



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc August 2015

www.rileyqld.org.au



Storey Bridge 75th Anniversary

Editor: Bill Short

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Next Meeting will be at the Jack Warr Shed on 13/08/2015 at 2000hrs, preceded by a cuppa at 1930hrs.

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Agenda/Minutes of Riley Club General Meeting
Held on 9 July 2015

At the Jack Warr Riley Shed in Samford

1. The Vice President Alan Hill declared the meeting open at 2000hrs.
2. **Attendance** – as per the attendance sheet.
3. **Apologies** –Ken and Wendy Lonie, Dorothy Cameron, Greg Mehwa, Di Phillips, Linden and Del Thomson, Greg May, Matthew French, Ray and Bev Burrows.
4. **Minutes** of the General Meeting held on 11/06/15 were moved for adoption as a true and correct record by Ian Henderson and seconded by Bill White. **Carried**

Business Arising – The Vice President advised that contrary to advice received at the June Meeting, the Auditors Report is not yet complete as it required additional signatures, which have been provided and the Report has been returned to the Auditor.

Carried.

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

5. Secretary's Report and Correspondence

Inwards –

Club Magazines from: - June and July Crankhandle and 1 X NZ and 1 X Scotland.

Members are reminded that as well as being circulated at the meetings, all magazines are kept at the shed for reference.

Correspondence from: -

1. Australian Historic Motoring Federation (AHMF), Program for next September and October (2016) in Washington/New Jersey/New York. The Club Captain, Sheila Hill has the details, which can be provided to those interested.
2. QBE Insurance Renewal, Club Car Insurance Package 31/07/15 – 31/07/16 received from Arthur J. Gallagher, Insurance Brokers.
Acceptance of the quotation and renewal as detailed was discussed and acceptance was Proposed by Bill Short and Seconded by Bill White.
The Secretary is to forward the renewal form to the Treasurer for completion and forwarding of payment.

Carried

New Membership Received From: Nil

Outwards – Nil.

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Brian Jackson.

Carried.

6. **Treasurers Report June 2015:** Not available as the Treasurer had tendered an apology for the meeting.
7. **Report from Club Captain** – Sheila is continually updating a program of club runs, which also includes combined MG/Riley runs.
These runs will be published in Torque Tube, headed Riley Program 2015.

Sheila is currently seeking advice, particularly for catering, regarding attendance at the Hill's for the Gymkhana to be held on 26 July – all welcome in any type of car.

The run to Murwillumbah to visit the Margaret Olley Exhibition is tentatively 24 and 25 October: could those interested please contact Sheila.

Depending on interest, the run to Amberley Air Force Museum may be replaced by a similar run to the Caloundra Air Museum on 20 September.

8. Report from Torque Tube Editor –

As Bill will be away from 21 July - 7 August the July issue will be early and therefore he will require contributions earlier than usual. i.e. by 15 July.

9. Report on Jack Warr Riley Shed –

Bill has been actively following up the Shed lease with MBRC and discussing various alternatives for Club consideration. – Refer to Section 13. General Business for further details.

10. Report from Registrar –

Thank you to those members who have sent back their update info to me for the register. Please can everyone make an effort to send me your information on past and present cars?

From info returned already there have been several cars that had not been listed at all and members have supplied updated info to add for most other cars. The Registrars depend on members to supply information. There are a lot of cars whose history is listed but the cars have long disappeared and we need to decide what to do with this history. (?? Perhaps destroy after say 20 years).

- 11. Report from Spare Parts –** Ian has been preparing Monthly Spare Parts Reports for the last few months, including invoices, incoming and outgoings, mainly at this stage for his own information as he moves stock around and liaises with other Clubs both here and in the UK.
A lot of stock has been relocated to the upstairs cabinets at Jack's place and some new stock is now held at the club shed.
Alan Hill is closely liaising with Jack regarding spares and equipment held at his home.

- 12. Report from Website Coordinator –** Not available, as Linden had tendered an apology for the meeting.

- 13. General Business –** It was agreed that the "drop in day" on Tuesdays, usually held at Alan and Sheila Hill's be designated as an official club activity. This will facilitate the use of concessional registered vehicles to attend if so desired.

Bill White and Trevor Taylor provided an update of the situation regarding the new site for the club shed and advised that MBRC have notionally approved joint use with the Men's Club at the Samford Show Grounds.

Bill provided some estimated costs, based on quotations received, for the construction of the shed and also provided different funding scenarios for discussion and consideration, following which the following **resolutions** were made:

1. Be it resolved that this meeting agrees to the shed committee moving ahead to begin the necessary arrangements to build the proposed shed.

Proposed: Bill White

Seconded Brian Jackson

Carried Unanimously

2. Be it resolved that this meeting approve the request by the shed committee for funds from the Moreton Bay Regional Council. These include (a) a request for an interest free loan of \$15,000 and (b) a request for a grant of \$15,000.

Proposed Rod Longden

Seconded Robert Mc Neill

Carried Unanimously

3. Be it resolved that this meeting approve a request from the shed committee for members to pay subscriptions in advance to help fund the proposed club shed. These subscriptions would be requested in August and September, for the financial year beginning 2016 and would be \$50 per year for a period of 5 or 10 years.

Proposed: Ian Henderson

Seconded: Bill Short

Carried

4. Be it resolved that this meeting approve an increase in the Annual Subscription to \$50 per Annum, effective from the next renewal date, i.e January 2016

Proposed: Bill Short

Seconded Trevor Taylor

Carried Unanimously

5. Be it resolved that this meeting approve a sum of \$13,000 be used as part of the funding required to build the proposed club shed. This money would be part of funds currently held by the Club in 3 accounts, namely General, Term and Parts accounts.

Proposed: Bill White

Seconded: Robin Hull

Carried Unanimously

David Sawtell was the lucky raffle winner.

14. Car Reports

Nil.

Next Meeting will be at the Jack Warr Shed on 13/08/2015 at 2000hrs, preceded by a cuppa at 1930hrs.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 2145hrs

THE 2015 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:	Sheila Hill	07 3289 1063 realsheila@bigpond.com
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 ian.wil@hendoco.com
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0412 071 903
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SHED COORDINATOR	Bill White	07 3289 4282 thewhitehouse7@bigpond.com.au

EDITOR'S REPORT

Hi Readers,

I will be away for the next couple of weeks but please keep sending your contributions in.

Please keep in touch with what is going on re the Riley Shed. It is of great importance to all of you who are members even if you can't attend the meetings. It is the spare parts repository and we all need those.

Cheers.

Bill.

The Shed **Costing for the Proposed Shed**

Shed plus Slab (Lock up) **\$36000.**

Add power and water **Total \$45,000.**

We have 2 quotes for the shed including cost of erection.

There will be some refinements to these quotes. We expect the quote prices to drop by \$2000 to \$3000.

The lock up cost of \$36,000 we believe is doable. We have budgeted \$7000 for the supply of power and lights and underground cabling. We have budgeted for a 3000 lt. tank and small pressure pump. We are not costing 4 items: 1) kitchen cupboards and sink, 2) cladding for office walls, 3) shelving beyond what we already have 4) floor covering for the office.

Funding

1. From Club deposits (this includes \$600 already received from the Council) **\$13000**
2. Grant from Council **\$15000**
3. Interest Free Loan **\$15000**
4. Subscriptions in advance **\$8000**

Total \$51000

This is more than required but gives us options if any of the funding is cut back.

If we did receive the full \$51000, we then have options e.g. 1) fitting out the office, 2) making a one off repayment to the interest free loan, 3) returning some funds to club accounts.

We need to deal with each of the above separately:

- 1) Club deposits from all 3 accounts total approx \$20,000. We believe that the club can function normally with the remaining \$7000.
- 2) Grant from Council is \$15,000. This is totally at Council's discretion and is grant to the project and needing no repayments. \$15000 is the maximum grant to any one project in any one year.
- 3) Interest free loan \$15000 this is an interest free loan from Moreton Council, repayable over 10 years in equal amounts. We would have to pay 10 x \$1500 yearly repayments (interest free).

Sales of parts we believe will cover the yearly repayment. We are selling approx \$1000 worth of used parts per year. As the parts were free to the club, then all sales are profit.

Sales of new parts are between \$15000 and \$20000 per year at 10% profit; this is a max of \$2000 profit per year. This would give the club a total of \$3000 to repay the interest free loan.

In the event of poor sales and the profit falls from \$3000 to \$1500 we are still able to cover the repayments.

Subscriptions in Advance

We are asking the club to increase the yearly subscriptions from \$35 to \$50. This is the first increase in the subscriptions costs for many years. Most comparable clubs are more than \$50 and few offer our parts service. Present membership is 70. At the present \$35 subscription of 70 members, income from our subscriptions is \$2450.

If we assume 20 members pay either 10 or 5 years in advance, then the club still receives \$50 per year from 50 members. This is \$2500, so income to the club has not changed.

The funding from say 20 members paying subscription in advance could be as follows:-

10 members paying 10 years in advance @ \$50 per year = \$5000.

10 members paying 5 years in advance @ 50 per year = \$2500.

Total Funding = \$7500.

Resolutions

1. Be it resolved that this meeting agrees to the shed committee moving ahead to begin the necessary arrangements to build the proposed club shed.
2. Be it resolved that this meeting approves the request by the shed committee for funds from the Moreton Council. These included; a) a request for an interest free loan of \$15000 and b) a request for a grant of \$15000.
3. Be it resolved that his meeting approves a request to members to pay subscriptions in advance to help fund the proposed club shed. These subscriptions would be requested in August and September. The subscription would be at the rate of \$50 per year for a period of 5 or 10 years.
4. Be it resolved that this meeting approve a sum of \$13000 to be used as part of the funding required to build the proposed club shed. This money would be part of the funds held by the club in 3 accounts. General, Term and part accounts.

Breakfast Run Sunday 28th June

A combined Riley/Mg breakfast run was held on the morning of Sunday 28th June. The weather was terrific for the short drive to the Mt Cootha reserve on Gap creek Rd. Very good facilities but parking at a premium due to the number of mountain bikers who obviously are unable to sleep on a Sunday morning. Good to have Simon Schoonveldt along in the Elf.

Rileys, MGs & a beautifully restored 52 Chev ute made up the contingent. Following the usual bacon & eggs the group dispersed in many directions. In July we have the Samford Show & in August a morning tea run to Nudgee beach for morning tea. More about that later.

Riley Program 2015

July	Sunday 26th	Mini Gymkhana	SeeBelow
August	Thursday 13th Sunday 16th	Club meeting at Shed 7.30pm Breakfast Run to Brookfield Garden Centre. Details below	
September	Thursday 10th Sunday 20th	Club meeting at Shed 7.30pm Riley National Rally, Perth WA. Sept. 10 th – 14 th . Caloundra Air Force Museum	
October	Thursday 8th	Club meeting at Shed 7.30 pm	
November	Thursday 12th Sat 14th, Sun 15th	Club meeting at Shed 7.30 pm Gold Coast Autorama	
December	Thursday 10th Sunday ???	Club meeting at Shed 7.30 pm Christmas Party	

ALL DATES ARE SUBJECT TO CHANGE!!!

Our main event for July is the mini gymkhana day at the Hill's, 4 Mahdeen Place Samford Village. Starting with morning tea at 9.30 am we will then do a short run to view the proposed site for the new shed, before returning to commence the gymkhana. BBQ lunch will be provided at around 1.00pm before conclusion and presentation of prizes!! Events will be open to ALL vehicles!!

A charge of \$10 per person will cover morning tea and lunch, with the net profit going to the club BYO alcohol and it would help if you advised Sheila on 32891063 if you are attending.

It is proposed to do a weekend away trip in October to visit the Margaret Olley Exhibition at Murwillumbah.

Would members please give an indication if they would attend by ringing Sheila? We will organize accommodation, meals etc. nearer the due date

August 16th will be a Breakfast run to Brookfield garden centre 2371 Moggil Rd. Brookfield Ph 38787739. Meet there at 9.00am.

Mystery Bolt Riddle

The oil filter bracket has two retaining bolts that hold the bracket in position. Just under the rear retaining bolt there is an aperture into which a one and a quarter inch bolt with a copper washer is threaded. The aperture for the bolt can be viewed on plate B crankcase exploded view of the engine. A photograph is attached below.

I was curious about the purpose of this threaded aperture with its bolt that has a reduced tip so a question was posted on the English Riley Club RM forum and Barry Hyam provided the answer. Now, the reason for this short article is a deliberate attempt to cause frustration amongst the Queensland Riley Club members by posing the same question to you. I was surprised by the answer provided by Barry. Does anyone in the Queensland club know the purpose of the aperture and its bolt with its reduced tip?

The answer will appear in next month's club magazine either by lots of club members or by Barry whose answer will be quoted verbatim.

Philip W



Riley Register

Dear Members

Information for the register update has slowed significantly. If you have room in the next Torque Tube I would appreciate you putting the form in again with my plea.

Many thanks

Di P

Please use a separate form for each of your cars.

Information for Riley Register

Owner:..... Address:.....

Model:..... Year:..... Chassis #:.....

Engine #:..... Body Type:..... Colour:.....

Registration:..... Condition:.....

Year Acquired:..... Purchased From:.....

Comments re Car:.....

Have you disposed of any other Riley in past 5 years:.....

Details:.....

.....

Thank you for your help in maintaining our Riley Register

Please email or post completed form to diannephillips1@optusnet.com.au or 34 Blackwood Street East Ipswich Qld 4305

Storey Bridge 75th Anniversary

A few photos from the Storey Bridge 75th birthday. We had a good day with a fair representation of cars and beautiful weather but I am not too sure how the pedestrians handled it. As you can see 20,000 on the bridge at one time was a few too many.

Rod.



Engine Mounting Plate

Does your car have a problem with motor tilt? Mine did. That is the sump in George sat about a ¼ of an inch from the passenger side torsion bar. On the driver's side the distance between the sump and the torsion bar was about an inch. So what you might ask? Well, one of the issues caused by George's motor tilt was that when starting the engine, it would bump against the torsion bar.

Now, not knowing much about these things I pondered about why it was so. The rubber support blocks were the same size and consistency so it could not be inconsistency in the support blocks. But one of the things noticed was that the passenger side support block was slightly twisted back from the bottom engine mounting bracket to the engine mounting plate. The engine mounting plate looked alright but there was something amiss.



George's engine mounting plate and another mounting plate compared and looking exactly the same.

So a detailed comparison was made between the mounting plate on George's engine with Albert's engine, then Harold's engine and then a third engine that was under the bench. With a square it was discovered that the engine mounting plate cup on the passenger side was at right angles with the backing plate that bolts to the timing cover. The driver's side cup however had a 5 degree tilt forward. The cups on the other engine mounting plates also had a 5 degree tilt

forward on both sides of the engine mounting plate. Now, that was curious (er) and curious (er).

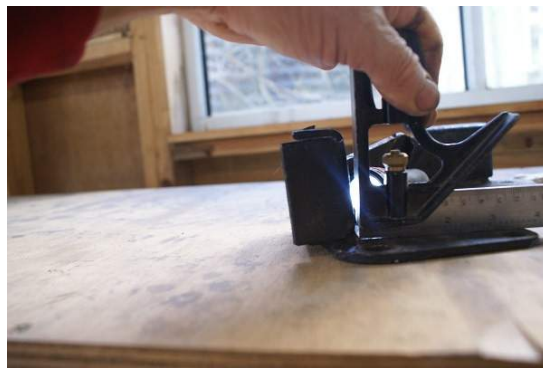
A square set against George's passenger side engine mounting back plate and cup.



And the engine mounting plate cup on the driver's side.

Then a careful analysis of all of the cups on each of the engine support plates

showed that all of the plates except for George's plate had at some time been repaired. The driver's side cup on Harold had at one time been cracked from one corner to the other and this had been welded.



The passenger side cup on Albert had a repair weld along the side that attached to the backing plate and the passenger side cup on the third engine also had a repair weld on the inside of the cup along the edge that attached it to the backing plate.



Harold's engine support bracket cup repair Albert's engine support bracket repair.

A conversation with Paul Bae (NSW Club spare parts Officer) revealed that this fatigue issue was common to post War Rileys. They simply need to be reset, the stress fractures welded and the problem is solved.

So the engine in George was raised using a trolley jack, the bolts holding the engine mounting plate to the timing cover removed and the assembly was withdrawn from the engine. This was replaced with the engine mounting bracket from the under bench engine and the jack was carefully let down so the rubber blocks would fit into place

and the bracket would take up the weight of the engine. It was pleasing then to discover that the sump took up a more central position between the torsion bars.

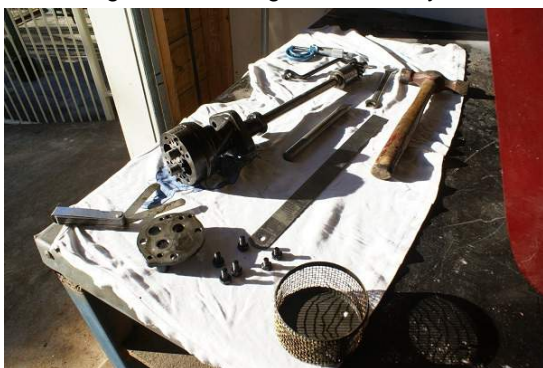
So what about your car? Is it suffering from engine tilt? The most likely reason is that the weight of the engine coupled with the stress created when starting it and then pressing the right hand foot pedal has caused warping and perhaps stress fractures in the rubber block cups of your engine mounting plate. It is worth having a look and if it is warped or fractured it is an easy fix.

Phil Wyllie

The Secret and Murky Life of the RM Oil Pump

You may remember that last month a short article appeared about the hasty assembly of George's engine. Two careless errors resulted; first a water jacket plug was not tightened resulting in water in the sump and second a cam shaft bush was put in upside down. So while the engine was out and upside down on the engine stand one of the things done was the removal of the oil pump, pump disassembly and the milky oil cleaned out.

While doing that the thought arose in my mind that one of the many things that I may have failed to do was to check the



oil gears for wear so it seemed sensible to check the oil pump while the engine was out and the oil pump was separated into its component parts. Checking for wear in the gears is a simple operation. It only requires two nuts to be removed and the pump comes free from the cam shaft gear. If the pump shaft doesn't come free at first, turning the crank slightly will free it. The only other obstacle is that in some engines the bottom oil filter pipe banjo bolt may protrude into the pump shaft cavity and this may need to be loosened so that the pump shaft can pass it by. Then the carbon trap bolts can be removed, the oil pump lid bolts undone and the lid removed. This exposes the gears so that the end float gap and the gap between gears and pump body can be checked.

Oil pump disassembled

Whenever using feeler gauges it always seems safer to me to double check the gauge with a micrometre. So after finding a feeler gauge that would slide between the gears and pump body the feeler gauge was checked against a micrometre. From the picture you can see that the gap between the pump gears and the body was .11 mm. The gap should be no more than .15 mm. so the gears were within acceptable wear. From the second picture you can see an end float gap of .06 mm. just under the allowable .08 mm. was discovered. Although many engine builders would say always replace wearing parts with new parts when building an engine but my old Dad always said, 'If it isn't broken, why fix it?' So I didn't.

Gear gap against pump body checked



Gear end float checked against a micrometre

Re-assembly is simply the reversal of the removal procedure. Care needs to be taken that the gear pump lid is assembled with the intake on the opposite side to the cavity that takes the oil up to the oil filter pipe. This may sound obvious but the lid and locating pegs make it possible to fit the lid back to front resulting in a total lack of oil pressure and no Riley will run for long without oil to the bearings, cams and rockers. Another important point is that the pump needs to be assembled with lots of oil. If you can borrow a pressure oil filler vessel it is worth the effort to get one to fill the filter, oil pump and even supply oil to rockers, cams and bearings while starting the engine for the first time.

Gear pump lid

If ever a Riley owner is troubled with low oil pressure replacing the oil pump gears can be accomplished with relative ease. The sump can be removed from the engine whilst it is in the car and even though the retaining bolts are not all easily accessible a combination of an open ended spanner and a four inch narrow extension on a quarter inch drive socket will do the trick for a patient operator. The oil pump gears and sump gasket can easily be obtained from the spare parts officer and the whole operation can be completed in a morning.



The above procedure may seem to be a no brainer to many, but it seemed worth writing for those who have not done it before and would like to give it a go on a car that has low oil pressure. In the meantime George is a goer and nearly ready for the road.

Phil Wyllie



A Hard Day At The Office Gear Box Seals

Ray Burrows Asking The “Hard” Questions

Subject:
Gearbox seals

Message:

I have a gearbox with a mixture of old and new seals. Will your product have an adverse affect on the new seals. I have a leak on the output shaft which is a new seal. What is your advice apart from pulling out the gearbox.

Vehicle Make & Model:
Riley Pathfinder

Year:
1954

Answer

Hi Ray,

This maybe a case of an old new seal used on your output shaft. We have found that seals deplete over time and that depletion is only accelerated with heat. So in theory a seal can deplete on a part shop shelf at the same rate as a seal in a vehicle sitting up on blocks in a shed for years. Some seal can be decades old when you purchase them....and they have been gradually depleting and going hard. And when that depleted seal is added back into a vehicle it generally starts to leak within 12 months of it being fitted. If Liquid Intelligence 230 was added into the oil when that seal was replaced it would rejuvenate the seal and it would then last years longer.

Liquid Intelligence 230 will rejuvenate dried and hardened Buna-N, Polyacrylate, Neoprene Rubber, Styrene-Butadiene Rubber, and, Polyacrylonitrile oil seals in transmissions, power steering systems, differentials and engines..... (Liquid Intelligence 230 will rejuvenate all thirteen known seal materials) If any of your oil leaks are coming from a seals or gaskets produced from one of these materials. And if that seal or gasket is not cracked or broken.... then there is every chance it will either eliminate or greatly reduce the leak.

A big percentage of our market for Liquid Intelligence 230 is from classic car owners. Any vehicle that sits around and only gets driven every pan cake day is prone to seal depletion. Whilst the 230 can fix an oil leak by rejuvenating the seals it is also used extensively to prevent the seals from depleting in these types of infrequently used vehicles.

Liquid Intelligence 230 is used at 100mls per litre of oil. It generally takes seven to ten days to rejuvenate a seal....but can take up to four to six weeks depending on the seals density condition and age.

Follow this link for more information and pricing.... <http://liquidintelligence115.com.au/products/stop-oil-leak-seal-expander>

You can also read more about Liquid Intelligence 230 in the attached magazine.

If you would like to have a chat about the technical and practical aspects of using Liquid Intelligence 230 in your vehicle please give me a call. We are available on 1800 441 163.

Peter Maher
Liquid Intelligence Pty Ltd
PO Box 353
Unit 8 / 12 Eddie Road
Minchinbury NSW 2770
Australia

European Journey

We are currently in Greve in Chianti, Italy and only 3 more days before we catch the big bird home to Australia. We have had an amazing trip, each day has been a dream. In the 3 months we have been away, have visited/stayed in Italy, France, Switzerland, Germany, Estonia, Russia, Finland, Norway, Sweden, Denmark & Spain. We have been extremely lucky with good weather, the last 3 weeks experiencing heat waves - even the locals are wilting!

Having seen the reenactment of the Mille Miglia in Italy & the magnificent Schlumpf Collection in Mulhouse, we then visited the Mille Miglia Museum in Brescia & the Ferrari Museum in Maranello just south of Modena. The Brescia Museum was excellent, housed in an old Monastery, built in AD 1008. About 30 old cars beautifully displayed, along with the history of the Mille Miglia and would you believe a fantastic display of the Beatles memorabilia. One of the cars was a 1936 Riley 9 Special. We were the only people in the entire Museum - apparently the entire population of Brescia headed up to either the mountains or Lake Gardon to escape the heat. We took lots of photos & even lifted the bonnet of the Riley, only to find on exiting, no photographs were to be taken!

We are very much looking forward to coming home & of course Ken is anxious to get back into his shed to work on Sterling, his Riley Special.

See you soon.

Ken & Wendy L

