au



1951 Riley RMB 2 1/2 litre saloon

Never deregistered. Q-plated Q 559-421. Roadworthy Certificate, 77,000 plus miles, probably genuine. Factory tacho. Black with dark green leather. Same owner for 34 years, but not driven much. Always garaged
Owner's Manual and Workshop Manual

\$16,000

Contact Bill Barlow
07 3868 1862

1951 Riley RMD 2.5

1951 Riley RMD 2.5 litre for sale. Excellent restored (paint, mechanical & interior) to original condition vehicle. Reliable and economic 4 cylinder 2.5 litre motor, capable of 100 MPH. Fully registered and with road worthy. Recently recovered cream leather seats and interior, all original gauges and controls, all in working order, no work to do. Very pretty car, maroon doors, black guards and running boards. New battery, 4 new tyres, much recent work to maintain peak condition; including mechanical and electrical. \$26 000 ono. Able to email/txt photos. Located in Mackay. Call John 0407 5353 24.

I can dig out my history file and email receipts for recent work, if you required? I have had her for about 3 years and the guy before me had her for 34 years.

She is very original, resprayed some years ago and motor recon a few years ago also. Very strong motor and cruises easily @ 100ks, and sits nicely on the highway. She is not concourse obviously, but gets driven every 2nd weekend. Has about 83 000 on the clock.

I recently had the leather seats recovered in cream leather and resprung for comfort. I have also done some work on the brakes and replaced a bent kingpin on the passenger side.

She has 2 brand new tyres and 2 almost brand new. She has a new battery and 12 volt conversion with a kill switch. I also had fitted an electric klaxon horn (quite loud).

Interior is in excellent condition, carpet replaced some years back. Original wood dash in great condition and all original gauges and switches are functional. I had the electrics looked over and tidied up when I had the horn fitted.

I have some spares which go with her.

She has full Qld rego till May 2015 and I can provide a safety certificate if required. Any other questions, please let me know. Cheers John V.



Booting Albert

Do you know how some men are so skinny that they don't have bums? Their trousers are only held up by virtue of a belt. And below the waist line they just fall away to bony legs. Well, that was Albert: all bones and no bum, but not anymore. Since last I wrote, Albert has gained weight, not so much that you would think he was complete but he has gained a new presence. He has a not so new but complete tub section with rear quarter panels that only just survived the '74 flood. He is a real survivor. And pretty soon he will start looking like a Drophead.

The tub construction started with an odd collection of bits. First there was the RMB that was acquired from David Shock. The tub section that included boot floor and wheel well were completely rotted out, but the outer skin was salvageable. When it arrived at my workshop it was separated from the boot floor and kept for future use. Second there was a gift from Ken Lonie of a RMB tub section that was missing the outer skin, removed perhaps for a special. All that was left was the boot floor and wheel well with the inner wheel arches. Then there were various bits of drip sills that had been acquired from different sources over the past year. There was also a spare wheel door that came from the NSW club spares through the agency of Paul Bae. Finally there were the tub sides that were salvaged from the drop head; these included the essential components of the rear quarter panels and the hood support brackets.

Here you can see the bits laid out on the drive-way.

There is was; a complete RMD tub section. All that was required was somebody crazy enough to try to put it all together. That brings to the forefront a significant reality. Your Riley bits are becoming quite rare (but not valuable). 20 years ago there were plenty of Rileys to choose from and naturally would be restorers chose the best from what was on offer. And according to Ian Henderson that is why 40 years ago Albert was in the too hard basket. There were plenty of easier restorations to choose from. Not so any more. It is even hard to find a spare wheel door and complete intact tub sections are really hard to come by. And to get a Drophead in any kind of restorable condition is pretty near impossible. So I should be grateful that I had all those bits to make a tub for Albert.



Drip sill

The first thing required was to cut the rear seat support frame by about two inches on either side so that the hood frame can fold back behind the rear seat (the rear seat support is the light weight metal frame that the rear seat sits against). The next thing was to separate the hood support brackets from the original RMD inner wheel arches and to trace out their location on the new arches for future application. These were then set aside. I kept the original RMD outer skin for use as a template to locate the hood support brackets and cut the tub to fit the hood box behind the rear seat. These were also carefully set aside.

This done, the boot assembly, the outer skin, the rear quarter panels and a 1 by 2 metre sheet of 1.15 gauge steel were



used to manufacture a RMD tub. The first thing that was required was a jig that held the outer skin of the tub section in the right shape so that the boot door and wheel well door would fit with the correct gap between doors and tub all the way around. Making a jig was not really difficult as all that was required was a piece of timber in the shape of the tub along the line of the rear window. This was screwed to the top of a metal mobile table and the tub was screwed to the timber through the screw holes that attach the rear window timbers to the RMB tub section. At the other end of the table two pieces of pipe were welded onto the table so that they protruded through the tub where the brackets for the bumper bars were fitted. The rotted drip seal was then removed and the tub was put aside while the drip seal was repaired. Unless you have the equipment to make an entirely new drip seal the task can be a real pain. There was lots of rust and lots of very thin metal and rusty holes and all of these needed to be cut out, replaced and butt welded to avoid ugly patches and places where new rust can develop. After some days of this boring work came the temptation to cut a few corners to get the job done quicker but this has to be resisted because a moment saved in initial restoration can lead to later sadness when the job has to be redone. The drip seal was then reattached at an incredibly slow rate so that new holes were not

created with the heat of the mig wire even though it was set at low amperage. Following that the Tub top was welded to the tub assembly. Apart from burning myself a few times, this was easier than it may seem. The secret is in welding the top tub skin to the outside of the bottom tub assembly and butt welding the tub top to the rear quarter panels of the RMD. Prior to this last operation the remains of the original tub section between the boot lid and roof was placed over the new tub as a template and a new profile was cut in the tub to accommodate the roof box.

The tub with chalk line and the tub with drip seal in place.



The last activity on the tub project was to connect the rear quarter panels to the tub. This simply involved butt welding the two together and welding the quarter panels to the wheel arch. One of the hidden stiffening pieces was an inner skin that runs from the aperture of the hood pegs to the sides of the quarter panels. After welding these pieces in all that was left to do was to take off the excess metal from the welds. That took two weeks, but happily it is now complete.

Quarter panels and tub complete.



Coming Events.

**2015
January 26th**

Monday

The Samford District Historical Museum Society Australia Day Celebrations.
Station Street Samford. John Scott Park. Display of vehicles from 9.00am to 3.00pm.
Morning tea and sausage sizzle for driver and one passenger.
info@samfordmuseum.com.au Contact Secretary Lynette 07 3289 1809

April 3rd to 6th

Nor'easter HUB meet Cairns. See attached information

Fitting 16 Inch Wire Wheels to an RMB Riley

I am currently building a modified RMB and converting it to a two door sports car. It is not so much like an RMC, but rather a cross between an RMB and an MPH. Maybe I should call it an RMPH, or something.
I decided it would benefit from a set of wire wheels. After looking at the Jaguar 15 inch wheels, I decided I would rather stick with the 16 inch rims as this should overcome any problems of interference with the steering arms, which occurs with the 15 inch Jaguar rims, and should not affect the engine revs at a given road speed.
I ended up purchasing a set of Dayton knock-on chromed stainless spoked 16 inch wire rims from the Healey Factory in Melbourne. After a lot of investigation, I also purchased from them, a pair of front knock-on hubs from a Jaguar XK150 and a pair of rear knock-on hubs from a Jaguar XK120.

The rear hubs were easily fitted by removing the rear wheel and bolting the XK120 centres directly onto the existing wheel studs, although I did need to redrill the 5 stud XK120 centre with new holes to a PCD of 4.75 inches (120.65 mm). The centre is bolted straight on using the original wheel nuts, and then the knock on rims are fitted straight onto the centre. The original rear brakes and drums remain unchanged.

With some minor alterations to the front hubs, as shown on the attached drawing, the Jaguar XK150 hubs fit directly onto the Riley RMB stub axle. Furthermore, the dimensions shown end up with the front track width being increased by only 20 mm (10 mm per side). The Australian Design Rules require that the wheel track is not increased by more than 25 mm.

This is presumably to ensure that the centre of rotation of the steering of the front wheels remains pretty much in the centre of the tyre track.

The original Riley front hub utilises a pair of deep groove ball bearings with appropriate spacer between bearings. The modification shown utilises two tapered roller bearings with the nut being done up to slightly tighter than firm, before the split pin is inserted.

The inner bearings used are 30207 tapered rollers with an OD of 72 mm and the smaller outer bearings are 30205 tapered rollers with an OD of 52 mm. The area for the oil seal was machined to 3 inch OD so that a 2 inch ID by 3 inch OD seal could be used on the existing original RMB oil seal running face. A small collar was required to take up some of the excess space between the inner race of the outer bearing and the stub axle nut and to ensure that the split pin in the nut aligns with its hole.

The only modification required to the stub axle, was to extend the mating face for the inner race of the outer bearing, by about 10 mm so that the whole hub goes back far enough to only increase the wheel track by 20 mm.

The original Jaguar XK150 cars were fitted with front disc brakes and the hub is made to take discs. After originally buying and trying the original Jaguar discs, I found that the height of the central top hat section was too high and the brake disc fouled with the steering arms and suspension joints. After some discussion with DBA, I purchased a pair of Mazda 3 rear end disc brakes (DBA number 2957). These fitted perfectly and have been mated with a pair of Mazda 3 rear calipers from Ebay.

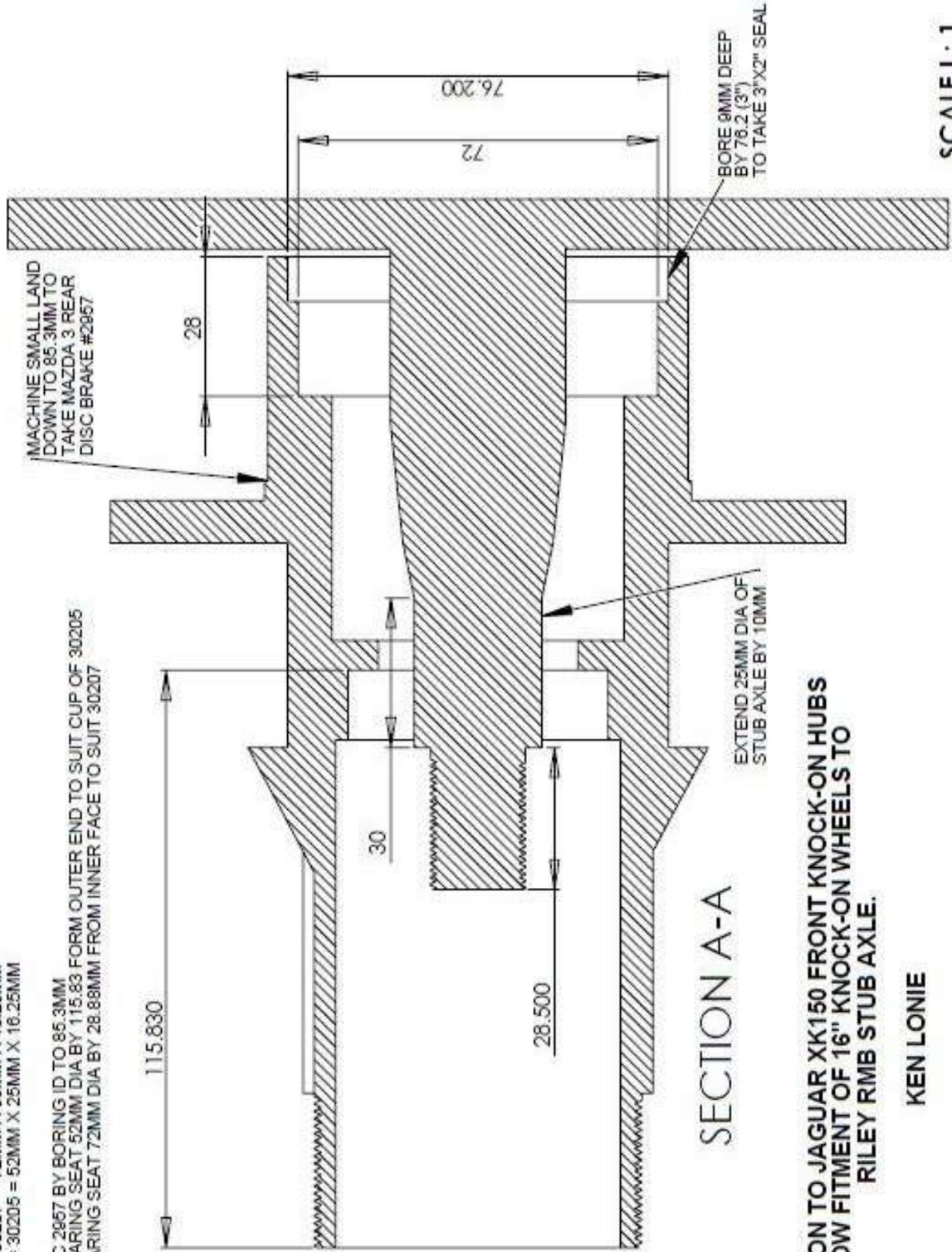
I had to manufacture the mounting bracket for the calipers, but the original Riley drum brake backing plate was reversed and a small plate welded to the backing plate to pick up the calipers.

It has all fitted together remarkably well. Although fitted to my "special" this is a relatively easy alteration to any RMB, RMC or RMD with minimal alterations.

Ken Lonie

INNER BEARING = 30207 = 72MM X 35MM X 18.25MM
 OUTER BEARING = 30205 = 52MM X 25MM X 16.25MM

- * FIT MAZDA 3 DISC 2957 BY BORING ID TO 85.3MM
- * BORE OUTER BEARING SEAT 52MM DIA BY 115.83 FORM OUTER END TO SUIT CUP OF 30205
- * BORE INNER BEARING SEAT 72MM DIA BY 28.88MM FROM INNER FACE TO SUIT 30207



SECTION A-A

MODIFICATION TO JAGUAR XK150 FRONT KNOCK-ON HUBS
 TO ALLOW FITMENT OF 16" KNOCK-ON WHEELS TO
 RILEY RMB STUB AXLE.

KEN LONIE

SCALE 1 : 1

EDITOR'S REPORT

Hi Readers,

Happy New Year to all.

Many thanks to Wendy and Ken for putting on a great Christmas bash for the Club and their lovely home. Everyone had a very merry time. After Festivities it was off to the Shed to have a look at Ken's Special. See following photos.

Remember to fill in the nomination form and get it back to the Secretary in time for the AGM In February

Bill.

