



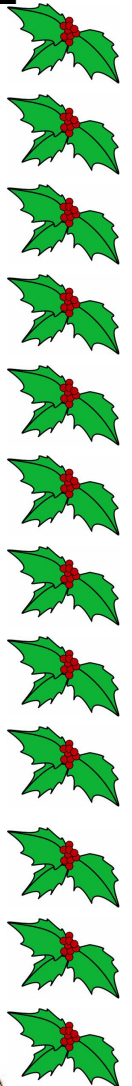
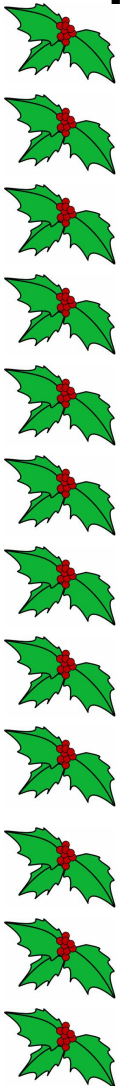
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# TORQUETUBE

**Newsletter of Riley Motor Club Qld Inc December 2012**

[www.rileyqld.org.au](http://www.rileyqld.org.au)



**Tamara Playne's Riley Looking Very Swish At Cleveland**

**Editor:** Bill Short  
[williamshort@aapt.net.au](mailto:williamshort@aapt.net.au) Ph.0738867236

**Next Meeting:**  
 Thursday, 13th December 2012.  
 Girl Guide Hut  
 Corner Pullen & Osborne Roads  
 Everton Park

**DISCLAIMER:** *The Riley Motor Club Qld Inc. accepts no responsibility for the results of contributor's advice, nor does it endorse any services/ goods/ products offered by advertisers. Opinions expressed in this Newsletter are not necessarily those of the Club, its Officers, or its Editor.*



**MERRY CHRISTMAS**





*The Riley Christmas Lunch will be at the Riley Shed in Samford on Sunday 9<sup>th</sup> December at midday. Bring lots of good cheer and conversation, drinks, chairs, salad and a dessert to share. The Club is supplying the ham. Please ring Wendy Lonie 0417 857075 re salad/dessert*

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

held at the Girl Guide Hut, Corner Pullen & Osborne Roads, Everton Park, Thursday 8<sup>th</sup> November, 2012.

Meeting opened by President Ken Lonie at 8.13 pm with 16 members and guests present.

**Apologies:** Ross & Dianne Phillips, Del Thomson, Jeff Jones, Rod Longden, Robin Hull, Ian Henderson.

**Minutes from previous meeting:** Moved Sheila Hill, seconded by Bill White, that minutes be accepted. Carried.

**Business arising from minutes:** Apology from Ray & Bev Burrows and Dorothy Cameron omitted.

### **Inwards correspondence:**

1. Advertising from Gasket Solutions.
2. Flyer from Custom Apparel.
3. Email from the yellow pages changing the contact details for the club to the secretary.
4. Magazines Blue Diamond, Riley Rattles, RMCWA mag.

### **Outwards correspondence:**

1. Email to the yellow pages changing the contact details for the club to the secretary.

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

### **Treasurer's report for September 2012:**

Balance as per Bank Statement, 1 October 2012			<b>\$ 3593.30CR</b>
Income			
Interest	\$	0.43	\$ 0.43
Expenditure			
Sundry expenses	\$	70.65	
Newsletter expenses	\$	55.00	
Rental – Room September EPGG	\$	40.00	\$ 165.65

Balance as per Bank Statement, 30<sup>th</sup> October 2012 **\$ 3428.08CR**

Moved by Linden Thomson that his report be accepted, seconded Dorothy Cameron. Carried.

**Club captain's report:** As per magazine due to the C.C. being on holiday.  
December - 9<sup>th</sup> Christmas party at the club shed. Meet from 12, bring your own chair.  
13<sup>th</sup> Sausage sizzle from 6pm, meeting after, perhaps starting 7.30.  
January - 20<sup>th</sup> President's Rally with morning tea at Redbank, lunch at Ipswich  
26<sup>th</sup> Australia day rally, Bayside club.  
April 18-23 Rally to Rockhampton  
Bev Burrows thanked the club on behalf of the Blind Driving Day organisers for their attendance.

**Spare parts report:** Nil.

**Registrar's report:** Work in progress.

**Editor's report:** Nil.

**Website co-ordinator's report:** 2<sup>nd</sup> hand and new parts list proposed improvements over the next few weeks. Linden is actively working on a new more functional version that will have more information.

**Shed Coordinator:** Simon Schooneveldt is proposing donating more parts to the club. A couple of fans a wood vice have been donated. Next task is to replace the fluros and starters as required.

**General business:**

1. Change of the ABN contact is ongoing, with Linden to follow up. Linden provided a report on interstate ABN status.
2. Ken displayed steel A pillars he had fabricated for his special.
3. November Just Cars has a feature ad on a drophead.

**Meeting closed:** 9.21pm

Secretary's Email: [mgwfrench@bigpond.com](mailto:mgwfrench@bigpond.com)

**Next Meeting:**

Thursday, 13th December 2012.

**Girl Guide Hut**

**Corner Pullen & Osborne Roads**

**Everton Park**

## Women Of Our Riley Club



### Dorothy Cameron

A founding Member of Queensland Riley Club.

Born - Brisbane

Star Sign - Pisces

Attended - Gumdale School

Work - Clothing Machinist

Married the love of her life, Gordon in 1951

Family - Son, Graham & Daughter, Robyn and a Grandmother.

Riley History - Involved with Q'ld Riley Club since Formation in 1972.

Rileys - Too numerous to mention.

Dorothy & Gordon were past Riley past President & Spare Parts (the spare parts were kept in a shed at their home).

Loves travel - U.K. x2 & USA x 2 and extensive Australian travel.

Aims to visit Granddaughter in UK.

Favourite place in the world - Brisbane

Passion is her garden, flowers and all things gardening.

Dorothy is an excellent cook and a wonderful hostess.

Accomplished seamstress - sewed the Q'ld Riley Club Flag.

She is genuinely kind hearted and loved by all.

## Club Captain's Report

The run for November, the Gold Coast Autorama was attended by five Riley couples although John and Eve Romer were in their Chev. On both days rally participants had a choice of a long or a short run 62 or 119 kms on Saturday and 62 or 100 kms on Sunday. All Rileys travelled the longer runs on both days. The runs were very interesting and considering that we were based at Tugun we travelled through some very urban and scenic country. Altogether a good rally with a fine gathering of cars (75).

### Coming Events

#### December

##### Sunday 9th

The Club Christmas party commencing at 10.00 am. Remember bring a chair and bring a plate.

#### January

##### Sunday 20th

The Presidents run, meet for morning tea at the Pan Pacific Peace Gardens at Mc Auliff Street Redbank. Bring your own tea -coffee etc. and the President will provide smoko. After smoko we will travel in convey to a local park where it is expected that we will be joined by Dianne and Ross Phillips for a byo lunch. There are all weather shelters and toilets at our lunch stop.

##### Saturday 26th

Australia day rally by Bayside Vehicle Restorers Club, tours depart at 10.30 from Ormiston State School. Breakfast is available from 8.00.

#### February

Lunch run

#### April

##### Thursday 18th to Tuesday 23rd

The Northern rally to Rockhamton.

#### June

##### 2nd to 9th

The Nambour rally incorporating the Q.H.M.C. rally, the Nambour Club is asking for nominations now enquiries to 5476 1334 or email [secretary@scacc.org.au](mailto:secretary@scacc.org.au).

#### July

##### 14th

RACQ Motorfest.

#### August

##### 5th to 9th

Riley National Rally South Australia.

#### October

##### 19th 20th

Centenary of Canberra Rally.

## Editors Note

Thanks everyone for a great year of contributions to the Torque Tube. Without your help the magazine doesn't run. I hope you and your families have a great festive season.

Cheers.  
Bill.

## And Now For Something On the Lighter Side Of Life

### 'OLD' IS WHEN...

Your friends compliment you on your new alligator shoes and you're barefoot!

**At a Meeting**, the Minister says "anyone with needs to be prayed over, come forward to the front of the altar."  
Freddie gets in line and when it is his turn the Minister asks Freddie "What do you want me to pray about for you?"

Freddie replies, "Rev, I need you to pray for my hearing"

The Minister puts one finger in Freddie's ear and he places the other hand on top of his head and prays and prays and prays.

After a few minutes the Minister removes his hands, stands back and asks Freddie  
"How is your hearing now?"

Freddie replies, "Dunno Rev, it aint 'til next Wednesday!"

### I Have A Question. Could Somebody Please Answer It?

I recently was looking for alternate wheels for my RMC. I presume that they are the same as the RMA wheels. I can't find any reference to the correct offset of the wheels. I did my best to measure the offset and came up with 44mm. Does anyone have the specifications for this measurement? The rim has the following stamped into it. 4 ½ J16KN LP52.

Bill Short.

### Last Month's I Have A Question. Could Somebody Please Answer It?

Readers please submit a question or a problem to the editor ( [williamshort@aapt.net.au](mailto:williamshort@aapt.net.au) ) and hopefully members can help with a solution.

#### Oil Pressure Problem.

##### Does anyone out there have a possible solution?

My 1949 1.5ltr is suffering from woeful oil pressure when it is hot. It has about 45-50psi on cold start, but as it heats up it drops to around 20psi or less at revs and almost nothing at idle. I have tried a substitute oil pressure gauge also. It also seems to have very little oil reaching the overhead gear.

There is no noticeable bearing noise so I am hopeful the engine is ok. I changed to 25-50 oil that is meant for older engines last change, but it didn't improve things. I have also wound the pressure relief valve up with no effect.

My next move is to drop the sump and check the oil pump and put Plastigauge through the bearings, if I can still get it.

Any suggestions would be gratefully considered.

Cheers.

Jim Scott.

If there is anyone that could help Jim, and I am sure a few others out there, with some solutions. Could you please send them through to [williamshort@aapt.net.au](mailto:williamshort@aapt.net.au). I will send Jim a copy immediately and publish them in the next edition so that we can all benefit from the readers collective knowledge.

# Solutions

1.

Gday, I think he may have answered his own question. I have just totally rebuilt my 1948 1.5 engine due to a big end bearing failure. The symptoms were the same. The fact that he can hear a bearing noise suggests that the clearances are excessive and so the oil that is pumped to the crankshaft leaks past the big end and can not build up pressure to circulate around the engine and that could be why the oil is not getting to the overhead gear. Of course I could be wrong and in which case it would be the oil pump that is worn out, that would have the same symptoms. If the pump is at fault then low oil pressure would not cushion the big ends and would also give a slight bearing noise. The bottom line is he will not know until the sump is removed the pump checked and the bearings inspected and plastic gauged. If Jim needs any help we can assist I overhaul vintage aircraft engines and can repour white metal bearings, Cheer Warwick Woinarski

2.

On oil pressure problems, I believe the first place to look is the seating on the relief valve. I had similar problems on my 1933 Monaco where the initial cold pressure was fine but would drop to 15 odd psi when hot. Screwing the relief valve up helped a little but not much.

The seat and plunger on the valve looked ok, but when I spun the plunger in the lathe, the bottom face was flat but not perfectly square to the plunger. Someone had dressed up the face at some time but had not got it square to the body (it may have been me!). Machining the face square in the lathe fixed the problem. She holds 45 psi now whether cold or hot, although it does drop down when the revs are low, but that is related to the piston type oil pump used. I think the RMA and RMB have tapered seats, but again, if not seating properly, they will leak and this will be worse when the oil is hot and thinner.

The seat may also need tidying up and the seat can be removed by inserting the correct size tap into the hole after the plunger is removed, sufficient to grip onto the seat and enable it to be withdrawn with the tap. New seats are available from Jack Warr.

Hope this helps.

Ken Lonie



Rileys at Cleveland

## Fitting Electric Power Steering to a Riley RMB

I have recently fitted an NSK electric power steering unit to my 1949 RMB Riley and the results are better than I had expected. The steering is light, even with the potentiometer turned fully down. You can literally turn the wheel with one finger or two if stationary in the garage. The potentiometer enables the amount of power assistance to be varied.



I have installed the unit on the inside of the cabin right up against the fire wall, such that the output shaft of the unit actually protrudes through the firewall, as can be seen on photo 1.

The unit was supplied by Warwick Hutchinson of Ultimate Power Steering Pty Ltd at Unit 31/193 South Pine Road, Brendale, Qld 4500. His phone numbers are 07 3889 7077 and 0402 242 477. Their email address is [sales@ultimatepowersteering.com.au](mailto:sales@ultimatepowersteering.com.au).

Cost of the base unit, which I purchased, was A\$1300 including GST, although that was now some time ago.

The first task was to fabricate a bracket to bolt the unit to the body. The completed bracket is shown in photos 2 and 3.

The main pressed iron bracket supplied with the unit was first removed by unbolting the three retaining bolts, and this bracket was used for the bolt pattern for the new bracket. Several spare brackets have been fabricated to provide a pattern for future installations.



I was fortunate to have a rolling chassis minus side panels to assist with lining up the unit and getting the bracket angles correct.



The unit was bolted up as high and as far to the front of the car as possible and this resulted in the output shaft of the unit poking through the firewall as far as it would go, with the output shaft housing pretty much hard up against the inside of the firewall. Holes were drilled in the front facing side of the bracket to accommodate the hand brake cable, speedo cable, advance retard cable and choke

cable. However, they all fitted through without any other alteration.



The bracket was bolted to the floor of the toolbox compartment behind the firewall (the same as the one holding the battery on the other side) using two 5/16 inch bolts. A length of angle iron was bolted on the top side of the floor of the toolbox compartment with the floor of the toolbox compartment being sandwiched between the bracket that the unit is bolted to and the angle iron. The vertical leg of the angle iron was then bolted to the firewall so that the loads from the unit are transferred into the firewall. Refer to photo 16.

The unit will exert a rotating force on the bracket when operating and it is important to transfer these loads into the firewall. The rear handbrake support bracket was also bolted though the floor of this box and the handbrake mechanism had to be relocated about 10 mm towards the rear of the vehicle so that it clears the power steering bracket.

The unit has been mounted with the motor drive on the LHS otherwise it would foul with the hand brake assembly. By unbolting the electric control unit and relocating it to the left of the motor drive, the unit was able to be mounted a bit higher. The cable clamp on the small black cable on the unit was also moved to the other side of the block it protrudes from. Refer photos 4, 5, 6 and 7.



A small section was cut out of the timber panel near the gearbox bell housing to allow the drive motor of the power steering unit to fit a bit further forward. Before drilling the holes in the base of the toolbox



compartment to take the unit, the power unit needs to be lined up with the steering column shaft at the steering wheel end, to make sure that the column lines up with the bracket that supports the top end of the steering column. I had to unscrew the top bracket and move it to the right hand side by about 5 mm to achieve this alignment. It is important that no lateral forces are put on the power steering unit by the input



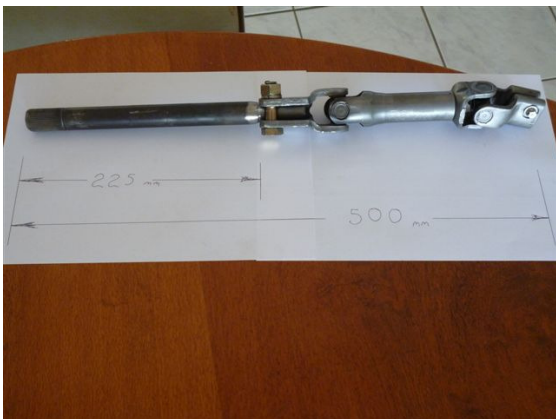
steering shaft, as this will introduce an error into the strain gauge in the unit which is sensing shaft torque. The up and down location of



the top of the column should be accommodated by the slot in the steering wheel support bracket, but lateral location can only be adjusted by relocating the screws holding the bracket to the body. If the alignment is too far out, then the power steering unit support bracket will need to be realigned. The alignment on the output side is not as important, as this is accommodated by the double universal between the unit and the steering box.

The steering column was then cut in two places to provide the correct length at the steering wheel end, as well as the steering box end.

For the output shaft into the steering box, I machined up a piece of mild steel and pushed it into the lower section of the



original steering column and machined flats on the end section to fit into the clamp coupling provided with the unit. Photo 8 shows overall dimensions of 500 mm including the





couplings and shaft fully compressed. The end of shaft to end of coupling should be 225 mm as this will result in the sliding shaft being slightly extended when fitted and enable the shaft to be withdrawn and slid off the power steering unit, without removing the power steering unit from the vehicle. The photo 8 is self explanatory. Photo 9 shows the output shaft assembled in the rolling chassis. For the actual installation in my running RMB, the shaft was installed with the engine still in the car, although a hoist made it a lot easier.

Photos 10 and 11 show the unit finally installed in the running RMB Riley. The following two issues had to be resolved:

- the wiring loom for the trafficators and horn can no longer run down the hollow steering column, because of the power steering unit (it would have been good if the power steering shaft was hollow, but it isn't), and
- the location of the clutch, brake and accelerator pedals need to be moved to provide sufficient foot room.

### Wiring Loom Issue

As the power steering shaft is not hollow, the cables from the steering wheel have been taken down the hollow shaft and then run out through the side of the coupling which fits into the input side of the power steering unit.

The input coupling/shaft supplied with the unit was not used, as a hole has been drilled in the side of the new coupling, to allow the wiring loom to be fed down the steering column and then out through the hole.



The turning of the steering wheel has been accommodated by installing a small drum in the sleeve around the steering column. Sufficient cable (more than three turns as the column only turns 1.5 turns in each direction) has been coiled in the drum to allow it to unwind as the column turns, without stretching the wires etc. The final arrangement is shown in photos 12 and 13. The cable is then fed out of the drum and through the firewall to the trafficators and horn.



Photo 14 shows the input shaft. The top end of the original steering column has been pushed into a mild steel coupling which has been machined to fit into the input side of the power steering unit. The overall length of the column and coupling is 560 mm. A roll pin was inserted into the coupling to mechanically lock the shaft in the coupling. This pin was offset so that it did not obstruct the hollow passage down the centre of the shaft.

The drum to contain the slack cable is shown in photos 12 and 13. This enables continued use of the central horn and trafficator buttons in the steering wheel. However, the central control must now rotate with the steering wheel, rather than remain upright as original and the self cancelling feature of the trafficators is no longer available. A small weld was made on the rotating disk below the horn button to ensure that the central control unit is now fixed to and turns with the steering wheel.



### Pedal Location Issue

Although the power steering unit has a small clearance between it and the pedals, it is difficult to fit your foot under the unit and you end up pressing on the power steering unit when you think you are pressing on the brake.

To overcome this, the pedals were relocated towards the rear of the vehicle by about 100 mm. The RMB Rileys have always had a problem with it being difficult to reach the pedals for most of us, and others in our Brisbane club have already moved their pedals back for greater comfort.

The clutch pedal was moved back by shortening the rod connected to the lower end of the clutch pedal by about 35 mm. This amount was cut off and the 90 degree bend made to effectively reduce the rod length by 35 mm.

The brake pedal was moved back by shortening the rod screwed into the rear of the master cylinder by about 35 mm and extending the RH BSF thread by about 35 mm. Don't shorten the other end, as it is LH thread. The brake pedal stop also requires relocating. The original stop was cut off with an angle grinder and a new one welded onto the bracket which locates the spherical bearing for the clutch shaft, to the chassis. The spherical bearing retainer plates are readily removed and the stop bracket welded to one of these plates at the correct length to move the brake pedal back by 100 mm.

The accelerator pedal was moved back by removing the pedal arm, cutting the arm about 20 mm behind the pedal and inserting 100 mm of the same diameter rod into the arm. The inserted section



was welded both ends. A small horizontal slot was cut in the floor plate to the left hand side of the hole through which the pedal passes to enable the arm to be pushed through the wall from inside the cabin.

A small section of the floor had to be cut out to enable the pedals to move further back and the rubber boot retaining arrangement moved back about 50 mm. A 50 mm wide insert was also welded onto the front of the rubber boot holder to fill the resulting hole in the floor.

#### **Wiring**

Final wiring of the unit was straight forward. The positive and negative cables from the unit were run directly through the firewall to a relay and then directly to the battery. The trigger to the relay

was taken from the A2 terminal on the regulator, as this only has power when the ignition switch is on. Alternatively, the relay trigger could be taken directly from the switched side at the back of the ignition switch. Regardless, it is wise to wire power supply to the unit via a relay.

The unit is supplied with a spade fuse (10 amp) so no additional fusing is required.

The potentiometer should be mounted on a small bracket under the parcel rack so that it is readily accessible by the driver. A separate power supply switch could be installed if desired, beside the potentiometer and which switches the trigger to the relay. This enables the driver to switch off the unit when driving on the highway if assistance is not required, although I have not found this to be necessary.

I would be pleased to provide any assistance I can to anyone contemplating this installation and can be contacted as follows.

Ken Lonie  
44 Benecke Road,  
Maleny  
Qld 4552  
Ph: 07 5494 3323  
Mob: 0409 613 231  
Email: ken.lonie@bigpond.com

## Gold Coast Autorama

The Gold Coast Autorama on the weekend of 3rd & 4th November matched its ongoing reputation of a very worthwhile Rally. The Hills, Thomsons, Hulls, Romers and Lonies attended. There was a fantastic assortment of vehicles of all Marques and eras with our Rileys attracting much admiration. Linden and Del Thomson deservedly won the Post Vintage Best Classic 1940-1949 trophy and prize. The Rileys performed well the entire weekend with no mishaps and all returned home safely.

Wendy L



**Linden & Delma Thomson accept the award for the Best Classic 1940-1950 at the Gold Coast Autorama**

## Shed Report .

The year end approaches and this will be the clubs first Christmas luncheon in the club shed.

The plan to find a home for old Riley parts has been a success with plans to continue collecting hard to find panels.

So I look forward to a very happy lunch with a large number of the Riley Family.

Place ----- Club Shed, CSIRO Buildings Samford.

Time -----12-00 noon

Date ----- Sunday 9<sup>th</sup> December.

Remember to bring chairs and refreshments.

Bill White ---- Shed Coordinator

## WANTED

### 21" SANKEY WHEEL

On a recent interstate trip a 21" Sankey wheel on my Mark 1 '9' Roadster disintegrated. I don't have a replacement. I would be very pleased if anyone can help with a replacement.  
Contact Noel Wyatt.

03 9707 1115

email [noelyn@bigpond.com](mailto:noelyn@bigpond.com)

## For Sale

This car was bought by my father in 1966 and was intermittently on the road until 1980, since which time it has been on blocks in a garage in Sydney. To summarise its condition :-

**Body** : scruffy appearance, no visible rust or accident damage, rear window woodwork definitely needing replacement, door wood sound, other wood not known, hood and all rubbers need replacement.

**Interior** : Original except for carpets; wood, leather, instruments in quite good condition, head lining needs replacing, door trim water damaged at bases.

**Mechanical** : 1978 work included engine rebuild; twin carburettor conversion (single carb manifold and air filter with car); new shocks and clutch, brake reconditioning – very few miles but a long time since then.

**Electrical** : all working 32 years ago ...

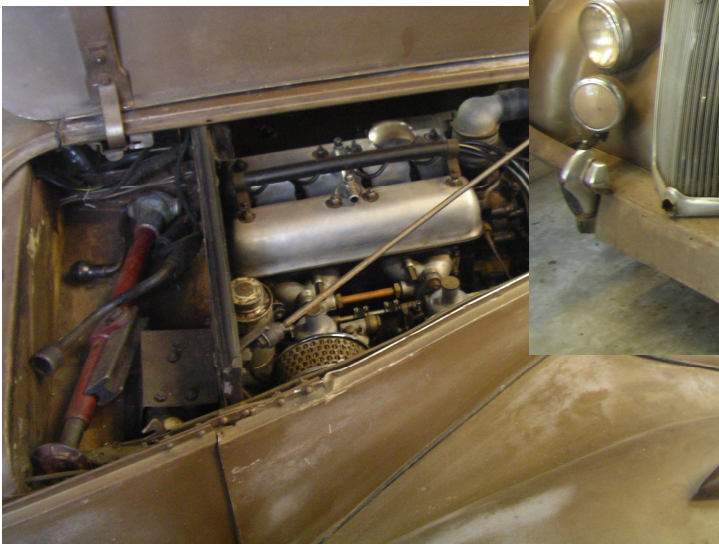
**Accessories** : jack, wheel brace, crank handle, workshop manual.

\$5,000 Open to offers.

Ian Keith.

Phone 02 43622612

[judanians@bigpond.com](mailto:judanians@bigpond.com)





## COUNCIL NEWS

(Management Meeting 25<sup>th</sup> October 2012)

**2013 QHMC Rally:** Sunshine Coast Antique Car Club 50<sup>th</sup> anniversary week-long celebration in conjunction with the 2013 QHMC Rally in June 2013. Entries are now being taken and enquiries can be directed to SCACC PO Box 362 Nambour 4560. Or the web site- <http://www.scacc.org.au/50thanniversary.html>

**North Qld. QHMC Rally.** Townsville Vintage and Veteran Historical Motor Club have volunteered to host the first North Queensland QHMC rally in conjunction with their Hub Rally over Easter 2014.

**DTMR:** A number of people have contacted Rod regarding problems with registering older vehicles with “short” chassis numbers. The current system uses numbers that were on the data base when the system was introduced and new registration defaults to modern long VIN numbers. DTMR officers are trying to overcome this by wanting owners to accept surrogate numbers. This creates a problem as the original number dates the vehicle and also can prove the rarity of the particular vehicle type. Negotiations on this are ongoing. If any member is having difficulties on this issue contact Rod direct.

In addition if any member is registering a vehicle that has been unregistered for a long period then the article on registration of long term unregistered vehicles is recommended to you.

It is on the QHMC web site here- [http://www.qhmc.org.au/Register\\_SIVS.htm#Notregistered](http://www.qhmc.org.au/Register_SIVS.htm#Notregistered)

As part of his efforts to smooth the registration process, Rod is asking anyone who has information, including serial numbers, on early imported cars to contact him. He is compiling lists of early imports as DTMR, in some cases, have insisted that some early vehicles are recent imports as the owner has no documentation to prove otherwise.

DTMR Meetings are being rescheduled as well due to staff changes. Next meeting in November.

If you are having difficulties with registrations email Rod Graydon at [tmr@qhmc.org.au](mailto:tmr@qhmc.org.au)

**AHMF:** AHMF are still working for tax free status for clubs (long-term project).

The import duty or tariff reductions exemption for car parts built from 1962 to 1982 has been removed. AHMF are in discussions with the appropriate people in Canberra to have this re-instated but no news on this currently. The exemption for parts for vehicles built before 1962 is still in place.

**Canberra 100 Rally** – The Canberra 100 Rally, organised by the National Trust with all profits going to the National Trust, is 19<sup>th</sup> & 20<sup>th</sup> October 2013, commencing at Jervis Bay and driving to Canberra. Rally fee – \$125 per vehicle + charge for meals.

Saturday 19<sup>th</sup> October – Jervis Bay to Canberra, over 200 km's, unsuitable for veteran vehicles but suitable for vintage vehicles and later. There will be stops at Tarago steam trains and other entertainment along the way. Dinner in Canberra.

Sunday 20<sup>th</sup> October – parade along Northbourne Ave to Old Parliament House for display, concours and entertainment. Dinner planned for Sunday night.

Each state and territory council is encouraged 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. 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](http://www.qhmc.org.au/Event_Flyers/Canberra%20100%20Rally.pdf) Contact QHMC President

[president@qhmc.org.au](mailto:president@qhmc.org.au) BVRC are organising a 6 day run from Brisbane to Canberra, joining the rally at Tarago (near Goulburn), and the run will be suitable for most vehicles.

**National Motoring Heritage Day:** Clubs are asked to participate in this and notify QHMC so notification can be made to all clubs. It was suggested rallies could be organised by QHMC for all clubs to participate in, along with advertising and media coverage.

**Old Seat Belts and child restraints:** It has been advised that there is some progress on the seat belt issue where those aged 7 to 16 are banned from riding in vehicles without seat belts. More on this as it becomes available.

**Report on Australian Concessional registration schemes:** The SIVS Report, originally released as a Power Point, has been updated with new information and released in a PDF form that will be easier to print out. This report, purely a summary of SIV schemes, is available to all members of all clubs and the only action will be to keep the information updated as changes are made.

**Next Meeting:** Next General meeting 22<sup>nd</sup> November 2012 at 7:30pm. 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](mailto:secretary@qhmc.org.au)

<b>THE 2011 RILEY MOTOR CLUB QLD ELECTED COMMITTEE</b>		
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



Rileys at Cleveland



**Riley Club of Queensland**

**Presidents Run**

**Sunday, 20<sup>th</sup> January, 2012**

*All welcome*

**Meet and Morning Tea:** *Pan Pacific Peace Gardens,  
McAuliffe Street, Redbank*

Time: 10am- *BYO tea/coffee, President will supply treats!*

**Directions:** Coordinates: 27°35'58"S 152°52'49"E

Take the Ipswich motorway, and take the Mine Street, Redbank (Exit 32) exit. Turn (R), under motorway and immediately(R) into Francis Street (**Don't go back onto freeway**), continue through lights, turn (R) at elbow into Railway Terrace then (L) into McAuliffe Street. Continue 200 m into car park – walk straight ahead and veer right to large covered area on the other side of the lake. Toilets are close to the car park.

Pan Pacific Peace Park: Created in December 1992 to mark the location where "The Pacific Rim" troops camped on their travels during World War II, the Pan Pacific Peace Gardens pay homage to the men and women who trained at Redbank during World War II and later fought in the Pacific

*After Morning Tea, we will proceed in convoy to a park in Ipswich for a BYO picnic lunch. Di and Ross Phillips will be joining us, there will be all weather shelter and toilets.*

*Any queries or concerns, please contact Ken Lonie, 0409 613231*

*Bring brollys if weather is inclement*

**Enjoy your day in our magnificent Rileys**

## Mike Bramwell's Special



## A Couple Of Old Shots

Courtesy Of Mike Bramwell

