



TORQUETUBE

**Newsletter of Riley Motor Club Qld, Australia Inc.
December 2017 and January 2018**

www.rileyqld.org.au



***Happy Christmas to all Queensland
Riley enthusiasts***

**Pictured above: some Rileys that enjoyed the sun during the
Queensland winter**

Editorial

Happy Christmas to all Queensland Riley Motor club members. It has been an enjoyable year of collecting, telling your car stories or publishing stories written by other Riley enthusiasts.

This edition includes the story of Greg May's RMB special, Bill White's RMB bingle, and some technical stories that may be of interest.

Are you considering or have you begun a Riley restoration project? Give the editor a call and share your car story with the club.



Above: Found inside the Headlight pod of George a 1949 RMB during his recent restoration in 2004

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

THE 2017 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Trevor Taylor	0407 717 853 trevor.taylor@ymail.com
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
CLUB CAPTAIN:	Robert Spiers	0434 196 991 robertspiers36@yahoo.com.au
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 ian.wil@hendoco.com
ASSISTANT SPARE PARTS OFFICER:	Brian Jackson	0417 625 099 brianjackson@iinet.com.au
REGISTRAR:	Di Phillips	0732813807 diannephillips1@optusnet.com.au
EDITOR:	Philip Wyllie	07 5499 9826 philip.w.wyllie@gmail.com.
WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR		

Contents

Editorial and disclaimers	page 2
November Riley run to the Redcliff show grounds	page 3
Letters to the editor	page 3
Welcome to our new member	page 4
Remembering Jeff Jones	page 4
December Riley club activities	page 5
Other motor club activities	page 5
Tuning device for carburettors	page 5
Riley club Christmas lunch	page 6
Around the Queensland Riley garages	
Greg May's special by Peter Lee	page 7

RMB 61 S 9903—a different restoration story for Bill Whitepage 8

Technical subjects

Re-timbering George by Phil Wyllie	page 10
National Riley Rally update	page 14
Horn push and trafficator assembly ...	page 15

And coming soon a distributor calibration story

Introduction to the story by Wendy Loniepage 17

For Sale and Wantedpage 19

DISCLAIMER: *The Riley Motor Club Qld Inc. accepts no responsibility for the results of contributor's advice, nor does it endorse any services/ goods/ products offered by advertisers. Opinions expressed in this Newsletter are not necessarily those of the Club, its Officers, or its Editor*

November run to the 'Wheels of the Century Show and Shine'



Above from the left: Robert and Dulce's RMA, Ken and Wendy's Riley 9 and Alan and Sheila's modern

On November 12, we were met at the Nudgee Service station by Ken Lonie in his Monaco, and by Alan and Sheila Hill in a modern. Dulce and I were in our RMA, that is now running thanks to the club.

We went in convoy to the Redcliffe Showgrounds to see the Wheels of the Century Show and Shine, where they had a big roll up of a wide range of marques. No Rileys were on display, but nevertheless we had a wonderful time. The weather was

perfect, the company excellent, and the coffee strong. One of a pair of Jowett Jupiters was my vote for People's Choice, Ken Lonie was impressed by a 'special' that had been constructed using a lot of FJ Holden parts. Alan Hill's past adventures racing motorcycles in England saw him enchanted by a 1926 model 16H Norton.

A great time was had by all of us.



Above: Some of the Riley contingent Robert and Dulce Spiers

Letters to the Editor

A very interesting article appeared in the November issue regarding possible changes to the laws regarding engine types/pollution laws that may affect us in the future.

Some of our members may remember meeting Shivank Sharma (he came on a run to a winery this year and to Alan's on Tuesday once) and belongs to a vintage motorcycle club in India.

He advised me that last year, the Supreme Court of India brought down a law that forbids any petrol-powered vehicle over 15 years old to be driven in the National Capital Region, a state of India that comprises the capital New Delhi. Diesel vehicles over 10 years are also banned.

Owners of the vehicles were given 6 months' notice before the law came into effect. Vintage car clubs lobbied against

the law, but with no joy. He said owners of the old classics were left with no other option but to sell them interstate, as the law at the moment only applies to Delhi and its surrounds.

Robert Spiers

Thank you for sending on the NSW club magazine, 'The Gazette'. It was a great read especially the drive memoirs to Perth. Certainly opens your eyes to past motor-ing life.

With regards to the carbon article, I have an open mind. Whatever production approach is chosen there is a carbon footprint. You only have to look at the future of battery power to realise the astronomical carbon and production costs required to produce said batteries.

Carl Harries

Welcome to our new member

Carl Harries' interest in Rileys began with his grandfather who raced Rileys prior to the second world war. Post war, Carl's grandfather was given an RMB without a motor. Carl's father inherited it and obtained a pre-war 6 cylinder engine to fit to the RMB. During the repair



on the undercarriage wiring and timber frame extending the time required for the repair. There is much unsaid at this point in the story as one day while Carl's dad was at work, his mother called the local scrap metal merchant and asked him to pick up the car and get rid of it. The editor hesitates to speculate about what happened after that.

Carl's first car was a two-tone brown BMC Riley Kestrel. He has restored a number of cars during his early life and when he retired Carl decided to restore another car. He thought about an Armstrong Sidley or perhaps a Riley. Carl's wife thought the Armstrong Sidley would be too large so Carl purchased the RMA roadster special that was advertised in the Torquetube a few months ago.

the family dog got into the garage and chewed Welcome to the club, Carl.

Remembering Jeff Jones

After significant illness Jeff passed away on Thursday 27 September. His wife Margo, their family and close friends attended a private funeral to remember the life and times of this unusual, talented and family focused man. Ever pragmatic, Jeff sold his Riley 9 earlier in the year in anticipation of his passing. Later during a visit, some Rotax maintenance and repair manuals were offered for sale to the Editor and these were gratefully purchased. While there Jeff showed me around his magnificent Vin



Above: Jeff's Riley 9
tage Fiat, that he had been restoring and being

interested in clocks he also showed me his collection of aviation instruments. In his working life Jeff had been an Avionics Engineer.

A few years ago, Jeff was asked if he would allow me to visit and take a few photographs of the wiring harness in his car. He told me that it did not have a wiring harness. I said, 'may I look at your wiring loom, then'? He said, 'It doesn't have a wiring loom. It has wires in a loose cloth binding.' 'Oh', I said, 'may I look at the arrangement of loose wires in their cloth binding?' He said yes, so I visited and had a look.



Above: Riley 9 loose wires

His last Riley outing was the 2016 Riley Christmas party and gymkhana. He participated in his Riley 9. Rest in peace, Jeff.

December Riley Motor Club events

Sunday 3rd 12.30 PM: Riley Christmas Lunch at the Queensland Riley Club House. (See the advertisement on the next page).

Tuesday morning 5th and 12th: Riley Boys at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee provided.

Thursday 8 PM 14th: Monthly General Meeting of the Riley Motor Club, Samford Showgrounds.

Tuesday 19th: Riley Boys at Alan Hill's. Restorers activities, friendship and technical advice. BYO lunch and drinks. Tea and Coffee

Other Events During November

Saturday 2nd: The Sims Rock n Roll Show n Shine Christmas Party is being held on Saturday 2nd December at the Pine Rivers Showground Ground. It is located at 757 Gympie Road, Lawnton between 4:00 PM - 9:00 PM

All cars and bikes are welcome for the show n shine from old school to modern muscle. Kids entertainment, trade and food stalls, trophies on offer. Entrants \$10 over car includes passenger and \$5 for bikes. Public entry adults \$10, family \$10, students and pensioners \$5. Info Simon 0449 291 000.

Saturday 9th: Yank Tanks Display, QLD Masters Coomera, Corner Days Road & Old Coach Road, Upper Coomera
5:00 PM - 9:00 PM

Display your American classic, muscle car, lowrider or street rod or just check out all the cool rides at Yank Tanks Display, second Saturday night of each month. This is a FREE event, hosted by Cadillac Lasalle Club Qld and everyone is welcome.

Event rules - Please don't touch the cars, 5 kmh speed limit in the carpark, no alcohol, put your rubbish in a bin or take it with you.

Sunday 10th: Cooloola Coast Cars n Coffee, QLD Woolworth's Car Park, Cooloola Cove.
8:00 AM - 10:00 AM

A chance for owners of vintage, veteran, classic, muscle cars, modern muscle and specialty vehicles to get together and show them off and swap stories, shoot the breeze and enjoy each others company and meet new friends.

Coffee and breakfast can be purchased on site at the Cooloola Cove Takeaway. At approx. 10:15, we'll have a cruise to the Crab Creek picnic area (free BBQ's on site) at Tin Can Bay for a BYO food and drink Christmas lunch. So pack some snags, bread rolls, some cold drinks and let's have lunch overlooking the waters of Tin Can Bay.

Saturday 16th: Browns Plains Hotel Car Show, QLD Browns Plains Hotel, 64 Browns Plains Road, Browns Plains, 9:00 AM - 3:00 PM

Browns Plains Hotel Car Show is not to be missed and is being held on the 16th December 2017. To book your car in now call 3386 9200 or email: brownsplains.operations@spirithotels.com.au. Limited spots available. Plenty of prizes across 4 categories. And if you don't have an entry never fear come down and see the line up.

A simple inexpensive tuning device that has been tried on Albert

When visiting Carl Harries a few weeks ago he showed me the device pictured adjacent. To use it the number one spark plug is removed and a glass spark plug is screwed into its place, a short lead is screwed into the top of the glass spark plug and a tube placed over the top of the plug that has a mirror attached. The cable is then attached to the high tension lead. The engine is started and you look at the mirror into the combustion chamber and you can see the colour of the combustion. It shows you whether the engine is running rich or lean and you can adjust the carburettor for the correct balance. The procedure is then repeated in number 4 chamber and the rear carburettor is adjusted. Otherwise you can just buy two of the tuning devices and do the adjustments together. I thought it was a good buy.





Riley Christmas Lunch

3th December 2017 at 12.30pm
at Queensland Riley Clubhouse
38 Showgrounds Drive, Highvale (Samford)

This year our Christmas Lunch will again be held in our Clubhouse and will be preceded by a 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.

10 am start – morning tea & gymkhana, followed by lunch

Please join us for a sumptuous Christmas Lunch to celebrate another wonderful year of Rileys & camaraderie.

Cost \$20 pp + BYO drinks

Please ring Wendy Lonie 0417 857 075 re attendance prior to Monday 20th November.

R.S.V.P. necessary.

Greg May's Special by Peter Lee

Greg May from Eagleby, south of Brisbane, was struck down late last year by an illness that is sadly common among Queensland Riley enthusiasts.



Above : Greg and his Pathfinder

As the final coat of paint was drying on his very impressive Pathfinder restoration, Greg was gripped by an irresistible urge to find another Riley project. As is too often the case, it found him.

TT Editor Phil Wyllie was tipped off by Paul Bae from NSW that a hot rod builder in Gympie was trying to dispose of a pile of Riley parts. This was on behalf of a local plumber who cleared out to WA after a marital melt-down.



Above: Greg with his RMH and his Riley special

A group of RMCQ members inspected the bits and pieces and put in a successful offer in September last year. Among the parts purchased by the Club was a 1949 RMB chassis with a cut-down body.

Greg took a long look at it after it was unloaded at the Highvale clubhouse and realised that the special had the makings of something rather unique. He bought it from the club and towed it home to start work.

The two door coupe bodywork sits on a full length chassis and it is made completely from Riley parts. The front guards, scuttle and front doors are all original. The front section of the rear doors was re-made to include two smaller side windows and the enlarged boot features a modified RMC lid. Parts of the original roof (including the rear window) were also used which Greg has since covered with fiberglass.

Above: The Riley Special



Greg said: "Not only is it unique, the proportions really appealed to me. I particularly like the curve from the roof down over the boot to the spare wheel compartment."

He has completely rebuilt the chassis and all its components and is now ready to install a Pathfinder motor fitted with an RMB gearbox. The sump was modified and new engine mounts were fabricated and welded to the chassis.

Most of Greg's life has revolved around cars and trucks. He served his apprenticeship at Annand and Thompson in Brisbane working mainly on Landrovers. He then switched to

heavy trucks for many years and established the first depot for TNT in Mount Isa.

He also became a Queensland rally champion in the 1960s in his Mark 11 Zephyr. Later, he rallied hot Subarus.

Greg was able to retire at the relatively youthful

age of 55. He and his wife Yvonne then shared many travel adventures – firstly in a 60 foot power catamaran and later in a succession of serious off-road 4WD/caravan combinations.

Then Greg bought several trailer loads of rusty Pathfinder bits and his life changed forever.

RMB 61S9903 - A different restoration story in the making for Bill White

Most restorations begin with the desire to renew the bodywork or the drive train or both. But in this case, it was an event. Bill lives in the Closeburn area on the Old Samford Road and on this day Bill washed his much loved RMB in preparation for the 'All British Day' car show, and he was in the process of returning it to his garage when there was a complete brake failure. After living at this address for 40 years Bill knew the driveway. The driveway up to the house is steep and in a northern direction while the garage and entry way into the property is at the bottom of the driveway and it runs from east to west. Bill swung the car very hard to keep it on the driveway but in the process hit a tree above the 'B' post on the roof.

Below: ouch



Immediately Bill called Trevor Taylor for help and advice about securing the car and it was decided that Trevor would put downward pressure on the rear bumper bar to get the traction required to manoeuvre the car into the garage. When secured, numerous photographs were taken of the damage and contact was made with the insurance company. The outcome was

that the insurance company paid out on the insurance and gave the wreck to Bill. When this process was settled the roof covering was removed with the view to repairing the area around the 'B' post but what was discovered was significant rust, timber rot and makeshift repairs. The damage and repair had been completely covered over by the roof material and there had been no leaks either over the front windscreen or around the rear window.



Above : Front window surround

The car had been purchased from an elderly lady in Adelaide in 1988. At the time Bill was doing charter flights to the Adelaide Grand Prix. His father had owned a RMA and he was always interested in Rileys and he wanted one for himself. The elderly lady would not allow Bill to test drive the car and insisted that if Bill wanted to buy the car he should go back to Queensland, pay the required amount of money into her account and then come and collect the car.

After payment, Bill flew down to Adelaide with his step-father and took possession of 61S9903. It looked in pristine condition with original paint, the doors closed neatly, the bonnet sections fitted well and although the car

looked in good condition. After a few minutes of inspection, it was discovered that the battery was connected with the negative to earth so the battery was swapped around, the ignition switch turned on and the starter button pressed and the car started beautifully. In the meantime, a friend was contacted and a second spare tyre was acquired for the trip home.

Bill and his step father then set off on the drive home. All went well until they arrived at the Wilcannia Road station and the car would not start. Bill called a wise Naval engineer friend who advised cleaning the carburettors with brasso. Much to the amusement of the truck drivers, brasso was purchased, the cleaning done, and the car started as it did in Adelaide and the journey was continued home without incident.

with one of the Chinese electronic distributors sold through the club. Since then the car has continued to run very well and achieved a surprising 26 miles to the gallon on long trips. It has been a comfortable car to drive in and in earlier years was driven in city traffic without mishap.

Bill describes the repairs made before his ownership as being remarkable. Pieces of flat steel had been welded over the top of the window surround. In the rear where the perforated roof had rotted out epoxy resin and sheet metal had been used to patch the roof. Other issues were uncovered when the roof was removed including rot in the front and rear window timbers. It seems that early in the car's life the original roof covering had split at the front and rear allowing water to penetrate and cause the damage. Bill says that if the accident had not occurred it is likely that during his custodianship the damage would never have been noticed.



Above: The cant rail smashed

Work conducted on the car since the initial purchase was a complete rebuild of the motor and this occurred just prior to the National Rally at Toowoomba. Later an alternator was fitted

The current plan is to leave the window surround in situ and to cut through the side pillars and weld the top of another windscreen into place and replace the top window rail, the cant rails, the bottom of the rear window timbers and re-assemble the car. Reluctantly the paint will need to be renewed so the car will be taken to professionals who will be commissioned to strip the old paint off the panels and repaint the whole car. Bill intends to re-fit the panels at



home and hopefully the car will be ready for the road again by maybe the next National Rally after Caloundra.

Left: Bill surveying the task ahead

Retimbering George, a 1949 RMB

Numerous people have told me why they have purchased a Riley, particularly RM Rileys. Some have wanted a car that they could tinker with, others like the elegant shape of the Riley, still others have wanted a car just like the one their father had, or they had seen when they were a child. For me it has always been about building a car. As someone once said, 'it is all about the journey.' The first RM that came into my possession was known in the WA club as the 'Yellow Peril' and so he was. Painted ochre yellow, over the years he had been patched up with bits of sheet metal. On one side the metal was screwed into the perforated roof and on the other side it was screwed into the tub. The 'A' pillars were rotted and broken in the middle and the rear window frame was missing so the car body swayed back when accelerated and forwards when braked. I know that because the steering column outer tube was broken where it passes through the scuttle and it had been welded together and then broken again. At the time of the 'Yellow Peril's' final demise he was being driven on completely bald tyres and the thing that finally finished him off was a front-end smash. It took seven years to fully rebuild him and he became known as Harold.

Below: The Yellow Peril nearing completion during 1987



The next car purchased was Mike Olive's 'spares car'. It had previously been owned by Les Baker and then Bill Elliot, and had spent much of its life after Bill's ownership exposed and rotting in a paddock. When purchased a

tow truck driver agreed to store it until my posting to Brisbane. While on the tow truck tray the roof threatened to fly off because the roof rail and cant rails were rotten and the rear window timbers were gone so the driver pulled over and strapped the roof down.

Then, the most recent RM purchased had very few remnants of timber left in it at all. So, this article could be about the insanity of restoring badly deteriorated Rileys or about fitting a timber frame to a RM and incidentally repairing the major body parts.

Below: George's tub in an embarrassing position



In the first instance, like any building, the foundations needed to be right. I learned this the hard way because unknown to me Harold had been "T" boned in one of his major accidents prior to my custodianship and although it had been repaired 'professionally' the chassis was still bent. Once on the road, there had always been something not quite right about the chassis, but I did not know enough about the car to work it out. But one day while driving on the Karrakatta Army base the trunnion broke apart. It produced the best braking I have ever experienced in a Riley because the torque tube and rear axle flew backwards, and the brake rods were pulled hard on. After towing Harold home, conversations were held with Greg Morris, Cliff Goodman and Chris Gilbert and it was

suggested that the chassis was bent and that I should use a plumb bomb to determine where it was wonky. Sure enough it had been 'T' boned on the driver's side at the passenger door. In the end Chris Gilbert gave me another chassis and between Christmas and New-Years day the chassis was changed over. Interestingly, the rear right mounting for the body needed a few extra pieces of padding for the body to fit properly onto the new chassis support.

Rebuild of George



With this experience, the chassis for George and later Albert were measured and then set up with a spirit level to make sure that they were straight and square. One early piece of advice offered by Cliff was never completely disassemble a car. Start with one of the cills, raise one side of the car, replace the cill with a new steel covering then lower the car onto the new sill, reattach the 'B' pillar and then take off the quarter panel and replace those timbers and so on until you get to the roof. In my case, the timbers were so far gone and there were so many places of rust and stress cracks in the tub, the whole vehicle needed to be disassembled. In the case of the sedan bodies, I found that reassembly was best begun at the 'B' pillars with the door skins hinged. The scuttle and the tub section were then fitted up to the doors so that the correct distances between the front doors and quarter panels and rear doors with

the tub could be achieved. One of my early errors was that I measured the distance between the 'B' pillars at the bottom and reproduced that distance when rebuilding but the car body had sagged and spread so when the doors were finally fitted they didn't quite close into the rebates at the bottom.



Above front timbers of George and below the 'A' pillar fitted



With only the very rarest exception a would-be restorer will find hidden rot or nail sickness in the cant rails, rot in the rear window, front window rails and the 'A' pillars. That is why you read so many advertisements that say, 'dismantled ready for restoration.' The truth is that they are abandoned restorations and if you purchase one of them you run the risk of finding that what was advertised is not what you purchased and apart from that it may be

missing instruments, door locks or other essential components. In George's case, although kept as a spares car, he was mostly complete.

In the first instance it has been found that the 'A' posts can be tested for integrity by checking the door lock striker plate for looseness and wiggling the bonnet catch, if there is a break or the timber has rotted in the middle of the door post the striker plate screws and the bonnet catch will be loose. A significant location for incursion of water is the chrome piece that continues the line from the doors to the bonnet. I have not replaced mine and am considering gluing them back into place rather than drilling holes through the door post. If the sills are rotted they can be examined from under the car and of particular importance, if the 'B' post has sagged the timbers will have moved out of square and there may be some fracturing in the timber. A loose gutter is a tell-tale sign that the cant rail is rotted or nail sick and the condition of the rear window can be determined by pushing a pin into it through the headlining. Bill White will be able to tell you that a car can seem to be in very good condition but have considerable hidden rot at the top of the front window and at the bottom of the rear window as shown in another article in this edition of Torquetube.

Below: Door striker plates reinforced because the timber A post had rotted away



To begin the restoration of George, the seats, carpet, floor panels and dash were removed. The headlining was non-existent so that did not need to be removed, and the vinyl roof covering was all but gone.

Below: George stripped out; notice the missing timbers



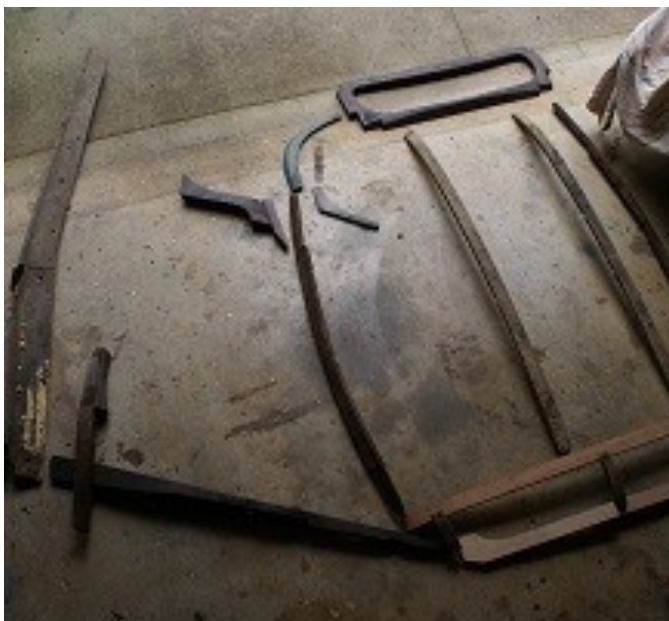
When checking George for wood rot, the bottom of the only 'A' post left was grasped, and it came off in my hand. Up to this point, I was tempted to try to save timbers that were 'not too bad'. But that was decided against after cant rails and 'A' pillars were inspected and instead what was left of the old timbers were used as templates for making new ones. I still have what was left of those timbers. In my mind, while the car is in pieces and the timber parts are accessible that is the time to renew all the timber frame. If not, the risk is that a timber part will need to be replaced after the car is back on the road again and much of the work and expense of the previous repairs will be wasted.

Below: 'A' post rot seen against the 'K' pillar.



With George, after removing the mudguards, running boards, bonnet parts and doors, measurements were taken from the 'B' pillar forward to the front quarter panel and rear to the wheel arch and between the 'B' pillars at the bottom and the top. The weld at the rear of the passenger side cill was then cut with a thin cutting off blade. This is where the cill meets the bottom of the rear door arch. After that the cill was cut where it meets up with the bottom of the quarter panel. The anchor bolts for the body were then removed and as the real condition of the car became fully apparent the restoration 'easy option' was abandoned. By this what I mean is that in the nearly perfect world of Riley restorations the passenger side would be carefully raised just high enough to replace the cill. After that the plan would have been to remove the passenger side quarter panel and window surround and then replace the 'A' pillar, bottom quarter panel timbers carefully replacing them in the same positions. After that the driver's side timbers would have been replaced and then the bottom and top window rails.

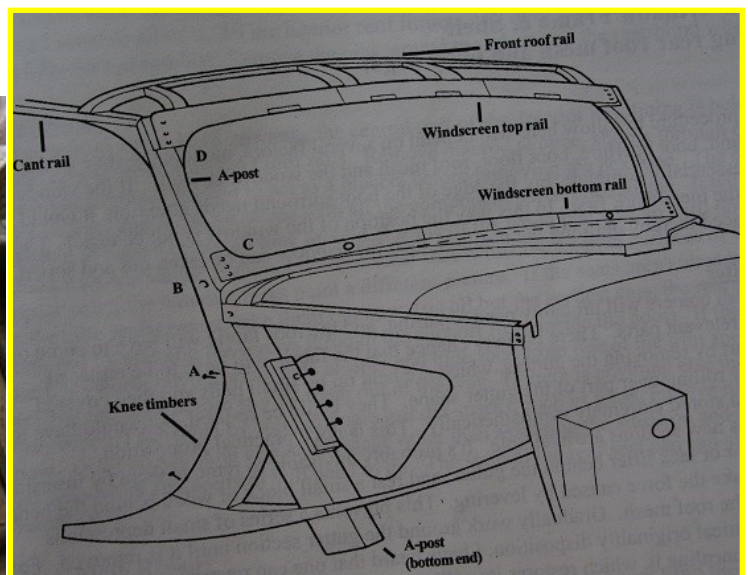
Below: Riley timbers including rear window frame, A post, cant rail, knee block, roof rails and top window rail



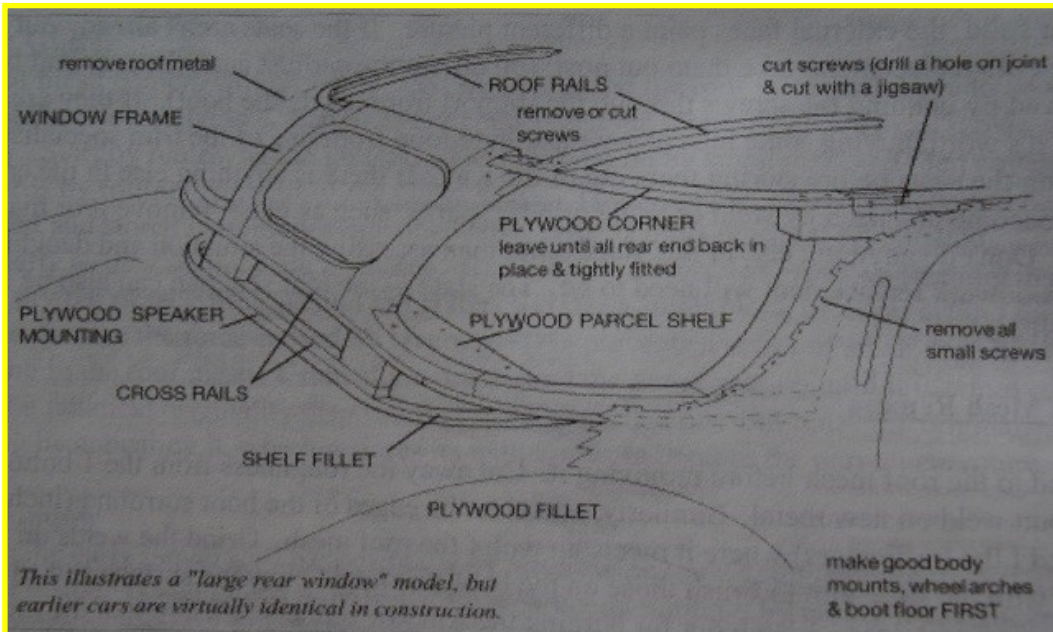
But the fact was that the window surround had rusted at the top and bottom window rails, the scuttle had rust holes and the tub had rust around the rear window and it had also sagged. Even, the perforated roof had rust holes. In fact, the tub was taken off and repaired as was

the scuttle and window surround. When these parts were finished they were replaced and the passenger and driver side cilles with the metal cladding were fitted. The 'B' post was put into place on its new cill. Then measurements forwards, backwards and between 'B' post were checked against the records that had been kept of their original positions and the 'B' post bolted back into place on the cilles. The two 'B' posts were then anchored together with a rod bolted to the top cant rail positions. The door skins were then fitted to confirm the correct locations for the scuttle and tub section. The knee pieces were then fitted to follow the curve of the doors ensuring that the quarter panels fitted up to the doors and the front of the quarter panels were square on the chassis. Later this would become important when fitting the side panels for the bonnet. To make sure that all the dimensions were correct the radiator and grill were set up to ensure that the quarter panels fitted up to the bonnet front panels squarely.

Below: a picture of the RM front end timbers



Many years ago, I remember visiting a friend's restoration in WA and he told me that he was unable to get the quarter panels to line up with the bonnet sides. Although rigid the body was simply sitting on the chassis, so we picked up the body and repositioned it so that it was square on the chassis. That solved the problem.

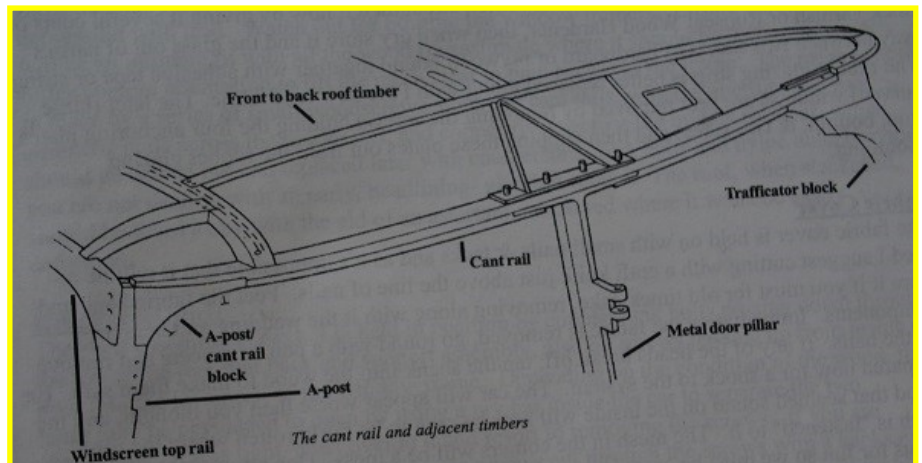


blocks were fitted. That done, the window surround was wrapped around the 'A' pillars and nailed into place, the quarter panels were nailed on and the door jam pieces nailed into place while checking that the door clearances were maintained. So there you are, it was as easy as pie.

The next step in building George was that the bottom window rail was fitted against the scuttle and screwed to the 'A' posts and more screws were screwed through the top of the scuttle into the rail. After that the rear window frame, the top window rail, the plywood corners, trafficator block, the cant rails and the front roof rail were fitted ensuring that the car frame was square and straight. The other scuttle and quarter panel timbers were then fitted and finally the "A" posts and cant rail

Above and below: RM timbers illustrated.

Phil Wyllie



*Queensland National Rileys
In Caloundra.
7th – 11th May 2018*

The Queensland Riley Family would like to wish you all a wonderfully happy Christmas and that 2018 will be an excellent year for you – healthy, happy and prosperous.

Our National Riley Event for 2018, hosted by Queensland is all planned out with tweaking still to be done closer to the time. We are very excited with the program and am confident Caloundra will deliver a fantastic National Riley Experience. Everything but the weather will be stitched in and we are really looking forward to welcoming you in May. Again, I ask that any queries you may have, please contact me so that your arrangements are as smooth and as enjoyable as possible. If you require entry forms or accommodation forms, please request them,

Wendy Lonie

Mob: 0417 857075

Email: kenlonie@bigpond.com

Horn push and trafficator assembly

Everything in this world breaks down and wears out. One only needs to look at a picture of me to see an example of that process. So does the Bakelite material that forms the inner workings and body of the RM horn push and trafficator assembly. Percy Riley knew that so numerous parts of the Riley underwent improvements over the years and this is equally true about the inner workings of the horn push. One such improvement was the pivot point for the trafficator mechanism. At first the base was made completely from Bakelite but after some of the points wore out or broke off the design was changed to incorporate a steel pivot point. Of course, this did not solve all the problems of the assembly as eventually the centre of the base fatigues and cracks as can be seen in the picture below.



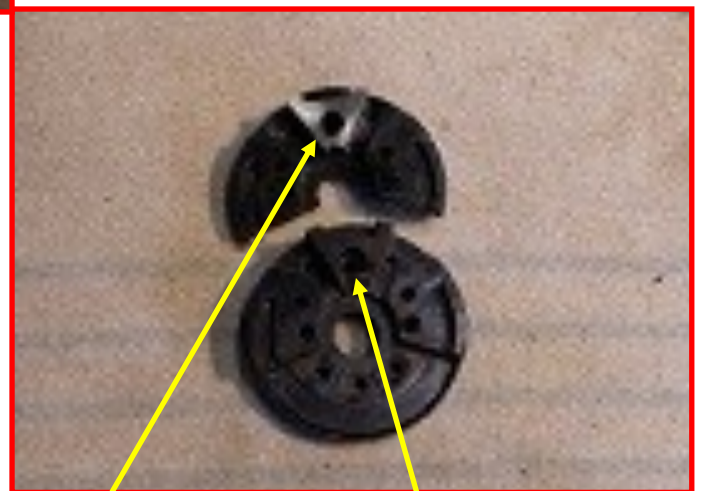
Above: The horn push and trafficator bits. After that the soldered nuts were heated, the nuts were removed, and the parts were all disassembled including the trafficator arm which was unscrewed from its Bakelite centre piece.

In the picture below, you can see the early chipped Bakelite trafficator base and a newer trafficator base with the metal insertion but with a broken body. With the use of a Dremel cutting off blade, the Bakelite trafficator base was cut out to receive a later metal pivot point. To all the un-believers who are reading this, it only took a half hour to excavate the Bakelite base and the metal pivot point fitted perfectly. This done, reassembly was ready to take place. Now, you may be thinking that building a trafficator assembly is too complicated, but really it isn't and the whole activity only took an hour and a half.



Above: Three Bakelite trafficator bases broken in the same place

A Riley friend asked me to rebuild a horn push assembly for him, so this story is about an attempt to incorporate the new steel pivot point into an older Bakelite base that did not have a cracked base and build up a horn push that hopefully will get a new extended life in a Riley. The first thing done was to spread out all the broken bits of horn push onto the workbench. There turned out to be three assemblies that had been collected over the past 30 years. (That brings me to a side point; never throw out your Riley bits! You never know when they will become of use. And if you do want to throw them out, throw them in my direction and I will add them to my store of bits).



Above: The newer version can be seen with its metal pivot point. The older 'all Bakelite' version is shown with a cracked pivot point

The reassembly procedure was as follows: The metal pivot point was assembled into the

Bakelite base, then the spring and roller was fitted into the trafficator centre piece as well as the spring and contact point in the centre piece arm and this was fitted with the half circle spring assembly into the Bakelite trafficator base. The small bolts that form the contacts for left and right-hand trafficator signalling were then re-installed and the centre brass based bolt was re-installed. The base with its parts were then fitted into the horn push base and the brass trafficator cancelling pieces were fitted into their place.



Above: the carved trafficator base

The longer bolts with their washers were then fitted through the horn push contact base and then through the trafficator base into the horn push base and the nuts were fitted after the brass contact ring was fitted. With all the nuts all fastened, the first step was completed. The five nuts provide the connector points for the wiring that passes through the inner steering. At this point the wires were not soldered onto the connector points as the trafficator and horn push were yet to be tested.



Above: the trafficator cancelling arms fitted

After that, the trafficator lever was screwed into the centre Bakelite trafficator piece. The horn push contact base was then fitted on the horn push base covering up the space where trafficator arm is screwed to the centre trafficator piece.



Above: The trafficator arm fitted

The long bolts were passed through the horn contact base, the horn push base and through trafficator base to the other side. The inner brass ring was then fitted over the end of the left bolt and the nuts were screwed into position, so all the brass parts were secured into



position.

Above: Long bolts secured and the brass ring fitted



Above: the horn push contacts being fitted

bolts fitted to fasten the whole assembly together. The metal cancellation ring was then fitted with the brass ring and felt ring over the top of it. The trafficator mechanism was then ready for testing and using alligator clips the power contact point was electrified and a light was attached to the other points in succession to test each circuit. After that, the assembly was ready for the five-wire wiring harness to be attached to the contact points. Finally, the end piece of the top section of the steering column inner tube was lubricated and fitted using the three small countersunk bolts.

Phil Wyllie

Two Nutty Professors at Work

Pictured is Ken Lonie and Robin Hull analysing the performance characteristics of the Chinese distributors purchased by the club a few years ago.

This machine originally had valves but has since been modernised with solid state electronics. The machine is set up in Ken's garage, near Maleny and in the picture, Ken and Robin

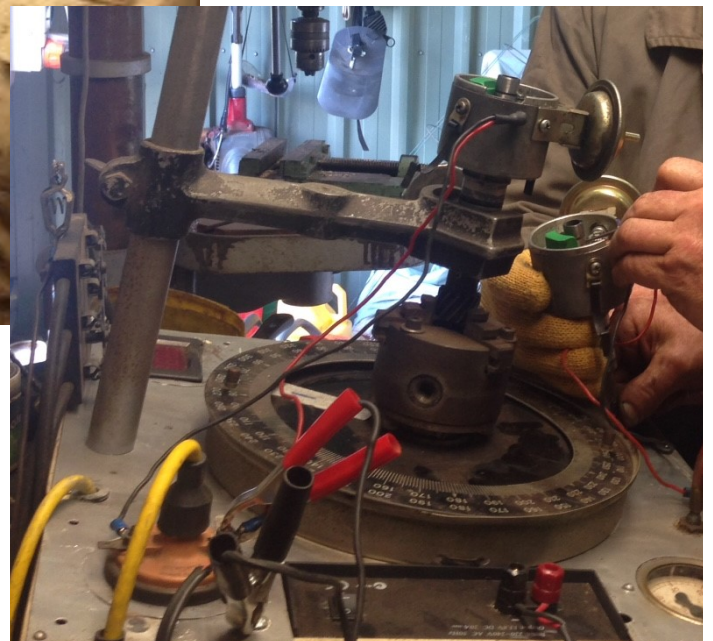
are checking the advance curve and vacuum advance parameters of one of the distributors using the distributor analysing machine.

Ken is preparing a detailed story on the procedure and outcome for the February 2018 edition of Torquetube.

Wendy Lonie
(An insider's report)



Not all of the distributors worked well with some Riley members reporting that the distributors missed when their cars were being driven under load or at high speeds. So, Ken purchased a distributor analysing machine to try to resolve the distributor's faults so that they would perform well in our Rileys.



FOR SALE

PARTS FOR RM 2 1/2 FOR SALE.

Large quantity of RM 2 1/2 parts for sale including :-

Grill

Diff centre, crown and pinion

Turning indicators

Tappet covers

Wiper motors

Drive shafts

and many more.

Sell as lot or individually.

The items are numerous and can't be fully listed here.

If you are interested please contact Bill Short and you will be sent the list plus photos of the items.

07 38867236

williamshort@iprimus.com.au

RARE RMC BITS AND PIECES FOR SALE.

Number plate bracket

Number plate tail light

New short side trim

Dash panic grip

Headlight mounting bolts

Hood hold down bolts

Front extension arms

Windscreen mounting bolts

Head water inlets

If you are interested please contact Bill Short and you will be sent the list plus photos of the items.

07 38867236

FOR SALE

Riley Register Diamond Jubilee Books \$50 posted

Preselector Gearbox input shafts newly manufactured \$700 posted

SU carb tops – see photograph and specify type number \$25 per pair including postage.

Contact Jim Runciman: runcimans@westnet.com.au or ph. 08 9295 4592



FOR SALE CONTINUED



After all these years, it has come to the time to part with my 2.5 Riley Drop-head. Make an offer.



Phone Graham MacKay on 0412 071 903

WANTED

Urgently require a universal to suit Wilson Preselector Gearbox

Jim Runciman

runcimans@westnet.com.au or ph. 08 9295 4592

A Last Picture or two from the WA Rally in 2009



Whose car is this?



Have you booked yourself in for the 2018 National Riley yet?