



TORQUETUBE

**Newsletter of Riley Motor Club Qld , Australia Inc. April
2017**

www.rileyqld.org.au



Above: The front row; Riley 9s.

Below: second row 12/4s



AUSTRALIAN RILEY CLUBS

'Rileys at the Island' The 2017 National Rally

Getting there for the Queensland Club: From the Bruce Highway turn left onto the Gateway Highway, drive 2000 KM south to San Remo and turn right onto the Island and you are in the Riley wonderland of pre and post war cars.

Editorial

In this edition of Torquetube enjoy the pictures of the Riley National Rally at Phillip Island and particularly individual Rileys at the end of this months magazine. The editor was dazzled by the quality of restorations of these marvellous cars. The hardest task was to choose between the 215 pictures to present pictures of a representative range of cars. Of course the Queensland contingent takes central place.

Day one saw 57 cars assembled on the lawns of the Phillip Island Koala park; Riley 9s filled the first row, behind them were the 12/4s, then third the RMs, after that the open cars, then the Pathfinders and finally the BMC's. It was very hard to pick a favourite as they all looked beautiful.

It was also very pleasing to hear that all of the Queensland members arrived safely and returned home without serious incident. Stuart Paton's RMB blew a head gas-

ket during the rally but after repair motored home without incident.

Next year's rally could be the biggest and best yet with a wonderful venue on the beautiful Sunny Coast.



Above: Testing Albert's electrical circuits. Maybe he will be on the road in a month with droopy trafficators.

The editor appreciates receiving articles by the 21st of the Month

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The Trip down there by Wendy Loney

You might remember our trip to Merimbula last year? It was fraught with major “challenges”, all of which were managed with great Riley enthusiasm. Three vehicles returned home by various means and others had minor to super major problems. These car related issues brought out the best in people and certainly highlighted the comradeship, skills and ingenuity of Riley folk.

Now; to the 2018 trip to Phillip Island. The Queensland contingent left in drips and drabs. The Hills and Thomsons headed off early to enjoy the Phillip Island historic races, then the Hulls and Patons with Mark Baldock a day later. The Jacksons and Lonies followed the next day, the Wyllie's went on Wednesday and the French's flew down.

The cars in our group ran magnificently down the New England Highway and then on the Newell. The countryside was lovely, the country towns were nice to revisit, locals and motels were great. So our 2017 trip was not at all newsworthy and no dramas with us all arriving safely albeit the Wyllie's RMB got to Brisbane but failed to proceed. Brian Jackson who muttered last year “let the bastard burn” after his horror trip, now loves his RMF and even conceded it is “nearly as good as his Pathfinder”!

Adventures in Riley Wonderland

Ten metres short of the crest of the Gateway Bridge! That was as far as we got. Phillip Island was still a long way off. The time was 5.30 AM and it was still dark. I was hoping to be at this point before the peak hour deadlock and we had made it. Maybe 100 metres short of the crest the ammeter needle suddenly hit total discharge; there was a dead short. I switched the ignition off but that made no difference. In vain I hoped that we would make the crest but alas the car lacked the momentum required. I jumped out and removed the earth from the battery and quickly got back into the car. What followed was a scary few minutes as cars, trucks and utes swept up behind us at high speed and thankfully swerved into another lane just before impact. My bride put an emergency call through to the RACQ and the girl who took her call wanted to chat about locations, insurance and so on while Doreen wanted to scream help, help, help I am about to die. After only a few minutes but what seemed hours an emergency response RACQ vehicle came up behind us with flashing orange lights. Then a Motorbike cop came up, parked behind my Riley and in front of the RACQ vehicle and walked up to the side of the driver's side door. He said his name was John. I suggested that he may like to stand in front of my vehicle where it might be safer. He said, ‘No, it's alright here.’ He went on to tell me how in times past as a traffic cop he would walk out onto the road and wave cars down that were travelling at 100 KM to provide them with the pleasure of a breathalyser test. He said that you could tell whether a driver was going to stop or swerve and he assured me that he was quite safe. While we

waited for the tow truck we also talked about his desire to continue in the force beyond compulsory retirement age. He loved his job and wanted to ride his police bike for another 20 years. We also talked about a number of other things of interest to him but not to a Riley reader-ship.

Below: George being pulled onto a truck



Soon a tow truck arrived, the Riley was pulled up onto the tray (a familiar experience) and we were taken to a safe place – the 7/11 on Lynton Street. Soon afterwards another RACQ truck came, pulled the Riley up onto its tray and we were taken home. You may be wondering what the source of the electrical problem was. I'm not sure yet. Smoke escaped from the Control box but it wasn't functioning as a regulator as we had an alternator with an internal regulator fitted. My best guess is that one of the driving light connections wasn't secure or rain had penetrated a headlamp. It took about 20 minutes to transfer our things from the Riley into the Toyota Cruiser and we headed off to the rally again. After 5 ½ hours from the time we originally set off we passed the Gateway Bridge and then headed on to Coffs harbour- our first destination for the day. Surprisingly after we had arrived at the caravan park, collected our key to the dog friendly cabin the cruiser did not respond to the ignition key. Another momentary crisis for my bride! It was a loose battery connection. After tightening the connection we moved the car to the cabin and spent a noisy night as interstate trucks seemed to speed past at high speed.

Next day we arrived in Sydney. It had been raining all day. There had been a major accident on the M1 but fortunately we had turned off onto the Old Pacific Highway just before the traffic bank up. As we approached Hornsby we passed another horrific accident scene with a young woman still in the car. It turned out that a lot of Sydneyites spent many extra hours in their cars that evening before getting home including one of our friends who ate dinner with us. Thank you, Lil for taking the time to spend the evening with us.

Next morning our host, Paul Bae and Daughter Joe were out of bed at 5 AM to drive their Riley 9 to Phillip Island. Being the slack and ordinary Queenslanders that we are, we left at 7 AM and when we drove to the

bottom of the street to the Old Pacific Highway where we found that there had been another serious accident just north of our exit and we had an almost traffic free drive through Parramatta onto the freeway out of town. Maybe the traffic from the night before was experiencing the same thing the next morning? Apart from the motorway fast food we had an incident free trip down to Albury. During the drive we received a call from Wendy and Chris Gilbert who had arrived at Mornington after arriving in Victoria via the ferry from Tasmania. "Were we travelling in Albert, the Drophead. 'No' said I, 'we are in a modern'. 'We had not completed Albert in time for the rally so we readied George and He failed to proceed beyond the Gateway Bridge'. 'Oh', was the reply. I think they were disappointed as they had heard so much about his restoration. It was the rear window that blew out the time line. It took three months to get shape right on the frame.

After arriving at Albury an SMS was received from our hosts from the night before who had arrived at Wangaratta. How do you get that? A Riley 9 averaging 75 KPH getting 50 KM further along the road than a modern? Anyway, we were at the most wonderful B & B with a luxurious bedroom, bathroom, access to a BBQ and aircon with a complimentary bottle of wine, fruit, milk, breakfast cereals and freedom of use of a beautiful garden and our host from the night before had to stay in a 'room' and go out to a restaurant for dinner. It was too soon to glory in our change of fortune however as we had not yet arrived at our destination. And I have to admit that I am quite sad that I am not travelling in a Riley. They might not have aircon or a quiet ambience but they are a lot of fun!

Philip Wyllie

PHILLIP ISLAND

A great place for a National Riley Rally

Rileys at the Island -The 2017 National Rally

In all 17 members of the Queensland Riley Motor Club attended the Rally, namely Linden and Delma Thomson, Mark Baldock, Alan and Sheila Hill in their RMB, Ken and Wendy Lonie in their RMB, Mathew and Gloria French, Stuart and Miriam Paton in their RMB, Brian and Lyn Jackson in their RMF, Robin and Barbara Hull in their RMB and Doreen and me. The first event was a welcome dinner on Sunday evening. A warm welcome was extended to all interstate visitors and local members by Margaret Harman and it certainly was warm. The weather felt distinctly Queenslandish at a humid 29 degrees. As you would expect the first evening was full of greetings from long time Riley friends from interstate and the beginning of new friendships when members connected over similar experiences of restorations, driving stories with a few stories about failed components and breakdowns.

Below left: The Hull's sitting at the rear table chatting with the Gilberts from Tasmania



Above: Ken Lonie enjoying a chat with an old friend

It is certain that the Victorian who thought up the, 'pass the parcel' game after dinner was at the very least tricky. The idea was to guess what the contents of the parcel was and it is certain that some of the objects in the thickly enclosed cloth bags included a tape measure, a nozzle from a caulking gun and a curtain hook/clip. How could it be expected that a Rilyite could guess the identity of these sorts of things? I must admit though, there was at least one mechanical item, but not strictly of Riley origin; a carburettor float bowl for a SU carburettor. Anyway, dinner was nice and before I fell asleep on the table my bride suggested we walk back to our cabin.

Monday began with a trip to the Koala sanctuary and then to Churchill Island Heritage Farm which we accessed by driving over a narrow bridge. Rileys were then set out in categories from Riley9s, 12/4s, Open RMs, RM saloons, Pathfinders, and BMC cars. There



Over the bridge to Churchill Island

There were over 55 cars present, including more than 20 Pre-war cars, 3 specials, and post war beauties. The cars

Below: Two Rows of RMs



were then judged by the many Rilyites based on their most favoured. The odd Riley enthusiast took pictures of cars that attracted them and a few took macro and close up photos to identify the arrangement of components on cars that were similar to the cars that they were restoring or to copy bits they were missing.



Above: a goodly number of Pathfinders

Mostly my personal collection included shots of the seats in the RMDs and the arrangement of components on the 12/4 Falcon and Kestrel that shared company.

That evening we enjoyed a very up-market BBQ around tables on white linen table cloths with no flies or smoke. After Dinner Graeme Pinkney, a Victorian Club member gave a talk about the first Australian Road race in which

Barney Dentry and Bill Williamson battled it out for first place. It was the 26th March 1927. The race idea was created by the Light Car Club. The course was measured out by a horse and cart. The rules of the course included a mandatory mechanic, the driver was to wear helmet and goggles and travel around the circuit in a clockwise direction. No reversing was allowed. The cars were required to run on Australian Tyres, each car was required to have an ignition switch and the body made of unsplinterable material. Any infringements of the rules was liable to whatever penalty that the committee may decide. Protests could be made at the cost of 20 shillings. The cars included Alvis, Bugatti, Morris, Austin 7 and the Riley. Spectators were to stand 2 yards back from the roadside. In the end Barney Dentry came first in his Riley 9 beating 17 entrants to the finishing line..



Above: The 1927 road race winner's cup and below the open cars and a lonely Elf



Tuesday, during the day light hours was all about an off-island tour and observation quiz. After driving off the island and turning south we took the country route to Woolamai. The road took us through some beautiful hills dedicated to cattle and dairy farming. Some of the views over the hills were breathtaking and we saw a small windfarm on the coast. Morning tea was enjoyed at the Woolamai horse racing course. From there we travelled south to a small village called Kongwak. In the local aboriginal tongue this means, 'valley of peace.'



Above: Bob Russo's Lincoln in need of a little TLC

We stopped at the war memorial and for such a small community the cost of the two world wars included over 40 lives. Just over the road there was the remains of a Mobil fuel station with the Red Pegasus emblem.



Above: A Roadster special

Gwen Chapman told me that she and her husband Ross owned the station and in their garage were the original garage signs and emblems and a 1926 Buick.

After leaving Kongwak we travelled to the coastal town of Inverloch for lunch and then proceeded along the coastal road back to Phillip Island. On the road home, we passed a Riley 9 on the roadside and did a 'U' turn to see if the car required more than a minor tweak. The owner assured us that he had the issue in hand so we continued on and just over the hill another Riley 9 had

stopped. Again it was a minor ignition issue so we returned to Phillip Island after stopping at a service station to check tyre pressures.

Later we learned that the first Riley 9 had lost the pin that held the gear in place on the distributor shaft. A self tapper solved that problem. The second Riley 9 distributor shaft was a little worn which allowed oil to foul the points and a tissue temporarily solved that problem.

Tuesday night was insane. It was the night designated for watching the little fairy penguins come up the beach to their burrows after their day of fishing. I expected maybe a hundred or so folk sitting at a little distance watching the little furry creatures make their way up the beach to their burrows. To my surprise there could have been more than thirty buses in the parking area. I realised that I had been quite naive in my expectations. I had come from country Queensland where I spent most days in the quiet of my garage and here I was in a huge multinational tourist attraction. There could have been more than a thousand people talking loudly in many languages filling a café, a large foyer, a gift shop and flowing out onto a board walk in sheeting rain to watch the little creatures walk the gangplank past clicking cameras and the loud chatter of people standing in a dense group in ponchos. The Penguins were immediately next to the board walk. The crowd was overwhelming. We went back along the board walk through the building and out the other side to the car park and waited in the dark and the rain for the bus driver to come and open the bus so we could go back to Ramada resort.

Wednesday was a free day and many chose to visit the Grand Prix circuit, the Island wineries or go into town for a coffee and chat. In the evening we enjoyed the presentation dinner.



Ken and Wendy Loney and on the next page the Queensland contingent to the 2017 National Rally

Prizes were presented for the most impressive outfit from the 1920's, 30's and Post War era. The Conrod trophy went to NSW and the Hard luck trophy went south from Queensland to Paul Bae, whose Riley 9 had a magneto issue and also blew a head gasket.

Later Wendy Loney gave a talk about the 2018 National Rally which will be held at 'The Oaks' Caloundra, on the Sunshine Coast 7-11 May 2018 (more on page 8).



Right to left: Linden Thomson and Brian Jackson sitting opposite to their brides; Lyn and Delma



A happy night was enjoyed by all. Below: Mark



Baldock in a 1950's dress up for Wednesday night

Below: Gloria and Mathew French enjoying a night out and keeping great company during the present-



tation dinner.



Alan and Sheila Hill looking great

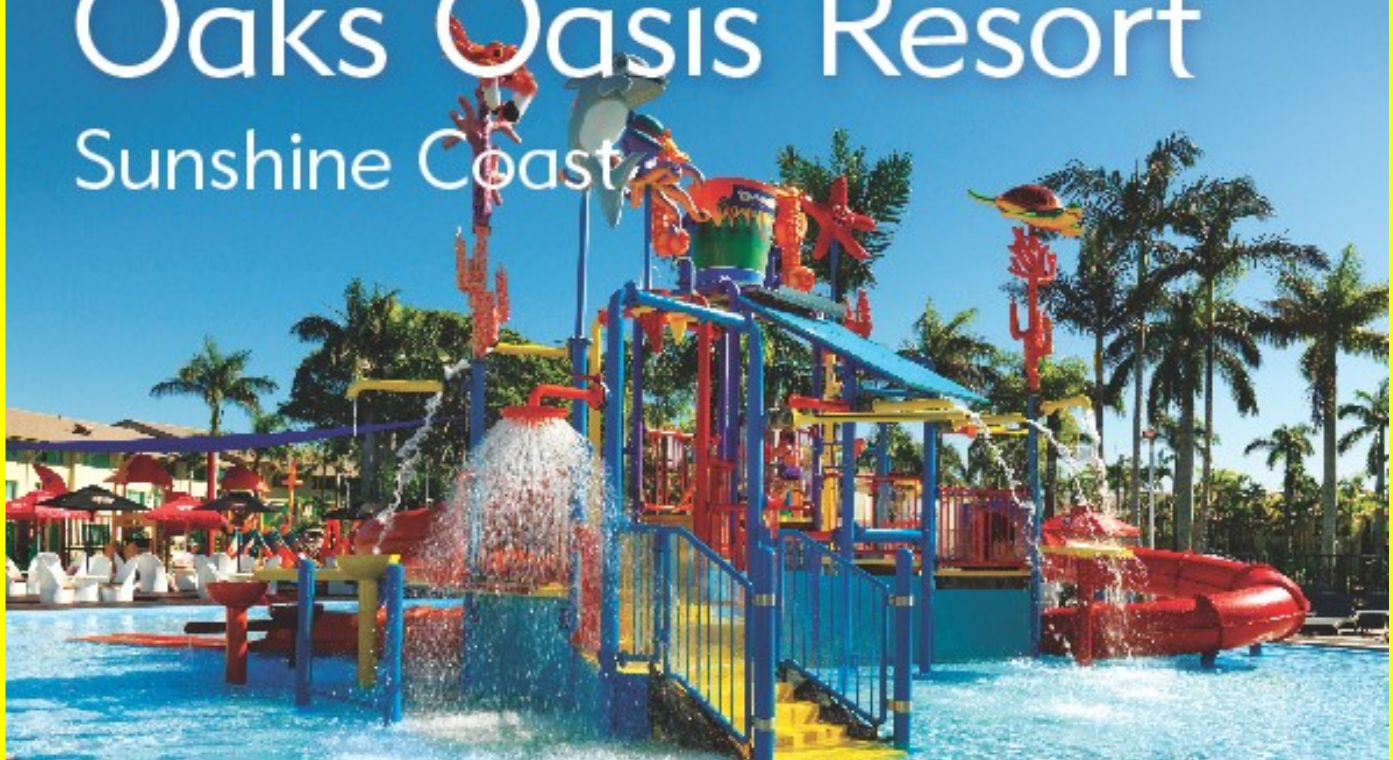
Stuart and Miriam Paton couldn't get a booking for the evening events, but enjoyed the daily runs. The only picture that I had of the Patons is below in their beloved 1951 RMB.



Barbara and Robin caught off guard during the Wednesday presentation dinner.

Oaks Oasis Resort

Sunshine Coast



Oaks Oasis Resort on Queensland's Sunshine Coast is the ultimate family destination. The iconic onsite water park is now accompanied by a fun filled Adventure Zone featuring an 18 hole putt-putt course, giant jumping pillow, climbing frame and sandpit. Set amongst 10 tropical acres of landscaped gardens you can laze by the pool and spa, enjoy a game of tennis, beach volleyball or watch the kids explore. With family rooms, 1, 2 and 3 bedroom apartments to choose from, there is a room to suit every family.

Hotel Features

- Tropical pool with spa
- 30 minutes free internet per day
- Onsite restaurant and bar
- Guest laundry and dry cleaning (contact reception)
- Bike hire available
- Adventure Zone
- Free parking onsite

Apartment Features

- Self-contained studio, 1, 2 and 3 bedroom apartments
- Hotel rooms with tea and coffee making facilities
- Reverse-cycle air conditioning
- Large open plan living areas
- Cable TV

Proximity Information

- Transport 300m
- Shopping & restaurants / cafés 300m
- Golden Beach 500m
- Aussie World 15km
- Underwater World 17km
- Australia Zoo 22km
- Maroochydore Airport 28km

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MARCH EVENTS PROGRAM

13th Thursday 8 PM Monthly Club Meeting at the Riley Motor Club House, Samford Show Grounds

14-16th Far North Queensland Hub Rally (further information may be obtained from the Club Captain)

23 April Breakfast Run to McGavin's rest (UBD p87 K19) on the banks of Lake Samsonvale in Vores Road, Whiteside near Petrie at 0900 hrs. We depart from Samford at 0815 hrs or go direct.

29TH – 30TH Gold Coast Antique Auto Club AU-TORAMA at the Gold Coast Antique Auto Club house MUDGEERABA and Don Paxton Park, Sta-

tion St, TUGUN, QLD

SAT 29TH 8:00am Registration and Morning tea at the Clubhouse .Rally to commence at 10:30. Lunch will be at the Tumbulgum School. Dinner 6:00 for 6:30pm. at Tugun Bowls Club and Community Club Sunday 30TH 8:30 Static Display and judging Morning tea from 9:00am at the Tugun Bowls and Community Club {adjacent to the Park}

10:00am RALLY COMMENCES 12:00 Fabulous GOURMET Lunch at the Tugun Bowls and Community Club.

Tuesdays in March from 9 AM DIY Repairs, advice on restorations and commaradie at Alan and Sheila Hill's 4 Mahdeen Street Samford

Committee News

Secretary: NATIONAL MOTORING HERITAGE DAY – *Picnic in the Park (Queens Park Ipswich)- Sunday 21st May 2017.* Download the flyer from The QHMC website. This event is at NO COST to you . Vehicles on display from 10:00am to 2:00pm (Arrive from 8:00am. All Vehicles are to be in position by 9:30am with no movement of vehicles until 2:00pm)

Treasurer: Linden has suggested a temporary waive of the \$15 renewal fee for those whose ,membership has lapsed. The meeting agreed so this is a great time to renew your membership.

National Rally Coordinator: Wendy announced that the 2018 National Rally venue and timings has been set. Later, at the Victorian rally on Phillip Island she announced that the Queensland rally will be headquartered at The Oaks Resort in Caloundra, on the beautiful Sunshine Coast. The dates she said would be 7th to 11th May. Rally activities will be conducted in the region just north of Brisbane (No need of Antarctic clothing here (Editor)).

Clubhouse Coordinator: Bill reported that the, 'The Riley Club' sign is now up and positioned so that it can be seen from the road. The remaining wall in the meeting room will be completed within the next week .

Pictures of members' cars are now sought for display and it is requested that they be framed prior to gifting them to the club.

It was agreed that provision needs to be made for covering the outdoor areas for events and Bill White will follow up funding opportunities and Trevor Taylor will follow up the "BBQ at Bunnings" type of activity. The type of covered area selected will be dependent on the realization of the funding opportunities although permanent structures will not be applicable.

Spare Parts: Windscreen wipers from the UK and gearbox seals have been put into stock. Parts are available for purchase from the club house Tuesday mornings or phone Ian or Brian for postal orders and advice.

Car reports: Oil cooling RMs was discussed and cooling options were presented following articles in the March Torquetube. More to follow in the May Magazine.

The editor appreciates articles by the 21st of each month

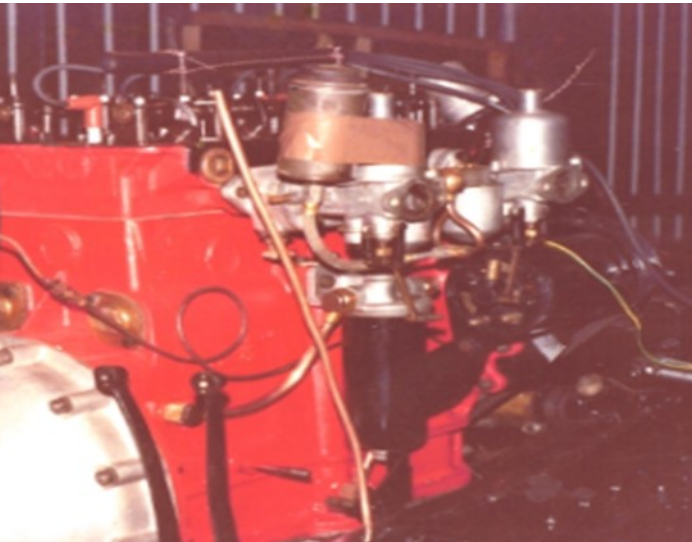
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A RMB RILEY RESTORATION STORY—

Part 2

Simon Schooneveldt continues his reminisces on how he acquired and undertook the restoration of his RMB 2 ½ litre saloon under an old Ascot Queenslander.

.....The big day came to start the motor, and with great excitement and an invited audience, the bloody thing absolutely refused to start. It flattened two batteries, fizzed and popped and backfired, but no go. "The book" does not spell out exactly how to set the timing. Days later, with a bigger new battery, I noticed that the exhaust was sucking and the carburettors were blowing! I had set it up on the exhaust stroke! My log records: 11.05 AM Saturday 31st August 1985 "**she fired!**"



The jury rigged motor with the mini fuel tank... ready to fire...

Everything was not well however, because the motor registered over 100 psi oil pressure constantly, frustratingly and expensively dumping its oil all over the workshop floor as it happily blew out oil filter sealing rings time and time again. Turned out a ball bearing had been jammed up the relief valve orifice presumably to increase oil pressure to compensate for the blocked crankshaft oil passageways. I still have that plug as a reminder.

September saw the decision to use Tasmanian Oak timber (which is a eucalypt, not oak at all, I found out much later) for the woodwork and had special long planks cut to allow full length running boards and block gluing for the more solid parts. Luckily Jack Warr had a new set of "A" pillars that I intended to copy. In the event, I bought and used them and was lucky to be given a complete back window frame by Neil Brandt in return for some *Softlon* anti squeak packing material. Riley mates helping Riley mates... all to get more old Rileys back on the road.

Work progressed steadily. By January 1986 I had recorded and gathered 124 items for re-chroming. That's a frightening number, even worse when things like hub caps were counted as a single item! Trailer loads of body panels went off to the sandblaster and came back bit by bit, coated in "Ford" black primer. By Easter I was ready to paint the car! I had gotten painting quotes such that suggested the panel beater/ painter guys were going to gold plate the entire car!

Another learning curve for me! It took two weeks of my holiday, working 18 hour days, just to prepare the car for painting. Yet I painted it easily in one day. While it came up better than the white paintbrush finish I acquired from Downing, it was an amateurish finish. Nevertheless, it's still there and shiny 30 years later. The stone chips give it a 'used' look, rather than the 'I get trailered everywhere look' which I prefer.

Thus, on the first anniversary since acquisition the Riley was painted, re-assembled with a working motor and drive train. Even though I had rodded the radiator I could soon tell during testing that I would have an overheating problem. More on the solution to that follows later. Attention now turned to the electrical wiring and upholstery, hood linings, door trims and the fiddly bits. Other than having the seat covers professionally stitched, all the edge trimmings and hood linings I sewed on Helga's Singer sewing machine. [It is not a good thing to be seen to be a capable seamstress in a domestic environment!]

In the process of doing the carpets and upholstery, I got a bit carried away on the boot. The floor needed carpeting and I had had the floor luggage strips re chromed, so I decided, since I had painted the metal side clips that hold the crank handle in the boot, I would upholster the lot. People often ask how I got the whole piece of red carpet inside the boot lid, between the outer and inner skin which has the circular holes. After explaining that it was done with great difficulty, I confess to simply pushing in oversized circular pieces!

The usual frustrations in setting doors and bonnets as near to good as possible, but always impossible, continued throughout 1986 as the car neared completion. Matt's early pre-licence driving skills were problematic however. Just as the Riley restoration was almost completed in late 1986, the car was parked in its usual under house spot and I needed to back it up a bit. I asked Matt to jump in, fire her up and ease her back. The car had been left in first gear when Matt hit the starter motor....

In slow motion, with its huge torque, it moved forward, crashing a motorbike I was working on into the double garage doors. That impact burst open the double doors smashing them into the back of my Triumph 2000! Three vehicles and my equilibrium were damaged! Proud to say I bonded well with poor young Matt that day. It was my fault after all!

I recorded that Sunday, January 18th 1987 was a "*Historic day*" when I drove the car around the block for the first time. It was registered at Main Roads, Chermshire, one week later as



SPS 51 and on the way home...it boiled! For 3 or 4 years, I put up with overheating, trying all the 'remedies' the Riley boys had tried. By accident a chap at a radiator works offered to put in a radiator core from a 'light truck' which would fit. It had 5 rows of bars compared to the usual Riley 4 thus an improved flow rate of about 30%. Problem solved, to this day.

Below left: Properly shiny again, and all dressed up to face the world...

All that early overheating ruined the temperature gauge sender unit. Not a problem. Brian Jackson drilled a 1/16th inch hole in the bulb, I quickly injected a syringe of hospital ether (obtained via my medically trained daughter) into the hole, while Brian knocked in a brass taper pin to seal it, then soldered over it for good measure. It's been good ever since.

Over the next 30 years Helga and I, and Matthew in earlier years, attended most National Riley rallies. The car never let us down on any of them, or at any other time on the road, and of course lots of stories were spawned, ready for subsequent embellishment and exaggeration. The Canberra rally in 1988 entailed 3193 miles. Brian and Lynn Jackson accompanied us in their RMB and they overheard on the CB truckies radio two drivers admiring our beautiful cars on the Hawkesbury Freeway. But then the truckies exclaimed "look at the speed those idiots are doing in the rain!"



A younger Brian & Lynn Jackson, Helga, Matthew and SPS51 'out bush'.



Young Matthew learned to drive properly on one rally, Muswellbrook 1990, I think. I pulled into and Ipswich shopping complex on the way down and had Matt drive around it 3 or 4 times, then had him continue out, down the highway for 200 miles into NSW. He got his licence shortly after. He made nice pocket money doing weddings in the Riley while he was at university. But like most of us, he found doing weddings all too hard and time consuming and eventually illegal.

The late artist Pro Hart provided a rally highlight in Broken Hill while the Queensland mob were heading for the Goolwa Rally in South Australia. On the way into Broken Hill, Gordon and Dorothy Cameron lost a windscreen in their 4/72. While we were visiting Pro's art gallery and admiring his old 'flower power' painted Rolls Royce, Pro came out to look at our Rileys. He noted the broken windscreen and told us there was a suitable windscreen out of a similar BMC Austin that had been laying in a cow paddock about 14 miles out of town for years. It was there, Gordon gaffa taped it in place and completed that rally in better comfort.

Mysteries and puzzles are always part and parcel of long term Riley ownership. For years after getting my RMB on the road, I noticed and was annoyed by a fine film of oil along the exhaust side of the engine. Occasionally I copped the smell of burning oil, but I never could identify its source. Assumed it was blowing up out of the oil filler vent. Once I needed to replace a leaking hot spot inlet gasket and on removing the pipe, I spotted a tiny hole had been drilled through the block into the rear camshaft bearing. Why I will never know, but it pumped out the finest mist of oil above 2000rpm.

Having fun can come at a price! A group of club members were running up the famous Cunningham's Gap over the Great Dividing Range when a cluster of classic MGs passed us. Of course, some of us obviously thought that 100HP Rileys could do better. I overtook all of them but noticed a slight clunking noise in the nether parts of my engine. Melted some white metal big ends that trip, but limped home OK.

Being prudent (sometimes), I had a spare engine at home, so decided to install that while organising for new Bedford Shells to be fitted in place of the damaged white

metal on the big ends of the original motor. Jack Warr and I had built this spare engine, also with Bedford big end shells and we had turned down some old oversized

Below: The Schooneveldt RMB, The Warr's Pathfinder, The Hill's RMB and The Self's RMB 'overseas' on Stradbroke Island for a long weekend.



Pathfinder pistons to suit. We did fit new rings. It was after all just a spare engine.

I made 3 miles on the first test drive when the new motor abruptly seized! It was after that I first heard the term "cam ground pistons". To my surprise, I heard that pistons are not supposed to be round because they heat up and expand disproportionately around the steel gudgeon, causing them to become oval and jam in the cylinder bores. To fix this, Jack Warr worked out an ingenious way of offset grinding a suitable clearance around the pistons. The motor ran well on test and it has become my spare once again, sitting on the shelf waiting....

During these 30 odd years of my Riley illness I had restored several other Rileys including a 1929 Riley "9" Roadster which is now with my son Matt, and a 1967 Riley Elf, which I still run. This meant that old SPS51 got a bit neglected. My 'busyness' was added to because I foolishly undertook some post graduate academic studies which led to a new University lecturing sojourn and even less spare time.

Below, Simon with his Riley Elf Courtesy Torque Tube Mag.



Finally, I got the chance to replace the Jaguar valve guides that I was talked into fitting in the RMB years before, as mentioned earlier. With the help of the club's Tuesday Riley working boys, we selected an 'in stock' set of new Bronze valve guides from club spare parts, refitted the valves, collets, tappets and head. There was some animated discussion about the need to always use cast iron guides, rather than brass, because of technical stuff like co-efficient heat expansion and transfer. I had forgotten my earlier experience with expanding pistons and assumed that the club would not carry unsuitable stock. I was half right!

Alas, somehow, we had forgotten to read the manual, which clearly stated that the valves must be individually *honed* into each guide AFTER driving the guides into the head. *Disaster!* (I'm getting used to those.) After just a few miles, a few loud bangs and some wicked miss-firing I managed to shudder her over the range crest, limping into the Tuesday Riley boys gathering at Alan Hill's Samford residence. At least I was not stuck on the side of the road, which would have upset my personal 30-year record of service from good old SPS51.

The damage was two bent valves jammed in their guides with minor piston top scoring. Of course, there was no compression in those two cylinders. Alan Hill cleverly set up his lathe and recut the faces on spare set of old valves and we carefully honed them in with a very generous tolerance. I was, after all, fairly used to blowing burnt oil! Touch wood, all has been well since, and no smoke!

From about 1990 to last year I ran Olympic *Air Ride* cross ply tyres. I had bought up a few sets of the last production run that Dunlop/Olympic had advised they were going to make. Each set of the skinny slippery things lasted about 12000 miles and had become dangerously as hard as Bakelite. Finally, I followed group wisdom and fitted Korean *Nankang* 195/75R16C radial 6 ply tyres. The difference in comfort and improved cornering must be experienced to be believed. I would feel comfortable on Melbourne's wet tram tracks now.

Over thirty plus years the little maintenance and repair work carried out is a testament to the robustness of the Riley RMB. I have replaced rear axle oil seals (no broken axles), corroded aluminium cooling system fittings and gaskets, various hoses, bushes and electrical

brushes. Some of this was due to lack of use; the old truism "if you don't use it, you lose it."

Below: SPS51 has always been happily used, seen here overlooking historic Carcoar in NSW:



In 2012 the electricals made their presence (or absence) felt and I needed to re-bush the generator. (I have yet to see the need for a modern alternator and always carry a small battery charger in case.) While at it I fitted a spare refurbished starter motor. I did fit a modern electronic distributor plate into the existing Lucas distributor body and that has been very successful. Do remember that while no longer having to clean and set contact points, one still must scrape the carbon build-up off the rotor blade occasionally.

Since the advent of unleaded petrol, I have regularly added a fuel additive. Recently I installed a little dripper feed system mounted on the firewall that drips additive at an adjustable rate into the inlet vacuum manifold for distribution with the fuel mixture. I also keep glycol in the cooling system and have recently changed from ordinary premium oils to the exorbitantly expensive purpose made vintage car oil. I will never forget that blocked up crankshaft.

In 2008, for the first time, I transferred the Queensland Transport Department's registration from full road use to restricted club registration, which is still good for any trips in Australia with *any* registered historic car club, not just my Riley club. That cost saving is very significant. Writing of costs, I used to glue the expired registration stickers to my garage wall for colourful decoration. Until I once counted over twenty of these and realised **that** is where the real money goes, to the bloody government.

Regardless of cost, I doubt that a cure will be found for my Riley illness, so I just look forward to happy Rileying in my trusty RMB for a decade or two yet.

Simon Schooneveldt

RILEY MODELS (Coventry) in Alphabetical Order

This 1960's document is a verbatim transcript of an early listing, by an unknown author, who attended an Annual Rally at TAUPO, New Zealand in a year unknown. Although unable to attribute the Author, I consider the listing of value, historically. The photo-copy was passed to me from the Ross and Di Phillips collection.

Simon Schooneveldt 1st March 2017.

At the Annual Rally at Taupo an interesting discussion was held on the numbers of models produced by Riley Motors (Coventry) Ltd. The attempt to list all these with brief descriptions shows what a formidable task existed. What a contrast to the basically small range of B.M.C. models! [To be listed separately later. SS]

This list is by no means complete and any corrections, additions, etc., will be most welcome. Material was obtained from Mr. Haddleton's book, with other book, magazine and catalogue cross-references to try to straighten out the anomalies. Dr. A.T. Birmingham's article in the Register Bulletin of September, 1962, regarding the 1933 year has been invaluable for detailed descriptions of models which at least were listed originally even if none exist today.

ADELPHI 1936-38: Six-light saloon on 1 ½ litre and six-cylinder chassis. Standard or Special series 12/4, 16/4, 15/6, 8/90 engines were available.

ALPINE 1931-33: Tourer, fabric or half-panelled saloon on 12/6 or in 1933 on 14/6 chassis.

ASCOT: 1931-34: Two seater Coupe or roadster with external dickie seat. Fitted to 9, 12/6, 14/6 chassis.

AUTAVIA 1937-38: Saloon or Limousine built by subsidiary firm on special chassis using 3 litre V8 engine constructed from two 1.2 litre blocks on a common crankcase. Top speed approx. 90 m.p.h.

BIARRITZ 1929-32: Fabric or part-panelled body on unusual chassis mountings (rubber). To quote catalogue "In countries where the climate has a deteriorating effect on rubber we do not recommend this model". Generally similar to Monaco, but with more sloping rear, divided rear window and three-piece bonnet, with sunshine roof available. 9 h.p. chassis only.

BROOKLANDS 1927-31: 9 h.p. sports-racer produced in road or track trim. Chassis and engine extensively modified from standard; much use of light alloys.

CHATSWORTH 1927: 9 h.p. fabric saloon.

COACH BUILT 2 SEATER 1927-31: Tourer, "Plus-Ultra" and other models probably in this body form for 9 h.p. Also fitted on 12/6 and 14/6 chassis

CONTINENTAL TOURING SALOON. 1937 Close-coupled 4 light saloon with rear styling treatment similar to post war cars, and probably also similar to 1937-8 "Close-coupled Saloon" fitted to 16/4 chassis. 4' 3"

track 1 ½ litre chassis; bonnet length and height between those of 1937 Kestrel & Adelphi.

DROP-HEAD 1939: 12/4 and 16/4 Nuffield cars. Disc Wheels, radiator set well forward.

DEAUVILLE 1930: Only reference is to "mk II Deauville" with 20" wheels, so presumably 14/6 or 12/6 chassis.

EDINBURGH 1933-34: Six-light saloon or limousine on 14/6 chassis. The most expensive model at the time, priced at 498 pounds.

FALCON 1933-34 9 h.p: 1935-38 12/4: 1933-34 12/6, 14/6: 1936 15/6. Four-light saloon of more upright build than the Kestrel. Sloping tail. "Roof doors" for ease of entry fitted to a few 1933-4 cars.

GAMECOCK 1932-33: 9 h.p. 12/6, 14/6 sports two-seater; also a few coupe versions. Obvious ancestor of Imp, through March Special.

GLOUCESTER 1933: Special Riley modified by H.J. Ripley & Co. Sports body and modified 9. h.p. engine said to produce 60 b.h.p. at 6000 r.p.m. on 7:1 compression ratio and Soles carburettors.

GREBE 1933: 12/6 Brooklands-type sports racer. Fore-runner of the M.P.H. and also Raymond May's famous "White Riley", from which in turn was developed the E.R.A.

HOYAL 1927-1929: Apparently proprietary fabric body on 9 h.p. chassis.

IMP 1934-35: Sports two-seater on short 9 h.p. chassis. Special series engine and equipment only. Choice of either Wilson preselector or all-helical gearbox.

KESTREL 1933-36: 9 h.p.; 1933-35 12/6, 14/6; 1936-38 15/6, 12/4; 1935-38; 1938-39 16/4; 8/90 1936. Introduced in 4-light form at 1932 Motor Show, developed gradually from this form. 6-light saloon 1936 onwards apart from 9 h.p. 8/90 engine was a V8 made from two 9 h.p. blocks. Also available was the Kestrel-Sprite (1936-8) with Sprite specification engine, and over 80 m.p.h.

LINCOCK 1933-34: Attractive coachbuilt, 2 door, 2 seat, 4 light fixed-head coupe, on 9 h.p., 12/6, or 14/6 chassis. Also available with the "Roof-door" system, in which a small roof panel hinged upwards when the door was opened giving more headroom on entering or leaving the car. A drophead coupe was also offered.

LYNX 1933-35: 9 h.p., 12/6, 14/6; 1936-7 15/6; 1936-8 12/4; 1938 16/4. 4 seater sports tourer with disappearing hood and recessed spare wheel. 2 door 1933 only.; thence 4 door. Also available was a model with the Sprite Series engine.

MARCH SPECIAL 1933: 9 h.p. and 12/6; a special bodied sports 2 seater by Kevill- Davis and March Ltd, on a special series chassis. Features include long flowing wings, upswept scuttle and cutaway doors.

MENTONE 1933-34: 12/6 4 light saloon similar in appearance to Monaco but with 18" wheels.

MERLIN 1936:37: 9 h.p. and 12/4 all-steel saloon similar to Falcon. 4 light 4 door, sloping back.

MONACO 1926-35, 1937: 9 h.p. 4 light saloon which underwent gradual development from all-fabric (the original Riley 9) to coachbuilt in 1934. Chassis and body changes year by year, until 1937 it was changed to resemble Adelphi (and, significantly, Y type MG of 1947 sic.).

MPH 1934: 12/6 and 14/6 sports 2 seater with sweeping lines and flared wings. Special Series with two or three carburettors.

OPEN COACH-BUILT TOURER 1927-31: 4 door, 4 seater tourer on 9 h.p. chassis. A car of this type completed a journey of 11,655 miles by land from Malaya to London in 1929.

OPEN FABRIC TOURER 1927-30: 4 door, 4 seater tourer rather similar to coach-built model but apparently of slightly lower build.

REDWINGER 1922-26: Sports 2 seater with dicky produced in 10.8 h.p. side valve form. Probably the first true sports design made by the company. "Sports" model was listed from 1920 – body style unknown.

SALOON 1939: Nuffield product with 12/4 and 16/4 engine.

SAN REMO 1926: 9 h.p. fabric saloon of rather upright build with artillery wheels.

SPRITE 1936-8: 2 seater sports with purposeful lines and 1 ½ motor modified to give 75-80 b.h.p. on 6:8:1 compression ratio. Preselecta gearbox standard. Silent-third optional. Capable of 85 m.p.h. despite 5.22:1 final drive ratio. Aero-screens standard.

STELVIO 1931-5: Large 4 light sports saloon 16/6 with 4' 6" track, 17" brakes, and 20" wheels. Fitted to the long wheel-base 6 cylinder chassis, whereas the Alpine had the shorter wheel base.

TOURING SALOON 1937-8: 9 h.p. and 12/4, usually fitted with Borg-Warner overdrive gearbox. 4 light alloy body with exterior boot line.

TRINITY 1933-4: 9 h.p., 12/6, 14/6; drophead coupe with folding metal tonneau making 2 or 4 seater when open; hence name.

"2788" 1928-9: 9 h.p. beetle-backed 2 seater coach-built roadster. Some cars possibly boat tailed.

ULSTER IMP 1934-5: 9 h.p. sports racing 2 seater as for T.T. races, with modified crankshaft, pistons, cross-flow head, etc. Capable of over 90 m.p.h.

VICTOR 1938: 9 h.p. and 12/4 all steel "austerity" model similar in appearance to earlier Merlin. Overdrive and Preselecta gearboxes with open propeller shaft and chassis similar to 1937 Monaco. The last model to be introduced by the Coventry company.

WINCHESTER 1933-4: 14/6 6 light saloon of limousine of rather angular appearance (sic). At 448 pounds was between the Stelvio and Edinburgh in luxury.

W.D. TOURER 1928-30: The initials stand for "War Department", who commissioned this 9 h.p. fabric tourer. It featured 6.1 final drive, 20" wheels and chassis modifications giving it a 9" ground clearance. Several later passed into private ownership and now are owned by Register members. One book mentioned an "attempt" by Riley to build an amphibious car for an African expedition, using pontoons fore and aft a tourer chassis.

Immediately following the article "RILEY MODELS (Coventry) in Alphabetical Order" as set out above, our unknown author wrote a brief unfinished (missing page/pages) mini history and commentary on the very early side-valve Riley models with some comment on Racing Rileys and unanswered questions about various pre-war Riley cars. Again, over 50 years since it was written, I think it worth a re-run for the Queensland Club's Torquetube. Simon Schooneveldt.

Before the introduction of the Nine in 1926 there was a profusion of models on the side valve chassis, ranging from 2 seaters and "cloverleaf" coupe's to landaulettes and limousines. The first engine was of the De Dion design and after that a V-Twin water-cooled 9 h.p. engine apparently of Riley design, was manufactured until the First World War.

After the War a 10.8 h.p. engine was fitted, but whether or not this was a proprietary engine is uncertain. "Auto parts" lists for head gaskets list the 10.8 h.p. engine as a Dorman engine (Dorman introduced an engine in 1919 featuring twin camshafts high in the block operating inclined valves through short pushrods and it is thought that this design was adapted for the 1926 Nine engine).

The Anzani motor, at least outwardly, is identical to the 10.8 h.p. (having compared the 1922 sv Riley and a Horstmann, Anzani powered, of similar vintage.) This was enlarged around 1925 to 11.5 h.p. and continued until 1927 when demand for the 9 h.p. meant that production of the side-valve could no longer be continued. Surely the large limousines and landaulettes of the early 'twenties were powered by more than 10.8 h.p.? Perhaps Mr. Doug Haigh can solve some of the mysteries of the early side-valve Rileys?

Racing Rileys were also sold "over the counter" to supplement the works cars from side-valves until 1935. The 2 litre 6 cylinder engine was very highly developed in unblown form, as well as an E.R.A., by Dixon, Dobson, MacClure, and others. In 1935 the 2 litre was announced with independent front suspension! At one time Freddie Dixon was developing a 4-wheel-drive Ferguson-type racing car with a six cylinder Riley engine.

Each engine was available in at least two stages of tune and an exhaust form inlet cam could be ordered from the works, with or without twin carburettors (or 3 on the Special Series 6 cylinder.) Many models had several degrees of finish as well as tune, and a "Concours" model Lynx was listed featuring extra plating, stoneguards, matching luggage, extra large Rotax headlamps, and so forth.

There are still many unanswered questions on the Riley subject. What is the difference between the Alpine and the Mentone? Which side of the 6 cylinder controversy is right? Many people are firmly convinced that the six was just another example of the cheap and nasty small sixes of the late vintage era, and others are equally convinced that it was a great success.

After all, look at the wonderful competition results. Most people do agree, however, that the Nine is the best of them all. Can anyone enlarge on the 8/90 Kestrel? The only reference that could be

And there, tantalisingly, the text stops! I wonder if the questions are still unanswered all these years later? I want to thank Di Phillips, and of course the late Ross Phillips for passing on these long-held gems. It is to Ross's memory that I painstakingly re-typed the documents into electronic form. Simon Schooneveldt, Brisbane, March 2017.

For Sale

1954 Riley Pathfinder Registration Qld. 1870

This car has been fitted with a new engine, tyres and battery.

Other accessories include electronic ignition, alternator, extra instruments and reversing camera. Carburettors have been fitted with new jets and needles.

A new radio is included with Bluetooth capability.

The vehicle is registered on Queensland Concession Plates and is registered until February 2017.

Extra photos can be supplied upon request. I have had this vehicle since late 1988. I am reluctantly putting the car up for sale due to health reasons.

Buying Price \$16,000.00

For further details contact Ray Burrows on mobile: 0409 499 016

Email: redpath@aanet.com.au

(An article with photos was published in the last edition of Torquetube



The car is in immaculate condition and its current engine has done less than 1000 KM (Editor)



Rileys on the Island



Pre-War Rileys





Riley
RM's



A lonely BMC and below
a beautiful example of
the Pathfinders

