



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc February 2014

www.rileyqld.org.au



Lunch in Roma Street Parklands

Editor: Bill Short

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Next Meeting: Annual General Meeting. Will commence at 10am on **Sunday 16th February 2014.**

Club Shed

Ex CSIRO Grounds Samford

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AGM

Our AGM for 2014 will be held at 10 am on Sunday 16th February, 2014. The event for February is breakfast at Bullocky Rest (UBD map 97 ref L-4) commencing at 8.30 am. We will then travel to the Riley shed at Samford where our AGM will commence at 10 am and be followed by our Ordinary monthly meeting for February. Our Constitution requires that the AGM is held within three months of the close of the financial year and the financial year ends on 31st December.

The Management Committee hereby calls for nominations for the positions of:

- President
- Vice President
- Secretary
- Treasurer
- Club Captain
- Torque Tube Editor
- Spare Parts Manager
- Assistant Spare Parts Manager
- Registrar
- Web Master
- Club Shed Coordinator

Please forward any nominations, duly seconded by a club member, to the secretary, prior to the annual general meeting. For any positions without prior seconded nominations, nominations will be called from the floor at the meeting.

We hope to see you there.

Ken Lonie
President

Agenda/Minutes of Riley Club General Meeting **Held on 15 December 2013**

At the Jack Warr Riley Shed in Samford

1. The President Ken Lonie declared the meeting open at 10:10 am.
2. **Attendance** – as per the attendance sheet.
3. **Apologies** – Ian Henderson, Graham Mackay.
4. **Minutes** of the General Meeting held on 14/11/13 were circulated and moved for adoption as a true and correct record by Alan Hill and seconded by Rod Longden. **Carried**
5. **Business Arising** – There was no business arising that was not dealt with in later business.
6. **Secretary's Report and Correspondence**

Inwards – Club Magazines from Victoria X1, SA X1, NSW X2, NZ X1, Scotland X1.

- Ian Henderson, re correspondence received from QHMC as he is the Riley Club delegate.
- Correspondence included:
 - 1. Entry form for Roma Historical Motor Club 2014 Easter in the country Rally,
 - 2. Registration Link and outline of events for Brisbane Vintage Auto Club, RACQ 'QHMC Rally', Queens Birthday 2014 at Redcliffe Showgrounds, and
 - 3. Rally Nomination Form for Townsville Veteran, Vintage and Historical Motor Club Inc "Hub Rally" at Charters Towers 18-21/4/2014.

Robin Hull also has details of these events.

The Office of Fair Trading advised Linden that we have until 20/12/13 to submit our club return and this has now been done.

Completed Membership Forms received from: Alexander Cook of Victoria, the owner of a 1950 RMB, Greg May of Eagleby, the owner of a 1955 Pathfinder, and Chris Reynolds of Morayfield, the owner of an RMD. All were accepted as members.

Outwards- Nil.

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Bill Short.

Carried.

7. Treasurers Report – Linden Thomson

Balance as at Bank Statement, 1 November 2013 **\$3692.65CR**

Income

Joining and Membership Fees 2013/14 by Direct Deposit	50.00
C. Reynolds	
Used Spare parts Purchase for transfer to Spare parts Fund	95.00
Shed Donations	Nil
Interest	0.44
	<u>\$ 145.44</u>

Expenditure

Moreton Bay RC – Shed Rent, Nov, Dec	30.00
Shed expenses (paint, etc) Bill White	151.49
QHMC Affiliation Fee	60.00
	<u>\$ 241.49</u>

Balance as per Bank Statement, 30 November 2013 **\$3596.60CR**

(Presented at OGM 15 December 2013)

Seconded Alan Hill

Carried:

Note: AGM reopened to table Profit and Loss Statement for the period ending 31st December 2012. Refer attached pdf document.

Moved Linden Thomson
Seconded Robin Hull

Carried:

AGM closed

8. Report from Club Captain

The next run will be the Presidents Run on 19th January 2014 to the Roma St Parklands and an email will be sent put to clarify details.

Robin Hull has registration forms for the Mittagong run to be held 21-24 march 2014.

QHMC 7-9 June 2014. More detail to come.

Charters Towers April 18-24 2014.

9. Report from Torque Tube Editor –

Bill Short advised that in accordance with usual practices there will not be a January Edition of Torque Tube and the next edition can be expected in February 2014 prior to the AGM.

10. Report on Jack Warr Riley Shed –

Bill White advised that a tool board has been set up and any donation of tools will be most welcome. Shed spares are slowly moving.

Planning to go to Simon's in the New Year with the assistance of Matthew to help him sort out his spares and organise his workshop to suit his current needs.

It was confirmed that the electronic distributors will be sold from the shed and there is a secure area in which they can be locked.

11. Report from Registrar –

Matt Schooneveldt advised that as a few cars have recently changed hands he is currently updating the register.

12. Report from Spare Parts –

Jack Warr advised that 50 sets of RMB main bearings consisting of Mazda bearings are being manufactured now.

RMB valves are available ex England however a min order of 1000 is required.

Jack has also sourced RMB valves from NZ and is verifying minimum quantity and timing of supply.

Tim Bodinnar on 02 62868855 has two engines, a Brooklands and an Imp, and other parts including a large Tacho for sale.

13. Report from Website Coordinator –

Nil.

14. General Business.

As a Motion on Notice from Phillip Wyllie and Pat and Betty Elliott, the issue of daylight meetings was discussed. It was agreed that of the 11 meetings currently held per annum, 3 would be trialed during day light hours, being the AGM at the February monthly meeting, the Christmas function and one other to be confirmed.

Moved: Jeff Jones.

Seconded: Sheila Hill.

Carried:

15. Car Reports-

Bill Short is chasing an RMB for sale and would appreciate any advice of information.

Bill also advised that Tyrepower have suitable tyres for RMs.

Bill also has information on "Topy" rims from early Navara's that are suitable for RMs.

Next Meeting will be the AGM at the Jack Warr Shed on 16 th February 2014. Time 10 am.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 11.20am

RILEY MOTOR CLUB, QLD., INC.
 PROFIT AND LOSS STATEMENT
 For period ended 31st December, 2012

	2012	2011
INCOME		
Membership Fees	2465.00	3095.00
Interest	305.46	33.18
Dinner Receipts	nil	840.00
Sale of Spare Parts	18124.00	28816.29
2012 Rally Donations	nil	2000.00
2012 Rally Entry Fees	15256.00	8197.00
Donations	583.00	nil
Total Income	36733.46	42981.47
EXPENDITURE		
Dinner Expenses	nil	829.50
Bank Charges	53.40	150.90
Fees and Permits	103.45	107.20
Insurance	769.00	734.80
Purchase of Spare Parts	18495.55	25026.24
Stat./Print./Postage	329.95	1655.54
Sundry Expenses	345.84	265.57
Room Rental	440.00	605.00
2012 Rally Expenses	23575.00	123.17
Shed Rent and Outgoings	291.75	nil
Total Expenditure	44403.94	29497.92
Profit / Loss	(loss) -7670.48	13483.55
CURRENT ASSETS		
Cash at Bank (Club A/c)	3635.57	8351.88
Cash at Bank (Spare Parts A/c)	7396.01	5384.91
Cash at Bank (Term Deposits)	5254.73	10000.00
NON-CURRENT ASSETS	nil	nil
LIABILITIES	nil	nil
NETT ASSETS	16286.31	23736.79



(Above) 1935 Auburn (below) 1937 Cord from the Editor's trip to Michigan 2013. Both fully registered and on the road.

EDITOR'S REPORT

Hi Readers,

Hope everyone has made their New Years Resolutions and that one of them is to contribute regularly, so the editor has something meaningful to work with.

Please check out the nominations list and don't be backward in coming forward.

Cheers.
Bill.

Club Captain's Report

The President's run on the 19th of January apparently went off well with ten people attending. The Parklands have been voted as being excellent and the meal as well.

On the 226th Australia Day, the Bayside Vehicle Restorers Club Rally was held commencing at the Ormiston State School. There were in the region of five hundred cars attending but not too many Rileys.

After a free breakfast provided by the host club there was a choice of four runs, ranging from 35 kilometers to 73 kilometers. All runs eventually terminated at the Alexandra Hills Hotel for lunch. There was a lunch special on for the Rally with a choice of roast, fish or Chicken Schnitzel, all at \$8. The hotel did an excellent job to feed so many without much of a wait.

The line up of cars available for inspection was well worth seeing with everything from a Ford F40 to a Rolls Royce. An Armstrong Siddley Tourer was overall peoples choice and was well deserved.

Coming Events

February

Sunday 16th

Annual General Meeting and election of officers. Commencing at 8.30am for breakfast at the Bullocky Rest. UBD map 97 ref. L-4, then on to the Shed at Samford for the meeting to commence at 10.00am. There is to be a sausage sizzle after the meeting.

March

Sunday 2nd

A lunch run, commencing at the Yatala Pie Shop for smoko at 9.45am. Then later to a local pub for lunch.

21st to 24th

Riley National Rally at Mittagong.

April

18th, 19th, 20th

Townsville Veteran Vintage & Historic Motor Club Inc. will be holding a rally in Charters Towers, expressions of interest are invited
hubrally2014@iinet.net.au

18th, 19th, 20th

Roma Historical Motor Club inc. Easter in the country 2014 enquiries
Kerry Culverhouse 4622 6896 or 0433 144 525 or Robyn Dawes
46222215 or 0419 771 304

June 7th,8th,9th

Brisbane Vintage Auto Club are hosting the QHMC Rally based at Redcliffe
2014sqhmc@bvac.com.au

July **Sunday 13th**

RACQ Motorfest

February 2015

The Riley Car Club of New Zealand National Rally Bill Riley b.riley@xtra.co.nz

I have put together a tentative itinerary for the run to Mittagong in March which the incoming Club Captain and participants may or may not adopt.

Depart Wednesday 19th March to Warwick, Tenterfield, Glen Innes

Thursday 20th to Armidale, Uralla, Walcha, Gloucester, Dungog.

Friday 21st to Maitland, Wiseman's ferry, Windsor, Camden, Picton, Mittagong.

Meets and Show Events

February

Saturday 1st Sunday 2nd

Toowoomba Swap. Entry Saturday \$10, Sunday \$6

Tip Of The Month

Whenever you have access to your clutch plate and gearbox, always chamfer the entry to the splines in the clutch plate and the splines on the end of the gearbox shaft. This little trick can save much frustration when the time comes to marry the two together.

THE 2013 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231
VICE PRESIDENT:	Alan Hill	07 3289 1063
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
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 719 309
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



On 31 December last, a member, obviously keen to maintain good standing, deposited \$35 in the Club's account. Unfortunately, no details are recorded so I am unable to issue a receipt or membership card. Please identify yourself to the Treasurer (see notice re fees) and the record will be set straight.

Can Anyone Assist?

It would have to be gratis as we can't hire our vehicles.

Hello Linden.

I am a former 25 year member of the Victorian Riley Club, having lived in Brisbane for 16 years and now working in Bangkok.

The reason for my email is that my son is getting married in Brisbane in September this year and he was keen to find out if there are any Riley Club members that have Riley available for hire as wedding cars. If you have any contacts, I am happy to make contact with them directly. I can be contacted on this email or peter.connor@volvo.com

I hope you can help.

Peter Connor

A Successful Sale.

Just letting you know I have sold the Riley now. Thanks for your help. Also I will no longer need my riley membership. Please convey to the members how much Jeff and I enjoyed being in the club. Owning a Riley is something I never thought I would have the chance to do and so I am thankful to have owned one even if it was for just a few years.

Thanks

Tamara

P.S. The car was purchase by an existing member, Ross Hillier from Taylor's Beach, Queensland.



Riley Motor Club Old Inc

Annual Membership Fees Now Due!

Please remember that annual fees became **due and payable**

on **1st January 2014.**

Make life easier for the Treasurer by paying promptly.

Annual membership is still only **\$35.00** for single membership plus **\$10.00** for an associate.

Note: If you first joined after 1st October 2013, you are financial until 31st December 2014

You may pay by cash or cheque in person to Treasurer,
cheque by mail to Treasurer at 39 Third Avenue,

Dear QHMC Members

RE: Driving our heritage in to the future.

As President of QHMC I'd like to thank all of you who took the time to respond to the recent survey regarding the proposed changes to Queensland's Special Interest Vehicle Scheme. I'm aware that this is a particularly emotive issue which has been ongoing for some time. Many clubs are unhappy that this issue keeps arising in spite of widespread opposition to change, and that it generates a significant amount of ill-will when it does.

This letter is to provide some clarification of the current discussions with the Department of Transport and Main Roads. Firstly, QHMC did not commence formal negotiations for change or additions to the SIVS scheme, and it isn't clear where this started. However you should be aware that QHMC is only one of six enthusiast groups represented at DTMR's Motoring Organisation and Car Club meetings where this matter is being discussed. Like other participants, we are included by invitation and have only one vote.

The current round of discussions regarding changes to the scheme was started by DTMR, which offered a number of options as well as some, as it turned out, very rubbery estimates of the costs involved. The survey QHMC sent out in October was based on these, and canvassed member club's attitudes to the alternatives, the expected costs and a number of other pertinent issues. Except in one case, free Sunday use, which was suggested by QHMC, the alternatives offered and the estimated cost increases you were asked to consider and vote on were provided by DTMR. The timing of the response was also dictated entirely by DTMR.

With the benefit of hindsight, the time allowed to respond was far too short to allow the formulation of a properly thought through survey and for member clubs to discuss and respond to it in a considered way. It's quite clear that some parts of the survey caused a degree of confusion in some responses and some respondents found it difficult to provide a considered response due to the approximate nature of the costings provided.

Full details of results of this survey have already been communicated to member clubs, however on the whole the majority indicated that they were happy with the current arrangements. A reasonable number showed interest in the free Sunday use option and a smaller number chose other options. Significantly though, only a relatively small number of

respondents were willing to pay extra for the additional use and few clubs would accept any additional administrative work that may have resulted.

In mid-December DTMR again asked for our views on a refined set of options and some updated costings. These were as follows.

Option 1. Maintain the current arrangements with no change to costs. Registration cost \$184.40.

Option 2. Extend the current scheme to include a compulsory logbook for private use. Estimated costs would be \$230.71 for 14 days and \$273.59 for 26 days. Clubs would be required to administer the scheme's operation.

Option 3. Extend the current scheme to include an optional logbook for private use. Estimated costs would be \$241.71 for 14 days and \$284.59 for 26 days. However these costs will be dependent on the uptake of this option. Clubs would be required to administer the scheme's operation.

Option 4. Current scheme extended to include private use on Sunday. Estimated total registration costs range from \$227.28 to \$304.18 depending on whether one Sunday a month or every Sunday is selected.

Option 5. Log book only. An entry would be required in the log book each day the vehicle was operated more than 100 metres from the garage address. Estimated total registration costs range from \$270.10 to \$330.85 depending on whether a 40 day or a 90 day log book is elected. DTMR will require clubs to audit and review log books on a regular basis. All clubs will have to be registered with DTMR and a set of guidelines or criteria about how a club is defined will have to be developed.

Option 6. Current scheme and a log book scheme concurrently. Conditions and requirements would be similar to option 5. Estimated total registration costs range from \$184.40 to \$339.99 depending on whether the customer chose the existing scheme or opted for a log book. Cost of the log book will also be dependent on the level of take up of this option.

Important notes.

- All costs are estimates based on current 6 cylinder motor vehicle registration fees and high-level estimates provided by key business areas, which are subject to change.
- Compulsory Third Party is included in the costs and has been estimated based on (the) Motor Accident Insurance Commission's indication that fees will increase proportionally (due) to the increased risk exposure, and are subject to change.
- Costings do not include any consideration of additional club costs for administering optional logbook fees.
- Logbook estimates are based on a 5000 take up rate with a cost recovery model over a five year period.
- Each option includes registration, estimated CTP, Traffic Improvement Fee, system changes and administration costs for DTMR.

It's also important to remember also that DTMR advised early in the discussions that all set up and administration costs of such changes would be fully recoverable.

Unfortunately the timeframe for this response was even tighter than last time, with a deadline of December 17 being set - less than four business days in total. The Management Committee believed this to be completely unreasonable as it effectively prevented any proper consideration or discussion of the issues, or any widespread consultation with member clubs. Again, this was not the doing of QHMC.

I, and the QHMC Management Committee, felt strongly that we should not be rushed into making such an important decision and I therefore instructed the QHMC's DTMR liaison to request an extension. However this was not granted. DTMR was insistent that the deadline be met so that a brief could be provided to the minister early in the New Year.

The other issue that shaped our response is that during discussions at a recent QHMC general meeting, it was agreed that negotiations for change had to be on the basis that any new options would be a full user pays system and that those who did not wish to participate in a changed system must not be financially, or otherwise, penalised. There were no objections to this, nor did it generate any discussion. As a result, QHMC asked for formal acknowledgement from DTMR that those who chose to stay with the current SIVS scheme would not be disadvantaged or expected to fund any change that they did not want and would not gain an advantage from. DTMR refused to provide this assurance.

As this was a key, and non-negotiable, aspect of any proposed change, the committee felt that it had no alternative but to vote to retain the existing scheme unchanged.

While the Management Committee understands that a minority of members would like more flexibility of use than the current arrangements allow, it is simply not reasonable that the majority, who don't want this change, should run the risk of financial or other detriment if, for whatever reason, DTMR decided to spread the costs over all SIVS users.

While I believe most member clubs would probably not oppose an addition to the SIVS arrangements that allowed a bit more flexibility for those who felt they needed it, I don't believe they would, or should, accept the risk of having to fund a system that they don't want, won't use and from which they would gain no advantage. Therefore I cannot in good conscience commit QHMC members, the majority of whom are happy with the current arrangements, to the potential of an unknown increase in SIVS fees in order to satisfy a few clubs that feel they want this change.

The results of this latest DTMR vote (mid-December 2013) are as follows.

Organisation Vote

- Australian Confederation of Motor Clubs QLD Option 3
- Australian Street Rod Federation Inc. QLD Option 3
- MG Car Club QLD Option 1
- Mustang Owners Club of Australia QLD Option 1
- Queensland Historic Motoring Council Option 1
- Queensland Motorised Sports Council Option 4

At this point further discussion has ceased until sometime in the New Year. DTMR advises that the result of the latest vote will be included in a briefing paper to the minister for his consideration.

My apologies for a rather long-winded explanation of the events, however I'm firmly of the view that QHMC should be open and all members should be fully informed of such matters.

I would also take this opportunity to remind you that the QHMC is run by volunteers who give up their time to support you and your hobby. Please treat them with the respect they deserve - even if you don't necessarily agree with the outcome.

Regards,
John Trask
President QHMC



The Beautiful Roma Street Gardens