



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

October 2008



September Run – Tibrogargan in background

Next Meeting: 8:00 pm Thursday, 9th October
Queensland Sporting Car Club
206 Montague Road
West End 4101

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

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 11th September 2008

Meeting opened by President Alan Hill at 8.15pm with 16 members and guests present.

Apologies: Brian & Lyn Jackson, Sheila Hill, Ross and Dianne Phillips, Delma Thomson, Jack Warr, Graham Mackay, Simon Schooneveldt, Pat & Betty Elliott, Ken Lonie, John & Eve Romer, Shirley Ellwood, Bill Short, Robin Hull, Kiara Rizzo, David Schoch and Dick & Earla Self.

Minutes from previous meeting:

Moved, Gary Britton and seconded by Graham Ellwood that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Ausnet Group Insurance Receipt and Policy;
2. Membership Application from Mr Ian Ripley, Norman Gardens;
3. Membership Application from Mr & Mrs Henry Neal, Gisborne;
4. Membership Application from Mr John Knight, Yungaburra;
5. Concessional Registration Information from Qld Transport;
6. Letter from Mr Mick Thatcher;
7. Gold Coast Antique Auto Club, 40th Anniversary Autorama 1-2 November;
8. Invitation to Wheels of the Century, Clontarf Beach Scouts, 9th November;
9. Invitation to Caboolture Historical Village Mega Motor Show 28th September;
10. Invitation to Police Citizens Youth Welfare Association, Sandgate 19th October;
11. Invitation to AHMF Conference, 19, 20, 21 September;
12. Invitation from the Morgan Owners Club to attend PWR Performance Products, Yatala;
13. True Brit Magazine;
14. Copies of Blue Diamond, Riley Gazette, Riley Crank, Riley Newsletter WA, Riley Rattles and Riley NZ.

Outwards correspondence:

1. Membership Application to Mr Henry Neal, Gisborne Victoria;
2. Membership Application to Mr John Knight, Yungaburra.

Moved by Linden Thomson seconded by Matthew Schooneveldt that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report August 2008

Balance as per Bank Statement, 31 st July 2008			\$4,910.08
Deposits Made	Membership Fees and Donations	\$ 102.00	
	Interest	<u>0.55</u>	
		<u>\$ 102.55</u>	\$5,012.63
Cheques Presented			
	Ausnet Group P/L, Liability Insurance	\$635.25	
	Brisbane sporting Car Club Room Rental	<u>\$ 55.00</u>	\$ 690.25
Balance as per Bank Statement, 31 st August 2008			\$4,322.38CR

Moved by Alan Hill that the report be accepted, seconded Gary Britton. Carried

Club Captain's Report:

October Club Run will be to Currumbin Valley and then to the Minerva Gathering, Mudgeraba. Will advise in next newsletter. Members opting to go to the All British Day should contact Trevor Judd to coordinate our line up of vehicles.

Further details will be in the October Torque Tube.

Spare Parts Report:

Nil.

Registrar's report:

Nil. Meeting advised that Mr Ian Ripley had purchased the Mike Olive Car.

General business:

Beverley Burrows advised the meeting that Mr Keith Lewis (Manager of Qld. Raceway) had contacted her with the view of running another Blind Driving Day at Lakeside Raceway. The new operators of the Lakeside Raceway (Queensland Raceway) were keen to repeat the successful event again. Allan Hill suggested that the Club would support the event as an official Club event. The day will be on May 17th 2009. Further discussions would take place with Capalaba Lions and the RACQ who had offered to sponsor the event as well.

Ray Burrows outlined the difficulty experienced in the Pathfinder when returning from the Tumut Rally at Easter when driving against peak hour traffic and unable to read the instruments. The original system was developed around wartime technology which was great in total darkness. He has removed the red dome from both the speedometer and the tachometer. Bulb holders were modified by gutting the two main bulb holders and aralditing 10mm Red emitting Light Emitting Diodes to them. On a recent trip the instruments could be easily read at night. The other instrument cluster needs to be worked on as well. The diodes need to have the anode connected to a 560 ohm resistor and the negative leg soldered to the bulb holder body. The anode or positive leg is the longer lead on the diode. General discussion followed.

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

Meeting closed: 9.10pm.

Next Meetings:

Thursday, 9 October, 2008.

Thursday, 13 November, 2008.

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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

It is with sadness that we record the recent death of member Robin Hull's son, Craig, and extend to Robin and Barbara and their family our sincere condolences.

New Members

We would like to welcome the following new members to the Club

Ian Hayward of Ashgrove

Ian Henderson of Mackenzie (rejoining founder member)

John Knight of Yungaburra

Henry and Katherine Neal of Gisborne (Vic.)

We hope you have a long, mutually beneficial association with the Club and the membership.

Club Events Programme:

Wendy Judd



THE SEPTEMBER OUTING TO PALMWOODS—

Seven Rileys and thirteen Riley owners made the trip to Palmwoods Hotel for lunch on the 14th of September and a very pleasant day it was too... Ken & Wendy Lonie and Stuart Paton joined Linden, Del, Ray, Bev, Alan, Sheila, Brian, Lyn, Trevor and myself for the leisurely B.Y.O. morning tea, the windy but scenic drive up to Palmwoods and the relaxed lunch at the hotel. After lunch the group travelled on to the Little Morgue Winery for tastings and purchases. Speaking for myself, I was more than pleased with my choice of wine. I hope everyone enjoyed their day, and, as the saying goes, "...if you did, tell your friends (i.e., other Riley owners) if not ... tell me."



Jackson 1.5 & Paton RMB



'Father' Ray as Head-of-Table



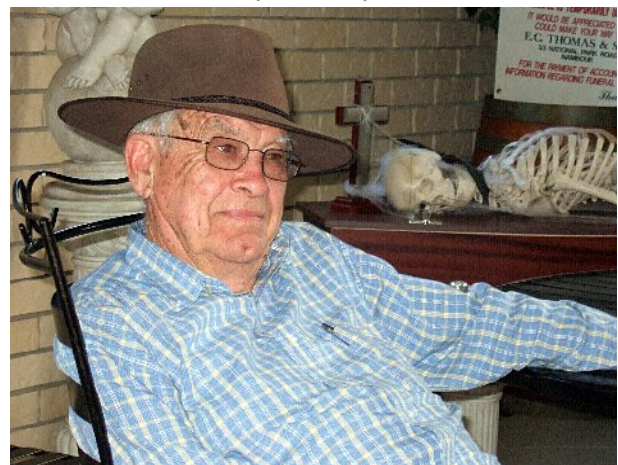
Delma, Alan & Sheila



Wendy, Wendy & Ken



Stuart & Brian in earnest conversation



Brian & friend at Little Morgue

THE UP-COMING OCTOBER 12th OUTING—

In summary, we'll meet **9:30** at the **Strawberry Farm** for a B.Y.O. or bought morning tea...(Exit 49 off Pacific Mwy...Brisbane map **326 E6** then **D5**). I wish Alan Hill better health this time.

At **10 AM** we'll rejoin the Pacific Mwy. Changing over to the Gold Coast Maps, **exit** at **77** travelling through Mudgeeraba and on southwards to Currumbin Valley. Hopefully this timing will put us travelling behind the Minervas which should give them time to reach the parking area at the Cougal further on. The scenery is quite pretty and the little pools and cascades at Currumbin Valley itself are also very attractive. I do have some concerns about the number of parking spaces available at the cascades, and we may have to work out a shuttle arrangement from the little settlement of Currumbin Valley, only a few kilometres back. The lunch venue is very near-by so there's plenty of time. Rather than take up space here, I'll have specific instruction sheets on the route I intend taking but for those who'd like to know where they'll end up, it's Gold Coast map 78 Q17 which is the village, but the cascades themselves are just past the limit of the map.

We will have lunch at The Crystal Cottage which is about 4 kilometres out of Currumbin Valley on the Currumbin Creek Road. It has a varied menu and

the prices are reasonable. The setting is really charming and the little gift shop is interesting. **It is a B.Y.O. venue, .. so crank up the eskies.** I'll ring the numbers to restaurant when we gather at the Strawberry Farm. Any questions???? Ring 3879 0340 or email tgjudd@yahoo.com or on the day ring 0427 770 001.

NOVEMBER OUTING for Sunday 16th—

A **morning visit** to Mike O'Sullivan's hanger to view his Spitfire and his works in progress which I believe involve Chevys, Fords, and Jeeps.. I have to confirm this date with Mike about 2 weeks prior to the date to make sure it's still OK with him. Again ... more details will follow in the November newsletter.

DIARY DATES-

OCTOBER

Saturday 4th & **L.A.M.A. ANNUAL INVITATION RALLY**

Sunday 5th \$10 ENTRY + \$60 PER PERSON ..Theme is *GREEN*

Info Joyce Ridgway 07 5462 1332; joyce.ridgway@bigpond.com

Saturday 18th & **Oakey Fly-in Rotors, Wings & Wheels**

Sunday 19th Oakey Army Airfield \$5; 10am to 4pm daily

www.army.gov.au/history/museums.htm Ph 07 4691 7666

Military vehicles as well as aircraft will be displayed

Saturday 18th **ALL-BRITISH SWAP MEET FOR CARS & BIKES**

Veteran Car Club Rooms, 1476 Old Cleveland Rd, Carindale

Vendors from 9:30.. Public entry 11am

Public entry cost \$2..... there'll be a car/bike display area

Sunday 19th **ANNUAL CLASSIC CAR SHOW**

PCYC 106 Kempster Rd., Sandgate

9am to 2pm...10 categories Ph 3269 5358 manager@pcyc.com.au

Per Car Entry... \$10 paid before 15/10/08, \$15 paid on the day

or forms from Wendy 3879 0340 tgjudd@yahoo.com

NOVEMBER

Saturday 1st & **GOLD COAST ANTIQUE AUTO CLUB'S 40TH ANNIVERSARY**

Sunday 2nd **AUTORAMA**

Rally fee for 2 adults & 2 children \$35

Saturday dinner \$20 each, child \$12

Sunday lunch \$14 each, child \$10

Sausage sizzle, morning & afternoon teas complimentary

Entries close 31/10/08 Enquiries: John 07 5578 5378

Entry forms with extra info from Wendy 3879 0340 tgjudd@yahoo.com

Sunday 9th **WHEELS OF THE CENTURY AUTOMOTIVE SHOW**

Redcliffe Showgrounds, Scarborough Rd., Redcliffe

Entry pre-pay \$7, pay on the day \$10

General admission \$5 adult, child under 12 free

Stall holders, exhibitors allowed entry 7:30am, general public 9am

More info: Brian Stow 07 3284 0104 0412744354

wheelscentury@optushome.com.au

All British Day 2008



A weally wepwesentative woll-up of wavishing Wileys (as wequested)



Above: The Hill Lynx and Judd RMB
Left: Dennis McCarthy's RMD

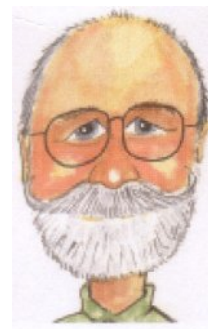


Above: The Elliott Monaco



Right: Pat's tool roll – something for everything

Speed on Tweed '08: —how the Phillips saw it



Mrs Phillips and I went to the Murwillumbah event last week. Only "Victor, the green Riley" went – her wurstie was not old enough to make the grade, although there was one Formula Vee in attendance, but it was a very early one. Incidentally this was that V's last run with the current owner, having sold prior to its acceptance for S. on T. The new owners, known to us from the sprints at Morgan Park, were there with trailer to take delivery after his last run! Victor was entered some months previously for the event, you then have to wait to see if you've been accepted. So confident was I that our car would be accepted, I phoned to book a motel - "a bit of a problem, there are only 3,283 people in front of you" was the reply from the motel owner. The tourist info. place secured us a B&B at Uki about 15 minutes out of town.

We had decided to enter in '08 because it was known to be the last S. on T. I had run the Elf in the first one in 2002, so it seemed fitting that we attend the last one, heralded as the "last hurrah". It was the last one to be organized by the original committee. Some forecasts were made over the weekend pertaining to the future of the event...it would be to the detriment of the local area accomodation/food catering etc. if the event disappeared. An event held biennially, organized by a Rally Australia group, was suggested as a possible saviour.

As mentioned, we attended in '02, and I must say that the '08 event was almost a clone...I wonder if this should be seen as being the tradition of the event...traditions are a wonderful thing, continuity and all that...or should there be some upgrades made?...I noticed that the Leyburn Sprint event had a different run this year. Do participants want something different over time? Sped on Tweed has been unique because of its ability to attract some of the very best old cars in the country, indeed overseas cars as well. I think that Roger Ealand, one of the organizers, due to his international standing, is able to attract the "pukka" vehicles to the event. The Australian version of Goodwood it is claimed to be in some circles.

As an introduction to the day, Roger E. gave a talk re the event and its possible finality. His brother from the "old country" also spoke. To listen to these chaps really stood out – obviously someone had "learned 'em to talk proper". Their eloquence in humorous dialogue with nicely rounded vowels was in contrast with the following instructions from the C.A.M.S. Officials etc. in "straya speak". I must say I would be happy for both the event to stay as is OR upgrade...must be that possibility for tradition! One thing that, I feel, could be left out – the so-called celebrities that were invited. As you have heard me preach previously, I am not into any form of "hero worship". Why invite them? They demand, I am sure, an attendance fee...think of the money you'd save. The charity this year was breast cancer research...they could certainly do with

the extra money...people will still go. They have set times for these people (I won't name them for fear of being considered a name-dropper) to sit and give autographs...big deal...what do you do with a person's name scribbled on a programme or such like? I'd better stop here...you get my drift. (If the celebs did it for nothing, I apologise.)

Yes. It is true that during my last run for the day I hit the barriers coming up out of the "bus stop"...only a little bit though. I was entered in the regularity events only, but was still giving it all a bit of stick...entered the bus stop area fairly well under acceleration, a touch on the brake for the exit, but it locked up front right...yeah, I know, you should let off the brake and reapply and let off, etc., etc. but when you're headed for the wall, you tend to hold the brake on harder and harder as you approach said wall! It was almost slow motion towards the end...had time to think..."ooh, this might hurt" ran through my mind...as I hit, my head went down, I may even have closed my eyes waiting for the big one...bit of an anti-climax, relatively soft bash into the plastic, filled with water, barriers, bit of a dent in the plastic, a splash of water out the top and as I looked up all I saw was an array of camera lenses...obviously many official photographers will have caught my moment on film. No, I don't need any pictures of the incident...I was very annoyed with myself for such a stupid mistake. Have had the front suspension off to check, seems O.K., will take it for a wheel alignment check next week.

The weekend was really something...look at it in the form of a package...we arrived early Friday, it not being all that far away...some people came from Sydney AND even Melbourne!...made our effort seem insignificant. We were given (paid for) a great garage area spacious and handy to everything. Scrutineering was carried out by a mobile team on golf buggies...no lining up, great stuff. Lunch time on the Friday, those who wished were escorted through the town, yes unregistered race cars, down to Auto One for a sausage sizzle, and back through the main streets, not a docile procession, but with quite a distance between cars meaning purposeful acceleration...lotsa noise. I had taken the side cover off Victor so Mrs Phillips could squeeze into the "passenger" side for the run...it was a real hoot!!! Friday night was to be another drive into the town for a big gig...we opted to retreat to the B&B – we like to be in the fast lane when it comes to cars but the slow lane with life. Sat on our patio and watched a storm go over Mount Warning...with drinkies of course...the B&B was certainly into pampering its guests...by Sunday am could quite easily have stayed and foregone the cars.

Being amongst some really top cars gave one an important feeling...in front was the Maybach and the Lago Talbot, with one of the, if not the, oldest Cooper Mk 3s behind made one feel really special, if not a little insignificant...although Victor The Green Riley drew some admirers, quite a few I feel humble in saying...along with Club member Bruce McPhail in his "9" Roadster in the event, I thought we looked pretty good. A 1½ RM driven by Pat Marshall-Cormack from N.S.W. was also entered.

Would I do it again? Probably, but not for a couple of years, let's wait and see

what happens. Perhaps some others may wish to be involved.....

Cheers, **Ross P.**

P.S. Mrs Phillips did not take up the role of "Brolly Girl" for the driver of an open race car as is the norm for this type of event...I sat in the marshalling grid devoid of any cover whilst others bathed in the shade provided by their spouse armed with an appropriate umbrella. Instead, she, accompanied by her newly acquired digital camera, sourced strategic venues to capture yours truly and others in combat mode with the challenging track. If Editor Person can extract from Dianne's camera device any worthwhile pics, you will see them together with my ramble...I would be particularly keen to see the pic of Bruce McP on the road. I have tentatively captioned it "Bruce approaching Jesus"...the corner he is approaching is titled "Jesus Corner", it being the first turn around the Catholic Church complex on the right....

Ed.: *And here they are, for your delectation and delight, beginning with said Bruce McP pics:*



Above: Love that number plate—



Right: Bruce approaching Jesus.....



And now for Victor, the Green Riley:



Above left: In mixed company

Above: Wot, no Brolly Girl?

Left: Off the line

And finally, from the CarsGuide website, Pat Marshall-Cormack giving his 1953 RMA/E some stick (image: Calleja Photos)



Rileys in Ireland:

Ken Lonie

During a tour around Ireland, Wendy and I stopped at a B&B South East of Belfast. The owner had an impressive collection of old and rare tractors, which in itself was well worth a tour through his sheds. However, when we mentioned that we are the proud owners of three historic cars, including two Rileys, the owner's wife quickly made a phone call and suggested that we visit Basil just outside the next village.

So after a delightful dinner in their small village, we set off about 5 km to catch up with Basil. He was waiting for us with a cup of tea, before taking us through his numerous stone walled sheds.

Well there was an Austin 7 being rebuilt as well as a BSA three wheeler and a very early model MG (well before the TC).

And there, parked outside one shed and still dirty from the weekend's racing, was a very original Riley Brooklands (see photos).

Shoehorned into another shed was an RMB, a Kestrel and a Monaco (see photos). Basil explained that they had all been running when he parked them in their corners years ago before all the boxes and other odds and ends were deposited on their rooves and bonnets.

The walls and any spare crevice were stacked with spares and various bits and pieces of motoring memorabilia. The sheds were all Aladdin's caves of motoring stuff.

By now, it was approaching midnight and we went into one barn which Basil uses as his living quarters (oh, the envy of not only owning a shed, but being able to live in it as well). While we were exchanging addresses and phone numbers etc, Basil showed us a calendar produced by the Historic Car Club of Ireland, of which he was a member. It showed a photo of a different historic car for each month. He explained that a close friend of his from Dublin was the secretary of the club.

He went on to tell us how a few days previously, he had used the calendar while making some theatre bookings in Dublin by phone. He had wanted a booking for Thursday 22nd August, 2008, but the young man on the other end of the line kept insisting that day was a Friday. The discussion became quite heated because Basil could see quite clearly from the calendar in front of him that the 22nd was a Thursday. Finally, he grabbed another calendar and found that the young man was correct. After further checking, he realized that the car club calendar was out by one day for all but January and February. He then called his mate, the secretary to tell him of the problem. The mate explained how he already knew and that the rest of the club committee had not been too pleased with the mistake. However, he thought the photos were pretty good, even if the dates were wrong. He had forgotten that 2008 was a leap year and had only included 28 days in February.

He explained to Basil that they had been charging 10 Euro for each copy, but

now that they had found the mistake, they were reimbursing 8 Euro to everyone and selling the calendar for 2 Euro.

Basil protested that you still couldn't charge 2 Euro for something that was wrong, but his mate replied that 2 Euro was a fair price because the first two months of the calendar were correct! Only the Irish. And through all this tale, Basil was serious and couldn't see anything amusing in the story.



Aladdin's Cave indeed



Ken, Basil and Brooklands



Kestrel in the dust



The office



Monaco uncovered



What a lovely tail, what a shed!



Alvis uncovered



All this and tractors too!

Be Spares Aware:

Jack has acquired a supply of useful fasteners. Contact him for your requirements.

2BA screws - countersunk, mushroom, hex heads

nuts - plain, nyloc

1/4"-1/2" BSF nuts - plain, nyloc

1/4"-1/2" UNF nuts - plain, nyloc

1/4"-3/8" spring washers, stainless

More to follow.

A workshop tip from the Thirties—

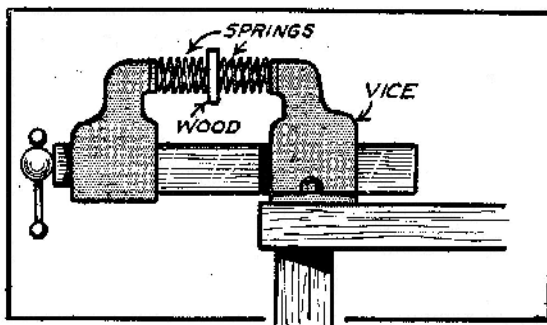


Fig. 47A.—TESTING VALVE SPRINGS.
The distance each side of the wood to the vice jaws should be the same.

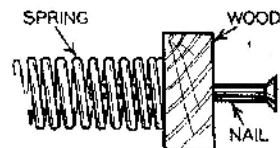


Fig. 47B.—A STOUT NAIL SHOULD BE DRIVEN THROUGH THE WOOD TO PREVENT THE SPRINGS JUMPING OUT OF THE VICE.

Pathfinder Instrument Lighting

If you drive a Pathfinder, have you had the experience of driving at night against peak hour traffic, and not being able to read the speedometer or tachometer let alone the other important group of instruments?

The technology used in the Pathfinder was a left over designed during the war years for aircraft. After 54 years the red dome through which the bulb is intended to activate the luminous material on the pointers and numerals has become very dark indeed and hence no longer up to the job.

I decided to do something about it and removed both the speedometer and tachometer. For this report, I have only shown the speedometer.



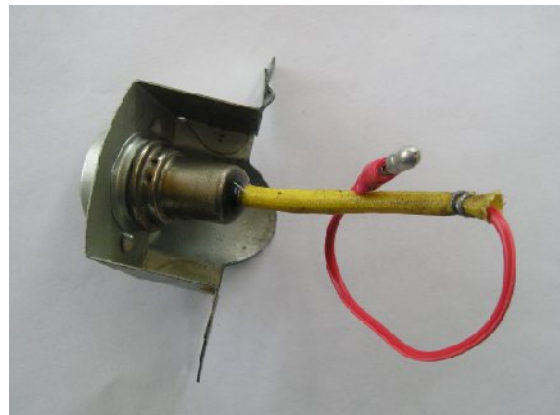
In the above can be seen the red dome and the fitting that it fits into. Only one in each instrument.

I obtained some red emitting LEDs, 10 mm in diameter and a few 560 ohm resistors. I cut the lead and contact from the normal bulb holder and araldited the LED inside the claw area and soldered the short lead to the bulb holder body.

The longer lead (Anode) was connected to the resistor and a lead attached to that. Keep in mind that the vehicle battery is connected as negative to earth.



A protective sleeve is put over the assembly and araldited to the bulb holder, and a connecting terminal fitted to the end of the lead.



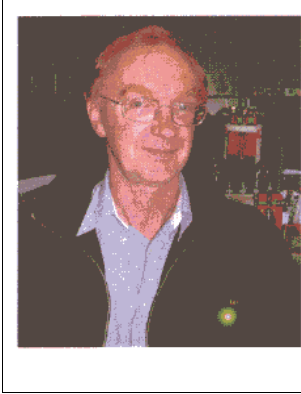
The completed assembly which is refitted to the instrument. Please note that there is a difference between this fitting on the speedometer and the tachometer because of the trip counter. The speedometer is very awkward to remove because of its location in front of the steering column bracket. I did have to remove the radio and the hand brake lever as well. Smaller hands would make the job easier.

I have tried the lights since and they are much easier to read. Have yet to do the central instrument cluster.

Ray Burrows

The Article is from THE AUTOMOTIVE ENGINEER, Vol. 72 No. 2, March-April 2008

Ethanol-blended fuel update



Garry Whitfield, Technical Manager for BP, has been involved in fuel development at the company for 28 years. Garry has seen many changes made to fuels in response to environmental concerns. We spoke to him about the myths and facts surrounding fuels containing ethanol.

Garry, what is ethanol?

Ethanol is produced by fermenting the by-products of sugar and grain production. As such it is made from a renewable source and does not contribute to greenhouse gas emissions and climate change. It can be used as a fuel in spark-ignition engines and can be blended with petrol. In Australia, it is blended with petrol at 5 or 10 per cent by volume.

Why are fuel companies producing ethanol-blended fuel?

It's one way of addressing concerns about climate change and global warming. The customers want these changes and a lot of government bodies would like to see more ethanol, because it's a renewable, locally-produced resource that reduces our dependence on imported oil. It also has benefits in terms of exhaust emissions and air quality. When you are talking about a couple of million cars doing, on average, 15,000 kilometres per year, then having ethanol-blended fuel can make a significant difference.

We've heard of fuels containing 85 per cent, or even 100 per cent ethanol. Why isn't this the case in Australia?

Overseas, there are different combinations of ethanol and petrol used. For example, in Brazil, typically all blends contain up to 20 per cent ethanol. In America, blends can contain up to 85 per cent ethanol and some cars can change between straight petrol and an 85 per cent ethanol petrol blend. BP has chosen a 10 per cent blend (E10) because the majority of post-1986 cars can use it in place of regular unleaded petrol.

Which cars can currently run on ethanol-blended fuel?

Ethanol-blended fuel performs similarly to regular unleaded petrol. This means it's suitable for most post-1986 cars, which haven't been exposed to leaded fuels, have used better quality fuels and, in general, have been better maintained. The Federal Chamber of Automotive Industries (FCAI) recommends ethanol-blended fuel for most post-1986 cars. A list of compatible vehicles can be found on their website: www.fc.ai.com.au/environment/alternate-fuels. *(I had to edit the URL to reflect the current situation. On that page, under "Publications" is a link to "Capability of vehicles to satisfactorily operate on Ethanol Blend petrol"—you won't find Riley mentioned there! LT,)*

Pre-1986 vehicles can experience problems because of their age. These cars have been exposed to the dirtier leaded petrols and will have accumulated deposits in the fuel tank and fuel systems that can be carried through by the ethanol and, in turn, block the filters. They also have older rubber and plastic components that have lost elasticity or strength and may not respond well to ethanol. These vehicles are now over 20 years old so problems with components are to be expected.

At BP, we recommend that cars manufactured after 1986 using regular unleaded petrol can switch to new BP Unleaded 91, with up to 10 per cent renewable ethanol. Like all our fuels, new BP Unleaded 91 is backed by our BP Fuels Guarantee provided the conditions of the guarantee are met.

“Ethanol-blended fuel performs similarly to regular unleaded petrol. This means it's suitable for most post-1986 cars, which haven't been exposed to leaded fuels.”

So, assuming the car has been maintained correctly, ethanol shouldn't cause any problems in a post-1986 vehicle?

With older vehicles, you can get deposits in the fuel tanks, which can be carried through to the fuel filter and cause filter blockage, but this normally only occurs once after switching fuels. Industry reports suggest that some cars made in the 1990s and using carburettors may experience problems that require the changing of a seal or float. But otherwise, I would not expect problems with a well-maintained vehicle. At **BP**, we have not had any claims of engine problems or vehicle problems that could be traced back to our ethanol-blended fuel.

Therefore, if a customer asked a mechanic to make sure an older car was going to be able to use ethanol-blended fuel without issues, what could the mechanic do?

Well, you might have to change the filter after the first few tanks and perhaps change some seals, but that would be about it. I actually see a customer asking about ethanol-blended fuel as a great marketing opportunity for a good mechanic. It's a chance for the mechanic to point out that because they have been taking such great care of the customer's ageing car, the vehicle will be able to run on the new fuel without an issue. In our experience, the only cars that have issues are ones that haven't been properly maintained. If wear-and-tear has been allowed to get to a point where failure is imminent, any change in fuel is potentially going to have an impact.

FREQUENTLY ASKED QUESTIONS

Does ethanol-blended fuel have a higher octane than normal petrol?

Yes, it does, so it can give you better performance, especially under load.

Is mixing everyday petrol with ethanol-blended fuel okay?

Yes. That's not expected to cause any problems.

Does an ethanol-blend change the car's driveability?

Not in a way that people would notice. In terms of fuel economy, in theory, ethanol-blended fuel does reduce that by about 3 per cent, but in practice, that's offset by the better performance you get from having a higher octane.

For more information visit www.bp.com.au/renewables or contact the Technical Fuels helpline 1300 139 700.

We've heard that water can cause problems if it gets into ethanol. Is this true?

Yes, water in petrol is bad, but in the presence of ethanol, and if there is enough water, it can 'pull' the ethanol out of the petrol. This means that instead of having an ethanol-petrol mix, you have straight water and ethanol. This is called 'phase separation' and the result is that the car won't run. However, ethanol blends will remove small amounts of water from fuel systems so under normal conditions, and with careful monitoring of retail sites to keep water out of the system, this shouldn't be a problem. Phase separation has not been an issue at any BP sites and is not expected to be an issue, although those using ethanol blends in marine applications should take special care.

If it's safe to use, why do people still fear ethanol-blended fuels?

Consumer attitudes towards ethanol are changing and, according to our own market research, more and more people are accepting ethanol as a positive step towards a cleaner future. However, some negative perceptions still remain and much of this is a hangover from the days when ethanol-blended fuels were not controlled. Now, there are standards as to how much ethanol you can put in a blend and government legislation ensure that blends contain no more than 10 per cent ethanol. Previous to that, in the late 1990s, the industry was uncontrolled and people were putting in unacceptably high volumes of

ethanol- sometimes up to 40 per cent. Or they were splash-blending in the retail tank, meaning they were just adding the ethanol on top of the petrol and not mixing it in. This meant that the ethanol could separate out and build up at higher levels in the bottom of the tank.

At BP, we adopt a holistic approach to quality control. From the procurement of ethanol, right through to blending and post-sale of new BP Unleaded 91, we adhere to strict standards throughout the entire process.

In our blends, you are guaranteed to have no more than 10 per cent ethanol. The fuel also contains a high-performance additive pack to protect against corrosion and keep fuel system components clean. We have a lot of experience in doing this and guarantee that our ethanol product is safe.

*This advertising feature is in partnership with **BP**.*

For Sale



1949 RILEY 1 ½ litre RMA

This car is registered and was put on the road in 2001

It has an odometer reading of only 44,000 miles (original).

Non-standard work on the car includes a brake booster (fitted new) and rear shock absorbers. It has new tyres all round, has a new radiator, and the generator and starter have been overhauled.

Sale price includes workshop manual and a few spares.

\$5,000.00

Contact: Peter Dahm (07) 3279 2265

1955 RILEY PATHFINDER RMH

This car is not quite ready for the road, although it is close to being ready for painting.

The engine has been overhauled by Jack Warr, whose nephew was the previous owner.

Sale price includes miscellaneous workshop equipment, a workshop manual and a few spares.

\$3,000.00

Contact: Peter Dahm (07) 3279 2265



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