

# TORQUE TUBE

NEWSLETTER OF THE RILEY MOTOR CLUB QUEENSLAND INC.

JULY 2025



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## NEXT MEETING

8 July | 38 Showgrounds Drive, Highvale

## JULY

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

## AUGUST

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

### FROM THE EDITOR

Plenty of good reading this month thanks to contributions from Trevor, Bill, Peter and Mark – thanks guys!

Nice report from Bill on MotorFest, although he seems to have left out the last-minute distributor replacements, roadside indicator wiring fixes, brake issues and the fire! Fortunately, everything was alright on the day! It's all part of the fun right? 😊

If you missed MotorFest, check out the Facebook Group, [Queensland Riley Motor Club](#), for a short video I made. You can also find this on [YouTube](#).

As always, if you'd like to contribute, please send your content and ideas to email [TorqueTube@outlook.com](mailto:TorqueTube@outlook.com) by the last weekend of the month!

All the very best!  
Ange Henderson  
Editor

### UPCOMING EVENTS

#### Tuesday 1 July

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Sunday 6 July

McGavins View Brekkie Run, Lake Samsonvale  
9:30am Meet at McGavins View Picnic Area

#### Tuesday 8 July

Ordinary General Meeting 11:00am  
Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Sat 12 - Sun 13 July

Samford Show, Samford Showgrounds,  
9:00am – 4:00pm each day

#### Tuesday 15 July

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Tuesday 22 July

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Tuesday 29 July

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Tuesday 5 August

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Tuesday 12 August

Ordinary General Meeting 11:00am  
Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Tuesday 19 August

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Tuesday 26 August

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.





## VCCQ CONCOURS DAY

The Vintage Car Club Queensland Concours was held at the Arboretum, Sherwood, Sunday 29<sup>th</sup> of June and our club was invited to attend.

It was a great day with music, food and of course some lovely vehicles on display. The day was attended by:

- Trevor Taylor (Riley RMB)
- Bill White (MGA Coupe)
- Ronnie Brown (Alvis Grey Lady)
- Steve Hayes (Morris Six Cabriolet) and
- Brian McMillan

Congratulations to Steve whose car took out the award for Best Post War Vintage Car! Well done Steve!

*Trevor Taylor*



## SAMFORD SHOW

The Samford Show has been a feature of the local community for over 50 years, and the Show Society Showgrounds happens to be our club's home!

This year the Samford Show will be held Saturday 12<sup>th</sup> and Sunday 13<sup>th</sup> of July, from 9:00am to 4:00pm each day, with a historic car display part of the advertised activities.





If you're interested in attending and showing your car, get in touch with Trevor. He has passes for free entry for those putting their cars on display.

If you're interested in attending without displaying your vehicle tickets can be purchased online from the <https://samfordshowsociety.com.au> website. Prices range from \$50 for families, adults \$25 and concessions \$15.

There will be a range of displays, competitions, food, stalls, entertainment and rides throughout the weekend!

## FROM THE WEBMASTER

The website saw 253 site visits for June, up from 138 last month. 38% were from Australia (58% from USA! 1% UK) with the most popular pages being Store – Membership Renewal, Cars for Sale and Club Documents.

A new online membership form has been made available via the Intro and Documents pages in the past month as well.

The Facebook page currently has 41 members (+3 from last month) and discussions are gaining momentum.

## CLUB SHIRTS

New club shirts now available - \$50 each. A good range of sizes is available, keep an eye on the club website – they'll be updated there shortly!



## OIL SUMP PLUG MAGNET

I've always been keen to capture any metal fragments floating around in my diff, transmission and engine oils before they circulate and do any damage. Metal shards are also a sign that something isn't quite right and a failure may be imminent. Obviously any brass and alloy fragments won't be retained, however it's always a good idea to check the bottom of the waste oil pan as you discard the oil.

I had a few old headsets laying around, so I robbed the magnets from the earpieces and epoxied them into each of the sump plugs. I found a few fragments in the diff plug but only fine metal filings in the engine and transmission. Note: if you decide to do this, ensure that the plugs are thoroughly degreased and also mechanically key (scratch) the surface to ensure the epoxy adheres well.

*Peter Schwenderling*



## RACQ MOTORFEST 2025

Our club has taken the opportunity provided to take part in the annual RACQ Motorfest. Since the invitation to be part of the motor show we have organised to have a presentation of Riley's at the John Reid Pavilion.

Our thanks go out to Lyle and Margaret Cooper who are the VCCQ coordinators for this huge event, for their help over many months. Ian Hayward, a Riley club and VCCQ member helped to smooth the way for our eight vehicles to position the day before the public showing.

The eight vehicles presented were an RMA (Karen and Shaun Heffernan), RMB (Trevor Taylor), RMC (Ian Henderson), Riley Coupe (Greg May), RMH (Stephen Crook), RMA (Noel Pamplin), 1.5 Roadster (Carl Harries), Drophead (Bill White).

These eight vehicles made an excellent presentation of the marque. All owners deserve a vote of thanks for the excellent presentation.

The weather on the day was perfect and brought out large crowds including many families. I had conversations with visitors, many with happy memories of family outings in a Riley.

Lyle Cooper provided information on a stand giving the history of each vehicle. In the background was a wall with advertising prints dating back to the 1950's and showing the models on display. Many thanks to all those who helped put the display together.

I was particularly pleased to see the Pathfinder of Stephen Crook. When I joined the club in 1988, that car was owned by Scott Franklin and was seen at many events. I hope we will see more of the Crook family and the car.

*Bill White*





# TORQUE TUBE

Newsletter of the Riley Motor Club Queensland Inc



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B White



A Henderson

*Above Left: Pathfinder of Stephen Crook*

*Above Right: RMA Roadster Special of Carl Harries*



B White



# TORQUE TUBE

Newsletter of the Riley Motor Club Queensland Inc



A Henderson

*Above: An impressive lineup of RMs!*

*Below: Some of the other exhibits*



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## LIFE WITH AN RMB

*By Mark Baldock*



I purchased my first RMB in about 1968. At the time I was studying at a university to qualify me for a career in Civil Engineering. On weekends, I worked at the local Amoco service station that had a full workshop. On some Friday nights the workshop, including its car hoist and full set of tools were sometimes available for my exclusive use, which made a pleasant change to the dirt floor in my father's garage at home. It was an ideal situation for a 19 or 20-year-old who was interested in restoring a classic car such as a Riley. The car had done 240,000 miles at the time so it was ready for a rebuild. The engine was taken out and in

those days REPCO did Babbitt metal bearings – that is they re-metalled the big ends with white metal then hand finished to get required tolerances. The main bearings were in good condition and were not touched. New pistons and valves were fitted as well. The car was also repainted and new tyres were fitted, the clutch was replaced and the brakes were restored. Nearly all the work was done on my father's garage floor with the occasional luxury of a night at the service station, but after four years of restoration work the task was still not completed and I wanted a car that I could drive, so the Riley was sold, and a VW project was commenced.

For those interested, the VW was a 1958 beetle purchase separately as a platform only, to which I added a 1500cc engine, complete with extractors, big valves and a twin throat carburettor. The suspension was lowered, rear camber altered, wider rims and front disc brakes fitted, all topped off with a body sourced independently. It was a great little car and was good for 150Kph or so. This may sound like an unusual choice to some readers but I always knew that someday I would get another Riley.

Some 40yrs later as circumstances change, as they inevitably do, the urge to get another Riley finally got the better of me and I looked up the Riley Qld site on the internet and subsequently contacted Alan Hill. It was around about June, 2009 and I asked Alan if he knew of any RMB's for sale. Alan put me onto Pat and Betty Elliott whom he advised had just decided to part with their 1950 RMB. I was looking for a basically sound car that was presentable and could be slowly upgraded if necessary over time. My first experience of restoration had cured me of a long drawn out restoration; what I wanted was a car that I could enjoy driving and that any part that required repair or restoration work could be completed in a day or two.

The Elliott's car was exactly what I was looking for, so after a couple of trips to Coominya the car and a trailer load of stuff was mine. The car was a smart looking red RMB that Pat had looked after very well during his ownership and although there were things that needed to be done I was sure that it would pass a roadworthy without too much difficulty.



The trip from Coominya to the Sunshine Coast was uneventful, other than running out of petrol and having to hang my hat over the oil pressure gauge to prevent becoming too paranoid when the engine was idling. Apart from an apparent oil pressure problem the car ran very well. Amongst the spares was a second incomplete engine, gearbox, generator and assorted bits and pieces that Pat had accumulated over his 12 years or so of ownership.



I decided to fully register the vehicle and managed to find a very sympathetic Safety Certificate issuer who provided the certificate on the proviso that certain things were undertaken soon. This included a new exhaust system, replacement of front end bushes and new tyres. As result I had a fully registered RMB that I could work on as the urge took me. It was the ideal outcome that I had hoped for and over the next few months all the repairs that had been asked for were completed and the car was taken back to the issuer of the safety certificate and the car received his approval.

Since that time, to date, over about 20,000 miles have been completed and the car had only stopped twice for minor occurrences. On one occasion the coil failed and that simply required a few minutes to replace, after being delivered home by an RACQ tilt truck. The other occasion was a little more serious as the headlamp switch shorted out starting a small under dash fire, but without too much difficulty the fire was extinguished a temporary fix was completed and I could continue my journey.

Initially as mentioned earlier, to meet the safety certificate requirements the left side wishbones were re-bushed and later the right-hand ones were replaced. Of more concern to me was the brakes. With some method to the madness of bringing the car up to scratch the first things done was getting the brakes up to scratch. This included fitting a new master cylinder kit, getting the front brake drums machined and brake linings replaced. Then the rear drums were machined, the flexible brake lines and the brake rod pins replaced and the linkages adjusted. With the important safety requirements completed attention was turned to other issues.

Prior to Pat's ownership, the engine had been substantially rebuilt. The mains had not been touched however the big ends were replaced with Bedford Truck slipper shells and JP pistons were fitted. The oil pressure however was a concern and I preferred to wear my hat rather than hanging it over the oil gauge. Fixing the oil pressure issue turned out to be reasonably easy. With the engine in the car the sump was removed, which revealed that the sump and engine internals were spotless, so much so that you could have eaten your dinner out of it. The oil pump was removed, disassembled and new oil pump gears were fitted and the assembly fitted back into the engine and sump and oil filter replaced. The engine was started but to my alarm there was no oil pressure. The engine was quickly stopped and the repair procedure repeated to discover that the pump gears were too short! The end gap was so great that the gears were simply not pumping the oil. Thankfully, Ken Lonie was available to machine the pump body down and when the engine was reassembled oil pressure climbed to 40-50 psi while cruising instead of the earlier running pressure approaching near zero.



Another issue was a noisy differential bearing. To resolve this and to gain a quieter driving life another diff with its torque tube was purchased from the spare parts shed and the diff and pinion bearings were replaced. While it was on the bench the wheel bearings and seals were replaced and then when the diff was swapped over the trunnion rubbers and the shackle rubbers were replaced as well. With this task successfully completed the noise was resolved and I achieved my aim of a quieter life.

Another noise issue was the water pump so the water pump bearings and seal was replaced (the downside to this was that I could now hear other noises that could not be heard over the water pump but it seems that rattles and squeaks are an integral part of Riley life. So, from there I turned my attention to many of the smaller things that make Riley driving more comfortable. This included replacing the windscreen rubbers. These had perished and when driving in the rain, it rained



inside the car as well. This water incursion had occurred over many years. As a result, it was found that the bottom window surround timbers had rotted so these were strengthened with a light gauge galvanised steel section.

After that two Lukey mufflers were fitted, the clutch activating rod and accelerator linkages were replaced with cables, the generator was reconditioned and of course the headlamp switch was replaced. The boot lid seal rubber, boot lock and several the rubber parts including the engine mounts were replaced.

Throughout all this fiddling I have tried different engine oils and have found that Penrite HPR 40 seems to offer the best pressure when the engine is hot and it also allows pressure to build up quickly on cold starts. I am also using Penrite 140 in the gearbox and differential. At this stage the oil pressure seemed to be within spec, and the diff and gear box were relatively quiet.

These are all relatively minor tasks, particularly in comparison with major restorations recently detailed in Torquetube, however they help keep my car on the road and reliable and are well within my capabilities and resources.

As can possibly be imagined, all did not remain well indefinitely and in late September 2020 when returning home from the Club shed, I heard the dreaded deep knock from within the engine which I could also feel through the gear lever

Main bearing failure immediately came to mind, so it was out with the engine and in with another that I had fortuitously been assembling over a period for such an event. This engine was the one that had come with the car on purchase from Pat Elliott which I had rebored and 20thou oversized pistons fitted. The cylinder head was refurbished, a quieter gearbox sourced, and a new clutch and master cylinder were also fitted. Bedford +20 big end bearings were fitted as I had a crankshaft already machined to accept such. The Main bearings appeared sound and were reused.

Ian Henderson and Brian Jackson helped me considerably with the engine replacement process which is a bit tricky in a low ceiling garage, but we got it done in a day and all ready to start. Upon starting there was absolutely no oil pressure which was of concern and meant further investigation.

When reassembling I had used copious amounts of assembly lube and therefore was not too worried about the dry start, and upon removal of

the sump it was obvious the oil pump assembly was incorrect. The bottom plate of the oil pump, although located by two





dowels, can be installed 180 degrees out which effectively places the inlet and outlet of the pump on the same side of the gears which just does not work.

After all this the engine has been running since November 2020 (not continuously) with compression of about 120 psi on a cold motor and oil pressure is within spec and hopefully will continue to do so.



Alas, this is not the end of the woes, as one can come to expect, and on the run to Bundaberg in 2024 strange very obvious grating noises could be heard. This noise was somewhat intermittent and very difficult to diagnose but didn't seem to affect performance. After considerable further investigation and consultation, I decided to replace the crown wheel and pinion in desperation on a suck it and see basis.

This replacement has cured that particular noise; however, the replacement unit is not without its own noises, which I have partially rectified by adjusting the crown wheel and pinion backlash which has been

somewhat successful. The noise will have to really annoy me if I am ever to consider replacing the differential again: one gets a bit past this type of activity, particularly lying under the car!

As an aside and as purely an exercise, I have rebuilt the old engine using bits and pieces, all of which were within spec as verified by various micrometres and plastigauge, but I really don't want to ever see if it runs.

At the moment, everything seems to be ok and I just need to finish some minor wiring tasks.

Will see what happens when the sun gets up tomorrow but so far so good!

## MEMBER CARS FOR SALE



### 1951 Riley RMA Saloon | \$21,000

Very good condition and with full history back to the original owner in 1951.

Restored in 1997 by a Queensland Riley Club member and has done very few miles by subsequent owners. Believed to be very low original mileage on speedo.

It has been professionally detailed recently to bring its external appearance up to equal that of the very sound wood coachwork. Very sporty and well balanced car to drive.

Currently fully registered in Queensland on personalised plates 'RLY 51'

Please contact Raneet on 0406 900 665.



## MEMBER CARS FOR SALE (CONTINUED)



### 1951 Riley RMA 1½ litre | \$24,750

This lovely car, "Beatrice" has benefitted from a complete body - off restoration, finished a few years ago by the previous owner. The extensive work included: Complete engine rebuild, new clutch and pressure plate, fully rewired, bare metal respray in ivory, new upholstery including hood lining and carpets, new radial tyres. Since owning the car, we have overhauled the brakes including relining the shoes and machining the drums, installed seat belts and refurbished the starter motor. We have done many club runs with her, including the Riley National Rally to Bundaberg in 2024, weddings and formals. Beatrice will come with her personalised plates if sold in QLD. Presently on club registration, and with a current RWC. In excellent condition throughout, fresh as a daisy - nothing to do but enjoy. Contact Karen on 0407 127 997.



### RMB Project | \$5,000 ONO

Please call Richard on 0407 565 844

Vehicle located in Pearamon Qld (near Atherton)

For more photos, visit the 'Qld Cars for Sale' page of the website: [www.rileymotorclubqld.org.au](http://www.rileymotorclubqld.org.au).



## BUY, SWAP OR SELL

Got something you think others will be interested in? Or have you been searching for something hard to find?

Try listing it here! Email the Editor at [TorqueTube@outlook.com](mailto:TorqueTube@outlook.com).



## SEEN ONLINE

Note: Cars and items available at the time of publishing – vehicles and items listed here may be sold or delisted at any time



1950 Riley RMC Roadster Special

**\$55,000**

VIC



1951 Riley RMB Saloon

**\$27,500**

VIC



1950 Riley RMA Saloon

**↓\$25,000**

NSW



1956 Riley Pathfinder Project

**\$11,000**

TAS



**JUST CARS**

1959 Riley 4/68 Series Nine

**\$16,000**

NSW



**JUST CARS**

1949 Riley RMA Saloon

**\$19,900**

NSW



**JUST CARS**

1951 Riley RMA Saloon

**\$24,750**

QLD



**JUST CARS**

1952 Riley RMB Saloon

**\$12,500**

VIC



**JUST CARS**

1966 Riley Elf Mk II

**\$28,500**

WA



**JUST CARS**

1951 Riley RMB Saloon

**\$30,000**

NSW



**JUST CARS**

1950 Riley RMB Saloon

**\$19,500**

SA



**JUST CARS**

1950 Riley RMA Saloon

Project

**\$7,000**

VIC



**JUST CARS**

1967 Riley Elf Project

**\$5,300**

TAS



Facebook Marketplace

1951 Riley RMA Saloon

**\$21,000**

QLD



Facebook Marketplace

1955 Riley RME Saloon

**\$13,990**

QLD



Facebook Marketplace

1950 Riley RMA Saloon

Project

**\$8,500**

QLD



## SAMFORD SHOW FLYER



The flyer features a vibrant yellow background with a large central sun graphic. The sun has a white center containing the text '2025 SAMFORD SHOW' in bold red letters. The sun's rays are green and yellow. Above the sun, there are colorful bunting flags. To the right of the sun, there are five circular inset images: a person performing a stunt on a motorcycle, a group of people posing in front of a Ferris wheel, a brown horse, a young girl smiling, and a boy holding a small black and white piglet. Below the sun, there is a paragraph of text about the show. At the bottom left, there is a red and white striped tent graphic. At the bottom right, there is a table of ticket prices.

# 2025 SAMFORD SHOW

GET READY FOR OUR FAMILY FUN SHOW WITH PLENTY OF FREE ENTERTAINMENT INCLUDED WITH YOUR TICKET! MAY IT BE SEEING THE RANGE OF TALENT WITHIN THE PAVILION, WATCHING THE OUTDOOR COMPETITIONS OR GETTING INVOLVED WITH THE FABULOUS ENTERTAINMENT WE HAVE PLANNED, THERE IS SOMETHING FOR THE WHOLE FAMILY.

**SAT 12 & SUN 13 JULY, 2025**

**SAMFORD SHOWGROUNDS**  
GATES OPEN FROM 8:00AM






PRE-PURCHASE TICKETS  
ONLINE TO SAVE COMPARED  
TO GATE PRICES

FAMILY - \$50.00
ADULT - \$25.00
CONCESSION - \$15.00
CHILDREN AGED 5-17- \$10.00
CHILDREN UNDER 5 FREE





















## MANAGEMENT COMMITTEE

POSITION	NAME	CONTACT DETAILS
President	Trevor Taylor	 
Secretary	Brian McMillan	  rileymotorclubqld2025@gmail.com
Treasurer	Lynne De Groot	 

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