



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

November 2009



Next Meeting: 8:00 pm Thursday, 12th November 2009
Queensland Sporting Car Club
206 Montague Road
WEST END 4101

Editor: Linden Thomson (07) 3139 1524 lindenthomson@optusnet.com.au

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 8th October 2009

Meeting opened by President Alan Hill at 8.10pm with 20 members and guests present.

Apologies: Ross & Dianne Phillips, Brian & Lyn Jackson, Dorothy Cameron, Delma Thomson, Gary Britton, Shirley & Graham Ellwood, Helga Schooneveldt, Robin Hull, Pat & Betty Elliott, Dick & Earla Self.

Minutes from previous meeting:

Moved, Linden Thomson seconded by Bill White that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Invitation to Gold Coast Hinterland Autorama 09, 31 October to 1 November 2009;
2. Media Release for Retroautos a new Collectable & Classic Car Magazine;
3. Invitation to Bayside Vehicle Restorers Club Australia Day Rally 2010;
4. Minutes of the AGM Queensland Historic Motoring Council;
5. Minutes of the General Meeting Queensland Historic Motoring Council;
6. Blue Diamond

Outwards correspondence:

1. Nil.

Moved by Sheila Hill seconded by Simon Schooneveldt that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report September, 2009

Balance as per Bank Statement, 31 st August, 2009			\$4,473.26CR
Income	Membership fees and Donations	\$ 100.00	
	Interest on account	<u>\$ 0.49</u>	
		<u>\$ 100.49</u>	4,573.75
Expenditure			
	Brisbane Sporting Car Club Room Rental for July & August 2009	\$ 110.00	
	Riley Spare Parts – Membership Levy 87 members @ \$5.00 each	<u>\$ 435.00</u>	
		<u>\$ 545.00</u>	\$4,028.75CR
Balance as per Bank Statement, September 2009			\$4,028.75CR

Moved by Alan Hill for Ross Phillips that his report be accepted, seconded Trevor Judd. Carried

Club Captain's Report:

October Outing will be on Sunday 25th. People who are attending should ring Trevor on telephone 3348 3442 or mobile 0417 770 593 no later than Friday 23rd. This a combined activity with the South West Brisbane Motoring Club. People to meet in the East Carpark at the Narangba Railway Station at 10.00am. Further details in the Sept/Oct Newsletter.

November outing has been organized by Bill White and will be to view a collection of Ariel Motorcycles and a Brush Car. This will be followed by lunch at Nudgee Beach. Meeting place will be at the Toombul Shopping Centre. More details at the November meeting.

This year's Christmas party will be held at Ashgrove in a park near Simon and Helga Schooneveldt's residence. The day has been set at Sunday 13th December. More Details to follow.

Spare Parts Report:

Jack advised that he is still investigating the possibility of converting 1½, 2½ and Pathfinder wheels to fit the wheels that the spare parts have purchased. If successful, modern radial tyres can more readily be purchased and would be running on safety rims suitable for radial tyres. Jack has plenty of spare parts.

Registrar's report:

Nil

General business:

Matthew French is looking for a 1½ Riley engine and a RM fuel tank. Alan Hill advised he may be able to help with the engine. Ian Henderson produced a Riley front stub axle which he wasn't sure whether it was a 1½. Jack Warr identified it as a Patherfinder stub axle.

Simon Schooneveldt reminded the meeting regarding his brake problem with the Elf burning brake linings. He has found the problem and showed the meeting the clogged up brake hoses. Brakes were going on but the fluid held the brakes on because of the clogged lines. Of course the Club's spare parts had new brake hoses in stock.

Much discussion over the Club's Newsletter. Editor Linden Thomson has found the task very onerous. A motion was put forward by Simon Schooneveldt which reflected Alan Hill's suggestion. The motion was "That the newsletter should contain the minutes, club run information and reports, for sale or wanted notices and any contributions from members to be produced on alternate months, as a basic five page newsletter which should be received five days before Club meetings, extra pages may be added if the Editor has the time and material." Carried

Ray Burrows has had a vibration problem in the Pathfinder since the Club run to Watts Bridge. Since has had new universals fitted to the tail shaft and balanced by Universal Shaft Repairs at Geebung. Problem improved but still there. Will be checking gearbox and engine mounts. Horrors of all horrors may go back to using the steel plate engine mounting across the front of the engine. The mountings are about half the size of a house brick.

Secretary's Email: Redpath@aanet.com.au

Meeting closed: 9.07pm.

Next Meetings:

Thursday, 12th November, 2009.

Thursday, 10th December, 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:

Mike Bramwell's Special being constructed under Street Rod rules is making steady progress. It has a Pathfinder motor and Jaguar IRS. This is how it looked a month or two back.

Club Captain's Report: Wendy Judd



THE NOVEMBER OUTING—Sunday 22nd November.

This is being organised by Bill White.

We will be visiting a friend of Bill's (Barry Deeth) who has a collection of Ariel motorbikes and a Brush car.

We will meet at the Toombul Shopping Centre [UBD 140 N4] at 9.30 am.

We will convoy to Barry's place at 26 Coulter Crescent NORTHGATE [UBD 121 B17].

After a two hour visit we will convoy to Nudgee Beach for a BBQ lunch (BYO everything.)

Bill will give us more detail at the November 12th meeting.

XMAS PICNIC—Sunday 13th December.

Meet at Simon & Helga Schooneveldt's, 5 Bridge Street, Ashgrove (ample parking) at 10:30am for a Xmas Picnic in Ashgrove Park.



Club will supply a Xmas Ham. Further details at meeting and next TorqueTube.

ANNUAL/XMAS DINNER—Wednesday 16th December.

Linden Thomson has booked places at the COTAH Restaurant for this event—see invitation and reply form included in this TorqueTube.

RACQ HISTORIC MOTORING COUNCIL RALLY 2010—

This event in Bundaberg on Queen's Birthday weekend will be on the Club Calendar for 2010. The expression of interest form is included with this TorqueTube. Note that the EoI, a photo of your car, and the nomination fee are due by 30th November.

QHMC CLUB RUN OPEN INVITATIONS TO INDIVIDUAL MEMBERS AND OTHER CLUB GROUPS

BRING YOUR CLUB VEHICLE, SIVS APPROVED RUNS, ALL WELCOME

15th November Bayside Vehicle Restorers Club. Run to Logan area. Depart Cleveland Showgrounds 9.30am. Visit Buddhist Temple at Underwood. Also visiting Mayes Cottage at Kingston. 0411 694 072

NOTE: TEMPORARILY my phone number is 3348 3442, mobile numbers 0417770593 or 0427770001. Email is unchanged. We are in temporary accommodation awaiting the completion of our new "home".

Editor's Notes:

Much smaller issue this time that should probably be dedicated to Mike Bramwell, since he has provided most of the content and the cover picture—thanks, Mike.

Not much else I can say, except that I hope to have some interesting reading ready for next time to cover the Xmas break. Don't forget the Dinner!

**Club Spare Parts Update:**

Club Spares has acquired a supply of near-new modern 6.00x16 inch safety rims suitable for modern radial-ply tyres. The rims fit RM centres near perfectly.

Price \$20 each.

Contact Jack on 07 3378 3541.

Tyre Options For RM Rileys:

Mike Bramwell

Through to the 1980's, the Olympic Air Ride was the tyre of choice for most RM owners with a few discerning opting for exotic brands such as Avon Turbospeed or even Michelin X radials. That all changed in the early 1990's with these options either disappearing or becoming prohibitively expensive. Cheap radials from Falken and others offered improvements in ride and the future looked bright. Unfortunately these 175/80 x16 tyres are no longer being imported by the tyre companies as the demand is not great enough.

Owners essentially have two options:

1) purchase classic tyres from companies such as Antique Tyres that fit the 4.5" x 16" rims of the RMA-F (5" x 16" on RMH). For example:

<u>Brand</u>	<u>Size</u>	<u>Overall Diameter</u>	<u>Price</u>
Excelsior	6.00 x 16	706mm	\$199
Firestone	6.00 x 16	708mm	\$259
Coker	6.00 x 16	720mm	\$435
Vredestein	185 R 16	708mm	\$359 (radial tyre)

These tyres are made specifically for classic cars.

2) purchase from the range of light commercial tyres available from the mainstream tyre companies. For example:

<u>Brand & Type</u>	<u>Size</u>	<u>Overall Diameter</u>	<u>Price</u>
Bridgestone 613V	195/75R16C	700mm	\$250
Nankang CW-20	185/75R16C	684mm	\$138
Hankook RA-08	195/75R16	696mm	\$196
Hankook RA-08	215/75R16	729mm	\$180

These tyres require minimum rim widths of 5" for 185 and 5.5" for 195 section tyres. You have to decide whether a legal or insurance issue may arise if you have them fitted onto 4.5" rims contrary to tyre manufacturers' specifications.

The way to avoid these issues is to consider upgrading your wheels to take a larger width rim. The narrowest 16" rims made are 6" wide and are fitted to numerous 4WD commercial vehicles and an increasing number of passenger vehicles. Passenger vehicle rims are made of thinner steel and are significantly lighter than the 4WD variety providing advantages from lower unsprung weight.

As no new vehicle sold in Australia uses the same 4³/₄" PCD as the RMA-F (Jaguar XJ-6, HQ - WB Holden and Chevrolet are some that did) the original Riley centre has to be used with a replacement outer rim. Obviously it has to be a good fit so check before buying. You don't need to be able to use a ruler, just try the Riley centre in the rim. The other consideration is the assembled offset as large variations here will affect steering geometry. The early Navara rims that have been used for some years result in a track increase of 1" with

no apparent problems but they are heavy. Holden Rodeo are a close fit as are Mitsubishi Triton.



The photo shows another possible alternative 6"x 16" rim from a Mazda car fitted to a Riley RMA-F centre. This rim is significantly lighter and assembles with no change to offset over the standard Riley wheel. This means that the inner edge is $\frac{3}{4}$ " closer to the chassis and the outer edge is $\frac{3}{4}$ " closer to the mudguard. Some sedans show signs of tyre rubbing against the inner rear wheel arch which may occur under large roll angles so this combination may be a problem on sedans. Roadsters do not seem to experience this. If anyone would like to try this combination rims are available from All Wheels at \$20 each. Call Geoff on 0409063663.

THE SOUTH AFRICAN

RILEY RENDEZVOUS III

October 2009 News

The Tour is open to all Riley vehicles. To be held in **October 2011**, starting and finishing in Port Elizabeth.

Please register your interest by sending an e-mail to info@rrv3.co.za or visit the website at www.rrv3.co.za



Only in America?

A recent issue of *Street Rodding* included this photo of what was once a 1948 2½-litre Saloon. It is owned by Ray and Linda Sanders, from Paducah, Kentucky, and is powered by a 350/4L60E Chevrolet engine and transmission. Whatever your attitude to such a "sacrilegious" undertaking, it is certainly a well-executed and quite attractive project, much more elegant in appearance than many. Mike Bramwell provided the information.



2009 Committee Contact Details:**President**

Alan Hill
4 Mahdeen Place
SAMFORD 4520
Telephone: (07) 3289 1063
Email: alshe@bigpond.com

Secretary

Ray Burrows
14 Lynch Crescent
BIRKDALE 4159
Telephone: (07) 3822 1366
Email: Redpath@aanet.com.au

Editor

Linden Thomson
39 Third Avenue
SANDGATE 4017
Telephone: (07) 3139 1524 / 0419 175
083
Email:
lindenthomson@optusnet.com.au

Spare Parts

Jack Warr
9 Newcomen Street
INDOOROPILLY 4068
Telephone: (07) 3378 3541

Registrar

Dianne Phillips
34 Blackwood Street
EAST IPSWICH 4305
Telephone: (07) 3281 3807
Email:
diannephillips1@optusnet.com.au

Vice President

Simon Schooneveldt
5 Bridge Street
ASHGROVE 4060
Telephone: (07) 3366 6573
Email: spschoon@iprimus.com.au

Treasurer:

Ross Phillips
34 Blackwood Street
EAST IPSWICH 4305
Telephone: (07) 3281 3807
Email:
diannephillips1@optusnet.com.au

Club Captain

Wendy Judd
Unit38/30 Federation Street
WYNNUM WEST 4178
Telephone: (07) 3348 3442
Email: tjjudd@yahoo.com

Assistant Spare Parts

Graham Mackay
10 Lonsdale Close
PARKINSON 4114
Telephone: (07) 3273 3450

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