



TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc April 2014

www.rileyqld.org.au



Ken & Jim, TT Sprite 1935 Mittagong 2014

Editor: Bill Short

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Next Meeting: Will be the OGM at the Club Shed Ex CSRIO Grounds Samford on Thursday 10/4/14 at 8 pm, resuming frequency of every second Thursday of the month.

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Cover Story

This 1935 TT Sprite was a sensation at the Mittagong National Rally. Jim Runciman from Perth has meticulously restored this vehicle to the highest standard over the last 15 years. Jim raced the TT Sprite at Phillip Island enroute to Mittagong and was ecstatic with its performance. This car has a 1.5 litre engine and was built for racing, not comfort or touring. It has a rich heritage, having come 4th at Le Mans in 1935, as well as many other achievements.

Ken and Jim have been friends for 40 years, and the offer for a "spin" in the TT Sprite was gladly accepted and thoroughly enjoyed. The challenge for the passenger is getting in and out of the vehicle, and amazingly the steering wheel has to be removed before the driver can get into and get out of the car!

Wendy Lonie

Agenda/Minutes of Riley Club General Meeting Held on 13 March 2014

At the Jack Warr Riley Shed in Samford

(Open Air Meeting due to power issues in the shed)

1. The President Ken Lonie declared the meeting open at 2000hrs.
2. **Attendance** – as per the attendance sheet
3. **Apologies** – Linden and Del Thomson, Ray and Bev Burrows, Bernie Maudsley, Ross and Di Phillips, Brian and Lyn Jackson, Dorothy Cameron.
4. **Minutes** of the General Meeting held on 16/2/13 were moved for adoption as a true and correct record by Alan Hill and seconded by Bill White. **Carried**
5. **Business Arising** – Wendy Lonie has purchased the electric urn and Bill White is yet to purchase the gas bottle.

There was no business arising that was not dealt with in later business.

6. **Secretary's Report and Correspondence**

Inwards – Membership renewal from Simon and Helga was received with advice that Simons' health is improving and they hope to again participate in club activities.

The Bank of Qld provided a standard letter in which details of the Federal Government changes to existing Australian privacy laws were provided.

QHMC provided a TMR Report for January 2014, which will be provided to Bill Short for inclusion in the April newsletter.

QHMC also provided minutes of their General Meeting of 23 January 2014, which will also be provided to Bill Short for inclusion in the April newsletter.

MBRC invited the Riley Club to attend a public consultation meeting regarding possible use of a site for various community activities, one of which being a possible club house.

Reminder of the Summerland Sports and Classic Car Club display on 2 March 2014

Outwards - Email response to Ania Dernoga regarding sale of RMA parts.

Ken responded to MBRC and thanked them for their information and advised that as we are well settled into our current premises we decline their offer.

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Matthew Schooneveldt

Carried.

7. Treasurers Report February 2014

Balance as at Bank Statement, February 2014	\$5163.09CR
Income	
Joining and Membership Fees 2014	618.00
Sale of electronic distributor & spare module	100.00
Interest	<u>0.59</u>
	\$ 1165.51
Expenditure	
Moreton Bay RC – Shed Rent, March	<u>15.00</u>
	\$ 15.00
Balance as per Bank Statement, 28 February 2014	\$5928.68CR

(Presented at OGM 13 March 2014, in absence of Treasurer)

Motion moved by Ken Lonie in absence of Linden that it be noted that \$60 is owed to Bill Short for stamps and \$93 owed to Wendy Lonie for the Urn: to be reimbursed at the next meeting.

Seconded Alan Hill

Carried:

8. Report from Club Captain – Greg Mehwa

The Yatala run was a good day and enjoyed by all.

Coming up is the run to Mittagong and the Hub Rally

At this stage the starters for Charters Towers are the Lonie's, Burrows, Hull's and possibly Jackson's.

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

9. Report from Torque Tube Editor –

Bill Short advised that it is business as usual and more contributions are urgently required, including photo's, with descriptions.

Bill also advised that ideally he requires articles 2 weeks before the meeting.

It was agreed that Wendy Lonie would prepare the Mittagong Rally Report for submission to Bill.

10. **Report on Jack Warr Riley Shed –**

A “Dark Operation” tonight due to no power, which Bill White will follow up with MBRC.

Bill also advised that he has been approached by the Rolls Royce Club for information on the shed and our arrangements.

11. **Report from Registrar –** No sales or purchases known and Matthew seeks members’ cooperation in updating him with vehicle details.

12. **Report from Spare Parts –.**

As neither Jack nor Graham was present there was no formal report.

Ken Lonie did however present a 50mm PVC cap which with little modification to its’ ID is suitable as a torsion bar sleeve cap for RM's - these caps are available from Bunnings

13. **Report from Website Coordinator –** As Linden was not present a report was not received

14. **General Business.**

Club members were advised of Linden’s health scare and he is encouraged by all to “take it easy” and we all wish him a speedy and complete recovery.

The Mittagong run is to be held 21-24 March 2014 with the Hills, French’s, Whites, Jackson’s and Longden’s leaving on Monday, followed on Wednesday by the Hull’s, Lonie’s, and Thatcher’s, with Mal Lorimer to be met some time on the road

Bottled Water and soft drinks are now available in the fridge @ \$1.00: honesty system.

Bill White moved that in future all sausage sizzles’ be charged at rate of \$2.00

Seconded Robin Hull

15. **Car Reports-** Riley 9 electronic catalogues are available from Matt Schooneveldt

Next Meeting will be the OGM at the Jack Warr Shed on 10/4/14 at 2000hrs, continuing the frequency of every 2nd Thursday of the month

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 2125hrs

Electronic Ignitions To Mittagong And Back.

Well, the rally to Mittagong is over and the health of the Queensland cars is excellent. Three RMB’s, one Kestrel and a one point five made the trip and returned in good shape. At least four of the cars were fitted with electronic ignitions. In my own case my car was fitted with the Chinese version including Vacuum Advance. I kept fuel consumption records for the round trip.

The results exceeded all expectations. Average consumption for the trip was 25.4 mpg. On three days I recorded above 26mpg and on one day 27mpg. The only changes made to my car prior to the rally were fitting and tuning the ignition, this included a new coil.

The fuel saving was 25% more than my previous lowest fuel consumption of 20.5 mpg. The original road tests of RMB’s gave a fuel consumption of approx 20.5 mpg.

Allan Hills Lynx and Ken Lonies RMB also reported excellent fuel consumption and good performance.

The electronic ignition has 3 simple requirements

- (a) Correct wiring with good earth.
- (b) A good coil with at least 3 OHMS resistance.
- (c) Rotor in good condition.

The system demands care to time the ignition accurately. With the Chinese system I gained the advantage on a new distributor rather than the one used previously on the car. So I saved enough fuel to pay for the new electronic ignition (\$75) and buy 6 bottles of wine.

Happy Rileying
Bill White

2014 Ausralian Riley Rally

Pictures below.

The Queensland Riley contingent has all trooped back to Queensland, having thoroughly enjoyed the National Riley Rally in Mittagong, N.S.W. The first convoy of Rileys took 4 days enjoying the trip down. Alan & Sheila (Lynx), Bill White (RMB), Brian, Lyn & Anne (1.5), Matthew & Gloria French (MGB), Rod & Sue (Modern). Ken & Wendy (RMB), Mick & Lyn Thatcher (Morris 1100) & Robin & Barbara (Modern) travelled down together and Mal from Townsville just turned up at Mittagong, solo. Robin was disappointed not to bring his Riley, but just prior to leaving, seriously ominous noises were coming from deep within the engine.

As usual at Riley gatherings, we were greeted most hospitably by the host Club and over the next 3-4 days, new friendships were forged, old friendships reignited and Rileys were discussed & admired ad nauseam. A great program of runs were organised and the weather held off for 2 of the 3 days. The Mittagong RSL was our base, with accommodation, ample parking and most evening meals.

After a casual morning exploring, coffeing & shopping at Berima we travelled to Werai tearooms for lunch, followed by nail biting excitement as Rileys competed in the traditional Conrod Trophy. This was a lot of fun with 4 challenges eagerly participated in by drivers and their passenger testing their skills and vying for the trophy and the honour of their State!

On the third day, a long rally was organised through the picturesque Kangaroo Valley, visiting an amazing book shop, Berkelow Books where everybody departed clutching a bag with their purchase, Fitzroy Falls & onto Burrawang for lunch. Glimpses of magnificent scenery were seen through thick fog & rain.

That night, we drove to Eling Winery in Sutton Forest for our farewell dinner. The highlight of the Rally for me was the entertainment. Jo Bae played her magnificent harp. She achieved the impossible and had all attendees awed and silent whilst she shared with us her wonderful skill with this beautiful instrument. Jo has been attending the Sydney Conservatorium of Music for 6 years and has certainly found her destiny. She transported her harp down from Sydney in the rear of her Morris Minor van and had to return late that night. Thanks Jo, it was magic.

The next National Riley Rally will be in Western Australia, in late September 2015 with emphasis on Western Australia's beautiful wildflowers. Mal Lorimer in Missy, the RMB was awarded the trophy for longest distance driven and Ken Lonie won a prize for best score in the Conrod Trophy.

Thanks NSW Rileys for an excellent Rally in Mittagong,

Wendy Lonie.



THE ROAD TO MITTAGONG AND BACK (MARCH 2014)

Tuesday 18thLeave home at Lower Wonga after months of anticipation in a shiny pretend Kestrel, but behind a B-Double cattle truck through the hills near Blackbutt it was not rain that sprayed over "Matilda Morris 1100". After Gatton I knew we were on the right track when I noticed the old Army Blitz near a farm house as we headed for Allora.

Wednesday 19thWe team up with two other Riley Families in Warwick and what a great time we had driving down together. I can assure you that I needed them as Pathfinders. Over our night meals we enjoyed plenty of laughter.

Thursday 20thWe leave Glen Innes for a picturesque drive turning off at Uralla for Dungog where over 100 tractors had taken over the town.

Friday 21st Headed off to Mittagong via Wisemans Ferry, which turned out to be the most 'ups and downs and lefts and rights' I have driven. Along the road we also passed about 20 Audis on a weekend run driving north at a much faster speed than us. From Windsor on the traffic became a nightmare, and without our companion car to guide us through we would never have reached our destination, The autumn leaves in the park at Wisemans Ferry were showing their brilliant colours as we had a quick bite to eat.

Saturday 22nd After settling in and catching up with familiar faces we drove off to Thirlmere "Train Works" which would be one of the best train museums I have seen. (The Queen's 1954 carriage alone, was worth seeing). The real bonus was finding two other car clubs visiting the same venue. I was disappointed that I didn't get to see the 1904 Riley as well as over 100 classic cars (some very rare) as well as hundreds of old motor bikes.

Sunday 23rd Our Sunday run was special as we visited historic Beria for our coffee break, then on to Weary for lunch and the gymkhana. The gymkhana was lots of fun and I don't think many of us managed the water transportation very well.

Monday 24th The rain came tumbling down, but we did manage to see Fitzroy Falls, although we could not see the base of the 83 meter falls through the mist and rain. The highlight of the final dinner held at Eking Forest Winery was Jo Bayer entertaining us with her harp. It was delightful for us all.

The 1934 immaculately restored Riley TT Sprite from Western Australia that came fourth in Lemans was the car that really impressed me.

Tuesday 25th 1935 Lynx, 1950 RMB, 1964 Morris headed for home via the Putty Road to enjoy a safe and steady drive home, really enjoying one another's company to arrive at our various homes around lunch time on Thursday 27th. Sadly I lost my "Riley Umbrella" on the way home. I would like to thank all the Riley people who have brought so much joy to the last ten days.

MICK THATCHER (Q)

EDITOR'S REPORT

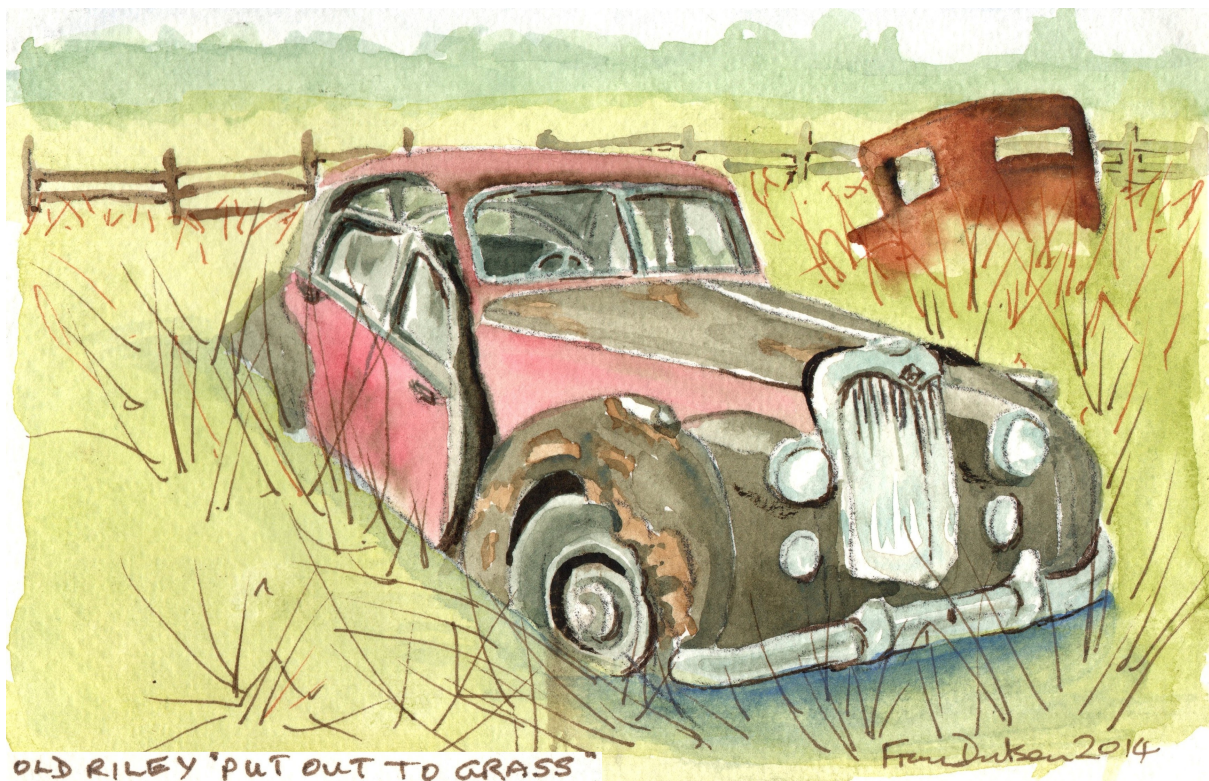
Hi Readers,

Another National Rally successfully navigated. A great event, by the sound of it and everyone seemed to have a good time. Many thanks to all of those that organized it.

Keep all the pictures and articles rolling in. Please excuse the broken record but I think it is important to have a magazine that reflects our membership.

Cheers.

Bill.



Painting courtesy of Chris Reynolds.

I know you are sometimes short of something for your magazine....so thought this may help sometime when you have a space to fill. My sister painted this for my birthday card this year. It was taken from a photo which he husband took on a recent walk somewhere in the Midlands UK...they live in Kenilworth, just a bit south of Coventry.

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

FOR SALE

1950 RILEY RMD \$36 000 NO OFFERS

I purchased the car in 1990 it was first registered in 1992. All possible panels were removed. Bare metal respray using oven baked Berger Spies Heckler Permagron paint. Motor fully reconditioned. New clutch. All rotten wood removed and replaced. Photographic evidence of all of the above. New wiring loom. Telescopic shocks on rear. 95% re-chromed. Wooden door sills (1) replaced and ALL renovated. Instrument panels repaired and repolished. Modern trafficators installed. New door cards and carpets. New hood and hood lining. New leather upholstery. Large amount of spares (a ute load) eg. Reconditioned gearbox, mud guard, radiator and surrounding grill. All done 23 years ago and still in near perfect condition. 2 New rear axles. WINNER OF 4 PEOPLES? CHOICE AWARDS.

SELLER DENNIS McCarthy LENNOX HEAD NSW, 02 66877126



TMR REPORT –JANUARY 2014

2013 started well with our transport liaisons still in place. February saw the emergence of ACMC, Australian Confederation of Motoring clubs who's initial broadcast was that they were going to represent all the car groups to transport etc despite the fact we had things in place already for QHMC . QHMC advised ACMD they were happy with their own negotiations and left it at that.

Ken and I attended our first TMR meeting for 2013 and all seemed normal but just a few weeks later we received an invitation to a newly established Motoring Organisation Car Club forum chaired by TMR to discuss car club matters including SIVS which proved to be a major factor in this group's operation. Others invited by TMR included Mustang Owners Club, MG Car Club due to their affiliation with CAMS, ACMC, ASRF (Hot Rodders) and QMSC, QLD Motorised Sports Club was also a new club created to represent various motorised sporting bodies and clubs.

The initial meeting was addressed by the Director General who is a Lotus owner.

In September we attended the 2nd meeting and TMR requested we survey members re alternative SIVS systems including Log Book schemes. This survey had a very short time frame and QHMC voted to retain the current system

although there was some interest in a partial log book scheme BUT costings were not available and such system 'MAY' put extra responsibilities on car clubs in administration.

As costings of alternative systems were not available and TMR's advice that all costs involved in implementing any new system through registration fees QHMC voted overwhelmingly to support the current SIVS system.

We returned to TMR a few months later and the survey results were discussed. Later TMR requested members vote again for several systems but only gave a 5 day window and as discussed with QHMC management QHMC voted again to retain the current SIV scheme but TMR have put two options up to the minister. Retain the current system solely or the current system with the option to buy 14 log book days with the option adding approximately \$50 to the current fees, but based on a 5000 vehicle take up of the option.

These details were to be tabled to the TMR minister in January so we wait to see what happens.

Along the way through the year I also attended to various inquiries from members regarding registration difficulties and most were sorted quickly and favourably for the members but unfortunately other projects were just not possible under the current legislation and or implementations from VSB 14 by Transport. In August along with Christine and Russell I attended the AHMF national forum where I discussed various issues with representatives from other states. At this meeting I took on two projects but unfortunately not long after I got back I was hit with the SIVS survey and that resulted in numerous phone calls and emails almost nightly over the next few months. Combine the time required for this plus having extreme difficulties at a new job which I subsequently left, my commitment to getting the AHMF tasks done was unravelled by a lack of available time as my primary commitment to outside tasks must always be at QHMC State level first.

I also attended a meeting with TMR and the Police minister over the new anti hooning legislation which gave us an idea on what problems some groups may experience. Throughout the years I have developed a good understanding and rapport with many people I have liaised with at TMR and of late have renewed liaisons with a Vehicle Standards engineer which allows qualified advice to be sought on any member queries on vehicle modifications etc.

This year there will be more negotiation on the SIVS scheme but please remember that the current state of play has been initiated by TMR and not QHMC. We are now just one organisation they are consulting with on SIVS and other matters that affect the historic vehicle fraternity in Queensland. We must be patient and move both strategically and cautiously to what ever arises and maintain the professional and responsible approach we have conducted over many years.

Later this year we will also see the demise of registration labels and TMR have already highlighted their desire to capture more unregistered and unlicensed persons through number plate recognition cameras and other devices. I have obtained a sample of a small imitation rego sticker used by a workshop in NSW and will obtain pricing on this to see if it is a viable project QHMC could engage in to support members of affiliated clubs. These are in a similar form to 'service stickers' and affixed to the top of the inside screen.

I will also endeavour to submit the proposal from QHMC on discounted registration for Veteran vehicles BUT need to do this at the appropriate time when full consideration may be given.

No doubt there will be more projects, proposals and other matters to be analysed, discussed and debated so I ask all members to be patient and remember that we operate as volunteers to QHMC and often matters decided by TMR are out of our hands. We endeavour to solve problems but not everything is always possible.

Rod Graydon

TMR Liaison

QHMC

Coming Events

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