



TORQUE TUBE

AGM EDITION

Newsletter of Riley Motor Club Qld Inc February 2015

www.rileyqld.org.au



Albert Emerges

Courtesy of Phil Wyllie

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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Minutes of ANNUAL GENERAL MEETING of Riley Motor Club, Qld. Inc. held at the Jack Warr Riley Shed, Samford, Sunday 16th February 2014.

Meeting opened by President Ken Lonie at 1025hrs with 27 members and guests present.

Apologies: Pat and Betty Elliott, Ian Henderson, Ross Phillips, Ken and Helen Porter, Matt Schooneveldt.

Business Arising from previous minutes: Nil

Auditors Report for the year 2013: not yet prepared and will be presented at a later meeting. The 2012 report is ready for submission.

Office of Fair Trading: The Treasurer Linden Thomson has Form 12, Return of Association for completion and return.

Presidents Report: Ken read his report to the meeting and it will be included in the March Newsletter.

Conrod Trophy: The trophy was presented to Bill White for his endeavours in negotiating the use of the shed with Moreton Bay Regional Council and setting it up in its current manner.

Election of Committee Members for 2014:

President Ken Lonie declared all positions vacant and requested member Brian Jackson to take the chair for the election of the new committee.

Position	Nominated	Nominated by	Seconded by	Elected
President	Ken Lonie	Alan Hill	Linden Thomson	Ken Lonie
Vice President	Alan Hill	Ken Lonie	Di Phillips	Alan Hill
Secretary	Mark Baldock	Sheila Hill	Dorothy Cameron	Mark Baldock
Treasurer	Linden Thomson	Rod Longden	Alan Hill	Linden Thomson
Club Captain	Greg Mewha	Ken Lonie	Sheila Hill	Greg Mewha
Editor	Bill Short	Bill White	Wendy Lonie	Bill Short
Spare Parts	Jack Warr	Alan Hill	Ken Lonie	Jack Warr
Ass Spare Parts	Graham Mackay	Jack Warr	Wendy Lonie	Graham Mackay
Registrar	Matthew Schooneveldt	Alan Hill	Greg Mewha	Matthew Schooneveldt
Web Coordinator	Linden Thomson	Ken Lonie	Rod Longden	Linden Thomson
Shed	Bill White	Rod Longden	Alan Hill	Rod Longden
Librarian	Rod Longden	Bill White	Bill Short	Rod Longden

Elected Officers took up their positions.

Meeting closed at 1055 hrs

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 alsh@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.



Riley Motor Club Qld Inc **Annual Membership Fees Now Due!**

Please remember that annual fees became **due and payable** on **1st January 2015**.

Make life easier for the Treasurer by paying promptly.

Annual membership remains at only **\$35.00** for single membership plus **\$10.00** for an associate.

Note: If you first joined after 1st October 2014, you are financial until 31st December 2015 and no payment is required.

You may pay by cash or cheque in person to Treasurer, cheque by mail to Treasurer at 39 Third Avenue, Sandgate, 4017, or by direct deposit to. Riley Motor Club Qld Inc, BSB 124001, Account 10010987

(**Important**: Direct depositors please include your name and 'membership' in deposit details and mail or email lindenthompson@optusnet.com.au to advise. If you don't do this I am unable to identify the depositor and cannot issue a receipt or membership card.)

EDITOR'S REPORT

Hi Readers,

It is AGM time again. Please get your nominations in or better still come to the meeting and nominate from the floor.

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

Thanks to Phil for the continuing saga of Albert.

Cheers.

Bill.

FOR SALE

1951 RMB 2 1/2 litre Saloon

77,000 miles. Original. Drives well. Black with dark green leather. Factory tach. Q plate - never deregistered. Roadworthy Certificate. Same owner for 34 years.

\$16,000

Bill Barlow

07 3868 1862

bill.barlow@bigpond.com



FOR SALE

1951 Riley RMB 2.5

1951 Riley RMB 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.



Quartering Albert

I was talking about making templates to form the door posts with my bride and she said, 'why don't you just carve some timber to the right shape? It would be a lot quicker.' Nup, not by me. Michelangelo could have made them like that but such skill is way beyond my ability. Jack Warr taught me that most engineering required at least two steps; first the special tools and/or jigs are made and with these the parts are made. So, two boxes were constructed with a five ply timber base. An Oak post was laid in the middle and a one inch square pine timber was screwed onto the five ply hard up against the post. Then pine sides about a half inch above the timber was screwed next to one inch squared timbers. Following that ply wood tops were screwed onto the pine sides. These tops had previously been worked on to make cut outs for a router to shape the timber inside. The 'B' door posts were then reproduced complete with any original mistakes that the apprentices may have made in 1950. I say that because in 1984 with no experience of Riley's I made 'A' door posts with four drill holes at their base only to find that when they were fitted to the car and screwed to the sill, the two top ones were too high for the aperture through the K panels. Doing timbers for Riley's are made easily if you have the right tools and take the time to make accurate templates.

The only other issue about making timbers is that the hard wood that you choose needs to be without cracks, knots or other imperfections and they need to be strong but light. It is possible to choose Queensland hardwoods that will add a ton to the overall weight of your car so not all hard woods are suitable for building Rileys.



Templates

The other timbers were quite easy to make and so no templates were required. The only essential issue, apart from fitting them after assembly, was to make the rear timbers and the door posts exactly parallel so that the rear window would slide up and down without sticking or digging in at an angle. So, the 'B' door posts were screwed to the horizontal timbers and these were screwed to the back post that supports the roof frame. The result was then painted with a water resistant paint and put aside for later use.

Talking about water proof sealing paints, since Riley's were first made some excellent products have been made that will extend the life of your car for decades. It is well worth investigating them prior to restoring your car.

Rear timbers assembled

Next came the tricky part. The rear posts that support the roof frame are strengthened at the base with angle iron that is bolted to the inner sill. The RMD has two sills, an inner 3 inch square timber that connects the tub and rear quarter panels to the scuttle and an outer sill that provides the shape below the bottom of the door. What makes this angle iron support tricky is that it doubles as the base for a roof lifting spring. The spring is $\frac{3}{4}$ of an inch in diameter, about 18 $\frac{1}{2}$ inches long with about 40 turns of 8 SWG wire. It is housed in a tube with a base that pivots on an extension of the angle iron support. A second tube slides inside the bottom tube preventing the spring inside from buckling. This second tube has a top that has a slot cut into it through which a bolt is passed to form the top axis point for the spring roof lift support. The originals were made from brass but I chose to make mine from stainless steel as this was easier to obtain. Finding two tubes of almost similar diameter with the inner top tube being not too tight but not too loose in the bottom outer tube was a real find.



In the meantime I have been thinking about how to avoid the cost of getting a spring made so I will visit a gun shop. Be assured, I am not going to visit a bank or another RMD owner. From Army days I have cleaned plenty of SLR (self-loading rifle) return springs and I reckon that there is likely to be return springs that will be similar to RMD springs so the plan is to buy a pair of them. I will tell you how successful I am in another article.

A question that many of you may be asking yourself is why doesn't he just buy pneumatic pistons at a car shop? These are fitted to almost every modern car to lift hatches and bonnets. But it is all about originality. It was for this same reason

that Paul Bae insisted that I had to have ash trays even though I don't smoke. It was to keep the car as original as possible.



The roof frame spring assists

The 'B' door posts have another angle iron strengthening bracket and the original ones' although heavily corroded were restorable. These are joined from one side of the car to the other with a steel bar to stiffen the rear quarter panels and to form the front edge of the rear seat. That is why the rear seat has square corners instead of the saloon rounded ones. The fact that the door post stiffeners are joined is a real God send for the would be restorer as it gives an exact distance between either side of the car and the location of the K supports on the chassis front support brackets. These in turn determine the location of the scuttle. This was particularly important for me as the sill support brackets needed to be replaced and so there were no original bolt

holes to guide me.

The rear of the RMD with timber frame and steel stiffeners.

Readers will notice the timber behind the spring assists. Without any original timbers to go by, these have been made to support the roof frame hinges.



Rear timbers

Door post

With the rear quarter panel timbers done they only need to be sealed against the steel skin and nailed to permanently fix them into place.

Phil Wyllie



The Editor's Take On RMC Front And Rear Treatment.



Coming Events.

April 3rd to 6th

Nor'easter HUB meet Cairns.

September 10th to 14th

National Rally

Rally In The Valley

Swan Valley, Perth, Western Australia (See following for forms and information)

Rally in the Valley 2015

September 10th – 14th

Location: Swan Valley, Perth, Western Australia

Rally Headquarters: Novotel Vines Resort - Verdelho Drive, The Vines

Email: rallyinthevalley2015@outlook.com

Phone: Rowland Palmer (08) 6460 5478 or Georgie Bennett 0428 722 702

Postal Address: 22 Ballak Place, Oakford, Western Australia, 6121

Entry Forms

Please fill out paper forms and post original stapled copies to:

Rally in the Valley 2015
22 Ballak Place
Oakford
Western Australia 6121

Form 1: We have asked for the contact details of everyone attending in order to keep in touch at all times.

Form 2: Other than the registration fee all other expenses are optional. Please be aware that to attend any meals or events they must be indicated on this form or you will not have a place booked and will probably miss out. Any other meals or refreshments during the course of the Rally not on this list will be at your own cost.

Form 3: If you are not staying at The Vines-Rally Headquarters please provide us with the contact details of where you are staying in case we are unable to get you on your mobile.

Form 4: Only those going on the Wildflower Wander need fill out this form.

Brief Schedule

Day 1: Kings Park Tour. After driving to a designated meeting point we will climb on board buses to take us to Kings Park for a couple of hours, where you will be free to walk amongst the wildflowers or along the tree-top path. For a more relaxing time you can have morning tea in one of the cafes or find a nice spot to enjoy the lovely views. From here we will be taxied to Elizabeth Quay to board a Captain Cook ferry for a 2 ½ hour Swan River cruise. After heading downstream to cruise Melville Waters the ferry will turn upstream and back along the Swan Valley where we will be reunited with our vehicles.

Day 2. Free Day. Prior to the Rally you will be presented with several suggestions on what to do.

Day 3. A road journey to Toodyay and Bindoon for the Chittering Wildflower Festival, parking on the oval. Morning Tea in Toodyay and lunch at the famous Bindoon Bakehouse. Where you may even be served Riley pies.

Day 4. A drive through the hills.

Day 5. A fantastic farewell breakfast will bring the Rally in the Valley to a close and see the Wildflower Wanderers off on their Northern sightseeing adventure.

Registration Day

Thursday 10th September - 2pm to 5pm. Rally Headquarters Novotel Vines Resort, Verdelho Drive, The Vines.



Accommodation Request

Riley Motor Club of WA
 Vines Resort & Country Club, The Vines, Western Australia
 10 -14 Sept 2015

Please complete and fax to: Vines Resort & Country Club
 Fax 08 9297 3333 Tel 08 9297 3000
 Email reservations@tvines.com.au

Confirmation number: _____		(hotel use only)	
Arrival Date/Time		Departure Date	
Check In Time	2:00pm	Check Out Time	10:00am
Surname	First Name	Title	
Company Name			
Address			
City/Suburb	State	Postcode	
Work Phone	Home Phone		
Fax	Email		

Resort Room - \$190 per night
 2 Bedrooms Apartment - \$310 per night (min 2 night stay)
 3 Bedrooms Apartment - \$365 per night (min 2 night stay)

Please circle room type required above

Reservation Guarantee Details – your credit will be debited for your entire stay			
Type of Card	_____	Expiry	_____
Number	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
Signature			

Please Note

- Should you need to cancel your reservation; Less than 30 days notice-no refund will be due. Over 30 days full amount will be refunded.
- Should you not arrive on the scheduled date, you will be charged for the entire stay.
- The above rates are applicable for all bookings received by 10 Aug 2015. Accommodation is subject to availability at the time of booking. Bookings received after this date will be subject to rate of the day



Personal Details

(Attendee 1) Name: _____

Address: _____

Postcode: _____ State/Country: _____ Number attending: _____

Email: _____

Home phone: (____) _____ Mobile: _____

Name to appear on Rally badge: _____

Any special dietary needs: _____

(Attendee 2) Name: _____

Email: _____ Mobile: _____

Name to appear on Rally badge: _____

Any special dietary needs: _____

(Attendee 3) Name: _____

Email: _____ Mobile: _____

Name to appear on Rally badge: _____

Any special dietary needs: _____

(Attendee 4) Name: _____

Email: _____ Mobile: _____

Name to appear on Rally badge: _____

Any special dietary needs: _____

Children attending? Yes / No Number: _____ Ages: _____

Any special dietary needs: _____

Riley Vehicle Model: _____ Year: _____ Rego: _____

Signed _____ Date: ____/____/____