



# TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

December 2007



*“You know you're alive” - Blind Citizens Driving Experience Day at Lakeside*

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**Next Meeting:** 7:30 pm Thursday, 13<sup>th</sup> December  
Queensland Sporting Car Club  
206 Montague Road  
West End 4101

**Xmas Lunch at the Hill's – Sunday 16<sup>th</sup> December – see inside**

**Editor:** Linden Thomson (07)32696426 0419175083 [lindenthomson@optusnet.com.au](mailto:lindenthomson@optusnet.com.au)

## Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club, West End Thursday, 8 November 2007.

Meeting opened by Alan Hill at 8.15pm with 17 members and guests present.

**Apologies:** Pat & Betty Elliott, Trevor & Wendy Judd, Brian & Lyn Jackson, John & Eve Romer, Ken & Wendy Lonie, Matthew & Gloria French, Graham Mackay, Jack Warr, Kiara Rizzo, David Schoch, Dick and Earla Self.

### Minutes from previous meeting:

Moved, Gary Britton, seconded by Peter Young that minutes be accepted. Carried.

### Business arising from minutes:

1. Nil

### Inwards correspondence:

1. David Hack Classic Meet, 10<sup>th</sup> Anniversary, Sunday 4 May 2008;
2. Email from John Romer advising of his and Eve's, Ken and Wendy Lonie's apologies;
3. Combined Council OGM Minutes October;
4. CC News for October;
5. Letter from Rare Spares, Gold Coast;
6. Copies of Blue Diamond, Riley Gazette, and Riley Rattles.

### Outwards correspondence:

1. Membership application to Neil Bending, Calamvale.

Moved by Dianne Phillips seconded by Linden Thomson that the inwards be received and the outwards be endorsed. Carried.

### Treasurer's Report October 2007:

Balance at	30/09/07		<b>\$3,459.78CR</b>
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#### Incoming

Interest	\$ <u>0.41</u>
<b>Total</b>	<b>\$ <u>0.41CR</u></b>

#### Outgoing

Room Rental BSCC October	\$ 55.00
News Letter Costs, October	<u>\$148.00</u>
<b>Total</b>	<b><u>\$203.00DB</u></b>

Balance as per Bank Statement 31 <sup>st</sup> October 2007	<b>\$3,257.19CR</b>
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Moved by Ross that his report be accepted, seconded Bill Short. Carried

### Club Captain's Report:

#### November Sunday 25<sup>th</sup>: Blind Citizens' Australia Driving Day Experience, Lakeside Raceway.

Alan Hill, Ross and Dianne Phillips, Robin Hull and Terry Middleton have volunteered to give Vision Impaired and Blind Citizens an opportunity to ride around the track in prewar cars. Other cars will be coming from the Bayside Vehicle Restorers Club Inc and will include a 1927 Chevrolet Tourer, 1930 Ford Model A, 1928 Rugby Tourer, 1946 Sunbeam Talbot, 1932 Ford Coupe and a privately owned 1933 Rolls Royce.

**December Wednesday 5<sup>th</sup>: Annual Dinner.**

To be held at the Skyline Restaurant, COTAH, Southbank Institute of TAFE, Cnr Merivale and Tribune Streets, South Brisbane. Registration form in November Newsletter. 6.00pm for 6.30pm. Cost \$40.00 per person. Complimentary glass of Champagne and Canapes. Other drinks at your expense. One bill per table. Need to send Registration form to Linden by 21<sup>st</sup> November.

**Sunday 9<sup>th</sup> December**, Breakfast at the Plantation, Prince Alfred Hotel, 170 Brisbane Road, Booval and then on to the Phillips' to view "Victor", 34 Blackwood Street, East Ipswich.

**Xmas Lunch:** More information at the next meeting.

**Spare Parts Report:**

As seen in the November Newsletter, Jack has made some new spare parts. Members should contact Jack if they need any spare parts as he has a wide variety on hand.

**Registrar's report:**

Nil.

**General business:**

Ross gave a brief description of how 'Victor' performed at the Stanthorpe Raceway. The side valve Fords are getting the better of him at present. Ross has modified the Pathfinder engine by using an electric water pump and modified the water jacket system on the exhaust side of the head. Also he has fitted an alternator to cater for the heavier electric loads. Some nostalgic discussion from Neal Brandt and the meeting closed.

**Secretary's Email:** [Red\\_Path@bigpond.net.au](mailto:Red_Path@bigpond.net.au)

Meeting closed: 9.05pm.

**Next Meetings:**

**Thursday, 13<sup>th</sup> December, 2007**

**Thursday, 14<sup>th</sup> February 2008 AGM and OGM**

**BRISBANE SPORTING CAR CLUB**

Unit 1, 206 Montague Road

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

**Season's Greetings to All**

**May you all have another year of**

**Magnificent Motoring!**

## Club Events Programme:

DECEMBER: Sunday 16<sup>th</sup>

**Riley Club Xmas Lunch at the Hill's**, 4 Mahdeen Place, Samford 4520, beginning at **11:30 am**.

Club will supply food, but BYO drinks. Please advise Alan or Sheila on 3289 1063 ASAP if you plan to attend, so adequate food can be provided. This is our last get together for 2007, so let's make it a good one.

## **2008 Planner from Combined Council:**

### **EVENTS**

26 <sup>th</sup> January	Bayside Australia Day Run – Ormiston School <i>Bayside Vehicle Restorers Club Ph 32073733</i>
26 <sup>th</sup> -27 <sup>th</sup> January	Allora Heritage Weekend
27 <sup>th</sup> April	Auto spectacular Cleveland <i>Buick Club Ph 55295509</i>
21 <sup>st</sup> -23 <sup>rd</sup> March	Easter in the Country Rally <i>Roma Historical Motor Club Ph 46223490</i>
21 <sup>st</sup> -23 <sup>rd</sup> March	The Inaugural Salad Bowl Vintage Rally <i>LAMA saladbowlrally@hotmail.com</i>
3 <sup>rd</sup> & 4 <sup>th</sup> May	Tweed Valley Rally <i>Murwillumbah</i>
10 <sup>th</sup> & 11 <sup>th</sup> May	Dalby Rally
18 <sup>th</sup> May	<b>National Motoring Heritage Day</b> <i>Multiple clubs organising events</i>
6 <sup>th</sup> -9 <sup>th</sup> June	RACQ 2008 <b>Combined Council Rally</b> <i>Bayside Vehicle Restorers Club Ph 32073733/38226084</i>

### **SWAPS**

1 <sup>st</sup> & 2 <sup>nd</sup> Feb	Toowoomba Swap
30 <sup>th</sup> March	Bayside Swap - Ormiston School
6 <sup>th</sup> April	Gold Coast Super Swap – Carrara Sports Complex
27 <sup>th</sup> April	Auto Spectacular - Cleveland Showgrounds (Buick Club)
18 <sup>th</sup> May	LAMA Swap – Gatton Showground
25 <sup>th</sup> May	Banyo Swap – Banyo State School

**BLIND DRIVING EXPERIENCE DAY, LAKESIDE RACEWAY,**  
**SUNDAY 25<sup>TH</sup> NOVEMBER, 2007.**

**Ray Burrows**

The day was a great success with 70 blind/vision impaired people attending and being given the opportunity to drive a dual-control car. The day was organised by the Blind Citizens Australia, Brisbane Branch and supported by the Lions Club of Capalaba who provided a free sausage sizzle, the State Emergency Services who did a great job of controlling the gates, St. John Ambulance service who helped with the participants, the Ulysses Motor Cycle Club, the Riley Motor Club Qld and the Bayside Vehicle Restorers Club. The use of the track was arranged through the Pine Rivers Shire Council and Queensland Raceway who now have a lease on the track

The dual-control cars and drivers were provided by Omega Driving School, Ace Driving School, Ari's Driving School, Ian Watson's Driving School, TK's Driving School, Chamberlain's Driving School and the RACQ Driver Education Centre.

Alan Hill gave a briefing to Drivers as to how things would run on the track and also flagging the cars in when time was up. Dianne Phillips was the track sweeper to ensure that all cars were off the track before the gates were opened to allow participants to cross. Ross Phillips and Les Mellor provided help as flag marshals at two of the serious corners, with Robin and Barbara Hull controlling Pit Lane.

Councillor David Dwyer, who is Councillor for the area, flagged off the first cars.

The day went well with the blind and vision impaired having great fun driving around the track with a couple reaching 120kph down the straight. The Ulysses Motor Cycle Club provided rides outside the circuit for people who had completed their dual-control drive.

During the lunchtime break, the vintage cars from the Riley and the Bayside Clubs provided a run around the track. Alan Hill, Ross Phillips, Jeff Jones, Brian Jackson, Terry Middleton, Robin Hull, Harold Westbrook and Trevor Laurenceson provided cars. A privately owned Rolls Royce was present which attracted a lot of attention.

A great day was had by everyone and the blind and vision impaired drivers are lining up for a repeat next year.

On behalf of the Blind Citizens of Australia, Brisbane Branch, Bev and I would like to thank everyone who made the day possible.





Dual-control driving school cars lined up

Cr. Dwyer flagging off cars



Bev Burrows ready to go with Milton Kolas

Jeff Jones tells SES he's not a security risk



Alan's happy – it's going well



Participants heading for a drive





Jeff Jones' Nine



Ross Phillips' Nine



Terry Middleton's Special



Dignified transport



Brian Jackson's "best Riley ever made"



Robin Hull's Vauxhall

## Letter to the Editor:

Dear Editor,

Last Sunday, 25<sup>th</sup> November, I went to the Club outing which, as advertised in the newsletter, was the visually impaired driving day at the old Lakeside race circuit.

A few members attended, and helped out in their small way .... they know who they are, and are not looking for accolades .... I reckon they were humbled as I was to assist in any way. The participants for whom I think life has been so, so cruel, I trust, enjoyed themselves as evidenced by many smiles. Accolades for the organizers of the day Ray and Bev B and their helpers .... they should feel so chuffed for their degree of input, the co-ordination of the event, the worry and stress as witnessed by us, turned out to be so, so successful .....

The dual control driving school cars were manned by ladies and gents who were magnificent in their interaction with the participants. To see cars going past with the driver experiencing the sensations of acceleration, braking and cornering from the driver's seat, was priceless ....

During the lunchtime break for the driving school cars, a number of older cars were available for the folk to experience driving in an era of less comfortable transport. Open cars were popular ... the noise, wind, rattles and smell of older vehicles gave another dimension of driving for passengers. A comment of one in my car, with the rough ride and noise, was "you know you're alive". Another passenger was hopeful that stem cell research would advance quickly enough to restore their sight .... tears blurred my vision as I returned to the pit area .... oh how I hope there are no more "ethical" delays

Yours expeditiously .....

### 70 Years Ago:

*From "The Motor," November 9, 1937:*

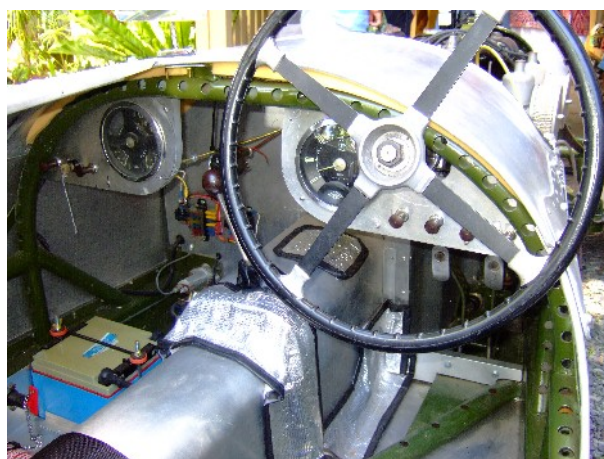
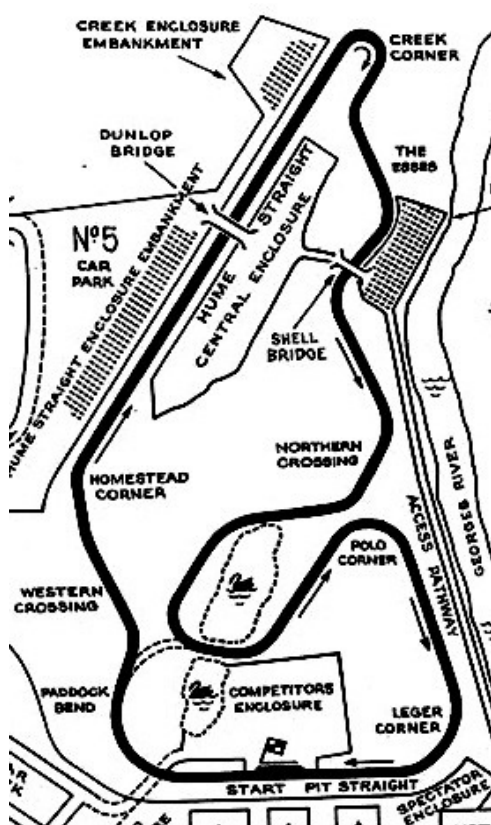
**Riley Balance Sheet.** — It is announced that the 41<sup>st</sup> ordinary general meeting of the shareholders of Riley (Coventry), Ltd., to-morrow, November 10, will be postponed until November 29, when the accounts will be available; that losses have been incurred which will be met out of reserve; and that the new 12 h.p. and 16 h.p. cars have proved so successful that satisfactory accounts will be assured in future.



## Editor's Notes:

Life throws up many odd coincidences. I was looking through a few copies of the N.S.W. Club's (then named Riley Car Club of Australia) *Riley Review* from 1965 that Matthew French had found among his late father's things, when I began reading an article titled *The Chipped 'R'*. I've reprinted it in this issue with due acknowledgement to Graham Lloyd and *Riley Review*. It's a quite exciting tale and I could almost feel the wheel and smell the hot oil, but I fear it's fiction (would it were otherwise). The Warwick Farm 'International 100' won by Jim Clark in the Lotus 32B was run on 10<sup>th</sup> February 1965. There wasn't a Riley among the 17 starters. There was, however, a Vintage Race held at the Farm on 16<sup>th</sup> May 1965, and those running included Mike Robinson in the Dixon Riley. It retired in the scratch race but came second in a later race. Maybe this stimulated Graham Lloyd's imagination.

The coincidence? With 'Victor on View' on Sunday, I thought "This one's for Ross!" - it's the sort of phantasy that sitting behind the wheel of Victor could easily induce. And so you can imagine it too, here is the Warwick Farm track layout and a pic of Victor's "office":



The recent reprinting in a couple of southern Riley Club magazines of the 1942 tribute to Percy Riley published in *The Motor* magazine, and my recent purchase on eBay of a DVD with PDFs of all the Riley patents, many in Percy's name,

reminded me that someone (Mike B ?) had brought a couple of All British Car Club newsletters along to a meeting earlier in the year. One of these featured an article on the successor companies to the Riley Engine Co. that, headed by Percy, remained independent after the Nuffield takeover of Riley. Originally renamed P. R. Motors Ltd., it has morphed through various incarnations to now be PRM Newage Ltd. The latest version of the history from their web site is printed in this issue. The ABCC editor notes that just about all of the large coal mining dumper trucks used today have Riley gearboxes in them. It is interesting to consider the link between Riley enterprise and the development of Australia's mining industry and the current boom.

At the Dinner last week, Dave Hudson asked about a Riley club in Queensland in the 50s/60s. The late Bill French and his brother John were involved in a Club in the 60s, as was a current Queensland member, Neil Brandt. The May 1965 issue of *Riley Review* that I reread a couple of days ago includes the report by John French that's reprinted below. There's another coincidence!

**(Reprinted from the R.C.C.A *Riley Review*, May 1965)**

### **Brisbane Riley Club Report**

**by John French**

Well so far we have had three meetings with about 20 prospective financial members (membership at the moment being 5) with about 7 pre-war cars and an equal number of 1½ and 2½ litres.

We haven't had any competitive events yet, but I hope to get something going soon. The meetings have been very informal so far, with very little being recorded, and lot being said.

(.....)

My brother and I have just finished assembling a motor for a fellow enthusiast who happened to break a camshaft. This particular car belonging to Stephen Day is a very attractive 1929 9 h.p. Fabric Bodied pointed tail, single seater. It is interesting to note that the body has been recovered with white Vynex and is very attractively finished.

The weather up here is now very good for open Riley motoring, being cool enough to be invigorating with sufficient Riley air conditioning (Pat. pend.) coming under the Scuttle, to keep the lower extremities warm without actually roasting them alive, and the slight tang of lightly grilled castrol (it drips onto the exhaust pipe) to give one appetite for battle royal with mechanical matchboxes, and chugging beetles.

Of course having a big polished aluminium bonnet and big headlamps, coupled with loudly squealing but inefficient brakes on my 6 cylinder scares most of them like so many rabbits.

As old as the Industry  
As modern as the hour.

## Birthday Greetings:

Linden Thomson

Arthur Rizzo celebrated his 90<sup>th</sup> Birthday last Saturday, December 8<sup>th</sup>. He was recently a guest at Speed on Tweed, which this year celebrated Australian Grand Prix cars and drivers, as third place winner in the 1949 AGP at Leyburn. Also at Speed on Tweed was Graham Mackay's Imp Special which ran in the 1954 AGP at Southport. I've "borrowed" a couple of shots from Channel Ten's RPM coverage of Speed on Tweed showing Arthur behind the wheel of Graham's car:



Of course, there are fewer than six degrees of separation between Arthur and the Imp, since both of the Rizzo Rileys were also entrants in the 1954 AGP – Rizzo 1 driven into 6<sup>th</sup> place by then owner Frank Tobin, and Rizzo 2 by Alec Mildren though it didn't run in the race following oil cooler damage and bearing failure. The Imp had a DNF. As noted in the CAMS *The official 50-race history of the Australian Grand Prix*, this was the last Australian Grand Prix appearance of the Riley marque.

So it's congratulations to Arthur, with best wishes for more years of active life. Some 60 years ago, with great skill and ingenuity and very limited funds, he built the fastest unsupercharged 1500 c.c. car in Australia, from available bits and pieces. He had a significant influence on motorsport in Australia. It was great to meet Arthur on the July run, and we hope to see him along to future runs in company with daughter Kiara.

(Reprinted from R.C.C.A. *Riley Review*, Sept/Oct 1965)

## The Chipped 'R'

Graham Lloyd

Twenty-six minutes late and the starter's flag remained steady in the face of the sucking Webers and howling exhausts. Goggles were momentary sheets of flame as they mirrored the sun, and a thigh muscle twitched as it held the clutch. Eyes glanced at tachos and missed the start of the flag's movement that had Clark leaping but Matich was away even quicker to take the lead with G. Hill third and then McLaren. Modern racing engines screamed their revs though a keen spectator at Homestead noticed the deeper roar of lower revs as the blue and yellow car of "Team Screwloose" swept past in sixth place. The eyes of an enthusiast at Creek Corner used the slower speed of the cars to see the near-forgotten word "Riley" across the nose of the car; and indeed it was.

Specially prepared and developed for this "International 100", the Riley-powered machine was a revelation of what an essentially pre-war design could do. Producing 230 b.h.p. at 5900 r.p.m., the 2½ litres were covered by marginal bodywork that showed the polished alloy of four S.U.s and the chrome of the sweeping headers yielding power at the expense of reliability.

Through the Esses and right behind the Repco-backed car of Brabham as they braked into Polo where the Riley's driver lost ground to his better, but into Pit Straight through Leger and the power of the Riley had him closing up. Paddock Bend, a little wide through the Crossing and Hume Straight showed Clark in the lead from G. Hill, and the Brabham's initial acceleration left the Riley, then under Dunlop Bridge they were neck and neck at 140 before braking lost out on the Riley. He brushed his hand across his visor as they got out of Creek Corner and found third for the esses and tried not to duck as Brabham's Dunlops picked up the gravel. Chips of paint disappeared from the Riley's bonnet which was to be expected, but when the loop of the famous "R" vanished on the sixth lap the pit signal came out and the Riley answered with a lap in 1:34.6.

Out of Creek Corner and the Riley wound up to six seven five, which was a little dicey but it got him past Brabham with a slide as they accelerated away from Polo and he held the line to be clear by a length as they blurred by the pits. Holding third in the drift around Paddock, let the tail out a bit into the Western Crossing but carefully held it as he straightened towards the big Dunlop sign. Watch the tacho and the movement into top at 115 with a slight snick suggesting he was over anxious on the change. The tightest turn of the track had his brakes more than warm but Brabham was closing his lead and the chipped "R" was his incentive. The cars in front lost any identity in his concentration and the exhausts were throwing out flames as he backed off for Polo; acceleration cleared the pipes and the Riley flag in in the pits stood straighter in the growing breeze. McLaren was out with a broken piston and the Riley was past another away from Homestead.

Matich ahead and he was the next to be mystified by the chipped "R" in his



mirrors as the pits went past on the right for the 29<sup>th</sup> lap; then Matich was slowing and the Riley set on its haunches as it came out of Homestead. Top came in at 110 and the higher torque squeaked the tyres, then 143 and braking. Creek, the Esses, the long left-hander, out of Polo, into Pit Straight. The black of the gear knob gleamed before it was smothered by the gloved hand and second helped the brakes. Hume Straight and Clark was past Hill out of Creek Corner as the Riley fairly flew past the embankment and he almost left the braking too late. Still sideways into the Esses, but he could see the man from BRM past the pits and matched the lap of the Lotus at 1:35.7.

Just three laps left and the Lotus lead by as much as five seconds as the Riley went under Dunlop still accelerating and then vapour from the brakes as he closed on Hill. Creek and the Esses and the clutch was getting stiff, but he had the Englishman for Leger and there was Clark in Paddock Bend as the Riley braked beyond the pits. The left tyres were half a tread from the track edge as he floored the throttle and the Riley was pushing Clark and the Lotus as the old and the new rocketed down the straight. Lotus brakes and handling got the lead at the Creek, but Riley torque had Clark's mirrors full as they left the Esses and they were as one car until Leger when Clark held the line better. The pits passed and a few stop-watches needed checking for the 1:32.9 time.

Last lap and into the long straight on the same line, as Clark screwed the Climax up and the Riley's long stroke pounded out the revs. Top saved the bearings at 117 but the wearing tread let the tyres loose as the clutch came out and the cars blasted away nose to mirror, but with the Lotus on the inside for Creek Corner so that it was first into the Esses and the Riley's driver wavered in his concentration as the loose stones ricocheted off the perspex shield. Out went the rear end and his nervous hands matched the steering to the movement but he wasn't being quick enough so the skid was becoming a spin. He notched the gears back to second and the rear wheels locked up for the merest moment as the clutch came out and the front wheels caught the skid and he had a usable line out of the Esses. Northern Crossing and a jerky series of movements as he tried to regain his coordination, then Polo but the Lotus was halfway to Leger. Second was screaming as he accelerated all the way round the turn towards the pits and he took the chequered flag 1.5 seconds behind the Lotus.

A very nervous lap as his nerves began to catch up with him while the Riley was a muffled beat behind him.

There was quite a decent sort of party afterwards, talking about how they'd tell the Melbourne boys; but nobody ventured to repaint the chipped "R", and various comments were heard to pass to the effect "They really have made progress since the war, you know. That Lotus was over a second ahead of the Riley at the finish. Quite remarkable."

And so on.

## The History of PRM Newage Ltd.

In 1870, at a time when the weaving industry was flourishing in Coventry, William Riley Jr. became a master weaver in his family's business, which also produced weaving machinery for sale to other businesses, an activity which provided him with a sound engineering knowledge.

The weaving industry, however, soon entered a period of rapid decline, forcing William Riley to seek more profitable ventures, and in 1890 he and his associates acquired the Bonnick Cycle Co., which they re-named the Riley Cycle Co. Ltd. six years later.



At first, the small engines fitted to Riley Cycles were obtained from specialist engine manufacturers, but the desire to design and produce their own engines was strong, and in 1902 the Riley Engine Co. was established by three of William's sons Victor, Percy and Allan. They patented the mechanically operated inlet valve. Head of the new company was William Riley's son Percy, who at the age of 20 was already a practical and ingenious engineer who had successfully built his first car before his 18th birthday.

Having outgrown its original site, the Riley Engine Co. moved in 1906 into new premises in Aldbourne Road, which it and its successors were to occupy continuously until 1974.

In 1907 they announced the first ever detachable road wheel, designed by Percy. These wheels became an important part of the company's business as demand became worldwide, 183 manufacturers paid to use the patent rights.

The focus of interest moved from motor cycles to motor cars, and in 1912/13 the Riley Motor Manufacturing Co. also transferred to Aldbourne Road.



The heyday of the Riley marque was the inter-war period when a whole series of brilliant models were produced, of which the Riley 9, which made its first appearance in 1926, was perhaps the most famous. The engines and gearboxes for these cars were all produced by the Riley Engine Co. in Aldbourne Road.



When the Riley car business was taken over by the Nuffield Organisation, Percy Riley and his associates retained control of the Riley Engine Co., and subsequently re-named it P.R. Motors Ltd. The original intention was to produce a small car, but the outbreak of war, followed in 1941 by Percy Riley's untimely death, put an end to this project and by 1946

the factory was firmly committed to the manufacture of gears and transmissions.

At first, P.R. Motors was best known as a supplier to the motor industry but in the early 50's the company took an entirely new and significant course with the introduction of its first dumper transmission, a "crash" gearbox with fabricated gearcase providing two forward speeds and one reverse, and employing a flat belt as a clutch. An improved version with a cast iron case was introduced later.

Several thousands of these gearboxes were produced, but it became evident that the sliding gears were having a hard time at the hands of strong-armed dumper drivers, and this led to the design of the first in a series of heavy duty gearboxes with constant mesh gears.

This was the CM, which first appeared in 1955, and , with modifications, continued in production for some 20 years.



Demand for the new products increased, and in 1964 the No. 2 factory in Earlsdon was acquired. Eventually, the Riley family severed its connection with the company in 1966 when it was acquired by the Charterhouse Group through its subsidiary, Newage Engineers Ltd., and then, in 1971 P.R. Motors became the Transmissions Division of Newage Engineers.

As the company continued to prosper, and to cater for the increased demand for its existing products and its projected expansion into related transmissions products, a new factory was purpose-built at Barlow Road in 1974.

The company built a very close partnership with its customer base which led to the company being the preferred source of drive axles and gearboxes for the British dumper industry. As well as other vehicles produced in the U.K., France, Germany, Switzerland, Austria and other countries. This has resulted in a steady stream of new and improved transmissions, both standard products such as 40M and 85M gearboxes, as well as dedicated products to meet specific customer requirements.



This close relationship with the dumper industry led Newage to acquire Gear Drive Systems in 1975 and develop a full range of double reduction axles with totally enclosed oil immersed brakes specifically for their needs, although the range was later broadened to general off-highway applications. The same criteria for reliability for which the company's gearboxes are so well known was applied to the range of axles.

In 1980 the divisional structure was disbanded with P.R. Motors re-acquiring the business of the Transmissions Division from Newage Engineers and being renamed Newage Transmissions Limited. In the same year Gear Drive Systems transferred to the Coventry Site from Irvine, Scotland.

In July 1985 the five executive directors of Newage Transmissions Limited arranged their own management buyout. In September 1986 the company was

quoted on the Unlisted Securities Market and became a Plc.

The combination of design, manufacturing and customer application knowledge resulted in the successful range of gearboxes which, supported by high customer service levels, rapidly led to domination of this market sector.

In September 1988 Newage Transmissions Plc was acquired by Williams Holdings Plc. leading to a major investment programme to increase the capacity of the company with Brockhouse Transmissions being acquired in 1991 to increase the product range.

Following a management buyout of the engineering division of Williams Holdings Plc, Newage Transmissions Ltd became part of Cortworth Plc in 1993.

An uprated range of PRM marine gearboxes was launched in 1997 with the introduction of its first mechanical gearbox the PRM120.

During 1997 B.I. Group Plc acquired the Cortworth Plc group including Newage Transmissions Ltd.

The marine gearbox range was expanded with the launch of the PRM80 and PRM1500 in 1999.

Newage showed its continued commitment to product development by re-designing its range of off-highway rigid drive axles in 2001. The new range has a compact modular design providing simplified axle installation, good accessibility and optimum ground clearance, with a new increased range of options and also extending the range to cover vehicles with a payload up to 10 tonnes.

In June 2005 Newage was acquired by Thornycroft (1862) Limited, who went into administration in September 2006. The Company was subsequently acquired by Commatech Holdings in October 2006.

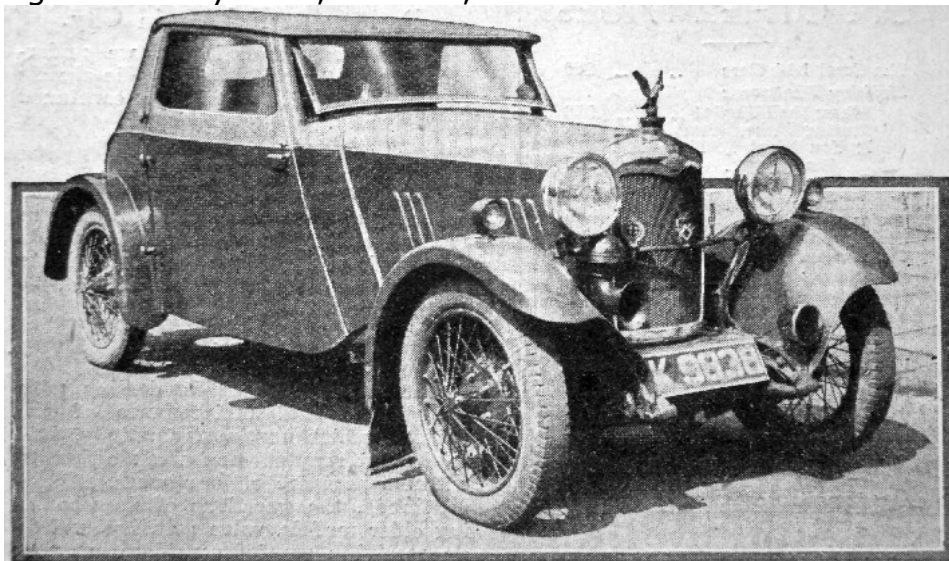
*Material copied from the PRM Newage Ltd web site:*

[<http://www.newage-prm.co.uk/prm/history.htm>](http://www.newage-prm.co.uk/prm/history.htm)



## How many were built and did any survive?

From The Light Car & Cyclecar, June 25, 1930:



**A SMART COUPE.** — An excellent example of Arrow coachwork fitted to a Riley Nine chassis. The Arrow coachworks (A.P. Compton and Co., Ltd.) are at 99, Boston Road, Hanwell, London, W.7.

## **CC NEWS..... OCT 2007**

### **QUEENSLAND TRANSPORT:**

The Combined Council will approach the Minister for Transport if Queensland Transport again fails to deliver on their promise to present the findings of the SIVS review to Combined Council for our clubs' input, by the February deadline. While Combined Council considers that there are unlikely to be adverse effects of the review, we are keen to have the review finalised.

### **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 **18<sup>th</sup> 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.

At the November Combined Council meeting delegates recommended that clubs consider “Planting Trees” at National Motoring Heritage Day activities to demonstrate that our movement is concerned with and taking action to combat Climate Change by offsetting carbon emissions.

**Publishing Combined Council News:** Combined Council Delegates recommended that club magazine editors publish edited versions of CC News in club magazines.

### **PLEASE NOTE – Next Bi - Monthly General Meeting Thursday 24<sup>th</sup> January 2008**

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



## Cars For Sale



### **1950 2½ Litre Sedan**

Reconditioned engine and gearbox  
New halfshafts  
New leather seats, carpets, roof lining  
Timber frame replaced, doors fit well  
Needs brake hydraulics overhaul – new wheel cylinders and master cylinder kit supplied

\$7500

Ph: 0437 189

**Sold**

538



**1949 RMB**, new battery, registered, runs well.  
Ex-Shellshear, ex-Phillips car, but don't have time anymore to treat it as it deserves. Asking \$11,500.

Mike Olive mobile 0412 766 199 home 07 5498 3303

Excellent **RME** for sale, original vinyl top, repainted, well-known Club car.  
\$12,000 o.n.o.  
Geoff Williams 07 4124 8195



## **Parts For Sale**

1½ litre (late model tele shocks) Rolling chassis with good engine, gearbox, diff, radiator etc  
2 Motors 1½ litre - one complete, one parts  
Full set 1½ litre mudguards & valances  
1½ and 2½ litre bonnets & side panels  
2 grilles in very good condition  
2 sets steel B posts  
1½ sets doors mostly complete  
2 RMB wheel rims  
1 perforated top in mint condition (hard to find in any condition)  
Many small parts - door handles, locks, instrument panels, switches, fuel tank, windscreen frames

Give us a call we may have what you need - Graham Ellwood 3424 2521 or Gary Britton 3424 0300

## **Parts Wanted**

I am a member of the ACT Riley Club and have a '53 RMF. It is almost complete and I am searching for some heater components. I have in place the actual heater box and the demister and have a blower, I am now looking for:

- the tube which carries air from the grille and runs along the chassis rail and between the upper and lower wishbones in the front suspension; and
- the distributor box which fits inside the cab beneath the battery box.

While these components can be reproduced, I am anxious to keep things as original as possible. If any of your members have any information where I could obtain these items it would be greatly appreciated.

Bob Waldren [rwaldron@suttonroad.com.au](mailto:rwaldron@suttonroad.com.au)

**2007 Committee Contact Details:**

**President**

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

**Vice President**

Peter Young  
53 Cosmos Avenue  
Banksia  
Bribie Island 4507  
Telephone: (07) 3408 6194  
Email: petertec@bigpond.net.au

**Secretary**

Ray Burrows  
14 Lynch Crescent  
Birkdale 4159  
Telephone: (07) 3822 1366  
Email: Red\_Path@bigpond.net.au

**Treasurer:**

Ross Phillips  
34 Blackwood Street  
East Ipswich 4305  
Telephone: (07) 3281 3807  
Email: dphillips@prescare.org.au

**Editor**

Linden Thomson  
39 Third Avenue  
Sandgate 4017  
Telephone: 3269 6426  
Email: lindenthomson@optusnet.com.au

**Club Captain**

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

**Spare Parts**

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

**Assistant Spare Parts**

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

**Registrar**

Matthew French  
152 Old Northern Road  
Everton Park 4053  
Telephone: (07) 3353 0532  
Email: mgwfrench@optusnet.com.au

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