



# TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

August 2009



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**Next Meeting:** 8:00 pm Thursday, 13<sup>th</sup> August  
Queensland Sporting Car Club  
206 Montague Road  
WEST END 4101

**Editor:** Linden Thomson (07) 3139 1524 [lindenthomson@optusnet.com.au](mailto:lindenthomson@optusnet.com.au)

**Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 9<sup>th</sup> July 2009**

Meeting opened by President Alan Hill at 8.08pm with 20 Members and guests present.

**Apologies:** Del Thomson, Sheila Hill, Brian & Lyn Jackson, Jack Warr, Ken & Wendy Lonie, Graham Mackay, Pat & Betty Elliott, Helga Schooneveldt, Dick & Earla Self.

**Minutes from previous meeting:**

Moved, Gary Britton seconded by Simon Schooneveldt that minutes be accepted. Carried.

**Business arising from minutes:**

Matter raised at previous meeting in relation to “mystery runs”, Secretary has discussed the issue with the Secretary of the Queensland Historic Motoring Council. Recommendation is to discontinue the practice due to the consequence of an accident involving a vehicle on concessional registration not on a structured club run being investigated by the Transport Department. Carried.

**Inwards correspondence:**

1. Affiliation Fees for Queensland Historic Motoring Council;
2. Membership application and cheque from Mr Mark Baldock, Aroona;
3. Email from Ken & Wendy Lonie Re: apologies for meeting;
4. Invitation to “Chantily Lace” Restaurant, Kilcoy;
5. Invitation to Raceline “Old Skool” Show & Shine & Swap Meet, Parklands, Gold Coast, July 19<sup>th</sup>;
6. Qld Historic Motoring Council Management June Meeting Minutes;
7. Tru Brit Magazine;
8. Blue Diamond x 2, Riley Gazette x 2, Riley Crank, Riley Newsletter WA, Riley Rattles x 2 and Riley NZ.

**Outwards correspondence:**

1. Nil.

Moved by Matthew Schooneveldt seconded by Ian Henderson that the inwards be received and the outwards be endorsed. Carried.

**Treasurer’s Report June, 2009**

Balance as per Bank Statement, 31 <sup>st</sup> May, 2009		<b>\$5,577.84CR</b>
Income		
Membership fees	\$ 140.00	
Interest on account	<u>\$ .64</u>	
	<u>\$ 140.64</u>	\$5,718.48
Expenditure		
D. Phillips, Newsletter Expenses for April 09	\$ 207.66	
Brisbane Sporting Club Room Rental March 09	\$ 55.00	
L. Thomson, Newsletter Expenses for June 09	<u>\$ 188.87</u>	
	<u>\$ 451.53</u>	\$5,266.95
Balance as per Bank Statement, 30 <sup>th</sup> June 2009		<b>\$5,266.95CR</b>

Moved by Ross Phillips that his report be accepted, seconded Simon Schooneveldt. Carried

**Club Captain's Report:**

In Club Captain's absence, Alan advised the members that five cars turned up for the June Samford Run. Ross and Dianne Phillips are putting on a sausage sizzle between 8.30 and 10.30 on Sunday 12<sup>th</sup> June at their home at Ipswich East; and for members to view "Victor" with his new supercharger fitted. Then onto Haigslea to view the Motor cycles at the Motor Cycle Museum.

**Spare Parts Report:**

Nil Report, but Jack still has plenty of parts. Jack has had a number of 2½ fan pulleys machined from solid bar aluminium, absolutely perfect job, also some thermostat housings in brass. Winter is here so do your maintenance and buy your bits from Jack.

**Registrar's report:**

Dianne reported that the Elliotts '9' has gone to Western Australia also their 2½ has been sold. Holger Nimms (Cleveland) has his Riley up for sale. Mike Bramwell's Roadster has been purchased by Richard Cramp. For further details contact the Registrar Dianne Phillips.

**General business:**

Robin Hull has fitted a Mustang V8 diaphragm clutch assembly to his Riley 2½. Advises that it cuts out all of the shudders and vibrations. Much discussion on the various gearboxes fitted to Rileys followed. Neal Brandt talked about some of items in the manuals that he brought along. Also Ray Perryman brought along a very old book on classic cars on and off the racetrack.

Bev Burrows thanked the Club on behalf of the Blind Citizens Association Board for its help on Blind Driving Day. President Alan said the Club was looking forward to the next event.

**Secretary's Email: [Redpath@aanet.com.au](mailto:Redpath@aanet.com.au)**

Meeting closed: 8.54pm.

**Next Meetings:**

**Thursday, 13 August, 2009.**

**Thursday, 10 September, 2009.**

**BRISBANE SPORTING CAR CLUB**

Unit 1, 206 Montague Road

West End Q 4101 (UBD map 21 (P8) approximately opposite Donkin Street.

**On the Cover:**

Arthur Rizzo competing at the Rob Roy Hill Climb in 1949. The car is, of course, the famous self-constructed Rizzo Riley.

(Photo from Kiara Rizzo.)

**In Memory of  
Arthur Rizzo  
1917–2009**



We extend our condolences to member Kiara and the other members of the Rizzo family on Arthur's passing on 14<sup>th</sup> July. He will be long remembered as a legend of Australian motorsport, and as the builder of the two outstanding Rizzo Riley racing specials along with his other automotive achievements. Arthur Rizzo Motors Pty. Ltd., that Arthur founded and gave to his staff in 1966, still operates under the Bridge in North Sydney and is well known to classic Mercedes Benz owners.

**Club Captain's Report:**

**Wendy Judd**



**AUGUST OUTING**

WHEN      Sunday August 30th  
 WHERE    Watts Bridge Memorial Airfield  
 HOW      Meet at ESK for morning tea at 9AM...BYO  
             The airfield is just east of Toogoolawah  
 DETAILS   Special parking for club cars, moderns may have to park in the  
             general area.  
             Entry is DRIVER FREE for Rileys then \$5 pp by donation.  
             Some food available but B.Y.O. if you choose.  
             Chairs, tables and shade or hats or both would be good.

As many Rileys as possible would be a good advert for the club here... unfortunately the Judds' Riley is ailing and presently residing at Nanango. This is a really good day, even for the ladies, you get up close and personal with the aircraft and their owners as well as witnessing fly pasts and displays. Check it out on [www.qvag.org.au](http://www.qvag.org.au) if you wish.

## Editor's Notes:

A sad note this month with the passing of Arthur Rizzo whose name is indelibly linked with Riley in this country. You can read more about Arthur and his cars in TorqueTubes of March to July 2007.



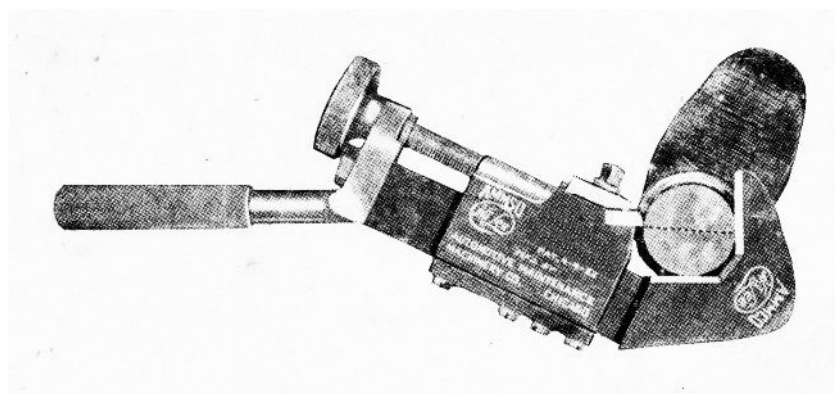
Thanks to Ian Henderson for finding and providing the extracts from the story of Dick Ifield who worked for Riley in the late 30s, unfortunately not much to his advantage. If you can, I urge you to read the full story on the dedicated website (details with the article.)

I hope you find my fragmented historical investigations interesting—I find unearthing scraps of information on particular cars or personalities fascinating. The image of Percy Hunter drawing the outline of his car around him as he sat on the garage floor puts me in my mind of a more recent but similar event at East Ipswich. Just dreaming, Ross?

In 1933, and maybe in other years, Dunlop published a booklet *Tyres, A Book For Riley Owners* and I've reproduced a couple of pages from that which may be useful for pre-war owners. Maybe Dunlop had rather low expectations of Riley owners because they advise readers that—

The tyre manufacturer supplies the tube, and the cover. The quantity of compressed air necessary to make the tyre pneumatic *is not supplied by the tyre maker*. It is the duty of the tyre user to supply and maintain the correct air pressure.....

Now a Mystery Object, to borrow from the ABC's *Collectors*—



It's an automotive workshop tool. Answer supplied later.

**SMALL TORQUE**

....gossip and stories, true or otherwise....



Last month's outing to the Motorcycle Museum well received. Some visitors, obviously bikers from way back were seen to be drooling at the displays, Hilly had to have his chin wiped a number of times...

Speaking of the Hillies....they are off O/S and traveling down some river on the African Queen or on the Nile with Peter U. or whatever.....playgroup said to be in disarray!!

On a sad note, funeral held recently for Arthur Rizzo, Riley racer remembered in Q. for his exploits in the Aust. Grand Prix, Leyburn in '49. A dignified send off for a gentleman of motorsport...his name will live on through his cars...the "Rizzo Riley" resides in the N.S.W. town of Molong.

Mentioned in the U.K. mag. "The Automobile" of July '09 is the obituary of Bill Morris, another Riley racer and ERA owner...frequent visitor to Oz....he was laid to rest in Oxfordshire ..... "His friends will be pleased to know that the funeral car was, with difficulty, persuaded just over the 100mph mark on the way"!!

Mike B. has recently sold the Roadster...or is this old news?

Bill W., long time Club member, obviously now with more time on his hands, has purchased a 2 ½ and/or bits with a special in mind.

Pat & Betty E. did sell their "9"....gone to W.A....this is probably old news too!!

'Victor' the racey R did not impress at Warwick's Morgan Park Raceway recently...didn't even finish the first event!!

Did recent sellers/buyers notify the Registrar, eh?

Heard that Club Captain and Mr. C/C have made a big move ....lifestyle change...

Haven't heard if Editorperson has made progress with finishing touches to 2 ½ mods. It has been said that during these winter months, "the bloody spanners are too cold to handle"!!!

Saw a 'T' shirt the other day..."Dyslexics of the world - untie" think about it...

Cheers.....

**Fragments of History:**

LT

**1. A Riley and Ten Dollars—**

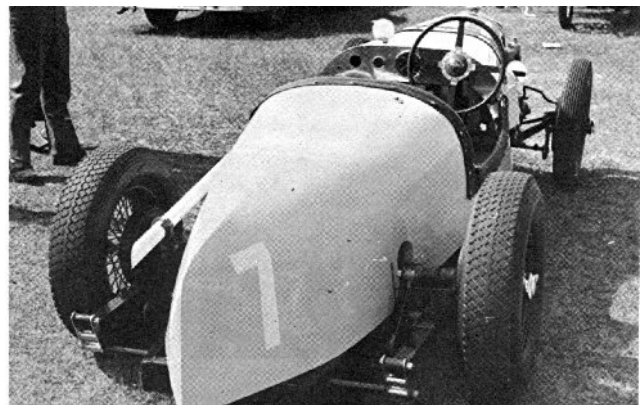
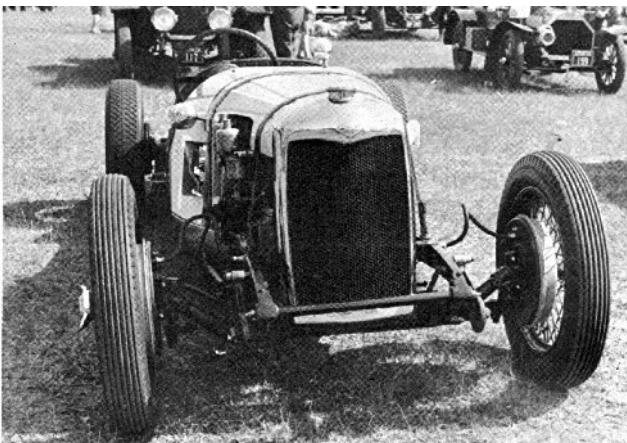
The 'Life with Riley' column in the N.S.W. *Riley Review* of Sept/Oct. 1968 included a small entry—

Congratulations to Percy Hunter on successfully completing and racing his 1938 1½ Special. He began this car by sitting on the concrete and drawing the chassis around him.

Two pages later there is a report 'Vintage Car Races – Warwick Farm, 8.9.68'—

There was a special welcome from Riley fans for Percy hunter's first appearance in his recently completed 1938 1½ Special. This car is a very welcome addition to our racing team, being light blue in colour and well proportioned. The car ran well for its first race and after a few front end modifications it should be a real "goer".

The photo section of the Review had two pictures of the car—



The Vintage Sports Car Club of Australia's *The Vintage Car* of October 1968 has this photo of the car in its report of the Combined Veteran Vintage and Thoroughbred Motor Clubs Rally at Warwick Farm on 22 September—



Making its first appearance in public, Percy Hunter's Riley Special (after the Brooklands style)

In the same issue, Ian Heather, Jnr. reports on the racing at Warwick Farm on

8<sup>th</sup> September. The results of the Vintage and Historic Sports and Racing Car Scratch Race for Molyslip Trophy over 5 laps show P. W. Hunter coming 8th of nine finishers from 13 starters—9th place going to Bob (a.k.a. Rob) Rowe who pushed his Amilcar over the line to finish. (There were two other Rileys in this race, but they will be the subjects of other accounts.)

The car appears in a list of known pre-war Rileys in the Nov/Dec. 1968 *Riley Review*, and another report of the CVVTMC Rally at Warwick Farm in the Jan/Feb. 1969 issue gives 'special mention' to its first appearance.

The similarly dated *The Vintage Car* covers the Albury & District Car Club's Hume Weir Races held on 29<sup>th</sup> December, 1968. The results of the Vintage & Historic Scratch Race show Percy Hunter gaining 11th place (out of 12), beating only Norm Bice's Lea-Francis. In the Handicap Race, however, Percy achieved first place, with a fastest lap of 1m 9.2s (compared to a 59.2s fastest lap in the Scratch Race by Gavin Sala's Darracq.)

There is a photograph of Percy Hunter in action at Hume Weir—



Handicap Race Winner, Percy Hunter, in his P.V.T. Riley Special, chalks up his first win in the new car. (Photo: Peter Edwards)

In 'Coventry Notes' in the *Riley Review* of Mar/April 1969, immediately after bemoaning the loss of restorable Rileys to Specials, the author offers—

Congratulations to Percy Hunter in his P.V.T. 1½L Riley Special on his splendid win at the Albury Races.

We can therefore surmise that the Hunter car was assembled from bits and pieces, and that no Riley was sacrificed.

On 4<sup>th</sup> May, 1969 the Australian Automobile Racing Club held races at Warwick Farm including the Tom Sulman Trophy Race for Historics. This was described by Mike Robinson (you'll read more of him in later articles), who also drove his 1949 Talbot Lago in the race, in the June *The Vintage Car*. He comments—

Notable amongst the Australian Specials was (*were?*) Bob Winsley's ex Wright Citroen (1954) looking very pretty but prone to leave the track at the wrong moments, Percy Hunter's delightful Riley (1938), and Harry Cape's evergreen Hudson Terraplane Special (1949).



Also starting in this race was Jim Cahill's recently finished mint condition Healey Silverstone.

Percy Hunter completed 9 laps in 21m 53.3s, with a fastest lap of 2m 13.1s, to finish in 12th place. The winner, in a 1956 Lotus 11 Le Mans, took 19m 29.3s for the 10-lap race.

A week earlier, the Riley had run in the Invitation Sprint Meeting at Castlereagh. Percy Hunter ran a standing ¼-mile in 18.49s to achieve 13th place in Formula Libre. A photo by Estelle Willis shows Maureen Hunter standing beside the car before her run, but her time is not reported.



In the Molyslip Trophy Race for Historic & Vintage Sports and Racing Cars at Warwick Farm on 7<sup>th</sup> December, 1969 (results listed in *The Vintage Car* of that month), the car was driven by Kevin Delbridge into 11th place, with a fastest lap of 2m 15.2s. Delbridge and Hunter were partners in Speed Equipment of Brookvale, and you will read more of him in the next and planned future articles.

Kevin Delbridge also drove the car at Hume Weir on 28<sup>th</sup> December, 1969 in the two Vintage & Historic races, into 5th place in the Scratch Race, but last (9th) in the Handicap despite doing fifth-fastest lap time. Peter Wentworth-Edwards in his 'Pit Counter' column described the event. Part of his description of the Handicap reads—

As usual, the drivers were of the opinion that the handicapper should be shot, however the race proved far from dull and everyone seemed to have enjoyed it. .... Kevin Delbridge managed to lose it while hard pressed by John Lackey (*M.G. TC*) and I heard John say that they both had some anxious moments while they sorted themselves out and got going again.

Delbridge had just beaten Lackey in the Scratch, but apparently couldn't recover as quickly in the later race.

And that is the last mention I can find of the car in my incomplete holdings of

*The Vintage Car and Riley Review* apart from a repeat of the tail shot from the 1968 *Review* (second picture above) in the December 1971 *Review* under the heading 'WHATEVER HAPPENED TO .....

Well, here's how it looked, somewhat modified and a different colour, in 1984—



The photo was taken in Gulgong while we were on the Mudgee National Rally. Richard Brandt is the passenger. Gulgong of course was featured on the Henry Lawson side of our first \$10 note and called itself 'The Ten Dollar Town.' Those notes were not issued after 1988 when new polymer, not paper, notes came in, but in 1984 there was definitely a connection between a Riley and \$10!

I didn't learn of the history of the car in 1984, but 20 or so years later when we stayed in Gulgong on the way home from another National Rally (or whatever euphemism had been dreamed up to bemuse the insurance industry), I filled the Riley at Des Kelly's garage and we spoke about the Special which he had owned for many years. It was then I learned that it had been constructed by Percy Hunter using a Nine chassis and 1938 12/4 motor. He indicated that it only got very occasional use and he was considering selling it. For a few brief moments I fantasised about driving the car at Morgan Park, but when Des said that Percy Hunter was keen to get it back I decided not to make an offer! If anyone knows what has happened to the car in the last few years, I'd be glad to hear.

## 2. Kevin's Supercharged Special?

Last month's *TorqueTube* featured the immediate pre-war Nuffield Riley Twelve. A brief period in the history of such a 1939 Riley 12-h.p. Saloon is recorded in the pages of the N.S.W. *Riley Review*.

In the September/October 1965 issue, Geoff Golding in his regular 'The P.V.T.s' column reported that—

John Ryan and I had a shopping spree up at the mountains and now have in our possession a 1936 Falcon chassis for spares.

On the same trip we called at a certain wrecking yard after a tip off that there was an "old Riley" there. It turned out that this car was a 1939 12 h.p. Saloon. The car has since been moved closer to home and restoration is under way. The motor has been pulled down and examined and it turns out that it has a post war 1½ litre block etc. but is fitted with timing gears. I feel it will be sometime before it will be seen at Riley events because there is a lot of work to be done.

It obviously wasn't a post-war block, but represented a transition to the post-war 1½ motor. It's interesting that conversely the first 200 or so pre-war 12/4 motors had timing chains, not gears. By May 1966, the Twelve was for sale—

### 1939 Riley 12 HP Saloon

Present Owner	Geoff Golding
Registration	Nil
Description	Engine is ready to assemble – new pistons, bearing re-metalled (big ends and mains) Crank ground to 1st Undersize specifications. Head has been ported and polished (lightly)- everything there bar rings and gaskets but will be supplied if required. Body is basically sound, woodwork around back window needs tightening. A rewind will be necessary. Only reason for sale – lack of time to do justice to it. Ideal for restoration – it's all there.
Price	On Application
Contact	Geoff Golding 93 1479

I'm not sure what the 'necessary' 'rewind' is in this context—possibly a typo for rewire?

In the December 1966 issue, the Editor, Dr. Doug Carruthers, included Arnold Farrar's article from the September *Riley Record* describing the 12-h.p. pre-war models (see last *TorqueTube*.) Geoff Golding's car had still not sold, because this paragraph followed the Farrar article—

A 1939 saloon version was recently found on the Blue Mountains by Geoff Golding and John Ryan. The body is in fair shape and Geoff has conditioned the engine of this vehicle, which is in his yard at present. For anyone interested in restoring this rare example of the marque (they are even rare in the U.K.) Geoff is willing to negotiate its sale at a cost equal only to what he has spent on it to date.

In the next issue, in the 'Life With Riley' column—

David Carruthers has acquired the 1939 12hp Saloon that Geoff Golding had for sale and was featured in last month's prewar Riley section. The engine is ready for assembly and when finished will virtually be a "Sprite" series engine.

In 'Life With Riley' in September/October 1967—

David Carruthers has tracked down another 1939 12.h.p. saloon which was seen many years ago, but not since.

I haven't found further reference to this car. There is no indication of its condition.

There are some gaps in my *Riley Review* holding here, and the next reference I located is in the March/April 1969 issue, in the 'Coventry Notes' column (author unidentified)—

Kevin Delbridge has purchased David Carruthers' 1939 12.h.p. saloon. He has already commenced work to make it into a racing "special". This is both good and bad – good in the fact that he will not be overtaxing his delightful Ulster Imp in the Vintage races and of course bad, in that a quite restorable and unique prewar Riley has been destroyed.

Makers of "Special" Rileys often come under fire as being destructive orgies. (*ogres ?—LT*) This is often the case, but take for instance the case of Doug Carruthers' "9" Special. Not one piece of Riley equipment was destroyed to make the car – indeed old Riley parts have been salvaged from under houses and yards to complete it. Cyril Lucas' "9" Special is another fine example of finding a chassis and putting it back on the road. Cyril went to great pains to obtain old Riley guards and doors that were rusted junk. Every body panel you see on his car is genuine Riley in origin. Ian Powell's "9" Special when finished, will be a similar example. This is the way to get more Rileys onto the road. There are only very extreme cases where a Riley cannot be fully restored if given a lot of love and attention.

The author forgot to add "and money"—all that love can be very expensive! Interesting that the argument over "specials" has been around for a long time and still hasn't gone away.

The next month's 'Coventry Notes', with the author identified as Doug

Carruthers, reported progress on the Special—

1939 1½ Special – Kevin Delbridge is making good progress on his Special. The beautifully drilled chassis has been shortened and the engine is ready. Unfortunately he is now held up through lack of a suitable bell-housing. The postwar housing does not fit the 1939 engine. If anyone has a suitable prewar 1½ bell-housing, please contact Kevin at 93-1628.

Then in his next 'Coventry Notes', still-Editor Doug C. describes further progress—

PVT Racing Special

Work is steadily progressing on Kevin Delbridge's latest racing Riley. Based on the ex Carruthers 1939 1½ chassis which has been shortened so that it is now only 9" longer than the Ulster Imp's wheelbase, the car will have a Bugatti type body. In front of the earlier type 6 cylinder radiator will be mounted an impressive blower. The mechanicals are now complete so the next phase is to have everything sand-blasted and cleaned prior to assembling a body for it.

And that's as far as I've been able to get for the time being. What happened to this car after 1969? What was its story before the wreckers? Again, if anyone has further information, I would appreciate hearing from you.

**RATTLE OF RILEYS 2010**  
**News update**

**Planning is progressing very smoothly.**

I can confirm that the Sutton Road Driver Training Centre has been secured for lunch and the gymkhana on Sunday March 21.

**If you didn't come to the National Heritage Rally in 2004, then you could be in for a treat.**

**The Driver Training Centre features (among other things) an undulating 2.5km track, which many of the entrants of 2004 found to be a highlight of the weekend.**

**Yours in Rileyng, Frank.**

**Have you sent in your Expression of Interest yet?**

## **Extracts from the biography of Richard Joseph Ifield (1909-1982):**

Dick Ifield was born on the 27th of April 1909 at Campsie near Sydney, in New South Wales, Australia and, like many past and current inventors whom others class as genius, Dick had very limited schooling. Due to the financial needs of his family, he was forced to leave school before his fourteenth birthday and after only two years of high school. Throughout his school years he was regarded as an inattentive dreamer.

He began work as a builder's junior labourer and he worked at a variety of unskilled jobs for about sixteen months, after which the family finances had improved sufficiently for him to take a twelve month's course in draughtsmanship. While there, he learned to prepare water coloured drawings of mechanisms and he received the School Diploma in February 1925 and his career as a designing engineer then began.

In 1933 Ifield married and in 1935 he sold his business, borrowed some money from relatives and he and his wife set off to England in search of fame and fortune. It was a journey one of Ifield's sons, Frank, was to take on the road to success as a singer.

The young Australian had a swag of ideas and inventions but he was hoping particularly to interest someone in his idea for an infinitely variable transmission for use in motor vehicles. After a seemingly endless series of interviews, the Riley Car Company became his first sponsor and paid him a retaining fee. He stayed with Riley until 1938.

Victor Riley, asked him to sign an Agreement to the following terms:

1. Dick was to provide all drawings for the manufacture of his inventions and Rileys were to pay him a retaining fee equivalent to a designer's salary.
2. Rileys would make, develop and exploit Dick's inventions to their mutual advantage.
3. Rileys would pay Dick 5% of all income from Royalties and Licence fees arising from his inventions and would pay similar Royalties on units they produced.

Rileys were a family Company, whose founder William Riley had retired and the Chief Executives were all Riley brothers as follows: Group Chairman - Victor Riley. Chief Engineer, Riley (Coventry) Limited - Stanley Riley. General Manager, Riley Engine Company - Percy Riley. General Manager, Riley Motor Body Company - Allen Riley. Sales Manager, Ted Riley. Competition Manager - Rupert Riley, a cousin of the brothers. He was given the responsibility for testing and demonstrating Dick's differential.

The differential prototypes, made to Dick's drawings, were completed successfully, without any development being necessary and a Riley car so fitted

gave an outstanding demonstration in competition with army staff cars at Farnborough. The War Office officials were very impressed and they placed an order for the conversion of some of their existing staff cars for further testing,

On Riley's liquidation, they were taken over by the Nuffield Group, but Victor Riley said that Dick's Agreement was with him and he asked Dick to continue his design work

Dick believed that Rileys had invalidated their Agreement and he confirmed this with a Solicitor, who obtained Victor Riley's reluctant consent to release him from this Agreement.

His name was known to the Chief Engineers of several vehicle manufacturers, as the result of the successful demonstration of his differential, so he was far better prepared for seeking a new sponsor, than was the case when he first arrived in England.

Bendix obtained the two prototype differentials from Rileys, one of these was fitted to a 1936 Riley Kestrel car for demonstration purposes; the other was prepared as an exhibit at the 1939 Earls Court Motor Show, where it aroused the interest of engineers from various vehicle manufacturing Companies. Dick's family still has the demonstration unit, but the other differential was lost, when Girling moved into the Bendix building.

Previously, from a retaining fee of only 230 pounds per year, Dick and his wife had fully furnished the nice rented house in which they lived and they were living in moderate comfort. So a cash payment of 1000 pounds, plus a salary of 1000 pounds per year seemed real wealth to him. He was then able to repay, with accumulated interest, the money, which had been lent to them by his wife's relatives, and he purchased the Riley Kestrel car from Bendix at a marked down price of only 85 pounds. That car served him well over his following seven years in England and for three years after he returned to Australia. He then passed it down to one of his sons, who still has it; he said that he hoped that some day he will restore it as a veteran quality car. His inventions and designs range from his earliest (a hinge of unique design, to solve a difficult problem encountered with the heavy bronze doors at the Melbourne War Memorial Building and later for other similar applications) to fuel systems for the earliest jet engines, which are still used today in the supersonic passenger aircraft - the Concorde. Ifield retired from full-time service in his family company in 1974 but continued to work on his ideas which produced something like 250 provisional patents. Of these, 112 were accepted as world-wide patent inventions.

(Extracted, with acknowledgement, from material ©Colin Ifield on the website [dickifield.sydneywellbeing.com](http://dickifield.sydneywellbeing.com) where there is a lot more interesting information.)

## Mystery Object Revealed:

From the 1930 Replacement Parts Company (RepcO) Catalogue 1930—

RESIZE & REFINISH WORN, TAPERED &  
OUT-OF-ROUND CRANK PINS WITH THE

# AMMCO = HALEE

CRANK PIN RE-TURNING TOOL

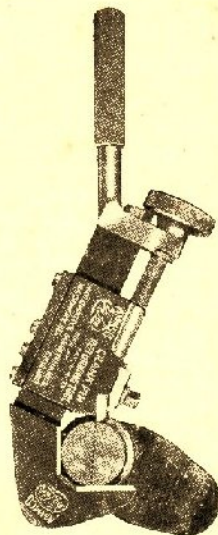
Produces Round and  
Parallel Crank Pins

**T**HE AMMCO Ha Lee Crank Pin Re-Turning Tool is a precision Tool of scientific accuracy that will true up badly worn, tapered, out-of-round and scored crank pins to a round, parallel and smooth condition.

An important advantage of the Ammco HaLee Crank Pin Re-Turning Tool is that the crank pins can be re-turned without removing the crank shaft from the motor. A helper turns the crank shaft with the starting crank and the mechanic merely holds the Tool in position during the operation.

The Tool must generate a round crank pin, because the pin must pass between the fixed distance (indicated by the dotted line) between the cutting blade and the opposite point of support on the jaw, and it must generate a straight, parallel and smooth crank pin, because the blade is rigidly held parallel to the jaw.

The large knurled adjusting knob makes it easy to gradually advance the cutting blade. Light feathering cuts are easily taken. The Tool automatically finds the correct cutting position for the blade, irrespective of the size of the crank pin; and an incorrect cutting position is impossible. It cannot dig in or chatter. An expert mechanic is not required.



Six Reasons for using  
the "Ammco-HaLee"

1. The Ammco HaLee Crank Pin Re-Turning Tool accurately and rapidly corrects, resizes and refinishes worn, tapered, out-of-round and scored crank pins without removing the crank shaft from the motor.

2. The Ammco HaLee Crank Pin Re-Turning Tool must generate round and parallel crank pins, because of its scientific design and rugged construction.

3. The scientifically-determined angle, at which the sliding carriage travels, automatically maintains the correct position of the cutting blade to the centre of the crank pin and with respect to the jaw, irrespective of the size of the crank pin.

4. The Tool has only one adjustment, and it automatically finds the correct cutting position for the blade. No expert mechanic is required.

5. The Tool will not chatter or dig in. Light feathering cuts are easily taken.

6. Perfect bearing work is assured by fitting bearings to accurate crank pins instead of worn pins. This results in large profits, a tremendous saving in shop labor, improved service and satisfied customers.

Officially recommended by the following factories for their Service Stations:—GENERAL MOTORS, CHANDLER, CADILLAC, DODGE, GRAHAM-PAIGE, HUDSON, HUPMOBILE, INTERNATIONAL, MARMON, REO, STAR, DURANT, STUDEBAKER, WHITE, WILLYS-OVERLAND, and many others. These recommendations should be a proof of the efficiency of this tool.

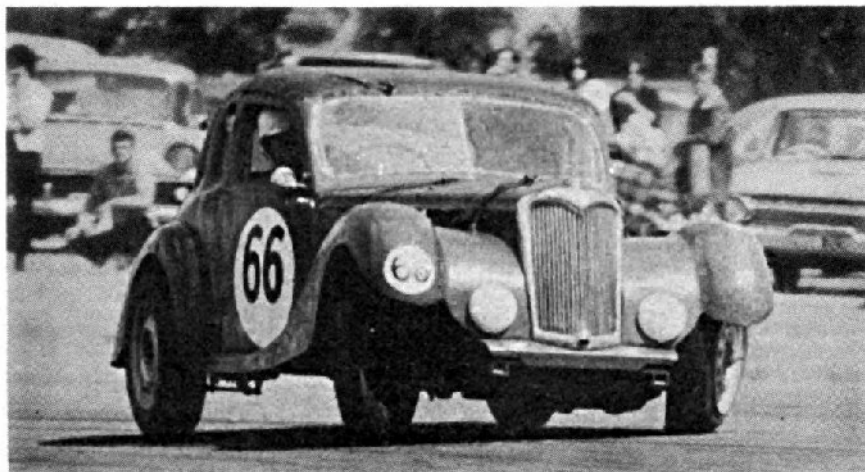
REPLACEMENT PARTS PTY. LTD., 264-70 Queensberry Street, Carlton, N.3.

Wonder what the surface finish would be?



## Understeer? (or Someone's Having Fun!)

This picture was used in an article on tyre selection in the May 1967 issue of *Racing Car News*. There is no identifying information as to car, driver or venue. I don't think there's a torquetube or Riley diff under there. I don't think the tyres are Olympic Air Rides either.



Standard wheels and standard tyres are not a good combination for racing, but don't go overboard on the widths of rims. Over-wide rims place great strain on wheel bearings, stubs, transmission, and tyres, and often achieve a handling result quite opposite to that intended.

### Information Service:

More from the pages of *Motoring*—

#### Riley Valve Timing

*I am having some difficulty in setting the valve timing on my 1934 12 h.p. 6 cyl. Kestrel. I find that the camshaft gears and intermediate gear are marked but there are no marks on the crankshaft 2 : 1 pinion. Can you advise me, please?*

**W**E presume the engine is in position in the car with the timing case removed, and this being so, the following is the easiest method of setting the valve timing.

The inlet camshaft wheel should be turned so that the tooth marked **I** is directly in line between the centre of the inlet camshaft and the centre of the intermediate wheel spindle. The exhaust camshaft wheel should be similarly turned so that the mark on the wheel is in line between the centre of the exhaust camshaft and the centre of the intermediate wheel pin. The intermediate gear can now be fitted, meshing the teeth marked **II** and **EE** with the teeth of the camshaft gears marked **I** and **E** respectively, and as the intermediate wheel is pushed right home it will be

found that, due to the helical formation of the gears, the camshafts will tend to turn slightly.

Having fitted the intermediate wheel, the assembly of the three gears should be turned back as necessary so that the marked teeth are directly in line between the centres of the two camshafts and the intermediate wheel pin. The crankshaft should then be turned so that No. 1 Piston is on T.D.C. and it will be noted that in this position the key for the crankshaft pinion is on top.

The crankshaft pinion and damper assembly must now be fitted so that when this is fully home without moving the intermediate wheel, the crankshaft shall be in the position No. 1 on T.D.C. An examination of the crankshaft pinion will reveal that if this is engaged with the intermediate wheel and assuming that the latter does not move, the pinion will turn in an anticlockwise direction due to the helical formation of the gear teeth. The amount it will turn is equivalent to two teeth. To allow for this the crankshaft should be turned in a clockwise direction two teeth before the pinion is engaged with the intermediate wheel.

Upon examining the crankshaft pinion it will be found that at the front the space between two of the teeth comes directly over the keyway. This space should be traced to the rear end of the pinion and marked with chalk. This mark should then be engaged with the tooth at the bottom of the intermediate wheel marked "●" and when the crankshaft pinion is driven home, the setting should then be correct.

The timing should now be carefully checked, and in this connection it will be of assistance to note that the timing can be checked quite easily by measuring flywheel movement. The flywheel is 36 in. in circumference, hence a movement of 1 in. on the flywheel rim corresponds to 10°.

For checking the valve timing only, the tappet clearance on No. 1 cylinder should be reduced to .002 in. for both inlet and exhaust.

Correct timing is :-Inlet opens on top dead centre ; inlet closes 50° after B.D.C. ; exhaust opens 55° before B.D.C. ; exhaust closes 30° after T.D.C.

## Riley 2½-litre Timing Chain

*I own a Riley 2½-litre Saloon 62S Series which I have carefully driven over the last ,tour years, but unfortunately a metallic vibration has developed from the front of the engine. I wonder what the cause of this noise could be as I have only covered some 9,000 miles. My local garage (not Riley Dealers) are unable to eliminate the trouble.*

**W**E suggest that our nearest Distributor be allowed to examine the car as soon as convenient.

For your guidance, we feel that the noise is possibly due to timing chain

rattle, and if this is confirmed the Distributor should carry out the following procedure. First remove the engine timing case and then check the position of the chain damper pad which will be found on the near side of the timing chain. The damper pad should be fitted so that it is .015 to .018 in. away from the chain when the chain is pulled taut, but it may well be that this has been fitted incorrectly on a previous occasion, and therefore it is positioned too close to the chain and this is consequently causing the noise.

If this is the case it will be necessary for the damper to be withdrawn or eased into the next notch, thereby correctly positioning the assembly. It would be advisable also to check whether the automatic chain tensioner is working effectively. If the chain damper pad has been fitted too close to the timing chain this may well be preventing the automatic chain tensioner from passing on to the next notch and so tightening the chain.

## **Pathfinder torsion bars**

*I have recently purchased a Pathfinder and have been told that the torsion bars should be adjusted periodically as they tend to settle over a period of time. Is this correct? If so, how do I tackle this work?*

**Y**ES, torsion bars on the Pathfinder should be checked and adjusted as necessary from time to time. To do this, you must jack up the front of the car and remove the front road wheels. Place a jack under the front hubs so that the load is removed from them, and when this has been done remove the top swivel pin bolt and disconnect the shock absorber. The outer end of the steering connecting rod must also be disconnected. This is done by removing the split pin, undoing the nut, and then withdrawing the steering ball end out of its housing. After this the jack can be removed and the torsion bar can be withdrawn by undoing the retaining plate and set screw at the rear end and using a special tool to withdraw the torsion bar. If this special tool is not to hand it is possible to draw out the bar by using two strong screwdrivers.

To obtain the correct setting the inner and outer lower wishbone arm bolt centres should be set at  $6 \frac{5}{16}$ , in. for cars up to Chassis No. 1169 and at  $7 \frac{1}{2}$  in. left hand and  $7 \frac{1}{16}$  in. right hand for later cars.

This done, the torsion bar can be pushed home, and reassembly is the reverse of the above procedure.

**From TYRES A BOOK FOR RILEY OWNERS, 1933:**

**INFLATION PRESSURE TABLE**

**T**HE air carries the load. By actually weighing a laden vehicle, ascertain the load on each axle, and see that the tyres are correctly inflated according to the following table. In some cases the loads on the front tyres being less than on the rear tyres, a lower inflation pressure would be indicated as permissible—but in order to provide the easiest steering and to reduce tyre wear, it is recommended that front tyres be always inflated to the same pressure as the rear tyres, or even a little higher.

**WIRED TYPE TYRES.  
AXLE LOADS (Cwts.) AND MINIMUM INFLATION PRESSURES  
(lbs. per square inch).**

Tyre Section	6½ cwt.	7½ cwt.	8½ cwt.	10 cwt.	12 cwt.	14 cwt.	16 cwt.	18 cwt.	20 cwt.	22 cwt.	24 cwt.	26 cwt.	28 cwt.	30 cwt.	34 cwt.	38 cwt.
	<i>lbs. per sq. in.</i>															
3.50" ..	22	24	26	—	—	—	—	—	—	—	—	—	—	—	—	—
4.00" ..	—	22	24	27	—	—	—	—	—	—	—	—	—	—	—	—
4.50" ..	—	—	—	25	29	33	37	—	—	—	—	—	—	—	—	—
4.75" ..	—	—	—	23	27	31	33	—	—	—	—	—	—	—	—	—
5.00" ..	—	—	—	—	25	29	33	37	—	—	—	—	—	—	—	—
5.25" ..	—	—	—	—	—	26	30	33	37	—	—	—	—	—	—	—
5.50" ..	—	—	—	—	—	—	25	29	34	38	—	—	—	—	—	—
6.00" ..	—	—	—	—	—	—	—	28	31	35	38	42	—	—	—	—
6.50" ..	—	—	—	—	—	—	—	—	25	28	31	34	37	—	—	—
7.00" ..	—	—	—	—	—	—	—	—	—	28	30	33	35	38	43	—
7.30" ..	—	—	—	—	—	—	—	—	—	—	27	29	31	34	38	—
7.50" ..	—	—	—	—	—	—	—	—	—	—	—	—	—	33	37	45

In accordance with I.A.E. Data Sheet No. 156 (Proposed Standard No. 56—Society of Motor Manufacturers and Traders).

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*Regularly Maintain the Correct Pressure*

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**MINIMUM  
INFLATION PRESSURES**  
 for Dunlop Standard and Dunlop Fort Tyres  
 fitted to **RILEY** 1933 Cars.

Model.		Tyre Size	Inflation Pressure (lbs. per square inch).	
			Front Tyres	Rear Tyres
9 h.p.	“Nine” Models	4.50-19	36	36
12h.p. 14 h.p.	} “Six-Twelve” & “Alpine” models	4.75-18	36	38
14 h.p.	{ “Stelvio,” “Edinburgh” & “Winchester Models	5.00-20	36	36

A reduction of 4 lbs. per square inch is permissible in the front tyres at any time, and in the rear tyres when the rear seats are unoccupied.

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*T e s t*

*P r e s s u r e s*

*W e e k l y*

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## For Sale

**1950 RILEY ROADSTER** 3 seater, 2½ litre, blue with lots of chrome. On full NSW rego, just jump in and go. Rebuilt in Victoria in 1996. Radial tyres, a set of 4 wire wheels with 2 new tyres and 2 near new with chrome wheel nuts, included but not on the car. A lot of work done recently. Offers around \$35K, many spares included (engine, diff, gearbox etc, a truck load).

Contact George on [gvmonios@hotmail.com](mailto:gvmonios@hotmail.com) or (02) 9416 5797 or 0408 978 050



Bryan Dodd of Flaxton recently wrote to the Club about a visit he had made to former Club member Holger Nimms to inspect a "garage full of spares and cars." Included was "a Riley in poor condition" about which Holger "would be open to offers or suggestions." Holger has recently suffered a stroke which is his reason for selling.



Contact Holger Nimms, 206 Shore St. North, Cleveland, phone 07 3286 3523. Please mention Bryan Dodd if you call.

Notes

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