



TORQUETUBE

Newsletter of Riley Motor Club Qld , Australia Inc. December 2016

www.rileyqld.org.au



**Pictured above: A Queenslander and his Riley— Mark Baldock
secretary of the Queensland Riley Car Club pictured with his 1950
RMB on a fantastic Spring Day on the Sunny Coast**

Sunshine Edition of Torquetube

Editorial

This month's edition features Rileys on the Sunny coast. Featured is Mark Baldock's RMB in Caloundra, Brian Jackson's RMF and a surprise offering from Ian Henderson about a recent event in his RMC. Thank you also to Simon Schooneveldt for his cool articles about effective radiator modifications and the history of his Riley Elf.

A brief visit was made to the clubhouse last Tuesday 22 November and much noise was being created by industrious members who were framing the club house ready for the Christmas club lunch. On the same day, found in the spare parts annex under a sad Pathfinder, was seen Greg May and Brian Jackson. Brian Jackson was offering the Pathfinder to a good home for free but the engine was already taken.

In the meantime new learnings with Microsoft Publisher have resulted in what you may consider to be a better quality Torquetube. What do you think about the chang-

es?

Further investigations into best fit mains slipper shells for RMBs has revealed that the item code for the slipper shells used in my RMB is BRMF 595-50. They suit Mitsubishi diesel truck engines MF 6D 14, 15 or 16. You may care to check this against a catalogue. The markings on the bearings is EG291 and under that US 050.



The Editor appreciates receiving articles by the 21st of each month

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EVENTS PROGRAM

December 8th Thursday at 7.30 PM

Monthly general meeting of the Queensland Riley Car Club held at the Queensland Riley Car Clubhouse, Samford showgrounds

December 11th Sunday at 8.15 AM

Breakfast run to 'Pit Stop Cafe' on Mt Mee. Depart Samford at 0815 sharp and route via Dayboro and up to Mt Mee. Please either join in enroute or go direct for breakfast from 0930. We have a reserved area with magnificent views .
Inquiries call Trevor. 0407 717 853

December 18th Sunday at 10 AM

CHRISTMAS PARTY and gymkhana at the clubhouse at 10.00am. See advertisement this page.

January 15th Sunday 2017

Presidents Run. Details are on page 4

February AGM. Date and timings will be published in the February edition of Torquetube, to be published late January

Queensland Rileys Christmas Party.

This year our Christmas Lunch will be held in our Clubhouse and will be preceded by an gymkhana onsite. We are hoping for a high participation rate in the Gymkhana by Members. Should be a lot of fun and there may be a trophy for the best performance! It promises to be a wonderful day enjoyed by our Riley family and friends.

*Sunday 18th 10 am start – morning tea & gymkhana followed by lunch
The Club will supply the Christmas Ham and we ask that you supply a sal-*

*ad and/or sweet. BYO Drinks.
RSVP's are necessary for catering purposes – please contact Wendy Lonie*



Club Captains Report for December.

Our November run to Old Petrie Town was a success with 10 cars attending.

It was a live steam day, with Traction Engines and many wonderful exhibits, and our display of cars on the village green attracted much interest.

Our December event is the Christmas Party and Gymkhana at the Riley Clubhouse and the Samford Showgrounds commencing at 10 am.





2017 Presidents Run -

Sunday 15th January.

Please join us on our first Rally for 2017

At 9am meet at the B.P. roadhouse (Western side) on the Bruce Highway, travel in convoy to Bribie Island where we will have morning tea, hopefully on The Passage Foreshore (weather permitting). Please bring folder chairs and a flask of boiling water. We will supply tea, coffee and treats (including g/f).

After morning tea, we will go on a little journey around beautiful Bribie Island before heading back across the bridge for lunch at Sandstone Point Oyster Shacks. Your choice here whether to BYO lunch/drinks or purchase lunch. Fish, seafood, chips and salad are available.

Parking can be tight at the Javern, so after parking, head through the Javern towards the Oyster Shack on the Pumicestone Passage. (Bring your chairs and may I suggest a hat!)

Hopefully the weather will be glorious.

R.S.V.P please by 7th January, so we don't leave without you

Wendy Lonie Mob: 0417 857075

SPARE PARTS

PARTS ARE AVAILABLE FOR PURCHASE EVERY TUESDAY AT THE CLUBHOUSE: 38 SHOW-
GROUNDS DRIVE, HIGHVALE, 4520

TEL: IAN HENDERSON 0407 129 640

OR

BRIAN JACKSON 0417 625 099



Life with RMB 60S6794 by Mark Baldock

I purchased my first RMB in about 1968. At the time I was studying at a University to qualify me for a career in civil engineering. On weekends, I worked in a service station that had a full workshop. On Friday nights, the workshop including its car hoist and full set of tools were sometimes available for my exclusive use, which made a pleasant change to the dirt floor in my father's garage at home. It was an ideal situation for a 19 or 20-year-old who was interested in restoring a classic car such as a Riley. The car had done 240,000 miles at the time so it was ready for a rebuild. The engine was taken out and in those days REPCO did Babbitt metal bearings – that is they re-metalled the big ends with white metal then hand finished to get required tolerances. The main bearings were in good condition and were not touched. New pistons and valves were fitted as well. The car was also repainted and new tyres were fitted, the clutch was replaced and the brakes were restored. Nearly all the work was done on my father's garage floor with the

occasional luxury of a night at the service station, but after four years of restoration work the task was still not completed and I wanted a car that I could drive, so the Riley was sold and a VW project was commenced.

For those interested, the VW was a 1958 beetle purchased separately as a platform only, to which was added a 1500cc engine, complete with extractors, big valves and a twin throat carburettor. The suspension was lowered, rear camber altered, wider rims and front disc brakes fitted, all topped off with a body sourced independently. It was a great little car and was good for 150Kph or so. This may sound like an unusual choice to some readers but I always knew that someday I would get another Riley.

Some 40yrs later as circumstances changed, the urge to get another Riley finally got the better of me and I looked up the Riley Qld site on the internet and subsequently contacted Alan Hill. It was around about June, 2009 and I asked Alan if he knew of any RMB's for sale. Alan put me onto

Pat and Betty Elliot who had decided to part with their 1950 RMB. I was looking for a basically sound car that was presentable and could be slowly upgraded if necessary over time. My first experience of restoration had cured me of a long drawn out restoration; what I wanted was a car that I could enjoy driving and that any part that required repair or restoration work could be completed in a day or two. The Elliott's car was exactly what I was looking for, so after a couple of trips to Coominya the car and a trailer load of stuff was mine. The car was a smart looking red RMB that Pat had looked after very well and although there were things that needed to be done I was sure that it would pass a roadworthy without too much difficulty.



The trip from Coominya to the Sunshine Coast was uneventful, other than running out of petrol and having to hang my hat over the oil pressure gauge to prevent becoming too paranoid when the engine was idling. Apart from an apparent oil pressure problem the car ran very well. Amongst the spares was a second incomplete engine, gearbox, generator and assorted bits and pieces that Pat had accumulated over his 12 years or so of ownership.

I decided to fully register the vehicle and managed to find a very sympathetic safety certificate issuer who provided the certificate on the proviso that certain things were undertaken soon. This included a new exhaust system, replacement of front end bushes and new tyres. As result I had a fully registered RMB that I could work on as the urge took me. It was the ideal outcome that I had hoped for and over the next few months all the repairs that had been asked for were completed and the car was taken back to the issuer of the safety certificate and the car received his approval.

Since that time over 8000 miles have been completed and the car has only stopped twice. On one occasion the coil failed and after being delivered home by an RACQ tilt truck it simply required a few minutes to replace. The other occasion was a little more serious as the headlamp switch shorted out starting a small under dash fire, but without too much difficulty the fire was extinguished, a temporary fix was completed and I could continue my journey.



Dash and front chairs

Initially as mentioned earlier, to meet the safety certificate requirements the left side wishbones were re-bushed and later the right-hand ones were replaced. Of more concern to me was the brakes. With some method to the madness of restoration the first things done was getting the brakes up to scratch. This included fitting a new master cylinder kit, getting the front brake drums machined and brake linings replaced. Then the rear drums were machined, the flexible brake lines and the brake rod pins replaced and the linkages adjusted. With the important safety requirements completed attention was turned to other issues.

Prior to Pat's ownership, the engine had been substantially rebuilt. The mains had not been touched, but the big ends were replaced with Bedford Truck slipper shells and JP pistons were fitted. The oil pressure however was a concern and I preferred to wear my hat rather than hanging it over the oil gauge. Fixing the oil pressure issue turned out to be reasonably easy. With the engine in the car the sump was removed, which revealed that the sump and engine internals were spotless, so much so that you could have eaten your dinner out of it. The oil pump was removed, disassembled and new oil pump gears were fitted and the assembly fitted back into the engine and sump and oil filter replaced.

The engine was then started but to my alarm there was no oil pressure. The engine was quickly stopped and the repair procedure repeated to discover that the pump gears were too short! The end gap was so great that the gears were simply not pumping the oil. Thankfully, Ken Loney was available to machine the pump body down and when the engine was reassembled oil pressure climbed to 40-50 psi while cruising instead of the earlier running pressure approaching near zero.

An oil pump disassembled



Another issue was a noisy differential bearing. To resolve this and to gain a quieter driving life another diff with its torque tube was purchased from the spare parts shed and the diff and pinion bearings were replaced. While it was on the bench the wheel bearings and seals were replaced and then when the diff was swapped over the trunnion rubbers and the shackle rubbers were replaced as well. With this task successfully completed the noise was resolved and I achieved my aim of a quieter life.

Another noise issue was the water pump so the water pump bearings and seal was replaced (the downside to this was that I could now hear other noises that could not be heard over the water pump but it seems that rattles and squeaks are an integral part of Riley life). So, from there I turned my attention to many of the smaller things that make Riley driving more comfortable. This included replacing the windscreen rubbers. These had perished and when driving in the rain, it rained inside the car as well. This water incursion had occurred over many years. As a result, it was found that the bottom window surround timbers had rotted so these were strengthened with a light gauge galvanised steel section.

After that two Lukey mufflers were fitted, the clutch activating rod and accelerator linkages were replaced with cables, the generator was reconditioned and of course the headlamp switch was replaced. The boot lid seal rubber, boot lock and several of the rubber parts including the engine mounts were replaced.

Throughout all this fiddling I have tried different engine oils and have found that Penrite HPR 40



seems to offer the best pressure when the engine is hot and it also allows pressure to build up quickly on cold starts. I am also using Penrite 140 in the gearbox and differential. At this stage the oil pressure seems to be within specs and the diff and gear box are relatively quiet.

These are all relatively minor tasks, particularly in comparison with major restorations recently detailed in Torquetube, however they help keep my car on the road and reliable and are well within my capabilities and resources.

Boot lid rubbers replaced



At the moment, everything seems to be ok with a compression at around 115-117 psi on a cold motor and apart from a small leak from the master cylinder when not under pressure the car is going well. Soon the master cylinder will need to be attended to and the clutch is showing signs of wear but this could be a job for next winter.

We will see what happens when the sun gets up tomorrow but so far so good!

Mark Baldock

Something Happened on my way home in my RMC by Ian Henderson



I had just slowed from 110 KPH while on the Bruce Highway to 80 KPH on the Sunshine Coast Highway. The wind was in my face; my heart was racing. It was just a wonderful experience to drive in an open cockpit car with an engine that ran better



than any of the Rileys that I had owned previously. Suddenly I noticed a noise that should not have been there. Something was amiss. The engine still ran well. But by the time I had driven from Nambour to Marcoola there was a definite rattle. That night I parked in the garage and in the morning got up ear-

ly and started the engine. The engine noise had changed. Instead of a rattle, it was a BANG BANG. Brian Jackson came over the next day and the engine was started and to him it sounded like a hammering. He thinks it could have been the pistons. They seemed to have nipped up.



Engine being taken out in Brian's workshop

At my next opportunity, the car was taken to Brian's garage and the engine disassembled in the car. The head and sump were taken off and then the pistons removed. The JP pistons had what looked like dusting or scoring marks on their sides. After receiving the car all of the normal maintenance was conducted including changing the oil and filter. So the pistons must have been scored during the previous ownership.



The engine bay in an RMC is big enough to separate it from the gear box and take it out so being loath to remove the floor boards again the engine was separated from the box. At just that time Phil Wyllie arrived to pick up a generator belt. He was quickly enlisted and the three of us removed the engine and lowered it onto Brian's engine stand. A full diagnosis is yet to be determined but the attached pictures show you what has occurred up to date.

Ian Henderson

My RMB Riley runs too cold!!!

In Australia RM Rileys are well known for their tendency to overheat and boil.

This little true story, involving a mishap, outlines how I accidentally found a real solution to stop the overheating once and for all. I wrote this story originally about 25 years ago for the Queensland Riley Club's *TORQUE TUBE* magazine. So 25 years later, my RMB still doesn't boil! It's true!

My 2 1/2 even boiled immediately after restoration on its way to get registered. So like many of us, I have cleaned out, rodded, replaced radiators, tried electric fans, removed thermostats, blocked and re-opened the thermostat bypass. I fitted insulating lagging on the hot exhaust side head water pipe and ripped out what was left of the corroded hot spot tube in the head. Of course I flushed the head and block out to within an inch of their drowning.

I thought about, but did not, cut holes and vents in the body work. I rejected the expense of fitting an oil cooler to cool that 14 pints (7.9 litres) of near boiling sludgy oil. I even tried hanging a towel over the instrument panel so I would not have to boil while watching that infernal temperature gauge rise and rise whenever the ambient temperature was near the 30 degree C range and the RM was happily cruising at 60 MPH. All was to no avail!

So how was it fixed?? I took a spare radiator to my local radiator repair man with the instruction to desolder the top and bottom tanks and thoroughly acid etch and rod out the core to make it like new, and left him to it.

Next day brought an alarming phone call from my Radiator Man. His apprentice, not recognising the age and fragility of the radiator, had enthusiastically burnt through some cores thus destroying its heart. My radiator Man was calling to see if we could apply collective knowledge to fix what had now become our collective problem. (Actually more his, I thought).

The solution turned out to be simple. There exists a 'similar sized' standard stock "light truck" 5 rib deep by 24 tube core that is commonly used on small commercial vehicles. Suspicious as I am of 'modern' mechanics and their 'yahoo' moments, I agreed to make some comparative calculations before going ahead. Set out below is a very pleasing comparative chart (including RMA/RMH) clearly comparing numbers of cores and system capacity.

SPECIFICATION	1 1/2	2 1/2	P/FINDER	MODIFIED
<i>System Capacity</i>	<i>13 pt</i>	<i>21 pts</i>	<i>17 3/4 pts</i>	<i>21 pts</i>
<i>Core width (net)</i>	<i>12 1/2"</i>	<i>12"</i>	<i>14 1/2"</i>	<i>12"</i>
<i>Height</i>	<i>16"</i>	<i>16"</i>	<i>15 1/2"</i>	<i>16"</i>
<i>No of Cores</i>	<i>21x3=63</i>	<i>20x4=80</i>	<i>24x4=96</i>	<i>24x5=120</i>
<i>Core Thickness</i>	<i>1 5/8"</i>	<i>2 1/4"</i>	<i>2 1/4"</i>	<i>2 5/8"</i>
<i>Core width (max)</i>	<i>13"</i>	<i>13"</i>	<i>15"</i>	<i>12"</i>

The modern core is clearly more compact, yet has significantly greater flow and therefore cooling capacity. (33% better than the standard RMB 2 1/2).

So, why does mine run too cold? I am too bloody lazy to put a thermostat in!

Simon Schooneveldt, Brisbane October 2016.

The recent life of RMF NAU 241

Only 1000 RMFs were ever made. They were built as a transitional car between the RMB and the Pathfinder, and the Pathfinder is identified as a RMH. The RMF is timber framed as all RMs, sports a larger rear window for greater visibility, raised rear roof giving more headroom in the back seat and revised trim style. Mechanically the water pump has been brought forward, the conrods are in the style of the Pathfinder but the RMF conrods face the drivers side, the torque tube was replaced by a hypoid bevel final drive and a Hardy Spicer divided prop shaft, and the rear rod brakes were replaced with hydraulic brakes giving the car all round hydraulic braking and telescopic rear shock absorbers.



The beautiful lines of the RMF

This is how RMF NAU 241 came into my hands; twelve years ago, a BMC 1.5 was purchased from Gary Hollis. Gary had repainted the shell and overhauled the engine before I got it from him. After doing much work on this car, Gary wanted to buy it back. At the time, I refused his offer because I was enjoying the car. But then a RMF came up on E-Bay and I found that it was owned by Gary. Apparently, he was moving house and the house he was moving to did not have room for the car. So, I made a deal with Gary to swap cars. It was a good deal because Gary had done all the body work timber, rebuilt the front suspension and the brakes.

After securing the RMF all the panels were taken off, the bling was sent off for re-chroming and a panel beater/ spray painter was engaged to knock out all the dings, sandblast the panels and re-paint the car. He painted the guards while they were off the car but painted the doors while they were still on the car. I think he did a good job and others who

have commented on his work have agreed. The paint job looks good.

During the time when the panel and painting was being done the engine complete with gear box was taken out of the car and box and engine separated. When the gearbox was opened, it was found to be full of water. Thankfully, the water incursion could not have been there for a long time as there was minimal pitting so the water was drained out, the box was disassembled on the bench and rebuilt with all new bearings.



The characteristic RMF rear bumper bars

The engine was then disassembled. I am the sort of person who never throws anything out just in case the part or thing could be used again. To prove the point, for some time there had been a set of second hand Pathfinder pistons on my garage shelf so these were fitted into the motor. Sometimes such judicious improvisation works but not in this case. After the car, had been on the road for a while the pistons nipped up so a set of 2 ½ pistons were fitted and these have given no trouble at all. They took the RMF to Merimbula and back without incident. Although, I must admit that there were two other issues that occurred during the trip that I won't go into now but if you ask the club secretary, Kangaroo Mark he will be able to elaborate on most of the troubles experienced. The engine was fitted with an early model Holden water pump and this has solved all the problems experienced by other RMF owners. For those who are unaware RMF water pumps are prone to leaking and fast



wearing.

Ian and Wilma Henderson did the headlining for the car. Wilma did an outstanding job of sewing and between them the headlining went in easily and fitted well. It was a different story with the roof covering, though. Maybe it was sewn to fit an RMB but anyway with the higher roof shape at the rear it was a real struggle to get the hood sitting flat and tight. Anyway, as they say, all is well that ends well. The hood was stretched and tugged and re-stretched and tugged until a reasonable fit was achieved. After that the aluminium guttering was fitted and up to now no leaks have been detected around the rear window or guttering.



The dash fit well with the seat covers

The front seats used were early model commodore as the original seats were missing and the commodore seats were re-upholstered with the rear seats. Carpets and bailey channel were purchased from the RM club and these fitted well. The door cards were made at home and vinyl purchased from



Clark Rubber was used.

Side view of front driver's seat

All of the electrics were done at home as well. A full harness came with the car and fuel pumps were fitted to the rear and front of the car to avoid any inconvenience. The generator and starter mo-

tor were done up in the garage and electronic distributor components were fitted into the Lucas distributor body. The final thing done was to replace the outer rims with Nissan Navara rims on the original Riley centres. This means that if a tyre fails a replacement can be purchased anywhere in Australia. The car looks good, drives well, but I am a bit suspicious that it came with a curse but I will leave it up to Kangaroo Mark to tell you all about that.



Brian Jackson

The remarkable and detailed history of Riley Elf 67 by Simon Schooneveldt (a part of the story of Simon's Elf from November's Torquetube)

I have the complete, very detailed history of the car in New Zealand, including all of its owners, when and at what mileages they sold the car, as well as what and when the major mechanical interventions were made. I am going to set this history out in some detail because it is fairly typical of the life, times and longevity of cars built in the 1960's. It may also give some insight into why some car makes survive abandonment and become collectors items, often of greater value than comparatively new cars cost today.

67 ELF was purchased new and registered DF 5034 to *Audrey Reid* of Papatoe NZ on 1st June 1967. It was coloured *Florentine Blue* with the usual *Old English White* roof, Chassis Number RA 252936238 with a 998cc Engine No. 9ADTH200. After only 6627 miles Audrey traded the car for reasons unknown to *Moller Motors*, Auckland on 18th Feb 1969. The dealer drove it only 8 miles before selling it 7 days later to *Leslie James Wansborough* of Auckland when it showed 6635 miles on the dial on 25th February 1969.

Leslie W. Kept the car for 14 years, travelling 26000 miles without incident [so he should have at only 2000 miles per year!], selling it to a relative; *Thelma Olive Wansborough* in 1983. Thelma kept it less than a year, selling it to *Rees R. David* and *Margaret Kay* at 33,423 miles on 16th March 1984. They kept the car for a relatively short 4 years and 8000 odd miles.



In December of 1988, *Alexander* and *Catherine White* of Auckland purchased **ELF** at 42,100 miles and owned it until the 3rd October 1997, a period of almost 10 years, when they sold it at 88,235 miles. During these years, the maintenance of the car appeared sporadic but there were no major mechanical issues. But for *Bruce* and *Patricia McLean* who bought it in the new millennia, on 29th August 2000, the inevitable engine and rust issues caught up with them, with a vengeance.

Just 4 months after purchasing **ELF**, Bruce and Patricia bought *Speck Holding's Strong Automotive Mechanics* of Pakaranga! Well they didn't actually buy the company, but they paid them enough in repairs to **ELF** that they might as well have. Over \$1500 went on a new "Long Motor" (now restamped **SH 2096** for **Speck Holdings**) an oil pump, clutch and pressure plate and pages of steering gear parts. Then, within 2 years, another \$1500 odd for a gearbox rebuild, an entire braking system replacement and more. Notwithstanding they were only NZ dollars...Ouch!

Bruce and Patricia's hemorrhaging did not end there during their 3 short years of ownership. On 29th August 2002 *City Auto* gave them a handwritten receipted invoice for \$650.00 for cutting out rust, welding RHS sill, replacing RHS rusted floor, welding and repair to front R wheel arch, Nuteck and paint. At the bottom was written "approx. 25

hours labour! Smell is ferricin anti rust [treatment and] it will go after a week" (sic).

It is not clear how many miles the McLeans travelled with the old motor before it blew up. The record tells me, however, that they covered 7505 miles on the new long motor over a period of about 2 years, so the old motor probably lasted only about 100,000 miles. This relatively short distance (for even a BMC Riley) was due almost certainly to lack of maintenance and oil changes etc. for most of its life.

Whatever the story, the McLeans sold little **ELF**, complete with what was now a very patchy paint job, to *Gary Hill*, also of Auckland. This happened on the 4th August 2003 at 7,505 miles and Gary allowed the registration to lapse when it expired on 6th September 2004. Although unregistered, some untoward winding back of the speedometer occurred from the official 7505 miles recorded.

The official record now reports that Riley ELF registration DF5034 was cancelled on 01/09/2004 and that *Kamlesh Mehtan* of Mt Roskill, Auckland purchased the car on the 14th December 2004 with a "prior odometer reading at 16/10/2003" of 990miles. Thus the last 2 years of **ELF's** life in NZ remains a bit of a mystery. Anyway, and so **Elf's** second journey across the sea, the Ditch this time, to Brisbane, in 2005.



My son *Matthew* and I purchased **ELF** in joint names, but of course I paid in full, as fathers do, on 8th February 2008 and we towed it home to Ashgrove on a flatbed trailer with a 4WD.

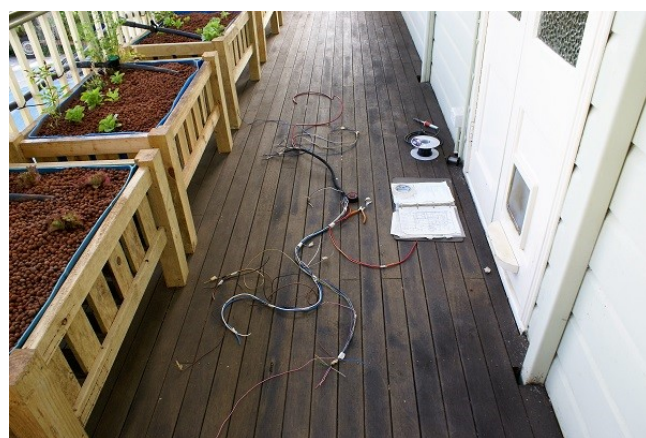
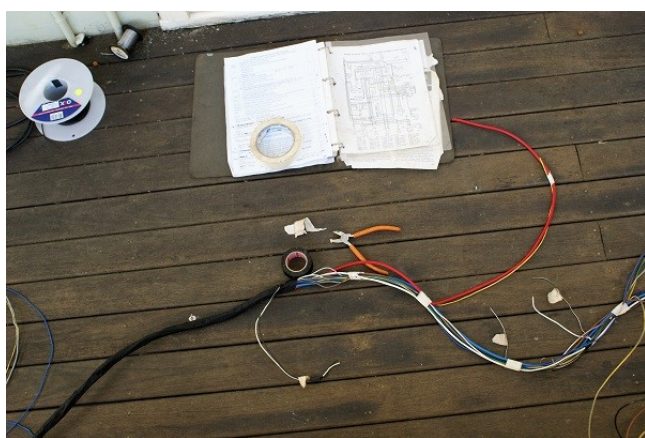
Current owner

Simon Schooneveldt

Electrifying Albert

My bride suggested writing this article about wiring Albert so it is hoped that this offering will be of use to a few adventurous Riley restorers who want to have a go at rewiring their own cars. Let me assure you, it isn't as hard as you might think. On that topic, if your wiring harness has never been replaced and sometimes you smell smoke it may be time to replace your harness with a new one before the smoke escapes from your harness. When working with Army Aviation wise avionic technicians told me that if the smoke escapes an instrument it will stop working so the trick, they said, is to keep the smoke inside the instruments. So with this in mind, a few years ago a dummies guide to wiring a Riley was written up as well as a brief explanation on how to convert a car to negative earth with alternator and electronic distributor and these are included in this article.

20 colours of 3 mm electric wire and 4 colours of 6 mm were utilised and the conversion from generator to alternator required 1 Red 8 mm wire. Most instruments and components required only 3 mm wire, but it was considered that the headlamps needed to be 5 or better 6 mm and when incorporating an alternator my preference was to use a Red 8 mm wire from the battery to the alternator. So, the first thing that was done when electrifying Albert was to convert the wiring diagram on page N 19 of the Riley workshop manual into my dummies guide. As far as possible the Riley colours were utilised but in Australia not all original Riley colours are available so substitutes were used but were always referenced back to the Riley numbers on the wiring diagram. **Below : Assembling harness**



It looks like this:

Dummies guide to wiring a RMD (Control Box = CB, Junction Box = JB and Earth = E) 2 flasher units and 2 indicator warning lights need to be acquired.		
Black 3 mm	Tail lamps to interior light to CB E, CB E to body/E terminal on battery, CB E to clock E to windscreen wiper switch E (left terminal), CB E to Fuel pump E to Driver's side Headlamp, side lamp, indicator and Driving lamp, CB E to radiator electric fan, passenger side headlamp, side lamp and indicator.	57
Red 3 mm	Panel light switch to panel lights, lighting switch (S) to panel light switch, JB to side lamps, JB to interior light switch to interior light, JB to tail lights, panel lights to panel light rheostat to driving lamp 41	41
Green 3 mm	CB A4 to petrol gauge B to windscreen wiper (bottom contact), CB -A4 to reverse lamp switch to stop lamp switch, CB- A4 to horn push (second from the left)	17
Yellow 3 mm	CB-D to ign warning light	25
Yellow 6 mm	CB-D to junction box to generator (D)	
Brown 6	CB-A1 to ign switch to light switch A	36
White 3 mm	CB-A3 to Fuel pump / CB-A3 to coil (SW),	9
White 6 mm	CB-A3 to ign switch to starter push to ign warning light (left terminal)	
Blue 6 mm	Solenoid (heavy terminal) to ammeter (left side) to clock	33
Orange 3 mm	Windscreen wiper (top terminal) to dash switch	62
Purple 3 mm	CB-A2 to horns (outside terminals)	49
Pink 3 mm	Horn push (right terminal) to horns (inside terminals) and Double connector to horn push	56
Grey 3 mm	Horn push (right terminal) to flasher unit 1 terminal A, Flasher unit 1 terminal A to left trafficator	18

Black & white trace 3 mm	Distributor to coil (CB), reverse switch to reverse light	16
Green & white trace 3 mm	Horn push (third terminal from left) to flasher unit 2 terminal A, flasher Unit 2 terminal A to right trafficator	21
Blue 6	CB- F to junction box to generator (F)	29
Blue and white trace 3mm	Petrol gauge (T) to junction box to petrol tank	24
White & brown trace	Starter push (left) to solenoid (small terminal)	10
Brown & white trace	CB- A to ammeter (right side)	37
Blue 6	Dipper switch (top terminal) to ignition H, bottom right dipper switch to junction box to headlamps	1 2
White 6	Dipper switch - junction box to headlamps - headlamp warning light	4
Yellow 6	Driver light to dash switch (top right terminal), driver light to dash switch	42 43
Brown 3	Flasher unit terminal C to indicator warning light 2	
Orange	Stop switch to stop light	22
Blue 3	Flasher unit terminal C to indicator warning light 1 (fitted under dash)	
Blk & white trace	Reverse switch to reverse light	24
Pink	Petrol gauge (T) to junction box to petrol tank	18
Blue and White trace	Flasher unit 1 terminal B to left indicator lights front and rear	
Brown & white trace	Flasher unit 2 terminal B to right Indicator lights front and rear	

Horn push original wiring

Dark Green to left trafficator

Light Green to right trafficator

Middle Green = power from JB

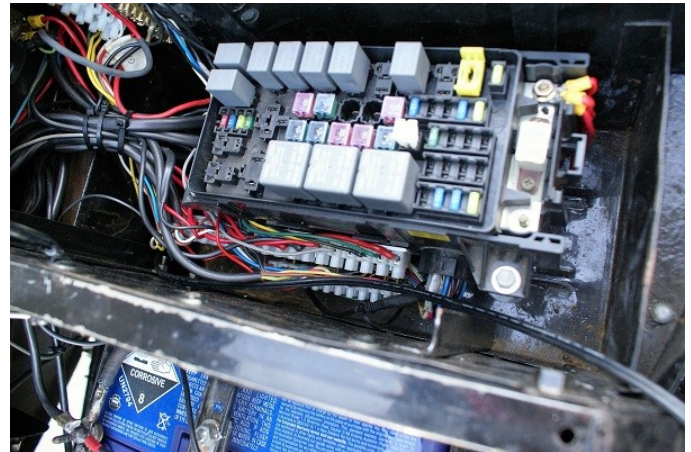
Purple = pink to horns

Indicator switch

L is red, H is black, A3 (Ign) is White, 1A is Brown & Blue trace.

The above is an attempt to keep the wiring as original as possible on a DIY basis but a woven harness can be purchased from Autosparks in the UK. A letter requesting any extra wires for indicators and power feed for a radio/CD player will be incorporated. But as said, the wiring in my car is an outcome of wanting to electrify Albert and George myself. One of the advantages of the above is that any owner after you can follow the wiring diagram and dummies guide and effect any repairs or changes that they would like to incorporate. It has to be admitted though that using a modern system such as the one Ken Lonie or Robin Hull have utilised has got its advantages. In the case of Ken he used a relay box that was sourced from a Kia Carnival. This meant that all of the wiring under the dash switches would have minimal amps to the relay box so the full power to lights, starter motor, horn, ignition and so on and these would be switched from the relay. As Ken would tell you many hours were required with a multimeter discovering the functions of each of the circuits. The wiring was made up from 7 core electrical cable that is often utilised for

trailers. A plastic spiral was used to encase the multiple 7 core cables to make the harness.



Above: Ken's relay box complete and functioning

In the case of Robin's car the wiring harness was made up using single electric wires encased in a split tube. He used five fuses and relays for the headlights, horn, and alternator and so on. Once again, this meant that there were only milli-amps under the dash. The battery was re-located under the passenger side rear seat and the original battery space taken up with fuses, relays and wiring connections. So if you have the time and the smarts at least from a potential fire under the dash problem Ken and Robin's solutions could be a safer option. For me, I prefer to keep the car as original as possible.



Above: Robin's relay box

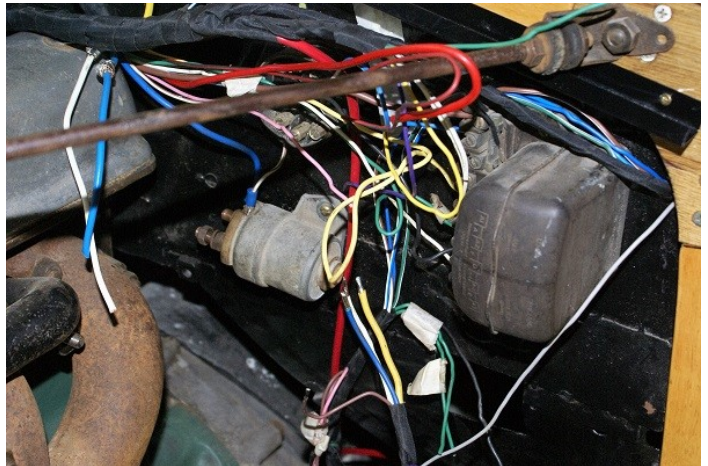
Conversion to Alternator and Electronic distributor

To convert from generator to alternator the following procedure was utilised. First the battery was turned around so that it was negative earthed but it was not connected until the following was completed.

1. An alternator was purchased with an inbuilt regulator and the generator was replaced with the alternator. It was possible to take the pulley off and split and pack it out so that it will take the C3 belt or to replace the C3 belt with a C1 belt or the modern generator belt that Ian Henderson supplies from the Club spares. Initially I chose the C3 route but later converted to using the modern generator belt that Ian Henderson supplies from the Qld Riley spares. Care needed to be taken to line up the alternator pulley with the crank and water pump pulley.
2. On my dummies guide the yellow 3 MM wire from CB-D that goes to the ign warning light and 6 mm Yellow wire from CB-D that goes to junction box to the generator (D) were disconnected, soldered together and insulated. This wire was connected to the small terminal on the alternator. If you have an early car without an ignition warning light one will need to be incorporated.
3. Then a Red 8 mm wire was run from the positive side of the battery to the Alternator (large terminal).
4. The Lucas points distributor was then replaced with the electronic version as per the advice of Ken Loney with the Chinese distributor. One of these was fitted to George, my '49 RMB but the distributor missed under power so I swapped to one of the Mitsubishi distributors that Jack Warr modified to fit RMs. Albert will be fitted with a Lucas electronic system that will fit straight into the original distributor body that were fitted to RMs.
5. Finally, the battery was connected so the negative battery post was to earth and the positive battery post

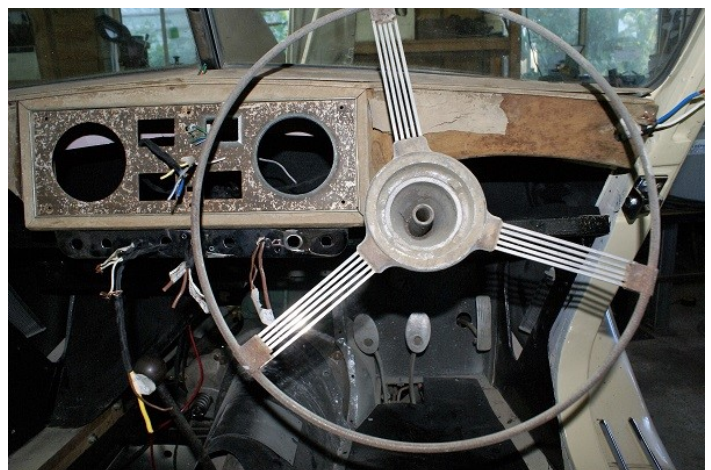
was connected to the starter motor and the 8 mm wire that goes to the alternator.

Below: Fitting the wiring harness under the bonnet



Some people might suggest that on a more original set up smaller wires could be used for Headlamps and alternator but my approach is to be conservative and sure that the wires will carry the amperage so heavier wires were utilised. Likewise, on my set up there are earth wires to every component. This is to prevent poor earthing back to the battery. On previous English cars it was found that with poor earthing through the body of the car sometimes when headlamps were switched on an indicator light would flash because the headlamp tried to earth through an alternative route. This scenario cannot happen if there is a clean and direct earth back to the battery.

Below: A mock up of the dash to locate and make the wiring of correct length.



Philip Wyllie

**Minutes of Riley Car Club Qld. Inc. General Meeting
Held on 10 November 2016
Queensland Riley Clubhouse
38 Showgrounds Drive, Highvale 4520, Samford Show Grounds.**

The President Ken Lonie declared the meeting open at 2015hrs with 18 members in attendance

Attendance:

as per the attendance book.

Apologies:

Del Thomson, Di Phillips, Phillip Wyllie, Robert McNeill, and Matthew and Gloria French.

Minutes:

Minutes of the General Meeting held on 13 October 2016 were circulated and moved for adoption as a true and correct record by Alan Hill and seconded by Bill White.

Carried.

Business Arising:

Linden has sent out 16 letters to currently non- financial members encouraging rejoining the Club.
Linden is still working on the Auditors Report for 2015/16 and will advise further.
Advice of membership acceptance sent to Barry and Annette Sparks.

There was no other business arising from the minutes which is not covered elsewhere.

Secretary's Report and Correspondence:

Club Magazines from

Blue Diamond
Gold Coast Antique Auto Club-Crankhandle November.

Correspondence from:

Advice from Retroautos that the October 2016 edition is now online.
QHMC Minutes of Bi Monthly Meeting 22 September 2016.
LAMA advised that the annual Invitational run will be in October, on the weekend following the long week-end. TBC

Details on the above are available in the first instance from the Secretary, Mark Baldock.

Membership Form Received from:

Keith McGhee of Samford Valley with an MG TC and Eddy Pollet of Tallebudgera with an RMB, both of which were accepted, and the Secretary will notify and welcome them to the Club.

Outwards:

Membership acceptance to Barry and Annette Sparks.
Moved by Mark Baldock that the inwards correspondence be received and the outwards endorsed. Seconded by Rod Longden

Carried.

Treasurer's Report:

Linden presented the following report:

	Bendigo	
	General	IF Loan
Balance as per Bank Statement, 1 October 2016	\$6661.16CR	\$395.76CR
Income		
Interest	3.85	0.23
Joining and Membership Fee ‡	65.00	
Joining, Membership & Assoc. Fees	80.00	
Total Income \$	148.85	0.23

Expenditure			
	Total Expenditure	0.00	0.00
	\$		
Balance as per Bank Statement, 31 October 2016		\$6810.01CR	\$395.99CR
Consolidated balance		<u>\$7206.00CR</u>	
‡ EFT/BPay			

(Presented at OGM 10 November 2016)

Note re Bendigo Community Bank Accounts:

Two accounts are operational: -

Riley Motor Club Qld Inc BSB 633000 A/c No. 156635229

Riley Motor Club Qld Inc Council Loan Account BSB 633000 A/c No. 156635728

The latter account is for the shed project and servicing the IF Loan only.

Note re Advance Memberships:

To 31 October, \$8380.00 has been advanced by Members.

Moved for acceptance by Linden Thomson

Seconded Wendy Lonie

Carried

Report from Club Captain:

Sheila Hill presented a report on recent and proposed club runs.

The visit to Old Petrie Town on their Steam Day was very successful with 10 cars attending.

18th December – Christmas Breakup Party, including gymkhana at the Clubhouse. Keep this date free.

9- 11 June 2017 RACQ Hub Rally Townsville.

*** Report on the 2018 Queensland run National Riley Rally** - As promised, Wendy Lonie informally provided further details of the work undertaken so far and indicated a destination and date for the National Riley Rally to be held in 2018.

Report from Torque Tube Editor:

Phil Wyllie did not provide a formal report for this meeting, however his contribution and enthusiasm in producing the magazine was acknowledged and we know he is always seeking information for articles, particularly those of an unsolicited nature.

Report on Riley Shed:

Bill advised that the recent grant submission to MBRC was not successful, however he believes the club has sufficient funds to finish off the Meeting Room.

The Tuesday group will undertake the wall lining under the guidance generously offered by Ron Cochrane and the floor will be professionally covered.

A motion was moved to clad the walls, including insulation, and install a bench with provision for a sink for an approximate expenditure of \$5000, under the control of the previous Shed Committee (Bill White and Trevor Taylor) with the inclusion of Ron Cochrane.

It is anticipated that this work will be substantially complete by the Christmas Party.

Unanimously approved

In all respects, the clubhouse is operating well.

Report from Registrar:

Di provided the following report:

"I have attached a document that I have collated showing Rileys with model, year and how many. This only covers financial members to date.

I am aware of several others but they are either not in the Queensland Riley Club (e.g. pre- wars in the vintage club) or un financial club members.

I also have a comprehensive list of members and the cars they own (year and model). I don't know if all members would be happy to share with others what cars they have. I remember a list being in the Torque Tube many years ago, and it did cause some angst. Perhaps all have mellowed. This list is compiled from information gathered from various sources over time and may not be 100% accurate so it would be good to get feedback. Over to the meeting to decide"

Rileys Belonging to Financial Members- November 2016									
CAR Pre War 9 Spe- cials 9 BMC 2									
									9
									9
									2
	1948	1949	1950	1951	1952	1953	1954	1955	
RMA	1	6	1	3					11
RMB	1	8	11	10					30
RMC		4	1						5
RMD			5	1					6
RME					1			1	2
RMF						1			1
RMH							2	1	3
TO- TAL	2	18	18	14	1	1	2	2	78

It was agreed by all present that there are no fundamental issues with circulating Di's list of members and cars, however it should be checked prior to doing so and to this end the Secretary will obtain this list for tabling and consideration at the December meeting.

Report from Spare Parts:

Ian Henderson once again presented a comprehensive report on sales during the month of October indicating 11 invoices for the period.

Parts purchased include RM Water Temp Gauge and Speedo, '9' Brakes, RM floor screws, 2 ½ pistons, 'A' Pillar, and Fog Lamps.

The RMH is being broken down for spares (wrecking)

Report from Website Co-ordinator:

Linden Thomson advised that the latest Torque Tube is now available and the events Calendar is now up to date until November.

General Business:

Photos are now available on the computer in the shed of the official club opening.

The Presidents run will be on 15 January 2017 and will be confirmed at the December meeting.

The MG runs are to Fort Lytton on 20 November and Mt Mee for Breakfast on 11 December 2016.

It was decided that all future events will be noted in the Club Calendar or elsewhere in Torquetube to ensure compliance with SIVS requirements.

pistons were 20thou undersize which begs the question.

Graham Bourne advised that his car is "just around the corner"

Ken Lonie has had exhaust valve problems in his RMB which are now sorted. He has also replaced the diff in his special.

Bill White has had problems bleeding his RM brakes and has installed new brake lines.

Next Meeting:

Will commence at 8.00pm on Thursday 8 December, 2016, preceded by a "chat and a cuppa" at 7.30pm.

Meeting closed:

Attendees were thanked for their attendance and the meeting closed at 2155 hrs.

FOR SALE

1952 Riley RME [early RMA body], probably the rarest of all RME models, 1 owner since 1969, many parts replaced in the last few years, good body mechanics and interior, very original needs paint and tidying photographs taken today [21 Nov] .

Please telephone for more details Ray Perryman on 0732092232. Price \$11,000



For Sale

Personalised plates 25 RIL cost \$495 sell for \$450

Complete reconditioned front suspension crossmember with new kingpins, swivel pins and bushes to suit 2 1/2L. Absolutely no rust in crossmember. Selling for cost of king pins \$280.

RM steering rack tube brand new. These have not been made for many years. Less than cost \$120.

Steering rack gaiters new from Alpha Romeo. These are virtually identical to original Riley and extend and compress correctly. \$40 pair.

2 1/2 L piston ring set +0.040. \$60

Set of push rods for 2 1/2L. \$80

Set of push rods for Pathfinder. \$80. Cheaper than buying the tube to repair bent ones.

Set of new old stock camshaft bearings. \$70

Sedan dash parcel shelf wood trim perfect condition \$10.

Instruments pre 1950 round. \$40 each

Call Mike Bramwell on 0437 189 538

The car has been on club rego many years, Inspection is highly recommended,.



For Sale

1937 15/6 Kestrel. Restored to as near original as possible. Leather seats, Mechanics, framing, carpets and paintwork have all been professionally done. Has won numerous concours prizes with the NZ Riley Car Club and VCC. Sliding sunroof for hotter days. Always gets attention and is a lovely comfortable car to drive.

More information and photos available on request. \$70,000au or near offer. Ph Brian 0064 7 829 7166 or email



Recently Phil Soden (Editor of the Riley Gazette) sent the youtube links that are printed below to me. The first shows videos of a RMC and the second shows videos of Rileys of different eras. I enjoyed watching them and learned some things about the cosmetic details of the Drophead.

Hope that you enjoy them as well.

In the meantime, I wish you all a happy and safe Christmas. May your Riley radiator stay cool and your car enjoy magnificent Queensland roads.

Currently I am not expecting to publish a January edition of Torquetube.

Regards
Phil Wyllie

<https://www.youtube.com/watch?v=4eAKeBJvfCQ>
<https://www.youtube.com/watch?v=Nc64utwRZi0>

<http://www.councilofmotorclubs.org.au/images/preserve/October2016.pdf>