



TORQUETUBE

Magazine of the Riley Motor Club Queensland, Australia Inc.

June 2021

<https://rileymotorclubqld.org.au/>



*Excursion to Silvertown during the
National rally*

Editorial

The national rally was the result of an outstanding effort by the NSW Riley Motor Club organizing team. Congratulations to each of you. Menindee although a cool experience, presented an amazing event with water gushing into what only a few weeks previously was a dry lake. The Royal Flying Doctor Service visit deeply impressed me about the dedication and service of this great organisation. Silverton was spectacular.

Thank you to Chris Reynolds who provided photographs of the rally and commentary about the combined breakfast /lunch outing to Beachmere. Thank you also to our investigative reporter Ian Henderson who captured Jasper Deitrick and

Mark Baldock in the Deitrick family garage.

The editor of the Torquetube has to confess to losing bits off his roadster during the rally instead of assembling or making bits in his garage. Replacement bits have been ordered from the Riley Register and it is hoped that Edward will be back on the road for the coming Annual Concours elegance conducted by the Vintage Car Club of Queensland.

Below: A windscreen locking nut that could be replicated for Edward



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

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May events by Trevor Taylor and Chris Reynolds



Because May was a busy month with members travelling to Broken Hill for the National Rally, it was decided that this month's Club Run would be combined with the Breakfast Run. So on the 23rd a number of us decided to pig out on both a breakfast and a lunch run. We are now dieting as a consequence!!

The combined run was well attended. Breakfast was at the Beachmere boat ramp where we had an extended breakfast, due in part to there being

only one BBQ and a big crowd of hungry Riley folks queuing to cook! After that we departed to the nearby Beachmere Hotel where we were joined by more Riley folk for a great lunch and continued conversation about all things (Riley and others!)

Rileys included an RMB, an RMB Coupe, an RMC, and an RMD Special, two MGBs and a Morris Tourer.

Jasper Deitrick's RMA restoration by Ian Henderson

Jasper Deitrick showing Mark Baldock what can be done on a Riley with a bit of youth, enthusiasm, energy and exuberance.

Nice work so far Jasper.

(Editor: Yes, but what about Mark's forty years of experience?)



June's Events

Tuesday Morning 1st: Riley Tinkerers at the Clubhouse, Samford. Restoration activities, friendship and technical advice. Tea and coffee provided.

Thursday 10th 8 PM. Monthly Meeting of the RMCQ at the Riley Clubhouse, 38 Showgrounds Drive, Highvale 4520, Samford Show Grounds.

Friday 11th before 5 PM. Registration for Jumpers and Jazz For anyone interested the Annual Jumpers and Jazz Festival is held in Warwick from 16 to 26 July, and includes the Grand Automobile Display on Sunday 18 July. We intend to make a visit to this display a club run for July one year; it is well worthwhile visiting for both the display and the festival. Anyone wanting to participate should register by 5pm 11 June (refer to the website at <https://www.jumpersandjazz.com.au/grand-automobile-display>.)

Tuesday Morning 8th, 15th and 22nd and 29th: Riley Tinkerers at the Clubhouse, Samford. Restoration activities, friendship and technical advice. Tea and coffee provided.

Sunday 27th Club Run Sponsored by the VCCQ, and shared with the VCCA and Austin 7 Register

Annual Concours elegance

The Riley Motor Club Qld Inc. is invited to join with the Vintage Car Club of Queensland for our annual Concours elegance on Sunday 27th June 2021.

With the Covid-19 disturbance to our usual location, we will hold it this year at the **Sherwood Arboretum**, Jolimont Street, Sherwood. This location has a special significance to us because from 1955 until 1986 the majority of our Concours were held there. The Brisbane City Council, Councillor Nicole Johnson, is keen that we hold the event as a "Community Event" in conjunction with local organizations and to this end has advised that it is waiving the usual park hiring fee. There will be no entry fee or donation.

As you know, the VCCQ has not opened itself up to modern cars and the cut-off date for display at our Concours is for "classic" cars up to and including 1960 (our description is "Post-War Thoroughbreds").

We have also invited the Veteran Car Club of Australia and the Austin 7 Register and would love to see you there.

Kind regards,
Henry Hancock
VCCQ Inc, - Secretary

Looking sad after its return by Chris Reynolds

As a number of you will know, while my car (RMD050) enjoyed its outing to Broken Hill it did not greet the return run with as much enthusiasm and went no further than Cobar.



Actually it started to complain after leaving Wilcannia and managed at least half the 260 km distance between the two isolated town at a reduced speed after developing an engine fault. The fault is a fairly loud knocking, sounding very much like a big end bearing noise although the oil pressure remains good.

The RACQ came good with the return of the car after about 1 week...thank goodness for their "Ultra Care" roadside assistance...and now sits looking sad in my shed awaiting an engine-out analysis. More to follow!!!

Rileys in Broken Hill - the 2021 National Rally (photos courtesy of Chris Reynolds)

From their points of origin, the Queensland contingent met at Tamworth. We had booked a three-bedroom Air B and B and it turned out to be a good choice. It is a brick and tile pre-war building on the western side of Tamworth. Shortly after Doreen and I arrived Matthew French surprised us by his early arrival. He had left Brisbane at dark O'clock and the only pauses in his journey were for fuel and the inevitable road works along the New England Highway. Greg and Yvonne were next to arrive and they too had an uneventful journey. Later in the evening Ken Lonie joined the group with a takeaway meal and Chris Reynolds arrived with his choice of a takeaway for dinner. The Air B and B only had one bathroom but somehow it worked out that everybody had an opportunity to shower and refresh for the next day's journey. From Tamworth we travelled through Coonabarabran, Gilgandra and Nyngan to Cobar.



Above: Queenslanders; Yvonne May, Chris Reynolds and Matthew French near their Rileys and Below Ken Lonie's RMG minus Ken



It would have been nice if we had been able to report that the motel was comfortable but between the bed, the inexhaustible crickets and the noisy fridge it was uncomfortable and I should say smaller than most modern prison cells (you might ask, how do I know that prison cells are bigger than this motel room, but I am not telling). From Cobar we arrived at Broken Hill around noon and proceeded on to the Air B and B that we had booked for the week of Riley rallying. Happily, it was a 5-minute walk to the Vintage Car Club headquarters and a ten-minute walk to the Musicians Club where we enjoyed our evening meals.

Greg and Yvonne travelled in their RM coupe special, Matthew travelled in his 12/4 Falcon, Ken Lonie was in his RM roadster special (RMG) and we opted to trailer our Riley 9 roadster with our Cruiser. We all enjoyed a trouble-free journey. Matthew maintained a steady 50 MPH speed and compensated for the distances by setting off early each day. It seemed impressive that the Falcon came up Cunningham's Gap with power to spare. The highest point in the journey was 1420 metres and Broken Hill is 315 metres above sea level. As you would know, the landscape changed from subtropical greenery, through alpine Eucalypt forests, the Granite belt and eventually to an almost treeless plain at Broken



Hill.

Above: Did I say that it was a treeless plain? Not true. There were four or five trees

Sunday was spent grocery shopping and looking around the city and on the next day our friends Graham and Toni arrived from Sydney. Their journey was not as trouble free as ours but not the result of mechanical issues. At Dubbo a needy person took possession of Graham's cloth-

Careful note was taken of that incident so two padlocks were employed to ensure that the trailer remained attached to the cruiser during our stay at Broken Hill.

At around 2 PM on Monday Graham, Toni, Doreen and I walked the short distance to the Vintage and Veteran Car Club (BHVVCC) and registered for the week's activities. There we met many friends whom we had not seen for two years due to Covid-19. Of note Jim Runciman and Peter and Edwina Carter were there all the way from WA. Peter and Edwina are fairly recent members of the WA club and it was discovered that Peter had so impressed the members that they elected him president. Later that evening we walked down to Crystal street to the Musicians' club for dinner. There we met David and Jane Lewis for the first time. They have a 12/4 special. Unfortunately, the engine had overheated and that resulted in a cracked head so they had to resort to a modern to attend the rally.

On Tuesday we drove to Menindee which is around 110 km southeast of Broken Hill. It was very cold (maybe 12 degrees), and we had a head wind for the whole journey there. At least one Riley 9 custodian reported that he could not get out of 3rd gear, such was the contrary winds. Later, we discovered that there was a blockage in the fuel pipe which seemed remarkable to me as it the engine was gravity fed. We were a little more fortunate in that we could drive at just over 50 MPH but by the time we arrived my hands were stiff with the cold. The outstanding thing about Menindee and the thing that made the 110 km journey worthwhile was looking at the rush of water flowing into the lake. A local reported that it was only 60% full but in two weeks it would be filled.



Such was the volume of water that had flowed from rain that fell further up the river. Many took a trip on a boat that toured the lake.



Above: Frozen Riley people boating on the lake.

The trip home was much easier. As the day had advanced it was a little warmer and the headwind became a tail wind which meant that we used much less fuel and could travel a little faster.

Tuesday evening involved eating pasta and enjoying re-unions. Our table had Joan and David Lewis from Hamilton in Victorian, Graham and Toni from Sydney, NSW and ourselves. We talked Rileys and in particular soft head studs.



Above: Wednesday night at dinner

The Broken Hill base for the Royal Flying Doctor Service is located about 6 Kilometres from Broken Hill at the local airport. We arrived there at around 10 AM on Wednesday for a picture show of the RFDS history and operation and a tour of their hangar and aircraft display. A commentator took us through the history starting with the Reverend

John Flynn who was concerned that the many isolated aboriginal, farm and town people were remote from medical support in case of emergency. He started the work in 1928 with a single aircraft covering thousands of square kilometres and the service developed from there to include 12 aircraft, pilots, doctors, nurses and ground staff operating from several bases in SA, NSW and Qld. At Broken Hill they currently operate three shifts daily. There are 23 bases and 77 aircraft around Australia fly across 7.69 million square Kilometres and variously take people who have medical emergencies to Adelaide, Dubbo or Sydney for specialist attention.



Above: The Nomad could land on very short runways but the elongated version had an in-built weakness, the tail could fall off.

The aircraft included types that were unfamiliar as well as a Nomad which took me back to my early Army days when it was possible to hitchhike around various remote military bases and exercises in the far north of Western Australia.

The afternoon included the opportunity to visit numerous places around the city including art galleries, stationary engine displays and a solar farm. We elected to walk about the CBD, visit the RSL military display and Industrial and machinery shop where we purchased some bolts and loctite. The bolts were to secure the side curtains on Edward and the loctite was used to prevent the various body nuts from undoing on the poorly maintained roads around town. This did not prevent one bonnet nut and a wheel nut from disappearing along the road. Special thanks to Keith Morrison who spotted the naked wheel stud and provided a spare left hand threaded wheel nut from his toolbox, a very Riley act of kindness to a fellow enthusiast in need. Doubtless you will recognise

that all of the nuts around the body were checked each day thereafter for re-tensioning.

Later in the afternoon in response to an invitation and with the concurrence of the QRMC president a committee meeting with Chris Reynolds was attended in which the timing of announcing of national rallies was discussed. Also discussed was making and sharing the cost of spare parts, contributing to the variety of spare parts and insurance was discussed. Following the meeting a car-park exchange of Riley parts occurred between suppliers and needy enthusiasts.

Wednesday evening included crumbed fish, salad and chips or chicken schnitzel, salad and chips. We were further entertained with DVDs of previous rallies. During the evening an interesting version of pass the parcel occurred in which contesting men feeling a Riley part through the bag and tried to guess what it was. It was a content keenly pursued by the men and very entertaining to the women who thought their husbands were very excitable. In all a very informative and productive day was enjoyed.

Below: Keen competition and excitement was shared by many: George Monios has one of the parcels, Noel McIntosh is in the centre and Graeme Ellis is on the left.



On Thursday an assembly of Rileys occurred at the Mundi Mundi lookout. It was a very interesting event as Peter Leopard described and showed his various Riley 9 roadster innovations including an accessible fuel tap extension allowing the driver to switch off the fuel supply without crawling under the dash. Also inspected was the upholstery and the arrangements of the seats. After that the mechanicals of Graeme Pinkney's Mk 3 were inspected.

Of particular interest was the adjustment turnbuckle for the handbrake rod which had not previously been seen. The rest of the event involved photographing Rileys and chatting with their custodians.



Above: The Riley assembly at Mundie Mundie lookout and below the landscape that can be seen from Mundie Mundie



After that we travelled further west beyond the town of Silverton to Umberumberka reservoir where body nuts were retightened and conversations about road conditions and bodies of water in desert places was discussed.



Above Rileys at the Silverton pub and below, the quickest drivers parked closest to the pub



Above can be seen a Queensland, a NSW and a South Australian Riley plus a modern.

The town and district of Silverton was the location for some of the 'Mad Max' movies and is still the location of a 'Mad Max' museum. Of greater interest to the writer were the art galleries, school and gaol museum and the local pub where we enjoyed a yummy sandwich lunch. At 2 PM we departed for a visit to the Daydream Mine, the consumption of scones and a cup of tea. Later, a state team-based gymkhana was held. . Edward starred in his balancing trick, but the driver let him down on the blindfolded excursion straddling the red rope. It is believed that the nimble abilities of Greg May made up for some of the discretions of the Riley 9 driver and Ken Lonie demonstrated his skilful avoidance of witch's hats as he navigated in a figure eight to conclude the event. Guess which state won for the third year in a row?

Yes, you were right. That gives another year to find the mislaid trophy.

The evening included a chicken Kiev or Porter-house steak, shiraz and interesting conversations with Brian Graham who talked about his recent experiences with machining and building Riley 9 engines. During the evening the announcement was made about the winners of the pass the parcel competition. Our team came a close second after a heavily Queensland weighted team who had all had their hands on RMs and Riley 9s over previous years. Our shortfall turned out to be failing to recognise the front rod connection to an RM radiator. We thought that it was a brake connection. The second prize was a box of chocolates which were mainly consumed by the very same women who were amused by their competitive husbands the night before.

During Friday we engaged in an art gallery crawl. The first gallery to be visited was that of Pro Hart. Several things were learned about this man and his art. He was an untrained and an unbridled artist who was criticised as a 'provincial' and therefore inconsequential artist by many critics. He was also very prolific. He engaged in publicising his art through television carpet commercials and decorating appliances. These activities put his art onto the world 'stage' and many of his pieces hang in Buckingham palace and the White House (the Washington State one, not the Queensland one). Gladly the vast majority of ordinary people disagreed with Pro Hart's critics and purchased his art as quickly as he could paint them. He focused his art on the region that inspired him, Broken Hill and its surrounds. The next gallery was that of another artist who had also passed away. There the gallery hostess was loudly focused on compliance with the covid-19 laws rather than the art, so we quickly passed her by. The next gallery was that of one who was not only covid protection compliant but much more focused on his art. He was a quirky artist who had an interesting Australian sense of humour and there we learned how the Sturt Desert Pea got its name and the real meaning of outback line dancing. We then went to a gallery where the artist had an interest in copying classical art as well as doing portraits. There we saw some wonderful pieces depicting an aboriginal woman and the artist's grandchildren. By that time, our day was well spent, and we returned home and focused on Riley maintenance. Sadly, the sky became overcast during the afternoon and our planned star gazing adventure in the evening was cancelled and so we enjoyed an Indian take-away dinner and conversation about the day's activities.

Below: Woolies car park on Saturday morning



Saturday morning was interesting. We gathered at the Woolworths carpark to assemble for a parade through the town. While there, a naughty NSW enthusiast took out his silver polish and polished the left half of Edward's radiator. That left the radiator shiny on one side and dull with patina on the other side. What could I do? He handed me the polish and a rag and proceeded to ignore my complaints. All I could do was polish the other side undoing all of the hard work over the previous year developing the patina. At 10 AM we set off and drove through town. Many local people stopped on the street to wave and take photographs. We then headed out of town to Zinc Lake where there was a grassed oval. The purpose was to meet up with the local car club to show off our cars and enjoy lunch together.

Unfortunately, by the time Edward arrived at the top of the town there was so much drag that he could not accelerate up to 60 MPH. We pulled over onto the side of the road and the rear brake drums were hot. At that moment not one, not two but four fellow Riley enthusiasts pulled over and stepped forward to provide a helping hand. The rear driver's side wheel was jacked up, the wheel nuts removed but the brake drum was stuck fast on the shoes. With some effort, Rob Russo worked with me to remove the drum while Keith Morrison provided moral support. It was then that Rob noticed that the rear equalizing springs with its tubes were completely missing along with the retaining bolt that should have held them in position.

Below: Rileys at the Zinc Lake show grounds





Above: Instead of looking at cars at Zinc Lake.

Without the rear springs the springs on the front wheels were pulling the brake cable forward locking the rear brakes against the drums. Riley 9 Mk 4s brake equally on each of the wheels and the springs maintain the balance between them. No rear springs meant no balance and the front springs pulled the cable forward. All that could be done was to remove the spacers from the rear wheel brake shoes and avoid using the brake. By the time we arrived at Zinc Lake the rear wheels had locked up again. Phil Evans, Matthew French and Paul Bae consulted with me. Phil and Paul were not confident that the front brakes would work without the rear springs but there were no other solutions available. Paul found some fencing wire (it may have been attached to a fence, but I am not sure, and Paul was not telling). The fencing wire was made into a loop just short of the distance between the rear brake rod catch and the retaining bolt on the torque tube. The adjusting bolt was then loosened unto the wire that had been made into a loop was fitted and then the adjustment was taken up until the rear wheel spun without binding between the shoes and the brake drums. Problem fixed. We now only had front wheel brakes but that was enough to return to the Air B and B.

The evening started early for many who wanted to catch up with Riley mates who were leaving early next day. We enjoyed cauliflower and bacon soup with a bread roll as an appetizer. The presentation of awards then began with the most admired 2 ½ awarded to Ross McOmish (SA), with his 1950 roadster. The most admired 1 ½ was awarded to Paul Edgar (Vic). And the most admired BMC/Pathfinder went to Mark Story (Vic). Mains were then served with every second drop being roasted chicken and vegetables and lamb shanks and mashed potato. Somehow, good fortune followed me that night and I could have enjoyed either meal but received the lamb shank and mashed potato. The next award went to David Thomson and Bev for the most admired Riley 9. Mal Bennet was rewarded for his 12/4 and Steven Figgis (NSW) received the award for the most admired pre-war non 12/4 or Riley 9. This was his pre-war Sedan. Ken Lonie won the most admired special (based on an RMB and built as a roadster) and the car people most wanted to take home was the Sedan owned by Stephen Figgis.

The Conrod trophy went to the mighty maroons who took the cup away for the third year in a row, an unheard of triple award. Some Queenslanders thought that the conrod trophy should be treated like the ashes (because of its fragile and easily misplaced nature) and be kept permanently in the Queensland clubhouse. The furthestest travelled in a Riley was Ken Lonie, the hard luck trophy went to Keith Harris (Vic) who brought his 'all hydraulic braked' RME which completely lost its brakes. The Jim Andriess trophy went to Beth Garland (SA). It was then that the gathering paused for desert which consisted of fruit with pavlova. The final award went to the Riley that had the best performance by a Coventry Riley which seemed to be a contradiction to the custodian since he lost a wheel nut and a bonnet nut during the trip to Menindee and then the retaining bolt for the rear brake springs causing the brakes to lock up entirely on the rear wheels. Nevertheless, the custodian demonstrated great humility as he received the award.

Next morning many Riley friends gathered at the Broken Hill Vintage Car Club for a farewell breakfast. A BBQ was set up on the side of the road and some kind local Vintage car enthusiasts cooked bacon and eggs for us. Conversations focused on the Western Australia rally the next year and some were heard to say that they were going to drive over in the 9s, RMs and 12/4s. I wondered how much it would cost to train my Riley over there?



Above: The Broken Hill Club house from the other side of breakfast being cooked and below: Some happy Queenslanders discussing the week's events



By 10 am we left for Cobar and were the first to arrive of the Queensland contingent. While standing in the car park a Riley with a distinctive knock arrived. Also accompanying this mostly broken RMD was a 12/4, an RMG and a RM Coupe' .

That evening we ate at the services club and commiserated with Chris Reynolds whose Riley returned home on the back of a truck (a not unheard of experience for some of us) and Chris returned with Matthew French.

Below: Homeward bound. The view from the passenger seat of Matthew's Falcon.



And Below: Some pictures of Broken Hill and its surrounds.



Hood embellishments for the RMD

The templates were made about 6 years ago to make the brass 'D' shaped embellishments around Albert's hood. The piece that goes along the rear is simply a straight extrusion that is drilled, countersunk and screwed into its central position just inside the edge of the hood. The ends were filed square to fit up to the next piece. The second piece is a little different as it follows the curve around the hood. To make this shape the 'D' section was clamped to a wooden template that imitated the shape around the edge of Albert's hood and the last two pieces were made on a flat steel plate by clamping the end alongside the curved template that was bolted onto the steel plate.



Above: The bits completed

The procedure is simple enough but requires some practice to heat the brass evenly over the distance that needs to be bent. If the brass is not heated evenly, it will bend too sharply and bow up. The embellishments have only been made three times over six years, so the technique needed to be learned again each time it was attempted. Usually, the first attempt has needed to be discarded. The second attempt has been much better, but you can see from the individual pieces that the last ones were more evenly bent than the first ones.



Above: The bar bent around the template and

Below: The template is in the shape of the bottom of the hood



Heating with an LPG gas torch is more successful than with oxyacetylene as the heat is diffused more widely and less aggressively. The pieces to be bent were cut two or three inches longer than required for the embellishment as the first part needs to be clamped into its position on the template. The templates were made by bending mild steel bar to fit along the inside of the brass embellishment and these bars were drilled at intervals and bolted to the plate to make them rigid. The plate needs to be thick enough to not buckle when heat is applied to the brass.



Above: Albert's hood

The clamps used were made from thicker steel and the clamping points had been pre-drilled drilled and the fixing bolts were tightened to hold the brass in place prior to the beginning of the bending point. The heat was then applied over the first few inches of the brass, but not so much that it turned brown or worse still, red. A pair of gloves is not required. The brass was gently bent around the template and the last bit was pushed by using a piece of timber.

They now need to be drilled and electro-plated.

For Sale

The Spare Parts Department of the Queensland Riley Motor Club offer the following parts for sale:



A Pathfinder motor

completely rebuilt, complete with all accessories all rebuilt, pistons are 40 thou oversize all bearings replaced with modern slippers. Engine can be seen and heard running at Marcoola. The engine belongs to the Riley Club most club members reckon it is worth about \$3000 dollars.



A really excellent grill \$450



Half shafts \$550

