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Newsletter of Riley Motor Club Qld Inc September 2012

www.rileyqld.org.au



1954 PATHFINDER OWNED BY ROSS JENISON

Editor: Bill Short

williamshort@aapt.net.au Ph.0738867236

Next Meeting:

2 PM Working Bee 6 PM Barbeque 8 PM Meeting

Thursday, 9th September 2012.

Riley Club Shed

Ex CSIRO grounds Samford

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Minutes of the OGM of the Riley Motor Club, Qld., Inc.

held at the Girl Guide Hut, Corner Pullen & Osborne Roads, Everton Park, Thursday 9th August, 2012.

Meeting opened by Vice President Alan Hill at 8.06 pm with 19 members and guests present.

Welcome to visitor Grace Justine Schooneveldt.

Apologies: Ross & Dianne Phillips, Del Thomson, Jeff Jones, Ken & Wendy Lonie, Ian Henderson.

Minutes from previous meeting: Moved Ray Burrows, seconded by Graham Ellwood, that minutes be accepted. Carried.

Business arising from minutes: Incorrect date on published minutes for last month, now corrected.

Inwards correspondence:

1. Renewal form for the QHMC.
2. Blue Diamond.
3. Insurance renewal from Oamps/Austnet group.

Outwards correspondence:

1. Club information to Paul Robbins, Wynnum.
2. Submission of annual return of association to office of fair trading.
3. Emails to QHMC regarding postal address of the RMCQ and requesting renewals for QHMC membership and insurance.

Moved by Matthew French seconded by Bill Short that the inwards correspondence be received and the outwards endorsed. Carried.

Treasurer's report for July 2012:

Balance as per Bank Statement, 1 July 2012			\$ 6780.21CR
Income			
Membership fees	\$	50.00	
Donations	\$	215.00	
Interest	\$	0.84	\$ 265.84
Expenditure			
Newsletter expenses	\$	38.00	
Incorporation fee	\$	43.45	
Sundry expenses	\$	46.05	
Rental – Room July	\$	40.00	\$ 167.50

Balance as per Bank Statement, 31st July 2012 **\$ 6878.55CR**

Moved by Linden Thomson that his report be accepted, seconded Matthew Schooneveldt. Carried

Club captain's report: Proposed runs.

- August – 18/19 Rally to Leyburn or Montville.
September - 22nd Carnival of Flowers, Toowoomba.
 23rd All British Day.
 29/30 Gatton truck show.
October – 1st Blind Citizens Day at Lakeside.
 14th Gympie weekend.
November - 3/4 Gold Coast Autorama

Spare parts report: Distributor purchase ongoing.

Registrar's report: Available for viewing this month.

Editor's report: Some emails returning to the editor. If you have not been receiving one each month please contact to confirm email address. All contributions most welcome.

Website co-ordinator's report: 2nd hand and new parts list proposed improvements over the next few months.

Shed Coordinator: Shed working bee and meeting next month, from 2.00 pm, with BBQ @ 6.30 followed by meeting.

General business:

1. Ross Phillips now able to have visitors. Please contact at least one day before to enquire.
2. Questions regarding running in of camshafts.
3. Fellow resident (inmate?) Tony at Trevor Judd's retirement village has offered to donate his tools to the Riley club. A shadow board will be made at the shed to house these for use at the shed.

Meeting closed: 9.25pm

Secretary's Email: mgwfrench@bigpond.com

Next Meeting:

Thursday, 13th September 2012.

Riley Club Shed

Ex CSIRO grounds Samford

Following the meeting there was a guest presentation by Robert Wands on the subject of batteries.

WANTED

Immaculate RMA or RME

Contact:- Brian Jackson
0417625099 or 0754487465

FOR SALE

1950 2 1/2 litre Saloon.

Black in colour, it is all there, but presently stripped for restoration.

Situated in Miriam Vale, Qld.

Price is open to offers.

Our contact details are:-

dorelle@me.com or mobile 0407596389.

Ray & Dorelle Downs

Stalwart Ladies of Queensland Rileys



- Born –** Gympie
- Star sign –** Leo
- Schooling –** Yarraman (Q'ld) Convent
- First Job –** Nursing at 14years of age at Ringsfield Maternity Hospital Nanango - Now heritage listed building
- Career –** Trained at Wondai Hospital. Worked as Registered Nurse in Wondai, Thursday Island, Palm Island, Julia Creek, Greenslopes, Nanango. Night duty in Nursing homes whilst children growing up.
- Family –** Bev is one of 4 Sisters.
- Married to Ray –** 2 daughters, both teachers and one grandson.
- Riley Involvement –** Riley Club Queensland 23 years
- Passions –** Reading and socialising, "I love people"
- Favourite Food –** Seafood
- Favourite book genre –** Adventure + crime finction
- Movie –** Gone with the Wind
- Favourite travel destination-** Scotland & Ireland. Wants to cruise the Dalmation Coast, visit Russia
- New Year Resolution –** Aims for a more healthy life
- Wish for the World –** Peace and somebody trustworthy to run our Planet



Next Months Addition

Some nice work being done with wheels in NZ.

KIN KIN

The sky was blue, the sun was shining so a terrific rally was a guarantee.

Started off with 2 x RMB's and met up with others en route, ending up with 8 Rileys at the Kin Kin Hotel for lunch. Brian Jackson and Ian Williamson arrived in Brian's 1.5 and Malcolm & Sue King drove their lovely Riley Drophead. A great Rally, super lunch, good conversation and again our Rileys performed superbly.



Club Captain's Report

On the 18th and 19th of August the Blackall Range Horseless Carriage Club ran the "Montville Country Run". There were six cars with Riley Club persons in attendance over the weekend (only four on Saturday) but only two couples were in Rileys. The other cars were an MG A and an MG TD, an Alvis Speed Twenty, a Lancia Lambda, and a Vauxhall. The Rally was very well run and the driving was over very interesting and challenging roads. The final climb, on both days, being quite a test for the old cars. Altogether a most enjoyable weekend with the visit to the Maroochy botanic gardens, being one of the highlights.

Coming Events

September

Sunday 23rd

All British Day at St. Joseph's College Sports Ground at Tennyson display cars \$15.00 walk in \$2.00 and visitor parking \$5.00

Saturday 29th Sunday 30th

Gatton Truck Show entry \$5.00 Ph 07 3207 5159

October

Monday 1st

Blind Driving at Lakeside Old cars and helpers are requested for the Day.

Saturday 13th

A run up to Gympie starting from the Ettamuga Pub smoko at 10.00 a.m.

Sunday 14th

The Valley Rattler train leaves from Gympie at 10.00a.m. and returns at 4.00 p.m.

Monday 15th

Return from Gympie

November

Saturday 3rd Sunday 4th

The Gold Coast Antique Auto Club "Autorama" at Tugun

Ph Carol or Graham Cogzell 07 5534 5941 or Margaret Hession 07 5524 1338 or www.gcaac.com.au

December

Sunday 9th

Christmas Party

January

Saturday 26th

Australia Day Rally by Bayside Vehicle Restorers Club

A Note Of Thanks

Many thanks to Robert Wands for his electrifying talk on batteries. It sparked a lot of interest amongst our club members. All puns aside it was a very interesting talk about things that the general public is blissfully unaware of.

Editors Note

Hi All,

Every body seems to be heading off all over the place. As I pen this I am off to NZ tomorrow myself. I am looking forward to a few stories from all these travels to put in my next couple of editions.

I would like to thank Lindsay Stephens from NZ for sending me the articles on his Gamecock which I will be publishing over the next few editions.

We seem to have lost email contact with a few of our members. Please, if you change your email address let us know so we can keep in contact with you.

Cheers.
Bill.

A UNIQUE GAMECOCK COUPÉ

A good cross-section of Rileys turned up for the New Zealand Club's AGM, which was held up in the North Island mountains at National Park: Three RMBs, one RME, two Kestrel Sprites, a One Point Five, a 4/72 and, all the way from Christchurch a unique Gamecock Coupé!

Everyone arrived around mid-day on Saturday for soup and toast before getting the formalities of the AGM over and done with during the afternoon. Sunday was then clear to do some serious driving through what should have been some breath taking scenery if the mountains had not decided to cover themselves in cloud for the day. Nevertheless Rileys love damp conditions and the fleet enjoyed the spectacular mountain roads in the Tongariro National Park, visited a trout hatchery and the famous Chateau on the flanks of Mt Ruapehu. Now back to the Gamecock Coupé. I hadn't seen this car before and on first glance I thought it was a Lincock. I was soon put right by the car's present guardian Ramon Farmer, who told me its history. Apparently it is the only Gamecock Coupé in existence; built in 1932 by the Riley works as a prototype and kept by them for two or three years before being sold. It seems the car was considered too small to go into production but has many of the features used in later models.

Built on the rather odd 1932 chassis which had its front cross member in such a position that the engine could not be taken out

without first releasing the rear springs and moving the whole transmission rearward. This chassis feature only appeared in 1932 and was never seen

a front pillar were a necessity to ease entry into the somewhat cramped cabin, which now has a foot well for the driver. The steering wheel, dashboard and controls will look familiar to owners of later Nines, although the silent third gearbox Brooklands type lever seems somewhat buried in the centre tunnel. Yes, that's the starter switch that's been taken out, it is a Nine after all and wouldn't start. Turned out to be the solenoid contacts.

The history of this car is also quite unique. Bought in 1938 by Frank Renfrew in England and used by him for 10 years before he sold it to emigrate, first to Canada and then New Zealand.

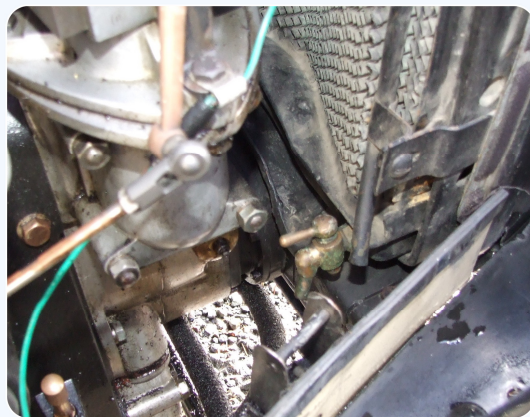


again for obvious reasons.

The hinged roof panel, or 'doodle flap' was a trial on this car and used with modified mechanism in later models. The cutaway door and the absence of

Rileys in Canada but his interest was renewed when he saw them about again in New Zealand. He bought a 1937 Kestrel and joined both the Register and the then new Club in New Zealand. Thirty five years later on a trip to England, he located the Gamecock Coupé still with the same registration plate AUC333 but much the worse for wear.

The engine had been removed and was in several pieces and the car itself had been exposed to the English weather for several years. Nevertheless Frank couldn't resist the urge to get 'his' car back and he shipped it back to New Zealand where he set about restoring it as far as possible to its original state.



Front cross member makes for tight fit.

Frank penned an article for the



Riley Register Bulletin in March 1975, in future every time. Going out to the following extract provides some shed about midnight, the offending more details of this special little Nine:-

'Riley Coventry advised that the chassis and engine numbers referred to in your enquiry are those of a car built in the 1932 trading season and which were designated Gamecock Coupé. Only a very limited number were produced. Chassis and engine parts are readily available but body parts for this model are somewhat limited.....'

'The car is some ten or twelve inches shorter than the Lincock and was fitted with a Plus Ultra engine equipped with twin UH Zenith carburetors, cooling fan and a three inch diameter rev counter, fitted in place of a clock and driven in the usual way from the bottom of the BTH magneto. The silent third gearbox was fitted with a Brooklands type change.'

Present owner Ramon Farmer kindly supplied the following notes on his experience his Gamecock Coupé:

Construction discoveries.

"Among the components preserved by Frank were the lids over the small cubbyholes each side behind the seat; both these lids carry the car's experimental number penciled onto the inner side of the lid (EX123). These cubbyholes can each carry three bottles of wine.

The front cross member (radiator support) is formed of folded sheet steel, riveted in place, and is much deeper fore and aft, than earlier chassis, hence the lack of space to move the engine forward to clear the output shaft from the gearbox. I think Stanley Riley got it wrong with this chassis modification.

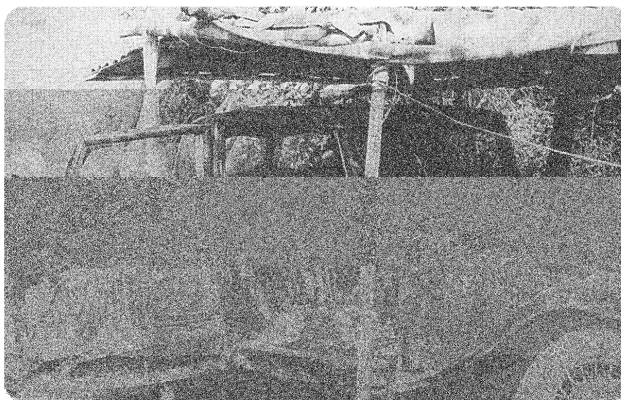
When the Gamecock Coupe engine was removed about four years ago for rebuild, Tom King and I were trapped by this feature and I lay awake that night thinking, why not cut a section out of the cross-member? Tom knew the wrinkle of popping the rear axle backward, but I favoured a simpler solution; one which would work



cross-member was examined closely to decide a possible line for the cuts. Under the paint there appeared to be existing lines about the optimum position; a scrape of the paint revealed



a well-executed weld where some earlier, frustrated operator had made the cuts and then welded the piece



After 25 years Frank found his Gamecock Coupé in need of some TLC.

back after re-installation of the engine. Next day I made the cuts, removed the appropriate piece (and the engine), welded some plate around the underside edges of the removable piece, then clamped it back in place to drill appropriate holes for a set of

bolts. We can now remove this segment of the cross-member anytime necessary, simplifying engine removal. (Immediately after the engine rebuild, this had to be done when too much crankshaft end float made itself apparent.)

Doodle Flaps.

The "doodle flaps" are really Riley patent roof doors; they were introduced on the Gamecock Coupe. They also appeared on some early production Falcon Nines (1933, 1st type body) but disappeared with the 1934 Special Series chassis with later Falcon Nine body style (with boot). Roughly the same happened with the production Lincock, which was developed through one (or two) prototypes from the Gamecock Coupe. The 1933 Lincock Nine carries the roof doors but the 1934 Lincock lost them, gaining a cleaner roofline amongst other changes.

It seems no 1934 production car carried roof doors; they were probably in production for the 1933 year only.

Where Gamecock Coupé fits in the Riley range.

Though we don't have complete chassis number data; the Gamecock Coupé's chassis number is 6016472, Styles lists the first Lincock Nine as 6018176 and the first listing of a Falcon Nine as 6021370. So it is fairly clear that the Gamecock Coupé preceded Lincock and Falcon development. There is an element of uncertainty about the Falcon Nine prototype figured in Styles, if only we knew its chassis number! Was it a Coupé contemporary or a few months later? The Styles illustration shows the Falcon prototype with conventional Nine front wings but swooping Gamecock Coupé style rear wings, scuttle and windscreen with dimples like the open Gamecock and Gamecock Coupé, cutaway A pillar and no fixed running board, again like the Coupé.

Frank Renfrew - some early experiences.

Frank was born on the Isle of Man and as a youngster was mad about motorcycling. One year, as a very young marshal on the TT course,

during practice, a motorcyclist on a Douglas came by and stopped at Frank's corner to observe others taking the best line through that corner. He chatted with Frank during this



observation period and Frank asked his name; it was Freddie Dixon,

already known for his riding and bike tuning skills, and later to become very well known for making a Brooklands Nine go quicker than the Works cars.

When Frank sought to purchase the remains of the Coupe from Vernon Forder, he was assisted in locating its whereabouts by his Devon-based, ham-radio friend, the late Mick Berrett. Mick was a member of the Riley Register; his son-in-law John Corah continues his Riley interest. Frank had been in radio contact with Mick for many years.

I may have rambled on too much but I particularly wanted to mention Frank who was a very kindly, special person, who was instrumental, together with

Colin Campbell, in getting the Riley Club's Hawkes Bay Area formed and into action back in the sixties."

Ramon Farmer. (June 2012)

It was a pleasure to see this car still happily lapping up the miles for Ramon Farmer who drove up from Christchurch, which is a 1,244 km round trip.

Lindsay.Stephens@gmail.com

June 2012



A more familiar 1932 Gamecock at the 2008 Riley Register Rally

Shed Report

As we welcome summer, we now have further improvements to the club shed. We have 2 bookshelves. One is a steel, lockable model which will hold the large collection of "The Riley Record" & "R Memoranda". Our thanks to Jack Warr for this generous donation. Tomorrow [Monday], we will pick up a workbench & vice donated by Brian Jackson. On Thursday 13th, there will be a combined working bee, bbq, & monthly meeting. Many hands make light work so if you can find the time, please joins us at the old CSIRO research complex near Samford. The entrance is 1km north of Stamford village on the Samford/Dayboro Rd. Look for a Riley sign near the entrance. **2 PM Working Bee 6 PM Barbeque 8 PM Meeting**

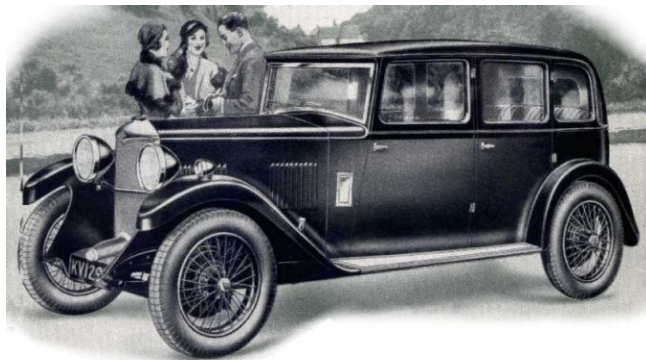
Bill White Shed Coordinator.

What Model is this? Know your Riley.



Your Answer To What Model? Know your Riley.

Riley 14/6 Winchester. (1933)



The Winchester was available as either a Saloon, or Limosune. It was initially, briefly, known as the Family Saloon. Unfortunately, for our purposes, it shared the 88E chassis designation with the [Edinburgh](#) model, and in the available pictures, there appear to be few differences between the two models. None are known to survive, but all those 88E's that have been identified from old records are identified as Winchester, rather than Edinburgh models.

Chassis Type 88E

ENGINE

6cyl ohv

RAC Rating 13.5hp

Bore 60.3 **Stroke** 95.2

Firing Order 1, 5, 3, 6, 2, 4

Capacity 1633 cc
50bhp

SUSPENSION

Semi-elliptic

PERFORMANCE

Max speed 66.7mph

0-50 32secs

Fuel Consumption 19.3mpg

PRICE

Saloon £448

Limo. £460

TRANSMISSION All Helical 4-speed gearbox.

Overall Gear Ratios:

1st 20.86:1

2nd 13.5:1

3rd 8.06:1

Top gear 5.1:1

Reverse 19.36:1

BRAKES

Riley Continuous Cable with cam-operated shoes. 13" Drums.

DIMENSIONS

Wheelbase 10' (aprx 3040mm)

Track 4'8" (aprx 1400mm)

Length 13'9" (aprx 4230mm)

Width 5'6" (aprx 1670mm)

Wheels Wire 6-stud 3.0x20

Tyres 5.0x20

Fuel Tank 11galls.

Weight 26.75cwt (chassis only)

THE 2011 RILEY MOTOR CLUB QLD ELECTED COMMITTEE

PRESIDENT:	Ken Lonie	07 5494 3323
VICE PRESIDENT:	Alan Hill	07 3289 1063
SECRETARY:	Matthew French	07 3353 0532
TREASURER:	Linden Thomson	07 3139 1524
CLUB CAPTAIN:	Robin Hull	07 54964953
SPARE PARTS OFFICER:	Jack Warr	07 3378 3541
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0418 719 039
REGISTRAR:	Matthew Schooneveldt	07 3263 1986
EDITOR:	Bill Short	07 3886 7236 williamshort@aapt.net.au
WEB COORDINATOR	Linden Thomson	07 3139 1524
SHED COORDINATOR	Bill White	07 3289 4282

RILEY EVENTS - SOUTH AUSTRALIA - AUGUST 2013

Before the Riley Motor Club of South Australia 2013 Event Organising Committee can negotiate bookings and pricings, we would like confirmation of expressions of interest to ascertain arrival dates and numbers for accommodation and catering purposes. We also wish to update our contact listing so that we can keep you informed personally as well as via our website: <http://tinyurl.com/RCR2013>

The website outlines the three separate components:

1. Pre-Event Activities

Pre-Event Activities (eg a bus tour, dinner etc) will be arranged for Adelaide. These will be available to any interested Riley car enthusiasts irrespective of their participation in other activities but with overseas participants new to Adelaide in mind.

2. 2013 National Rattle of Rileys

We expect that the "2013 National Rattle of Rileys" will attract the largest number of entries and traditionally it has more organised events. Many small country towns do not have large motels and cannot cater for large numbers of people. Their motels are small and their hotel accommodation very basic. Many country hotels have non-ensuite rooms, but shared facilities. Cottages are often available. These may have several bedrooms and self catering facilities. While there may be some of the more traditional B&B accommodation, there are also miner's cottages and some of these have bathrooms off the main bedroom. This means that others sharing the same cottage need to walk through the main bedroom to use these facilities. This would only be for two nights. Staying in such a town provides a great insight into "country" Australia and an opportunity to meet new people or share with someone you choose. Please let us know your views on these various types of accommodation and whether you have a group you would be happy to share with. The committee will then decide if we should avoid staying in these towns, either on the basis of too many entrants or because the accommodation doesn't suit your taste.

3. Rileys Through the Red Centre

The website provides an initial guideline of distances and proposed overnight stays. It has been based on what could be expected of the Riley Nines, allowing for more fuel and rest stops and early settling into accommodation or setting up camp each day. Between Port Augusta and Darwin there are many places with very little choice of accommodation. Some entrants may choose to camp in some of these places. Those in faster Rileys may wish to proceed ahead to larger towns where possible. In order to get the most out of the journey you need to make informed decisions so

more detailed information will be provided over the next few weeks. In the meantime you may choose to do some of your own research. August is one of the more popular months in Darwin and we should book ahead early. Once again, more reasons to have a good idea of numbers and preferences.

As with most Australian Riley events, each entrant will be responsible for choosing and making their own accommodation bookings unless individuals personally instruct us to act on their behalf. The organising committee will reserve accommodation when possible and provide information. "Rileys Through the Red Centre" participants will be advised separately on any group sightseeing activities that may be available as we venture north.

If you are shipping a Riley from overseas, it would be advantageous to use Tayper Enterprises as your shipping agent. Their contact details are on our website. Although they are based in Adelaide they will be able to manage the loading, transport and collection of your vehicle. Additionally, if there is a sufficient number of vehicles through the one agent we are in a better position to come to a bulk arrangement on the carnet issue. As yet there are no guarantees.

Responses to the Expression of Interest would be appreciated no later than 31st August 2012. These are the numbers we will be acting on. We realise that a lot can change between in a year but please provide your intentions as they are at present.

Please send responses direct to me in the first instance:

Beverley Wilson

President

Riley Motor Club of South Australia Inc.

PO Box 149

Mount Compass,

South Australia 5210

tel: +61 (0) 8 85568547

+61 (0) 401122739

email: bev.david@hotmail.com

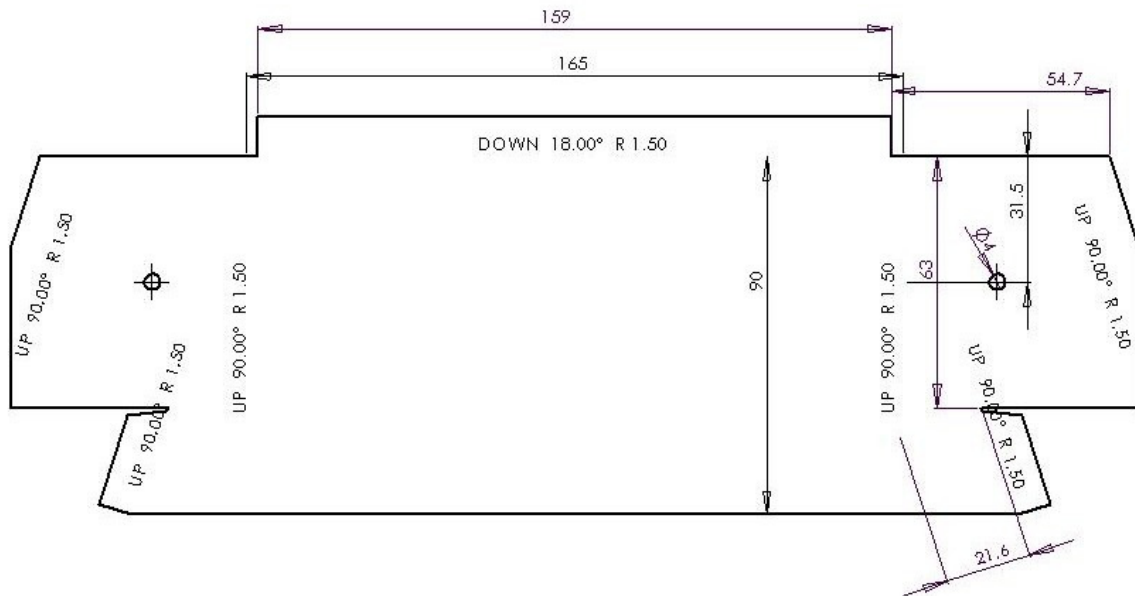
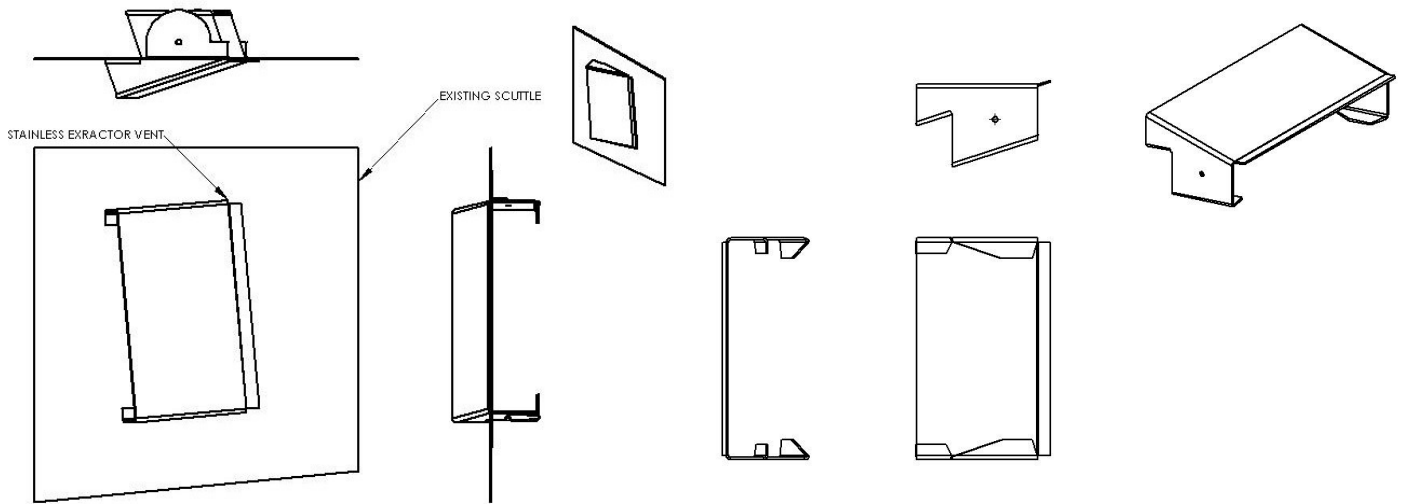
Re-visiting The RM Air Vents

I have done some more thinking about those leaky, paint chipping air vents that we all love on our RMs. Instead of blowing the air in I wondered how sucking the air out on the RMC that I am restoring would go. I made up a set of vents as shown in the diagrams and did some preliminary testing with the garden path blower. The results seemed promising.

The fact that the vents are facing backwards and also slop down will limit the possibility of water getting in the vent from general rainfall. (The hose is an entirely different matter.)

There is no actual modification to the scuttle and the vent is fastened in using the existing pivot hole. I have made mine from 1.5mm stainless steel but they could be made from mild and painted or from polished aluminium.

If you would like a set of pdf drawings please contact me. williamshort@aapt.net.au



COUNCIL NEWS

2013 QHMC Rally: Sunshine Coast Antique Car Club 50th anniversary week-long celebration in conjunction with the 2013 QHMC Rally in June 2013. Expressions of interest to attend with name, number attending, phone, address and email address to SCACC PO Box 362 Nambour 4560.

http://www.scacc.org.au/forms/date%20claimer%202013_1.pdf

QHMC Rally in NQ: The QHMC requests clubs based north of the tropic to consider hosting a QHMC rally each year.

Conditions to be the same as the current rally. QHMC contribution to this rally is currently at \$1000.

This could be held in addition to existing rallies or in conjunction with a rally already planned for that time.

Please contact the QHMC committee direct or via your delegate for more information or to accept the challenge.

Queensland events: Clubs are urged to list on the QHMC website at least one event per year where they feel people from other clubs could join them. Please use the event listing form on the QHMC website. If your club would like some company on its runs, it should notify QHMC via the link on its website www.qhmc.org.au

SIVs. A SIVs working group has been formed and they are researching the terms and conditions of all state concessional registration schemes. This report is being created by noting the official rules and then speaking to members in various states to obtain an insight into the actual working of each scheme. Once completed the federation and the state councils will be in an informed position and can act early if uniform national regulations are proposed. Each member club will receive a copy of the report.

Club Logos for the pending new QHMC website: The QHMC webmaster is developing a new QHMC website. It is requested that clubs supply a JPG file format version of their club logo which will be used in the banner of the new site. Please send the logo to president@qhmc.org.au

SIV dating certificate: Any club having difficulty with the new SIV dating certificate is asked to send their club logo to the QHMC President, president@qhmc.org.au who will set up their form with club logo and name.

In addition there have been a number of inquiries over the use of the dating certificate. This form does not exempt anyone from the normal registration requirements. It is solely a form for the dating officer to confirm that the vehicle meets the historic criteria of their particular club and as such is eligible for concessional registration. If the club guidelines allow modifications then these must be accepted by Queensland Transport, i.e. Blue Plates if needed, before registration of any kind can be granted. Remember, changing the engine or driveline to a later make or even just a later model could move the vehicle more towards

Hot Rod or Street Machine specifications and therefore different rules.

The form is made up of 2 pages; the second is designed to be retained by the club.

Seat Belts and Child Restraints: As negotiations with Queensland Transport have reached an impasse, a letter has been sent direct to the Minister for Transport. Any member of any club with strong feelings on this issue is asked to approach their local state member to bring your objection to their notice.

Discounted Rego for Veterans: QHMC continues to develop a discounted registration proposal for Veteran vehicles.

Robert Shannon Foundation awards: Nominations for this year have closed but preparation for next year can start now. More info look at this- <http://www.qhmc.org.au/images/RSF%20Flyer.jpg>

Invitational Rallies this Year::: Fuel consumption test, Toowoomba (DDVVMC) 18-19 Aug; Early ford Club Jimboomba 26th August; Autorama "Something in the Air" Rally Gold Coast Antique Auto Club 3rd & 4th Nov. Details and links to entry forms appear on QHMC website www.qhmc.org.au on the 'calendar' page. Everyone welcome at these events.

Canberra 100 Rally: 2013 marks Canberra's centenary. The National Trust has proposed a rally for 19 & 20 October 2013 and AHMF has endorsed it. While this is still in the proposal stage the plan is for each state and territory council to conduct hub rallies arriving in Canberra on 18th October 2013 for the national rally. The overall event will be similar to the Shannon's Rally in 2001. All Queensland clubs are encouraged to support the event. QHMC seeks a number of run coordinators to plan and lead the rally runs from Queensland to Canberra. http://www.qhmc.org.au/Event_Flyers/Canberra%20100%20Rally.pdf Contact QHMC President president@qhmc.org.au

Next QHMC meeting is September 27. Please consider representing your club on the Council and being part of the group representing our hobby to the government.

QHMC Secretary: Trevor Shields. secretary@qhmc.org.au

President's Report to AGM for the committee year ended 26th July 2012

1. As President, I hereby table this report to the AGM.

Management Committee

2. Your management committee was made up of President: Graham Allum; Vice-President: David James; Secretary: Trevor Shields; Treasurer: Graham Simpson; Assistant Secretary/Treasurer: ; DTMR Liaison Officer: Rod Graydon.

About QHMC, its Affiliated Clubs and Vehicles

3. Council general meetings are the odd-numbered months and management committee meetings in the even-numbered months.
4. QHMC represents over 100 historic vehicle clubs across Queensland, including Veteran, Vintage, Post Vintage, Historic etc. We welcome clubs catering for all types of light and heavy vehicles, ex-military vehicles, buses, steam engines, stationary engines, in fact anything of a heritage nature that's mechanical.
5. Many of our vehicles are registered under the Special Interest Vehicle (SIV) registration concession scheme. The State has approximately 15,000 pre 68, SIV registered vehicles. In addition, there are numerous club vehicles on full registration enabling unrestricted use of those vehicles.

QHMC Role

6. The QHMC is the peak Queensland body for vehicle clubs whose general aim is the enjoyment and preservation of our motoring heritage. The QHMC represents affiliated clubs in negotiations with Government departments, interstate peak motoring bodies and commercial and public bodies. Affiliated clubs include Veteran, Vintage, Historic and Classic vehicle clubs.
7. **QHMC Rally.** It is conducted by a volunteer host club each year on the Queen's Birthday long weekend. This rally is financially part-sponsored by QHMC. The other on-going sponsor is the RACQ. They have been involved for the past 5 events and this support is set to continue with the 2013 event. As President I would like to acknowledge their interest in and support of Heritage Motoring events in Queensland.
8. The 2012 RACQ HMC Rally was organised and hosted by Maryborough District Antique Motor Club and was a great success.
9. For 2013 the rally is being organised by Sunshine Coast Antique Car Club and the 2014 event by BVAC.
10. **NMHD.** The third Sunday of May each year in National Motoring Heritage Day. We have fully supported this AHMF initiative since its inception in 2007. The Council continues to encourage affiliated clubs to run events in their own areas. We prefer to see localised events in order to get the vehicles out, even in small local groups, and seen by the wider community on the day. A number of clubs around the State have taken up the concept and run with it in their own individual way. We are always on the lookout for ways to raise the profile of the historic vehicle movement and NHMD events conducted widely across the State are one way of achieving this.
11. **Regional Visits.** Clubs should let us know if you require a committee liaison visit and we will do our best to provide this service in your area.
12. **Robert Shannon Trust Grant.** This year Queensland had one submission accepted. Ben Hopkins, of the Veteran Car Club Australia (QLD) won a grant to assist with the restoration of his 1914 Overland.
13. **PLI.** Austnet remains our choice this year however terms conditions and fees need to be investigated as some venues are now requiring larger cover.
14. **DTMR Liaison.** Our DTMR Liaison Officer, Rod Graydon, along with other delegates, has continued to meet with DTMR officers. We have a working relationship with policy personnel and our delegates will continue to pursue registration issues.

The Year in Review

15. **Seat Belts and Child Restraints Road Rules.** The subject of a QHMC bulletin earlier this year, QRR Sections 266 & 267, have reached an impasse with DTMR and we have made a direct approach to the Minister. Status: Ongoing.
16. **SIV Scheme.** A committee has been formed to compile and compare all Historic Vehicle registration schemes available in Australia. The results will be available to all clubs and the AHMF which will allow us to have informed discussions if/when a national registration scheme is developed. Status: Ongoing.

17. **Our Website.** Richard Eggesfield continues to manage our website in the most professional manner. The website is easily navigated and information is readily located. Richard has installed relevant links to other related websites. Visit www.qhmc.org.au for all your Historic motoring information.
18. **Australian Historic Motoring Federation national issues.** The AHMF AGM is to be held in Bendigo mid August this year. Any issues for the agenda need to be passed on to our delegates, David James or Richard Eggesfield. Status: Ongoing.
19. **No-Cost registration for Veteran Vehicles.** Rod Graydon has completed the submission and is now in negotiation with DTMR. Status: Ongoing.
20. **Dating Certificates and Authenticity.** The dating certificate has been completed and distributed. While there were a few issues at the release the form has been used successfully for some months now. Status: Completed.

Other Items of Interest

21. **Re-registering and Unregistered Vehicle after Many years.** If you are planning to register a vehicle that has been out of registration for many years you will need to present certain information for this to be successful. Our DTMR Liaison, Rod Graydon has created a list to aid you. You will find Rod's suggestions at www.qhmc.org.au in the QHMC Operations Handbook in Chapter 13 on page 40 and it is listed as "Process 3". Rod has remained in contact with DTMR personnel to ensure currency of his suggestions. He has also assisted a number of club members in their efforts to register their newly-restored vehicles throughout the year.
22. **Museums.** Queensland does not have the benefit of having public car museums and the club movement relies on word-of-mouth information to seek out the committed private individuals who have established their own private collections. We need to continue our efforts to inform affiliated clubs of such collections so that small club group visits can be undertaken by arrangement with the owners of such collections. I invite you to share museum and collection details with us.
23. **Open Invitations to Club Runs.** We encourage our clubs to nominate one of their runs annually where they specifically extend an open invitation to all Council-affiliated clubs to a run on a particular date.
24. **Midweek Runs.** There are already clubs out there conducting midweek runs and as our members reach retirement age, we can expect more demand for these activities. We encourage our clubs to provide as many run opportunities to their members as they can comfortably manage.

Acknowledgements

25. My thanks go to all the members of committee for initially accepting their positions on the committee and for their work in keeping QHMC relevant and focused. To all the delegates for your attendance at the general meetings each alternate month and for seeking the instructions of your clubs in order for us to represent and advocate for them.

Goals for the 2012 Year

26. For the foreseeable future, I would like to see the Council work on the following:
 - a. Continue our contribution to the national historic vehicle movement agenda through AHMF.
 - b. Promote QHMC to the old car community in order to achieve an even greater level of club affiliation state-wide.
 - c. Continue the promotion of our clubs' event on QHMC events calendar.
 - d. Continue to lobby government at all levels to ensure the historic vehicle movement is considered/consulted when framing rules/legislation which impact on our members and their vehicles & continue negotiation with the Queensland Government on the matter of Seat Belts and Child Restraints; see paragraph #15
 - e. Continue research into the SIV/club rego schemes offered nationally.
 - f. Complete development of the case for Vets no-cost registration.

Conclusion

27. I strongly encourage the committees of all affiliated clubs to become involved in all issues and discussions and to provide the QHMC committee with constructive feedback. To assist this process, I ask QHMC club delegates

to actively keep their clubs informed and to seek instructions from their club prior to attending QHMC GMs and AGMs.

28. I extend my best wishes to next year's committee for a successful year.

Graham Allum, President 2011/2012.