



# TORQUE TUBE

**AGM EDITION**

**Newsletter of Riley Motor Club Qld Inc March 2015**

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



**A Breakfast Fry-up By The Lake.**

**Editor:** Bill Short  
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**Next Meeting** will be at the Jack Warr Shed on 12/03/2015 at 2000hrs, preceded by a cuppa at 1930hrs.

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**Minutes of ANNUAL GENERAL MEETING of Riley Motor Club, Qld., Inc.,  
held at the Jack Warr Riley Shed, Samford, Sunday 8<sup>th</sup> February 2015.**

Meeting opened by President Ken Lonie at 1030hrs with 24 members and guests present.

**Apologies:** Ray and Bev Burrows, Dorothy Cameron, Matthew French, Robert McNeill, Greg Mehwa, Jack Warr.

**Business Arising from previous minutes:** It was proposed that the trial of 3-day time meetings per year continue, being the AGM and two others to be advised.  
Proposed Phil Wyllie, Seconded Rod Longden.

Carried

**Auditors Report for the year 2014:** not yet prepared and will be presented at the next OGM with the now complete 2013 Report which is also ready for submission.  
The AGM will be reconvened at the next OGM for acceptance of these Reports.

**Office of Fair Trading:** The Treasurer Linden Thomson has Form 12, Return of Association for completion and return following election of Committee Members for 2015.

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

**Conrod Trophy:** The trophy will be presented after being suitably inscribed at the resumed AGM at the next OGM.

**Service Award:** Linden Thomson was awarded with thanks as the most elected club member to Committee positions. In order to assist with furtherance of this award, Ian Henderson is to forward a previously prepared list of member activities to Ken Lonie

**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.

<b>Position</b>	<b>Nominated</b>	<b>Nominated by</b>	<b>Seconded by</b>	<b>Elected</b>
<b>President</b>	Ken Lonie	Alan Hill	Ian Henderson	Ken Lonie
<b>Vice President</b>	Alan Hill	Rod Longden	Linden Thomson	Alan Hill
<b>Secretary</b>	Mark Baldock	Ian Henderson	Rod Longden	Mark Baldock
<b>Treasurer</b>	Linden Thomson	Rod Longden	Alan Hill	Linden Thomson
<b>Club Captain</b>	Sheila Hill	Robin Hull	Ken Lonie	Sheila Hill
<b>Editor</b>	Bill Short	Bill White	Sheila Hill	Bill Short
<b>Spare Parts</b>	Ian Henderson	Alan Hill	Ken Lonie	Ian Henderson
<b>Ass Spare Parts</b>	Graham Mackay	Linden Thomson	Alan Hill	Graham Mackay
<b>Registrar</b>	Di Phillips	Matthew Schooneveldt	Wendy Lonie	Di Phillips
<b>Web Coordinator</b>	Linden Thomson	Rod Longden	Simon Schooneveldt	Linden Thomson
<b>Shed</b>	Bill White	Alan Hill	Bill Short	Bill White

Elected Officers took up their positions.

**Note:**

A motion was presented by Ian Henderson as the Spare Parts Officer, that there be three (3) signatories to the spare parts account with authority for transactions being possible by any two (2) of these signatories.

The signatories are the current incumbents of the following Committee positions:

1. Treasurer.
2. Spare Parts Officer.
3. Assistant Spare Parts Officer.

Seconded: Alan Hill

Carried.

Meeting suspended at 1055 hrs to be reconvened at the next OGM.

Mark Baldock



Club Secretary

**Agenda/Minutes of Riley Club General Meeting**  
**Held on 8 February 2015**

**At the Jack Warr Riley Shed in Samford**

1. The President Ken Lonie declared the meeting open at 1120hrs.
2. **Attendance** – as per the attendance sheet.
3. **Apologies** – Ray and Bev Burrows, Dorothy Cameron, Matthew French, Robert McNeill, Greg Mehwa, Jack Warr
4. **Minutes** of the General Meeting held on 11/12/14 were moved for adoption as a true and correct record by Robin Hull and seconded by Bill White. **Carried**

**Business Arising** – Linden Thomson advised that he will chase up Web/Address information available on the Club in accordance with Mark Baldock's previous undertaking.

Carried.

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

**5. Secretary's Report and Correspondence**

**Inwards –**

Club Magazines from: - 1 X NZ, 1X SA, 1X Vic, Crankhandle from Gold Coast. Various advertising material

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.
2. BVRC – Inaugural Planes Trains and Automobiles June long weekend (6,7,8th) Goondiwindi.
3. QHMC RACQ Rally- Pittsworth June long weekend (6,7,8<sup>th</sup>)
4. David Classic Meet, Toowoomba Airport 3 May.
5. Request from Glen Hunter from Cairns re RM gearbox parts.
6. Query from Robert Hunter re 21/2 referred to Bill Bunt for follow up.
7. OFT Form 12-1 referred to Linden T for submission.

New Membership Received From: Nil

**Outwards** – Ongoing correspondence with Glen Hunter re gearbox parts.

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Bill White

**Carried.**

## 6. Treasurers Report November and December 2014

<b>Balance as per Bank Statement, 1 December 2014</b>	<b>\$6285.67CR</b>	
Income		
Spare parts (to be transferred to Spare Parts A/C)	45.00	EFT/Bpay
Used parts sales per W White	70.00	
Donations (sausage sizzle) per A.Hill	10.00	
Interest	0.68	
	\$ 125.68	
Expenditure		
MBRC - Shed Rent December, January 2014 EFT/Bpay	30.00	
QHMC Affiliation Fee (74 Members) EFT/Bpay	45.00	
W. Lonie – Xmas lunch expenses	49.76	
Yuyao Sinor Intl. Trading Co Ltd – 20 X distributor caps (US \$183.00) + \$20.00 bank fee. International Transfer	242.79	
Dongguan Tai Mechanical & Electrical Co. Ltd Manufacture of 50 X distributor gears (US \$435.00) + \$20.00 bank fee International Transfer	570.63	
	\$ 938.18	
<b>Balance as per Bank Statement, 31 December 2014</b>	<b>\$5473.26CR</b>	

(Presented at OGM 8 February 2014)

<b>Balance as per Bank Statement, 1 January 2015</b>	<b>\$5473.26CR</b>	
Income		
2015 Membership Fees EFT/Bpay	940.00	
2015 Membership Fees	480.00	
Interest	0.69	
	\$ 1420.69	
Expenditure		
MBRC - Shed Rent February 2015 EFT/Bpay	15.00	
Bouredrill Pty. Ltd. – Shipping sample gear to China EFT/Bpay	<u>129.20</u>	
	\$ 144.20	
<b>Balance as per Bank Statement, 30 November 2014</b>	<b>\$6749.75CR</b>	

Seconded W Lonie

**Carried**

7. **Report from Club Captain** – Sheila Hill as the new Club Captain is to undertake a consolidation of all previously received event details and suggested club runs and publish an updated list of up coming events, which will include proposed club runs.

Sheila will also include combined MG/Riley runs.

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 20<sup>th</sup> of the month would be appreciated.

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

Bill advised that parts are being frequently sourced and that more parts will be graciously accepted.

Bill also advised that any RMC parts available from Bill Short will be readily accommodated and dealt with, as are all parts, as he sees fit in terms of retention and sale.

The shed is still being sorted and organised and we are awaiting further advice from MBRC on tenancy details.

**Carried**

10. **Report from Registrar** –Matthew advised that he will forward all updated information to the new Registrar Di Phillips.

Wendy Lonie distributed a vehicle/ownership proforma for completion and return to Di for her assistance.

11. **Report from Spare Parts** – Ian advised that he proposes to visit Jack every Tuesday and spares can be either ordered through him, or still directly with Jack.

The proposed stock take will be undertaken when Jack has room available to house the spares in his carport.

12. **Report from Website Coordinator** –Linden advised that the Club Website was updated last night (7 February) and will now be updated to include current Committee Members.

13. **General Business.**

Following agreement at the last meeting the Club Raffle will commence at the March 2015 meeting. Contributions of any suitable items from Club Members will be welcome on the night and will be raffled at the conclusion of the meeting.

14. **Car Reports- Nil**

**Next Meeting** will be at the Jack Warr Shed on 12/03/2015 at 2000hrs, preceded by a cuppa at 1930hrs.

**Meeting Closed:** Attendees were thanked for their attendance and the meeting closed at 1221hrs

## Presidents Report for 2014 Year

The past year of 2014 has seen further consolidation in to our clubrooms in Samford and organising our secondhand spares. Three daytime meetings were held during the year, as agreed at a General Meeting in 2013. The committee for 2014 was once again, largely unchanged from the previous two years.

February saw a lunch run to Yatala which was well attended.

The National Riley Rally was held in March at Mittagong in New South Wales. A large contingent from Queensland attended and a great time was had by all. A local barrister displayed an original Riley tricar with wicker basket to attendees, not to mention the very extensive collection of cars and motorbikes, he also had stored in his sheds.

During April, our club captain, Robin Hull, organised a run to attend the Hub Rally, which was held in Charters Towers. A number of cars were able to attend and to catch up with our Riley club members from Townsville. The rally was a resounding success and all agreed that we should try and attend this rally each year to show support for our Northern members.

In May, a number of cars attended a display at the Samford Bowls Club.

In June we organised a working bee to pick up car bits and pieces from David Schock and transport them to the Riley Clubhouse at Samford. During the year, we also held a working bee to sort out spares at Simon Schooneveldt's house to relocate many spares to the clubhouse. A run to Newstead House was also held with lunch following at the Brighton Hotel.

In late July, we celebrated Jack Warr's ninetieth birthday with a party at the clubhouse, attended by many of Jack's friends and family, as well as club members. A number of members travelled from South Australia and Sydney to attend the party.

In August seven cars attended the All British Day and in October, a number of cars completed a run through the Samford region.

The Gold Coast Autorama event was held in November, with our club being well represented, as well as winning several awards.

Our club Christmas party was also held in November with a very well attended lunch at the Lonie's in Maleny.

In December, a lunch run was held on Bribie Island with a tour of the area preceding lunch.

The Presidents run was held in January, with a run through the Peachester and Mooloolah Valley region followed by lunch and a tour of the Mooloolah Botanical Gardens. The event was well attended despite the sweltering heat and an excellent day was had by all.

A number of members attended and displayed their cars at the Australia Day celebrations put on by the Samford District Historical Society.

During the year, we have based our activities around our new clubhouse at Samford and have continued the sorting and organising of the many secondhand spare parts we have continued to accumulate and which have been a boon to those of us who are restoring cars. The Samford boys have done an excellent job in arranging our secondhand spares so that all parts can now be readily located. Many of the unwanted bits have also now been sorted and dumped. Congratulations and many thanks to Bill White and his team for their efforts in this area.

Of course, the clubhouse is not only for the storage of spare parts. Our monthly meetings have been successfully held in the shed for most of the year and we have also had a number of social functions in the clubhouse, including several barbecues.

Our wives have continued to support us in many ways and I thank all the wives who have provided their help consistently throughout the year.

Jack Warr has continued to make spare parts and technical advice available to club members at a reasonable price. During the year Jack has also progressed manufacture of replacement main bearing shells for the RMBs. We thank you, Jack, for all your help and efforts, not only over the last year but for the lifetime you have supported the members.

During the year, Bill Short, has continued to publish an informative Torque Tube on time. I thank him for his efforts. He has continued to produce a high quality and interesting publication each month.

Bill has also organised the purchase of replacement electronic distributors, spare electronic modules and drive gears from overseas. The distributors have been sought after and have provided a successful replacement. The gears have yet to arrive, but many thanks for your efforts in this area, Bill.

I would also like to thank Greg Mewha on his efforts as Club Captain for the year in organising interesting and well attended monthly events. I know that Greg has found this a difficult task since his work arrangements have changed.

Thank you also to Linden Thompson for yet again making the Books balance and to Mark Baldock for providing secretarial services to the club. This is one of the most time consuming roles on the committee.

I would also like to thank my wife, Wendy for her continual efforts throughout the year and her ongoing prompts to me to organise things when I have been less than organised, or overly focussed on my Riley Special Project.

Ken Lonie

President 2014

8<sup>th</sup> February 2015

## The Presidents Run

The Queensland Riley Year of 2015 started with the Presidents Rally in January. A wonderful turnout of 36 people including two M.G folk met at Burpengary and proceeded on a picturesque drive through Peachester, Landsborough, Mooloolah Valley to arrive at the Maroochy Bushland Botanic Gardens. This little relatively unknown gem is at Tanawha, a quiet oasis not far from the bustling Sunshine Coast. It consists of 112 hectares of gullies, ferns, lagoons, natural bush walks, art & sculpture and an excellent visitor/information centre. We secured a perfect covered seating area, suitable for our 36 attendees who enjoyed a quiche & salad lunch followed by chilled watermelon. Two volunteer guides were arranged to take us on a guided walk through the impressive sculpture garden where we learnt the stories behind approx. 20 marble, sandstone or bronze sculptures as well as information on the native flora of the gardens. One of our Members even spotted a koala up a eucalypt tree which was an unexpected bonus. The day was a scorcher of a day, but despite the intense heat, the day was enjoyed by all and everybody returned safely.

Next on the Calendar was the annual barbi- breakfast at Bullockys' Rest on the Pine Rivers Dam in February. The morning was perfect after rains the previous week with pelicans & ducks swimming on the waterways. 4 x Rileys & 2 x moderns plus 4xMG's showed up and breakfast was soon sizzling away on the barbques. Conversation and bonhomie were in abundance before we set off to our Clubhouse for the AGM & February Meeting.

Wendy L

## Brakes and the 2 1/2 Riley

Since owning the Riley I have never been happy with the brakes, considering the size of the drums and the mechanism they should have been better. I have changed the linings, always requesting the softest material available so as to have the maximum amount of grip but all to no avail. So what next, I have fitted a vacuum brake booster a PBR VH44 which should give enhanced braking at lower pedal pressures, still unsatisfactory. I have convinced myself that the problem is not the mechanical efficiency of the system (i.e. the force pushing the shoes on to the drums), but the characteristics of the friction material (the brake linings). In a desperate search of information, I rang Bendix the brake people (1800 819 666) to be told that if you had rang twenty years ago we could really have helped you but there is no longer any friction material made in Australia. It all comes in from either China or India. They put me on to "Brake Lining and Parts Supply Company", phone 02 9755 5450, Bruce and Darren Stewart. I rang them and was assured that their material would do the job. I could either send my shoes down or they could supply the material. I ordered the material and they supplied 1/4 when I had requested 3/16. I took my shoes both front and rear to "Quik Speed Brake and Mechanical" at Nambour. The proprietor Adam Ray could not have been more helpful and completed the work in one day. I fitted the front shoes. I was able to fit the shoes with the 1/4 lining material "just" it took a little mucking around to do so. My drums are 111/16 diameter, if the drums are any larger than this then they should be OK. The final results are quite dramatic you have to be careful now or you will lock the wheels with what was "normal" pedal pressure. The questions remaining now are:- Will the linings glaze and cease to be efficient? Will these linings wear the drums at an unacceptable rate? I have a feeling that Quik speed may have been able to supply suitable linings anyway. The moral of the story is, if your brakes aren't up to scratch first suspect the lining material.

REGARDS ROBIN



### Your Committee

Back row, L-R, Alan Hill (Vice-Pres), Ian Henderson (Spare Parts), Ken Lonie (President), Mark Baldock (Secretary), Linden Thomson (Treasurer),  
 Front Row, L-R, Sheila Hill (Club Captain), Di Phillips (Registrar), Bill White (Shed Co-ordinator).  
 Absent Bill Short (Editor), Graham Mackay (Ass. Spare parts)

THE 2015 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 <a href="mailto:kenlonie@bigpond.com">kenlonie@bigpond.com</a>
VICE PRESIDENT:	Alan Hill	07 3289 1063 <a href="mailto:alshe@bigpond.com">alshe@bigpond.com</a>
SECRETARY:	Mark Baldock	07 5491 5409 <a href="mailto:norest1@bigpond.com">norest1@bigpond.com</a>
TREASURER:	Linden Thomson	07 3139 1524 <a href="mailto:lindenthomson@optusnet.com.au">lindenthomson@optusnet.com.au</a>
CLUB CAPTAIN:	Sheila Hill	07 3289 1063 <a href="mailto:realsheila@bigpond.com">realsheila@bigpond.com</a>
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 <a href="mailto:ian.wil@hendoco.com">ian.wil@hendoco.com</a>
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0412 071 903
REGISTRAR:	Di Phillips	0732813807 <a href="mailto:diannephillips1@optusnet.com.au">diannephillips1@optusnet.com.au</a>
EDITOR:	Bill Short	07 3886 7236 <a href="mailto:williamshort@aapt.net.au">williamshort@aapt.net.au</a>
WEB COORDINATOR	Linden Thomson	07 3139 1524 <a href="mailto:lindenthomson@optusnet.com.au">lindenthomson@optusnet.com.au</a>
SHED COORDINATOR	Bill White	07 3289 4282 <a href="mailto:thewhitehouse7@bigpond.com.au">thewhitehouse7@bigpond.com.au</a>

### EDITOR'S REPORT

Hi Readers,

All the fun of the AGM is over with your elected representative shown above. Looking forward to a productive year, so keep the photos and articles rolling in. Don't be shy.

Cheers.

Bill.



## FOR SALE

1954 RME RILEY sedan, engine number RMA 13535, extensively restored approx 15 years ago and stored until it was placed back on the road approx 4 years ago. Has travelled just over 5000 miles since restoration. A lovely touring car. Reluctantly on sale as I need room in the shed. \$AUD15,000.

Contact [b.vine3@bigpond.com](mailto:b.vine3@bigpond.com) for further information and photos.



## FOR SALE

### Riley RME 1.5 Litre

Chassis Number RME 23327

Engine Number RMA 13505

Two tone. Blue and Grey. Interior complete.

Total renovation over 5 years.

Always garaged. NO SPACE NOW!

\$12000

**Robert Lewis 02 65472409**



## For Sale

### 15 RMB Hub Caps

Some better than others but all can be restored. Take your pick at \$5 each or the lot for \$50

## Give away

### RARE RMC PARTS

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.

For the two ads above contact Bill Short 07 38867236 [williamshort@aapt.net .au](mailto:williamshort@aapt.net.au)

## Missy

Mal & Jan bought their beautiful 1949 2.5L RMB from Bill Stewart in Melbourne back in 1976. Bill was an auto-mechanic and had the engine running like a dream - the rest of the car needed some TLC. The Riley was always 'Jan's car' and Mal was allowed to work on it, but nothing too adventurous. However it became a standard joke that Mal seemed to spend a lot of time out in the garage with his 'mistress' - hence the name 'Missy'. Many good times and rallies were enjoyed with the Victorian Riley club and it was the Maroochydore National Rally in 1993 that coincided with Jan and Mal's move to Townsville - a perfect introduction to the Queensland Riley members, in particular Ron & Heather Anderson from Townsville

After Jan passed away in 2007 Mal decided to completely restore Missy to her former glory, as Jan always said they would .... one day. Mal joined the Townsville Veteran, Vintage and Historic Motor Club, where he currently holds the position of Club Captain and Missy has certainly clocked up many miles, attending all the National Riley Rallies since being restored except Maryborough and WA, which she will make up for this year. Being one of the 'Rileys through the Red Centre' was her proudest achievement. Each night Mal set up his swag under the stars beside Missy whilst the rest of the Riley group headed off to local accommodation

After 22 years in Townsville, Mal has made the big decision to move south to be closer to his daughter and granddaughter in Canberra and his son and two grandchildren in Melbourne. Not forgetting, of course, a new partner (Pam) in Sydney. Mal and Missy will be sadly missed by friends in the Townsville community including fellow Riley owners Ron & Heather Anderson and Bill & Beverley Bunt.

Queensland Riley Members wish Mal every happiness in his move and we look forward to seeing him at future National Riley Rallies



## Who Is Counting

Thanks to the efforts of Ian Henderson, who has listed the holders of all committee positions since the club started in 1971, Ian was able to summarise the number of annual positions held for each club member.

A summary of those who have held the most number of positions is as follows:-

Linden Thomson	39
Jack Warr	37
Graham Mackay	29
Gordon Cameron	26
Alan Hill	24
Ross Phillips	23
Brian Jackson	20
Ray Burrows	15
Lyn Jackson	13
Simon Schooneveldt	12
Sheila Hill	11

Linden has held the positions of President, Vice President, Secretary, Treasurer, Editor, Club Captain and Web Coordinator at various times.



At the AGM in February 2015, the President presented Linden with an engraved Beer Tankard kindly donated by Greg Mewha, for Linden's lengthy service to the club. Congratulations, Linden and our thanks for your continuing service.

## **WELFARE**

### **Queensland Rileyites.**

A month of mixed health for our Members:

- Alan Hill has had a knee replacement
- Ray Burrows has had a knee replacement
- Dorothy Cameron has had a nasty fall
- Lyn Jackson has the "all clear" from recent tests.
- Jack Warr is in hospital as this Torque Tube goes to press.

The knee replacements for both Alan and Ray have been successful and both gents are conscientiously doing their physio and trying to curb their impatience.

Dear Dorothy is minimising the effects of her fall and is as positive as ever – No more falls Dorothy! Well done Lyn. Can't keep a good girl down.

And we hope Jack is making the best of his hospital stint and his health is improving. No flirting with the nurses Jack!

Wendy Lonie



## **A Wet Weekend And A Leather Covered Steering Wheel**

The Editor

## Before The AGM



**Breakfast at Bullockys Rest on Pine Rivers Dam, shared with the MG Club.**

**Pine Rivers Dam.**



**Matt Schooneveldt & Grace.**

# Riley Outings March 2015

## Sunday March 22

A trip to see the Robotic Dairy via Beaudesert.

Meet at Macleans Bridge LH side on Mt Lindsey highway at 10.30 am

Proceed to Beaudesert for lunch at the information centre, tea and coffee available for purchase, but byo food

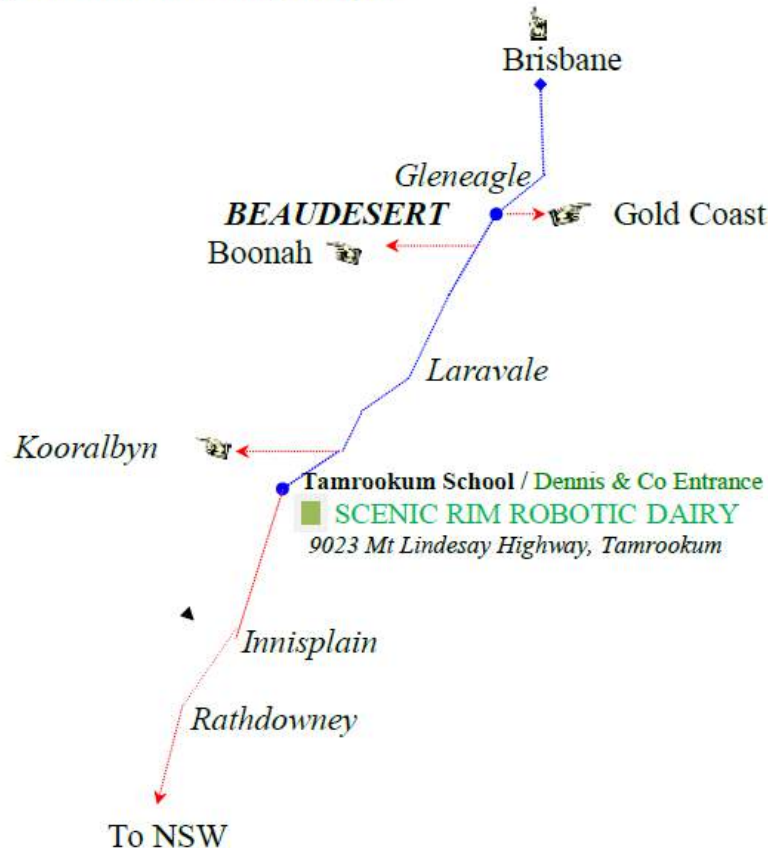
We then proceed to the Dairy which is near Koralbin for a guided tour at 1.30 pm lasting 1 1/2 hours Cost is \$16pp.

Please wear closed in footwear.

4 real milk and cheese are available to purchase from the dairy.

Please ring Club Captain Sheila on 32891063, 0408295243, or email [realsheila@bigpond.com](mailto:realsheila@bigpond.com) by 18/3/2015 to confirm Numbers with the Dairy

*We are approx. 17 K  
from Beaudesert traffic lights*



**NB:** We share the school entrance

We have two very tall dark blue silos which can be seen from the Highway

## April 2015

Will see several members driving to Cairns for the Hub Rally, details as per previous TT.

**July 12th 2015**

## **The Original' Gold Coast Swap Meet Mudgeeraba QLD**

Original Gold Coast Swap at Mudgeeraba | 6am – 2pm Sunday 12th July 2015

Venue: Mudgeeraba Showgrounds, Cnr Mudgeeraba & Worongary Rds, Mudgeeraba QLD

Free parking in grounds. Entry from Worongary Rd. One of the biggest swaps

in SE Qld. Historic Car parts, Memorabilia, Model Cars, Antiques, Collectables.

Adult Entry \$4; Outdoor sites \$10 inc driver (no booking required).

Saturday set up 2pm–5pm. Camping available \$15 inc amenities & limited

power sites. Sunday – Gates open 5am for stall holders. Trading 6am – 2pm Sunday only.

Full catering available.

Contact: Leo [07] 55305559 or 0418 764449

John 0412 958839

Email: [swap.gcaac@gmail.com](mailto:swap.gcaac@gmail.com)

Web [www.gcaac.com.au](http://www.gcaac.com.au)

Could you please put our Swap details on your Website and or Magazine

Many thanks Leo Janssen Swap co-ordinator

# For Those That Ponder On Distant Shores.

## ASSOCIATION OF RILEY CLUBS

THE RILEY OWNERS CALENDAR 2015

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- March 28-29 *Practical Classics Restoration Show, NEC, Birmingham*
- April 5-6 *The Transport Show, Weston Park, Shropshire*  
17-19 RM Club Welsh Weekend, Lion Hotel, Criccieth, Gwynedd  
26 *FBHVC Drive It Day, local arrangements*
- May 16-20 Riley Motor Club London to Edinburgh Run, 2015  
contact editor@rileymotorclub.org  
17 *Chiltern Hills Vintage Vehicle Rally, Weedon Hill, Aylesbury, Bucks*  
22-24 Scottish Riley Enthusiasts National Weekend, Glencoe  
contact Mike Cartney national@sre.gb.com  
24 *Gaydon Classic Car Show, Heritage Motor Centre, Gaydon, Warks*  
24-25 *Knebworth Festival of Transport, Stevenage, Herts*
- June 7 *Bromley Pageant of Motoring, Norman Park, Bromley, Kent*  
13-14 *Bristol Classic Car Show, Shepton Mallet, Somerset*  
21 *Father's Day classic car shows, local arrangements*  
27-28 Riley Register Coventry Rally, Wroxall Abbey Hotel,  
Wroxall, Warks
- July 25-26 RM Club National Rally, Fontwell Park Racecourse, W Sussex
- August 14-16 Riley Motor Club National Rally, Stoke Rochford Hall, Stoke  
Rochford, Grantham, Lincs. Includes AGM 2015  
22-23 *Tatton Park Classic Car Show, Knutsford, Cheshire*
- September 5-6 *Beaulieu International Autojumble, Beaulieu, Hants*  
10-13 *Heritage Open Days, local arrangements*  
10-14 Australia Wildflower Rally, Novotel Vines Resort, Swan Valley, WA  
contact rallyinthevalley2015@outlook.com  
18-20 Ulster Riley Club Causeway Coast Weekend, N Ireland  
contact johncasley@btinternet.com  
19-20 *Classic Car Show Manchester, Event City, Manchester*  
19-20 *Kop Hill Climb, Princes Risborough, Bucks*
- October 2-4 RM Club Pennine Weekend, Angel Hotel, Market Harborough, Leics  
25 *National Restoration Show, Stoneleigh Park, Warks*
- November 7 RM Club AGM, Nat Motorcycle Museum, jct6 M42, Birmingham  
13-15 *Classic Motor Show, NEC, Birmingham*

PLEASE REFER TO WEBSITES AND PUBLISHED NOTICES AND CHECK FOR ALTERATIONS, RESERVATIONS AND ANY RESTRICTIONS

(2) February, 2015



## Roof top experiences with Albert

Rebuilding the hood frame could be one of the most difficult parts in the restoration of Albert. There are seven hinge points on each side; two that connect the rear bows to the frame and five that permit the frame to move from retraction to extension; this includes the control rods that cause the extensions to concertina in concordance. Each one was frozen with rust. The driver's side final extension had disintegrated with oxidation. The front bow had rust holes and the ends that had been welded to the frame when Albert was manufactured were broken away leaving the bow hanging by the tensioning wires. The tensioning wires that connected the bows were broken in several places. And of course the timber pieces had disintegrated leaving the tensioning wires hanging loose at the Hood Header and boot rail. All that was left was a rusted, broken and frozen roof frame. Sounds sad doesn't it?



### Roof frame when Albert arrived

The first task was to drill out and remove the rivets that formed the hinges and connected each section of the hood frame. This was easy enough because somehow I have had a lot of experience with a centre punch. Some required particular care so that the drill only took material from the rivets and not from the surrounding housing. When this was done the individual parts were separated, cleaned and sandblasted. During this activity mild steel rivets were made to replace the old ones. The heads are about the size of a thumb nail and the shafts just under

21/64ths of an inch in diameter and each varied in length according to its application.

### Roof rivets (picture)

Then the remains of the rusted out section of the driver's side final extension was cut away from the hinge housing and the end piece that screws to the wooden Hood Header Rail. Using a 1.2 MM width mild steel sheet a new extension was cut out and manufactured using a panel beater's hammer and various dollies. This was carefully compared with the extension on the other side of the frame to ensure that the length, width and depth of the section were correct. When satisfied it was welded onto the extension ends. The result is not a perfectly flat and square extension as the passenger side is but it is functionally correct.



### Driver's side hood frame





### Driver's side hood frame centre

The hood frames were then assembled with the new rivets in place but not hammered and without the bows connected. The passenger side worked well but the driver's side could not be fully extended. After careful examination the rivet location of the control bar that coordinated the extension of the hood frame was 2.5 millimetres out. In consequence, the frame was removed and the hinge location welded up. The method involved cutting an original rivet so that it was just shorter than the width of the material surrounding it and this was welded into the hole and the excess weld removed with an angle

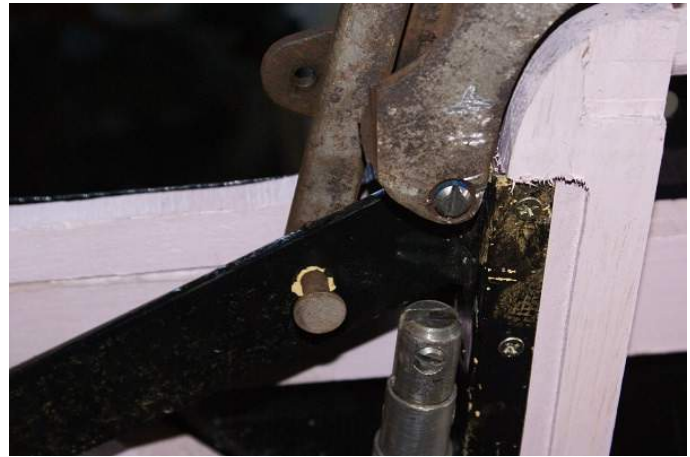
grinder. With a new surface to work on the hole was redrilled and the hinge point relocated. The hood frame then worked correctly. If the reader looks closely at the picture below you will notice the first frame extension is hinged in a metal base frame. This steel base frame is bolted to the rear quarter panel timber frame at the front and the rear and in the middle of this steel base frame you can see the rivet. This is the rivet that needed to be moved 2.5 mm at 4 o'clock from the centre point.

### Roof base frame rivet point

Another thing that you will notice from the picture is that the axis point on the base of the hood frame for the Hood Lift Spring has been cut off with an angle grinder.

Looking at the picture it is located just above the rivet. The angle grinder cut was an easy way for a previous owner to remove the roof spring for use on another car. This is a reminder that Albert was clearly in the restoration too hard basket for some time and used to supply parts for another car. I think that Albert will get the last laugh on that one.

With the roof frame extending and retracting correctly the rivets were hammered with a ball pin hammer so that the hinges fitted snugly. After that the extensions and bows were painted in two pack black paint.



### Roof frame painted and extended

There are two timber sections to the roof; the Hood Header Rail and the Hood Main Stick (no, I didn't invent the terms). The Hood Header Rail is at the front of the hood frame and it fits to the Header Rail above the front windows. When the Roof Header Rail meets the Header Rail they are located into position by a Centre Locating Pin and Hood Catches on either side of the Header Rail lock it into position. The Hood Main Stick is located at the back of the hood above the rear window and is screwed

into main part of the roof frame that carries the extensions and rear bows. Its function is to connect either side of the roof frame, provide rigidity to the frame and a main connecting point for the Tensioning Wires. It was easy to determine their shape because it is predetermined by the Header Rail above the front windows and the locating points for the Main Stick. They were cut to shape using a band saw, painted with sealing paint and then screwed into their positions. The hood main stick is two inches wide and an inch deep and the ends trail off to a half inch as determined by the steel end pieces. The Hood Header Rail is one and a half inches thick and an inch wide and is screwed to the end of the Hood Frame with one inch screws.



## The Roof Header Rail And The Hood Main Stick

The only thing left to do was to fit the tensioning wires into place on either side of the hood frame. There are four tensioning wires; two on either side of the hood. The outside ones provide an edge for the headlining and the inside ones set the distance between the boot rail, rear window, rear bows and the main stick. From the boot rail there is six and a half inches to the bottom of the rear window, sixteen inches to the bottom bow and twenty eight inches to the second bow. Together they provide extra rigidity to the hood. The wire is available but hard to get in small quantities. That reminds me to say that Graeme McKay knew where to get the correct wire. If you

are in Queensland and you want to know where to get some product for your car, ask Graeme. He knows where it is. The process of fitting the tensioning wire originally involved soldering the wire to the various contact points. But in this case the wire used was 2.5 mm stainless steel seven by seven wire. The seven by seven means that there are seven wires wound into one core and then this is wound with seven other cores of seven wires so there are forty nine wires in the one cable. The ends of the wires were soldered onto small washers. These were screwed to the boot rail. The inner wires then pass through a mild steel bracket that is screwed to either end of the rear window frame, through the rear bows and soldered and through the metal frame of the hood main stick and screwed to the timber. The outer wires are screwed to the boot rail as well and then pass through the rear bows and soldered, through the main stick metal frame and screwed to the timber, the front bow and soldered and then passed through the Hood Header Rail and the ends soldered to lugs to a washer which is screwed to the back of the header rail. The end result was a satisfying restoration experience, a functional hood frame and a wondering about how to single handedly raise and lower such a heavy hood. Is there a reader who can shed light on the procedure?

## Tensioning wires



Phil Wyllie