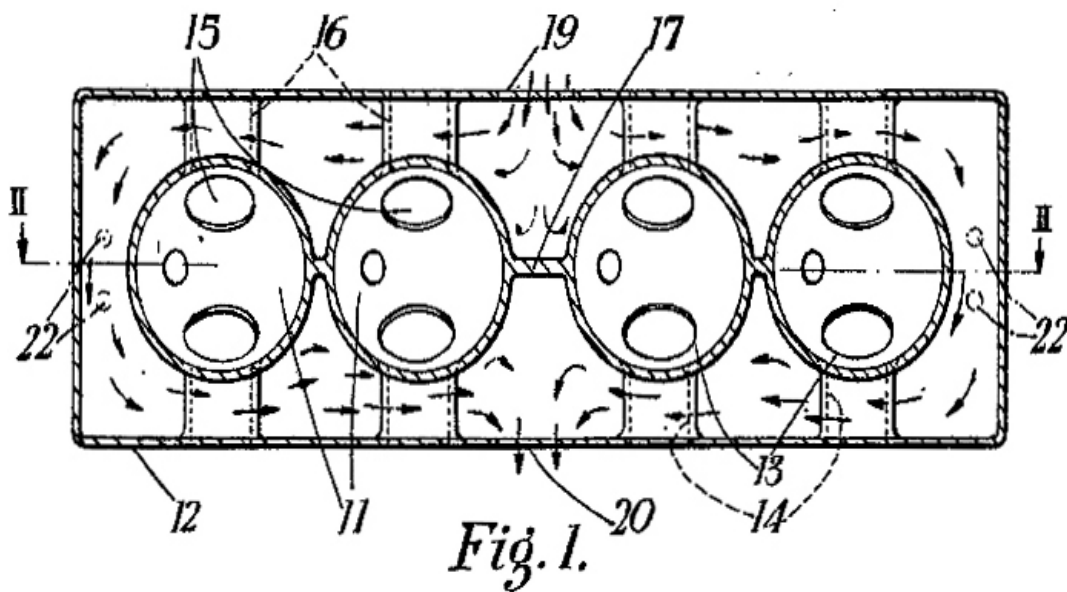




TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

March 2008



Next Meeting: 7:30 pm Thursday, 13th March
Queensland Sporting Car Club
206 Montague Road
West End 4101

Editor: Linden Thomson (07)32696426 0419175083 lindenthomson@optusnet.com.au

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club Rooms, West End, on Thursday 14th February 2008.

Meeting opened by President Alan Hill at 8.41 pm with 26 members and guests present.

Apologies:

Pat & Betty Elliott, Norm Evans, Kiara Rizzo, Evelyn Romer, Shirley Ellwood, Neil & Michelle Walter, Graham & Betty Swan, David Schoch, Dick & Earla Self.

Minutes from previous meeting:

Moved Linden Thomson and seconded by Dorothy Cameron that minutes be accepted. Carried

Business arising from minutes:

Nil.

Inwards correspondence:

1. Annual Return, Office of Fair Trading;
2. Letter from Brisbane Sporting Car Club;
3. Membership application from Chris Stafford, Lake MacDonald;
4. Letter from Brisbane Sporting Car Club Re: Late payment;
5. Invitation from North Coast A&I Society Big Show, Lismore 5& 6 April 2008;
6. Invitation to Blackall Range Horseless Carriage Club, Montville Country Rally 9 & 10 August 2008;
7. Invitation to Collectors Tour, Ballarat 20 to 24 February 2008;
8. Invitation to Tweed Valley Vehicle Restorers Club, Murwillumbah 3 & 4 May 2008;
9. Invitation to David Hack Classic Meet, 6 May, 2007, Toowoomba;
10. Invitation to Qld. Raceway, Ipswich Classic Motorfest, Easter 22 March 2008;
11. Invitation to Buick Car Club of Australia, Cleveland Auto Spectacular, Cleveland, 27 April 2008;
12. Invitation to Qld. Police Citizens Youth Welfare Association, Cars. Rods, Bikes and Rides, Logan, 15 June 2008;
13. Invitation to Summerland Sports & Classic Car Club Annual Static Car Display, Lismore 2 August 2008;
14. Invitation to Caboolture Historical Village Show, Caboolture, 26 January 2008;
15. Combined Council Minutes January 2008;
16. CC News for January 2008;
17. Combined Council Events & Swap Meets;
18. Copies of Riley Rattles (A.C.T.) and All British Classics Car Club Magazine Tru' Brit.

Outwards correspondence:

1. Membership Application to Mr Chris Stafford, Lake MacDonald;
2. Membership Application to Mr Peter Bradley, Tenterfield.

TORQUETUBE

March 2008

Moved by Wendy Lonie, seconded by Neil Brandt that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report November, 2007

Opening Balance	31/10/07		\$3,257.19CR
Incoming			
	Interest	\$ 0.37	
	Total	\$ 0.37CR	
Outgoing			
	Newsletter Expenses	\$ 128.80	
	Room Rental	\$ 55.00	
	Total	\$ 183.80DB	
Closing Balance per November Bank Statement			\$3,073.76CR

Treasurer's Report December, 2007

Opening Balance	30/11/07		\$3,073.76CR
Incoming			
	Annual Dinner Deposits	\$1,160.00	
	Interest	\$ 0.35	
	Total	\$1,160.35CR	
Outgoing			
	Annual Dinner Refund (L.Thomson)	\$1,145.50	
	Newsletter Expenses	\$ 171.80	
	Club Xmas Party (A. Hill)	\$ 157.54	
	Total	\$1,474.84DB	
Closing Balance per December Bank Statement			\$2,759.27CR

Treasurer's Report January, 2008

Opening Balance	31/12/07		\$2,759.27CR
Incoming	Interest	\$ 0.35	
	Total	\$ 0.35CR	
Outgoing			
	Nil	\$0,000.00	
	Total	\$0,000.00DB	
Closing Balance per January Bank Statement			\$2,759.62CR

Ross Phillips moved that his report be adopted, seconded by Peter Young. Carried.

Club Captain's Report:

Sheila advised that there was a good turn up for the Club Xmas Party, the weather was good and everyone had a good time. The turnout for Maidenwell was excellent. There was a drop off of attendance during the middle of the year.

Spare Parts Report:

Jack will be manufacturing various items during the year. Jack has plenty of spare parts. Those travelling to the Tumut National Rally should contact Jack regarding fan belts, gaskets and emergency items to carry.

Registrar's Report:

Simon Schooneveldt has purchased a Riley Elf. Brian Jackson and Alan Hill have registered their new cars.

General Business:

Neil Brandt referred to a copy of the 1935 Riley Register where a person had inquired from the magazine what spares he should carry on a very long journey. He was advised to carry spare gaskets, two valve springs, two valves, two rocker arms, one main leaf spring for the front springs, one main leaf spring for the rear springs, one long wheel spoke, one short wheel spoke, a set of spark plugs, a distributor and coil. Wouldn't be much room left for the luggage! Bonnie Young advised those who were travelling in the group to Tumut should meet at Beaudesert at around 10.30am. In the park just past the service station on the left as you leave Beaudesert on the Mt Lindsay Highway towards Rathdowney (Gregory's Map 508 A11). A number of people will be taking a different route to Stanthorpe and will meet at the Boulevard Motel, 76 Maryland Street, 500 metres S of the post office.

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

Meeting closed 9.10 pm.

Next Meetings: Thursday 13th March 2008
Thursday 10th April 2008

Brisbane Sporting Car Club Rooms,
Unit 1, 206 Montague Road, West End.
(UBD Map 21 page 8)

2008 Committee Contact Details:

See back cover.

Note re A.G.M.:

The A.G.M. was adjourned to the March meeting to allow preparation of the annual financial report.

Presidents Report:

AGM over and done with, it appears that the Club is happy with the Officers it has, as the only change is Wendy Judd taking over from Sheila as Club Captain. Let's all get together and support Wendy in this year's Club events and runs. We look like getting off to a great start, with some 14 cars going to Tumut this year for the annual Easter Rally. This is the best interstate turn out from us for many years, Well Done Queensland !!!!

On a personal note, Sheila and I still hope to take the Lynx, which is due back from Norm Evans' trim shop on Saturday. This will give me 1 week and 2 days to run it in and sort any problems (bound to be some after a 10 year rebuild). The trusty special is on standby ready to go if we have any problems.

Another racing against time for the Rally is Editor Linden, who is hoping to put his rebuilt engine back in his RMB on Tuesday, to be ready to leave the next Monday, as well as get this month's Newsletter out on time. Best of luck mate!

Look forward to seeing as many of you as possible at this months meeting.

Alan Hill

On the Cover:

This may seem an unusual choice for a cover picture, but it foreshadows an article I plan to write on Riley cylinder heads and water circulation. This is one of the figures included in British Patent 468,647 **Liquid-cooled Internal-combustion Engines** awarded on July 9, 1937 to "RILEY (COVENTRY) LIMITED, a British Company, of Riley Works, Durbar Avenue, Lockhurst Lane, Coventry, Warwickshire, and ADOLF WILLIAM KARL VON DER BECKE, a British Subject, of Malt House, Broom, Bidford-on-Avon, Warwickshire".

Editor's Notes:

Sorry this is a small edition this time. With the Tumut Rally looming and my motor not yet completed, I hope you don't mind my adjusting priorities. I'm sure there will be a couple of bumper issues coming up - with so many Club members heading for Tumut, I'll be deluged with traveller's tales post-Rally, won't I?

Earlier tonight I managed to catch Jeff Jones winning his heat of the ABC's Einstein Factor with his special topic of the Austin Seven - only missed one question. The playoff is in three weeks, so we'll all have to rush home from the Dayboro run to see Jeff in action. Special topic the Riley Nine this time, Jeff?

Question: why is this girl looking so glum, or even grumpy? You can see by the plate on the firewall that the car is a Riley. Maybe the b----y magneto again?



See later in this TT.

Club Captain's Notes:

Wendy Judd

DIARY DATA

1. Qld. Raceway; Ipswich Classic Motorfest. **Easter Saturday, 22nd March.**
2. North Coast A & I. Society; BIG SHOW, Lismore, **5th, & 6th April.**
3. Buick Car Club of Australia; Cleveland Auto Spectacular, Cleveland, **Sunday 27th April.**
4. Tweed Valley Vehicle Restorers Club; Murwillumbah, **3rd & 4th May.**
5. David Hack Classic Meet; Toowoomba... info available at the meeting.
6. Qld. Police Citizens Youth Welfare Association, Cars, Rods, Bikes & Rides, Logan, **Sunday 15th June.**
7. Summerland Sports & Classic Car Club; Annual Static Car Display, Lismore, **Sunday 2nd August.**
8. Blackall Range Horseless Carriage Club; Montville Country Rally, **9th & 10th August.**

Contact Wendy, 3879 0340 or email tgjudd@yahoo.com for additional info.

MARCH DAY OUTING

Thanks to Sheila for preparing this outing. A chance for the non-rally goes to take their old girls for a gallop, yes.. I do mean their cars. For the intrepid ralliers, a chance for some retelling of the highlights. AND of course, a chance to show the world the magnificence of the **Riley** motor car.

Samford-Dayboro Run MARCH 30TH 2008.....!!!!!!!**NEED TO BRING:**

1. Eats & tea, coffee or juice for brekky.
 2. Lunch food, drink & utensils to go with you sausage purchase.
 3. Tables & chairs if you have them.
- ***There are plenty of shops open in Dayboro selling take-away food, drinks & a large bakery, well stocked, if you'd rather not do the sausage thing.***

From 8:30, for 9:00 BYO everything brekky at the Hill's residence, BBQ,, hot water, available.

10:00 A look over the Samford Museum.

10:30 or so, head off to Dayboro with a stop off at the antique shop on the left, about 3 Km out of Dayboro.

Onward to THE FAMOUS SAUSAGE MAN'S sausage shop in William Street, Dayboro where you can buy seriously succulent sausages for a scrumptious satisfying BBQ lunch. We'll have a portable BBQ on which to sizzle your sausages.

There is sheltered seating in the shady LIONS PARK opposite the shop but no tables.

Plenty of parking at the back of the park, the safest access is to turn right down WILLIAMS Street, (opposite the pub) then take the first right turn, then right again into the parking lot & drive to the top end.

There are **15 to 20** varieties of sausage flavour & style *on any one day*, they do over 100 at various times and will take orders. A full list is available at their door.

(Sausageman closes at 1pm.)

After lunch, a short drive up Mt Mee Road, brings you to the recently refurbished GLENGARIFF WINERY. If you'd like a peek preview go to: www.glengariff.com.au The views from here are beautiful.

By email:

Dear Riley Club Torquetube Editor Person

I thought the oval shaped photo reproduction appearing on the front cover of the 2008 January/February edition of the Club's Torquetube edition was the most creative that I have seen since joining the club in 1985.

But I do have a problem. Your "on the cover" comment (at page 8) suggests the photo is of the Phillips' NINE peering out in contemplation of 2008 upcoming events.

My son (Matt) and I recently purchased a Riley Elf "67 ELF" that had been imported across the ditch (NZ) a couple of years ago. We also have a Riley NINE peering out of our garage.

To start yet another Club debate, I suggest the photo is in fact the Phillip's Riley ELF peeking out... and like the newer "67 ELF", that "63 ELF", racing car that it is, will soon come out to play.

Simon S.

Editor's reply: I suggest that "63 ELF" may indeed be peering wistfully out of a shed, remembering the glory days before "Victor" appeared on the scene. Not so many chances for play these days, unless of course there is an Elf Challenge Series in the offing.

CC NEWS

February 2008

NATIONAL MOTORING HERITAGE DAY– a salute to Australian motoring.

All Clubs are again asked to consider volunteering as a **host club** to organise a regional or area event for **National Motoring Heritage Day on 18th May 2008**. Combined Council will help publicise the events. With a number of clubs organising events in each region and with members of other clubs invited, the Old Vehicle Movement will get excellent publicity.

Flyers are available for clubs organising events.

Combined Council Trophies: The Tweed Valley club is the first club to apply for a Combined Council trophy under the new rules that permit any clubs holding an overnight invitational rally (for rallies open to members of more than one Combined Council affiliated club). The club can decide to whom the trophy is to be presented.

Combined Council Rally: Entries have been pouring in for this year's Combined Council rally in June. If you want to enter get in fast, the limit is 150 entries and there are already 120 entries for this year's event. Contact Rally Secretary Richard Eggesfield 32073733 for rally entry forms.

Volunteers to hold a Combined Council Rally: If your club wishes to conduct a Combined Council rally in 2011 or later years write to the Secretary of the Combined Council now applying for the chance to hold this prestigious event.

PLEASE NOTE – Next Bi - Monthly General Meeting Thursday 27th March 2008

Combined Council is now holding bi-monthly general meetings (odd numbered month) with the Committee meetings on the alternate month (even numbered month).



55 Years Ago, When (Most Of) Our Cars Were Young: or There's No Fuel Like An Old Fuel (Don't You Believe It!) LT

On 1st February 1953, the British motorist was finally able to buy branded petrol after 13 years of the war-time measure of pooling. **Picture Post** magazine published a test of the new "super" (80 octane) petrols in its issue of 17th January 1953, with the title "We try the new PETROLS". Here are some extracts from the article:



February 1, 1953. The beginning, we are told, of a new petrol era. On that day, for the first time in 13 years, the great oil companies will be back in open and fierce competition. Over fifty different companies will be marketing fuels. You and I, for the first time in 13 years, will be able to fill our tanks with fuel of 60 octane plus. What difference is it going to make? Will it be worth that extra 3d. per gallon? To find the answer we collected samples of three of the premium grade fuels from the oil companies, and took three cars and four certificated stop watches to the Goodwood race track.

First, about the cars. One was a 1939 Morris 8, driven usually by a woman member of the Hulton Press staff. Its condition was certainly no better, and possibly no worse, than most cars of its age and type. Of the two and a half million cars

on the roads today one and a half million are pre-war and one and a quarter million are ten horse power or less.

The second choice was a 1952 Ford Consul saloon, typical of the post-war family car. The third was a 2½-litre Riley saloon, a high performance car that might be expected to gain fullest advantage from the better petrol.

All three cars were tested for both performance and economy on pool and on all three premium-grade fuels. In the economy test each car completed a ten-lap run (24 miles) at what we considered a fair economical speed for the car. Performance was tested by two types of acceleration test – from standstill through the gears, and using top gear only. For each acceleration test the average of six runs over the same stretch of track was taken. We tested the cars exactly as found; no alterations were made to the ignition settings, nor to the carburettor jets. The fuel under test was drawn from two-gallon cans carried inside the car, through a flexible lead connected to the fuel-pump.



THE CARS WE USED – LARGE AND SMALL, OLD AND NEW

Three kinds of petrol in three kinds of cars. A Ford Consul for the family man; a 2½-litre Riley for the man who likes driving for driving's sake; a 1939 Morris 8 for those who have to drive every day, who don't like tinkering with their cars and who will have to 'make do' for years yet.

RESULTS

TYPE OF CAR	PERFORMANCE	ECONOMY
MORRIS 8, 1939 Compression ratio: 6.5 to 1.	Acceleration 0-30. Through gears. ... 27 secs. On Pool 27 secs. Acceleration 0-30. Through gears. On Premium 18.3 secs. Acceleration 30-40. Top gear only. On Pool 19.5 secs. Acceleration 30-40. Top gear only. On Premium 16.8 secs.	m.p.g. on Pool 37.8 m.p.g. on Premium 39.0 Cost per 100 miles on Pool ... 11s. 8d. Cost per 100 miles on Premium ... 11s. 8d. Extra cost on Premium ... 3d.
FORD CONSUL 1952 Compression ratio: 6.8 to 1.	Acceleration 0-50. Through gears. On Pool 19.8 secs. Acceleration 0-50. Through gears. On Premium 17.4 secs. Acceleration 30-50. Top gear only. On Pool 19.7 secs. Acceleration 30-50. Top gear only. On Premium 15.2 secs.	m.p.g. on Pool 33.3 m.p.g. on Premium 35.2 Cost per 100 miles on Pool ... 12s. 11d. Cost per 100 miles on Premium ... 12s. 11d. Extra cost on Premium ... Nil
RILEY 2½ LITRE 1952 Compression ratio: 6.8 to 1.	Acceleration 0-60. Through gears. On Pool 20.3 secs. Acceleration 0-60. Through gears. On Premium 19.7 secs. Acceleration 40-80. Top gear only. On Pool 14.2 secs. Acceleration 40-80. Top gear only. On Premium 12.4 secs.	m.p.g. on Pool 21.4 m.p.g. on Premium 23.2 Cost per 100 miles on Pool ... 20s. Cost per 100 miles on Premium ... 19s. 1d. Gain on Premium ... 5d.

The figures shown in the table are the average ones for all three premium grades of fuels. The figures for pool are the average of three separate tests. Although supplied by three different companies the three branded fuels showed remarkably similar results. On no car did consumption figures vary by more than 1.5 miles per gallon. When assessing the reliability of our results it should be remembered that every acceleration figure in the table is the average of 18 readings; that the tests on pool petrol were repeated each day; that during the economy test lap speed was kept constant within very fine limits by a timekeeper travelling in each car.

What have we proved? First that the new fuels give greatly increased liveliness to every type of car. The running is so much quieter and smoother that even an untutored back-seat passenger will notice the difference in his comfort. It means less gear changing – in high-powered cars considerably less. The Riley, for example, was pinking so badly on pool that we could not start its top gear

acceleration test below 40 miles per hour. On the new petrols it showed no sign of pinking in top gear even when the throttle was pushed hard down at 30 miles per hour.

*In a sidebar **How to get the best from Premium fuels**, the comments from various car makers on the need for retuning and adjustment were given, including this:*

MORRIS, WOLSELEY, M.G. And RILEY. No ignition advance is recommended at this stage, although some instructions may be issued later. It is felt that drivers used to timing their cars on a 'knock' test might run into trouble if they try to tune to the new fuel by the same method. On some cars, using the new fuels, they will *just not get pinking* even though they advance the ignition so far that the engine is 'running rough'. This could lead to a crop of damaged starter motors and sprained wrists.

For Sale



1949 RMB as previously advertised. Space is urgently required, so car must go. Asking price now \$9500 for good reliable car.

Mike Olive mobile 0412 766 199, home 07 5498 3303.

1932 '9' LYNX two door, four seat Tourer; engine no. 44892, chassis no. 6021210. Full on road registration (NSW), current to February 2009. personalised plates 32LYNX. British Racing Green, with Charcoal covered seats, all in very good condition. Comes with plenty of engine spares. Engine reading 26,995 miles. Crash gearbox. P.O.A., negotiable. Please contact Roslyn Walker 02 4976 3755 in Newcastle area, or at Valley View Motel, Tumut at Easter.



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