



# TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc May 2014

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



## 1935 Special Mittagong 2014

**Editor:** Bill Short

[williamshort@aapt.net.au](mailto:williamshort@aapt.net.au) Ph.0738867236

**Next Meeting:** Will be the OGM at the Club Shed Ex CSRIO Grounds Samford on Thursday 8/5/14 at 8 pm, resuming frequency of every second Thursday of the month.

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**Agenda/Minutes of Riley Club General Meeting**  
**Held on 10 April 2014**

**At the Jack Warr Riley Shed in Samford**

1. The President Ken Lonie declared the meeting open at 2007hrs.
2. Attendance – as per the attendance sheet
3. Apologies –Ray and Bev Burrows, Ross and Di Phillips, Brian and Lyn Jackson,
4. Minutes of the General Meeting held on 13/3/13 were moved for adoption as a true and correct record by Sheila Hill and seconded by Bill Short. Carried
5. Business Arising – Bill White is yet to purchase the gas bottle. The \$60 owed to Bill Short and \$93 owed to Wendy Lonie were both settled.  
There was no business arising that was not dealt with in later business.
6. Secretary's Report and Correspondence

Inwards –

Club Magazines from: - 2 from Vic. and 1 each from WA and SA.

Correspondence from:-

Australian Historic Motoring Federation (AHMF) re National Classic Car Rally on 17<sup>th</sup> to 20<sup>th</sup> September 2014 in support of fund raising for "Soldier On" who assist Australia's wounded soldiers and their families. The event starts from each capital city and finishes in Canberra. A Timetable for Queensland entries has been provided and is attached for information. Entry forms are available at [www.soldieron.org.au](http://www.soldieron.org.au)

Information on the 2015 NZ rally has been received which Bill has for inclusion in the next Torque Tube.

QHMC Meeting Minutes for 27/2/14, which are available from the Secretary for those interested.

MBRC have adopted a Regional Community Leasing Policy which includes options for our current lease. Bill White will review same and provide comment at our May meeting.

An email was received from Natalie Ormiston regarding the use of Riley(s) for a wedding at Samford on 20 September. Ken Lonie will follow this up.

An email from Rod Forrest was received in which he is offering RMF 53 (QLD ?) number plates for sale at \$400 as well as UK manufactured die cast models. Rod also has a 1950 RMB for sale at \$16,000 in Taroom.

The Western Australian Club has provided details of the "Wildflower Rally" to be held from 24<sup>th</sup> to 29<sup>th</sup> September.

The ACT Club has provided details of "Sapphire Rileys" to be held at Merimbula from 2<sup>nd</sup> to 5<sup>th</sup> May 2016.

An invitation has been received from the Queensland Vintage Vehicle Association to the 50<sup>th</sup> Anniversary Celebrations to be held over all five weekends in November 2014. Participants can attend as many events as they wish and it is hoped that other clubs will incorporate one of these events in their scheduled activities. Contact Clint or Lynda Frater on 07 3161 2264 or [qvva.inc@gmail.com](mailto:qvva.inc@gmail.com) for further information

**Outwards - Nil**

Moved the inwards correspondence be received and the outwards endorsed.

Seconded by Alan Hill

**Carried.**

**7. Treasurers Report March 2014**

Balance as per Bank Statement, 1 March 2014

**\$5928.68CR**

<b>Income</b>		
Re-joining and Membership Fees 2013/14		110.00
Interest		<u>0.74</u>
		<b>\$110.74</b>
<b>Expenditure</b>		
Moreton Bay RC – Shed Rent, April		\$15.00
Office of Fair Trading – 2013 Assn Fee (Chq #419)		<u>\$46.60</u>
		<b>\$61.60</b>
Balance as per Bank Statement, 31 March 2014		<b>\$5977.82CR</b>

(Presented at OGM 10 April 2014)

Seconded by Rod Longden

**Carried:**

**8. Report from Club Captain – Greg Mehwa**

Bill Short requires more photos from the Mittagong rally.

4<sup>th</sup> May - Possible ½ day rally starting with morning tea at Jacks, provided by the club, then up to Mt Cootha for a picnic lunch. Greg will finalize this with Jack and let us know.

25<sup>th</sup> May – Samford Bowls/Craft Club is seeking cars for display from 0900-1500hrs. Any one interested can obtain details from Alan Hill

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

15<sup>th</sup> June - It was discussed and agreed that the club run would be organised by Matthew and Gloria French.

12<sup>th</sup> & 13<sup>th</sup> July – Samford Show and organisers are always keen for cars for static display, without entry fees.

13<sup>th</sup> July RACQ Motorfest

27<sup>th</sup> July – Jack Warr’s 90<sup>th</sup> Birthday celebration at the shed. It was agreed a charge of \$15.00 per head would be reasonable in order to ensure a memorable lunch for Jack and that drinks would be BYO. Invitations to this event will appear in a future edition of Torquetube, which Wendy Lonie will finalize and forward to Bill Short for inclusion.

It was suggested that an Easter rally be organised for 2015 to accommodate those not able to make the WA rally. This idea will be discussed with the upcoming Hub Rally attendees in Charters Towers.

**9. Report from Torque Tube Editor –**

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

Bill again reiterated that ideally he requires articles 2 weeks before the meeting.

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

Bill White advised that a lot of useful spares have been picked up from Simon and Helga’s and that there is a still about 1/3 to go.

There is now a real need to tidy up the shed before more bits arrive which will require a planned activity and Bill will suggest a suitable date.

The President of the SA Riley Club (Ross McOmish) has advised that following the purchase of an RMD from Wynnum there are a lot of spares on offer to us that require picking up.

Included is a rough RMB full of spares, as well as spare engines, blocks, a gearbox, brake parts and ½ shafts. Removal of the RMB could be tricky as there is a substantial garden and fence to be removed and the logistics of this would need to be agreed with the property owner.

11. **Report from Registrar** – Matthew seeks members' cooperation in updating him with vehicle details, particularly upon purchase or disposal.
12. **Report from Spare Parts** –  
As neither Jack nor Graham was present there was no formal report.
13. **Report from Website Coordinator** –Linden is still seeking recent photographs.
14. **General Business.**  
Bill Short mentioned that (ASD) Australian Stainless Distributors in Virginia have proven to offer good value for stainless steel purchases.  
Die Cast Wizards in Narangba for Chrome plating, HPC in Archerfield for ceramic coating of exhausts and PLR Engine reconditioning in Brendale all also received favourable mention.  
Bill white is to undertake a review of the Lease document review and advise at the next meeting.

It was suggested by Wendy Lonie that supper should be provided every second meeting by club members, rather than relying on the diminishing number of wives regularly attending meetings.

A warm welcome was extended to new member David Sawtell and he is keenly seeking to purchase an RM.

#### 15. Car Reports-

Ray Burrows is about to commence rebuilding his pathfinder engine following the consequences of the oil filter "O" ring failing.

Jeff Jones provided several copies of a photo of a nice looking Riley 9 tourer.

**Next Meeting** will be the OGM at the Jack Warr Shed on 8/5/14 at 2000hrs, maintaining the frequency of every 2<sup>nd</sup> Thursday of the month.

**Meeting Closed:** Attendees were thanked for their attendance and the meeting closed at 2140hrs

## EDITOR'S REPORT

Hi Readers,

Thanks to all those that have contributed for this edition. Keep up the great work. I have a heap of photo from the National Rally that I will be publishing in the next few issues.

Happy reading.

Bill.

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 <a href="mailto:norest1@bigpond.com">norest1@bigpond.com</a>
TREASURER:	Linden Thomson	07 3139 1524
CLUB CAPTAIN:	Greg Mehwa	07 38932657 <a href="mailto:gregmew@bigpond.com">gregmew@bigpond.com</a>
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 <a href="mailto:williamshort@aapt.net.au">williamshort@aapt.net.au</a>
WEB COORDINATOR	Linden Thomson	07 3139 1524
SHED COORDINATOR	Bill White	07 3289 4282



## George Revisited

Some time ago I submitted an article about a current restoration project. By way of brief review Mike Olive advertised a cream RM with a second car for spares while I was posted to Oakey. That could have been seven years ago. I asked him if he was willing to split the cars and sell me the basket case. Driving RM's is nice but I prefer the journey of restoration. He said that he would think about it and get back to me if he decided in the positive. It could have been three or four months later that he called me and said I could have the car. It had clearly been out in the weather for some time and every part of the car was severely deteriorated. The dash instruments however, and some of the other vulnerable parts had been removed from the car and were in cardboard boxes, biscuit tins and plastic bottles. The risk of buying a car in this condition is that vital parts could be missing. I purchased the car knowing that and I was aware that I would need to search for some parts to complete the project. A towie removed it with all of its loose rusty bits and stored it in his shed. My next posting was to Gallipoli Barracks and when a house was secured the car was delivered to my door step.



*Picture of the car in poor condition.*

The first month involved the removal of the engine and gear box and the complete disassembly of the body. This is not an activity for the faint hearted because no matter how good a car looks on the outside disassembly involves the discovery of rotten wood or no wood at all, rust holes and hidden damage – the discovery of more work than you ever dreamed, necessitating years of restoration and significant spending. I don't mean to tell you to 'suck eggs'. For the vast majority of readers this is an obvious thing but for some who have purchased cars far more beautiful than mine this reality is a bit confronting. During that period I rebuilt the chassis with running gear and to my great delight, Jack Warr supplied one of the missing bits - a brand new dash dipper switch. I also sent speedo and temperature gauge to Paul Bae who informed me that the speedo belonged to a 1 ½

but said he could convert it to a 2 ½ instrument which he did. Thank you Paul.

During the time I was at Gallipoli Barracks, removal of paint and patching of rust holes in the tub section, fire wall, mudguards and running boards occurred. I really can't remember how many patches the body required but it took months of Saturdays. During the same period I took the block and the head to an engineer who kept it for some months but did no work because the uniqueness of the Riley was simply beyond his experience and maybe his ability. After that I took it to a very competent engineer in Woolloongabba who bored the block and fitted valve guides and inserts into the head.

*Picture of tub section upside down.*

With timbers made, body repaired, engine rebuilt and nearly all of the parts fitted a fairly big event occurred to interrupt the restoration. I retired from the Army and moved to Maleny. This involved putting the car into storage for the following three years while garage, workshop, house extensions and so on were completed. By February this year all was finished and I applied to my bride for a leave pass to finish the rebuild.



*RMB nearly completed*



The first task for me was to split the centres from the outer sections of the road wheels. Why do this? It is partly about the cost of modern tyres against radial 600 X 16 tyres and it's about achieving a possible smoother ride. It is simple enough to achieve the modification because the Riley centres are joined with studs. If you choose to go down this track, whether you have bought Mitsubishi rims from Jack or you have your own from a different source the inner and outer sections are separated by grinding off the welds and the Riley centres and modern outers are married up so that the outers are welded to the inner part of the rim. There is a slight difference in diameter in Jack's offering from the Riley centre but this can be corrected with a few careful blows with a knockometer. In my opinion, the outer part of the rim should be fitted so that the original Riley centres are located exactly in the middle of the modern outer rims. This gives a nice fit to avoid contact with inner and outer edges of the mudguard. A possible true alignment of the old and new is achieved by bolting the Riley centres onto the front studs, pushing the outer parts that Jack supplied onto the inner centres and spinning the wheel on the axle. When the outer part of the rim spins wobble free the two parts are tacked with welds and when you are completely certain that the rim is running truly the tacked parts are welded. Clearly there are more details involved than the above but this is the general drift for fitting original centres to modern outers. I will leave it up to you to criticise the outcome of my effort.



*Picture of rims.*

The second task was to remove the engine again and re-shim the mains just to be certain that my original effort was set at the 2 thou clearances required. The first thing that I did was make a special crank handle. This was done by removing the bolt that secured the pulley to the crank shaft and replacing it with a rod that secured a crank handle. The crank that was made has a 500 mm radius. This gave me the torque to turn a 'tight' engine over. Being an amateur at engineering, I placed a two thou shim on the first mains bearing, refitted the mains cap and tightened and untightening the nuts while shimming up the mains until I could only just turn the crank shaft. The shim was then removed from the mains bearing, bolts re-tightened and the crank turned to prove the gap. The bolts were then slackened and then the second and third mains were shimmed until the

same result was achieved. The real engineers amongst us may provide better understandings and I would be glad to learn from them but this is the best I know til now. The mains in my engine had been filed down by somebody in the last century and I am unsure what angles they had achieved from side to side but I have a fairly clear idea about how many thou they filed down on each of the mains and it is different for each of them.

While the engine was out I completed the connection of the wiring harness. It is amazing what you can forget during three years of distraction. I tested all of the wires that I had already connected to the dash board instruments to ensure that they were attached to the right instrument. Better to be sure than sad. Following that the other ends were connected to the regulator, lamps, indicators, fuel tank sender, gear box and brake switch. The wires I used were mostly 3 mm multi-colored and a range of 23 colours were used. Headlamps and alternator wires were 5 mm and starter motor solenoid was 8 mm. All instruments and lights were earthed with 3 mm black wires back to the regulator and battery. I always have added earth wires to all the English cars I have owned to minimize power failure or odd events like switching on the headlamps and indicators flashing instead. Another feature that may be of help is running the headlamps through a relay but as yet I have not bothered as I never go out at night.



*Picture of engine out and wiring harness fitted.*

At around the same time I perused used parts at the Riley shed and to my great delight found a starter button and an ignition warning light. On your behalf, Bill White happily parted with these items for a small price – thank you Bill. To my knowledge the car was now complete.

During this process I made a very disturbing discovery. Bosch alternators are now manufactured in China! They are not only manufactured there but identical copies are manufactured in exactly the same factory for \$50 cheaper! Further investigations revealed that to my knowledge the only other place in the world where alternators are made is Mexico! It took a few days to digest, but I accepted my fate and purchased a Chinese Bosch lookalike. Don't tell my parents! Following that I visited a neighbour, Ken Lonie and asked to look at how he set up his alternator. He machined



his own alternator pulley but I decided to split the pulley provided with my alternator and shim it to take the 'original' C51 fan belt. Arguably, the angle around the pulley is a bit sharp for such a belt possibly producing cracks in its fabric but I am yet to prove the application. When all is said and done, I would suggest that splitting the pulley is the easiest option for the modification and using the C 51 fan belt is as original as you can achieve. I asked Ken about the wiring changes that were required to take the alternator but on this point he was unsure so I will consult with an auto leckie.

*Picture of Bosch alternator with C51 fan belt*

Next I took the brake drums off and to my surprise I found that the brake shoes on the driver side were missing. That entailed another visit to the Riley shed with fingers crossed for a good outcome. Meantime I visited Jack again and showed him my aluminium wheel brake cylinders and to my further surprise he said he had never seen the type before. Concerns were relieved however when he produced some cast iron brake cylinders that corresponded to my aluminium ones. Replacement brake shoes were easily obtained from the Club shed as these were probably the most common ones manufactured in 1949.

Over the following few weeks battery, fuel pump and lines, brake master cylinder, wheel cylinders and remote booster were fitted up and alternator wiring altered to suit negative earth. By the way, if you haven't got a lot of



dollars in your pocket my opinion is that it is always useful to closely observe any tradie who works on your car so you can reproduce his work on any future project. The big moment of starting the car may occur at the beginning of April – too late for the NSW national rally but very early for the next one.

*Picture of the restored car.*

Regards  
Phil Wyllie

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## Coming Events

- May**                      29<sup>th</sup>                      GEAR day at Lakeside
- June**                      7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>              Brisbane Vintage Auto Club are hosting the QHMC Rally based at Redcliffe  
[2014sqhmc@bvac.com.au](mailto:2014sqhmc@bvac.com.au)
- 15<sup>th</sup>                      Meet New Farm Park at 10.00 am for morning tea and the opportunity to view the gardens, if desired. Entry to the park is at Oxlade Drive off Brunswick St, New Farm. Lunch shall be at Sandgate, where there is the choice of seafood or BYO.
- July**                      Sunday 13<sup>th</sup>              RACQ Motorfest

### Your Invitation to a Unique Event

The Riley Car Club of New Zealand invites all our Australian Riley friends to join us in February 2015 for our special rally which incorporates the unique Art Deco Weekend in Napier.

The rally is in three sections so you can participate in one, two or all three sections to suit your itinerary. All three events take place on the beautiful east coast. Come and enjoy a great New Zealand experience.

	When in February 2015	Where	Event
1	Thursday 12th to Sunday 15th	Gisborne	Three Rivers Rally hosted by Gisborne Vintage Car Club
2	Monday 16th to Thursday 19th	Gisborne	Riley Rally
3	Friday 20th to Sunday 22nd	Napier	Art Deco Weekend

**IMPORTANT**

The Art Deco event is particularly popular so we need to know as soon as possible if you plan to join us. Please Email our President Bill Riley at: [b.riley@xtra.co.nz](mailto:b.riley@xtra.co.nz)



The Riley Car Club of New Zealand Inc. April 2014.

**The 2015 Art Deco Weekend**  
18th to 21st February  
Programme published October 2014  
Book event tickets at:  
<http://www.artdeconapier.com/pages/events>

















**IMPORTANT**

Accommodation will be scarce for this event book now or contact Bill Riley for a possible billet.



## Information for Joint Rally

\* DAILY STARTING TIMES : 8.30am at designated location    DAILY FINISH TIMES : 4.30pm at town limits    \* LUNCH STOP 1 HOUR    \*\* TEA BREAKS 2 X 1/2 HOUR

RECOMMENDED ROUTE DESCRIPTION : QUEENSLAND

DATE	START POINT	RECOMMENDED ROUTE	FINISH	NOTES
DAY 1 17/09/2014 WED	<span style="color: red;">QLD group 1</span> BRISBANE	Beenleigh >> Beaudesert >> Warwick >> Cobba-da-mana >> Lime Vale >> Enter NSW at Texas >> Ashford >> Inverell	INVERELL 465 km	78 kmph average <span style="color: red;">Join NT &amp; QLD group 2 at Texas</span>
DAY 2 18/09/2014 THU	<span style="color: red;">NT &amp; QLD 1 &amp; 2</span> INVERELL Dep 8.30am	Bingara via Copeton Dam Rd >> Gunnedah via Keepit Dam Rd >> Mullaley >> Coolah >> Gulgong >> Mudgee	MUDGEE 478 km	80 kmph average <span style="color: red;">Join NSW Groups</span>
DAY 3 19/09/2014 FRI	<span style="color: red;">NT, QLD &amp; NSW</span> MUDGEE Dep 8.30am	<span style="color: red;">COMBINED JOINT ROUTE</span> >> Ilford >> Bathurst >> Crookwell >> Goulburn	GOULBURN 321 km	<span style="color: red;">NT, QLD &amp; NSW</span> 54 kmph average
DAY 4 20/09/2014 SAT	GOULBURN DEP Free	PARTICIPANTS TO MAKE THEIR OWN WAY TO CANBERRA.  <span style="color: red;">ARRIVE OLD PARLIAMENT HOUSE LAWN 11:30 am prompt</span>  <span style="color: red;">JOIN WA, SA, TAS, VIC, groups combined from YASS</span>	CANBERRA 68 km	
NOTE****		Alternate start points  a) SOUTH WEST QUEENSLAND 17/09/2014 DEP TBA	<span style="color: red;">GOONDIWINDI &gt;&gt; Yetman &gt;&gt; Texas</span> <span style="color: red;">QLD Group 2</span>  140 km	Join <span style="color: red;">QLD group 1</span> from Brisbane Time/location TBA

## FOR SALE 1949 RILEY RMB \$24,000.

We purchased the car 15 years ago from a Riley club member. The body is in very good condition, the paintwork is pretty good, and the upholstery, carpets and roof lining are all excellent. The car has new axles at the rear, hydraulic shock absorbers and a new drive shaft. The gearbox has been reconditioned, as has the differential. The engine has been worked on with high compression pistons, extractor exhaust system, HIF4 carburetors, oil cooler, alternator and electronic distributor. Head has been modified for "lead free" fuel, ported and polished. The car runs on 95 or 98 octane fuel. Brake drums have ventilation holes drilled and master cylinder kit installed recently. Wheels have 6 inch rims with road radials fitted – original wheels and tyres are included in the spares package. Car was the subject of an Ansett Airlines Inflight magazine article. Club registration until November 2014 with personalised number plates RMB49 included.



Seller      Keith Brownjohn    Stanthorpe      Queensland      07 46811083

### The RMB for sale is as follows.

Owner Barry Williams of Taroom. Car is sound with good mechanicals and panels, but interior and seats need redoing. Car is painted red and asking price is \$16,000. It is a 1950 RMB.

I was given this info by Rod Forrest who can be contacted on 0400 523 330 for more details, including the contact details for Barry Williams.

## 1949 RMB Parts

I'm writing to you on behalf of my husband who would like to sell some parts from a 1949 RM Series Riley after a failed restoration many years ago. He has everything except the chassis and the engine. If you know anyone who might be interested they can contact Ted on 0423 132 204, the parts are located in Albion 4010. I would be grateful for your assistance in this matter.

Anna Dernoga

### **RILEY FALCON 1936 MODEL** FIRST REGISTERED: 31. 8. 1935, CAMBRIDGE, UK

ARRIVED AUSTRALIA EARLY 1960'S

RESTORATION OVER 12 YEARS BY PREVIOUS OWNER.  
IN EXCELLENT CONDITION.  
DRIVEN REGULARLY.

For Sale, \$30,000

FURTHER DETAILS CONTACT OWNER:  
(03) 5447 2959



## 1949 2.5 litre Sedan

full restoration project for the enthusiastic perfectionist. Not registered. My late father bought this car to restore at his leisure but never got the chance to do so.  
asking \$6000 ono

Please phone Stephen Williams on 0414 727 366 for further information.

## Queensland Registration Plates

These were purchased for use on two of our Rileys, which were sold many moons ago. I attach a photo depicting the two, and we would like to sell them. The current price for this type of plate from the Qld Govt is \$495 per pair. We would like something in the region of \$400 per pair, and would be very pleased if you could circularise club members with this information.



## Can Anyone Help

My name is Natalie Ormiston and I was wondering if you knew anyone in your club that hires Riley cars for weddings. My soon to be father in law has always had Riley cars and was a member of the Riley Club some years ago. It would mean a lot to us if we were able to have a Riley car for our wedding.

My contact details are:

ph: 0422 187 528

email: [nat\\_ormiston@hotmail.com](mailto:nat_ormiston@hotmail.com)

## **A response to Bill White's June 2013 missive.**

### **Or A Can of Worms.**

At a recent get together Bill raised the fact that he had not seen any responses to his questions regarding specials and replicas. Just to show that I do occasionally read the magazine I thought I might put finger to keyboard, and felt some research was in order to check if my recollection of facts was in order. This may open a can of worms that Bill had not realised existed, but I still feel it is all relevant to ensure that in the future there are minimal chances of inconvenience for the club or individuals. None of this is directed at any one person or vehicle and no personal attacks are being made, just examples used. It is not my intention to upset any of our members.

Bill's question starts out with when is a car a special and when is it a replica? He further enquires if a car is built as a copy of an original car, is it a special, a replica or is it no different to those other non Nuffield built Riley Dropheads? An answer to this, I feel, goes further than just the description given to a vehicle, as there are also the legalities of modifications. In an ideal world owners/constructors will opt to place what can be construed as "historical" interests ahead of those interests that might be broadly termed as "commercial".

I felt a good place to begin research was with the Veteran Car Club, founded in 1930, as the value of the cars involved changes substantially whether they are dated pre-1905 or later and is thus a contentious issue. The concept of date fits in with identification as one defines the other so to speak. Not to mention that the application form for the VCC is headed Vehicle Identification and Dating. If a certain number of components from different vehicles date a vehicle it stands to reason that they also identify what the make and model of the vehicle are.

Broadly speaking the VCC use major parts: - radiator, engine, gearbox, front axle, rear axle, steering gear and chassis for these purposes and attribute to the vehicle an identity which is drawn from the majority of the major parts (unless there is no such majority in which case the identity shall be chosen company from among the makers of those major parts which can be reliably identified). The year is identified by the date of the newest component when the vehicle is assembled from composite parts.

The VCC does not, that I could find, seek to define body styles or types but do identify a vehicle as a replica when the majority of major parts are all parts which are exact copies of all the components which would together have comprised that vehicle and both whose performance and appearance is consistent with that vehicle. A further classification is a special, the majority of whose major parts were made by more than one manufacturer that has been assembled as a complete motor car at any time but excluding any motor car the majority of whose major parts were intended primarily for non-automotive use.

It appears that while the club may accept replicas and specials there is also the case of Bob Chamberlain being refused permission to run the famous Napier L48 Samson on the London to Brighton run. This had been painstakingly recreated around its original engine found in a boat in Melbourne and benefited from the extensive drawing archive from D Napier & Sons, Acton held by the Science Museum which allowed a faithful remanufacturing of the missing parts. In more recent years Johnny Thomas was able to recreate the 1902 Gordon Bennett Napier using similar resources but a larger pile of original parts, and was able to obtain a permit from the VCC to use the car on the London to Brighton run so obviously a case by case determination is made.

The next august body with standards I believe to be relevant to this issue is the Vintage Sports Car Club. There are three basic classifications. 1. Standard - cars to the original specification. 2. Modified - cars with minor modifications such as might have been made by a private owner in the appropriate period. 3. Special - cars with major modifications or comprising components from a variety of eligible cars.

Cloning, i.e. one car "restored" to make two or more cars is not approved and cars manufactured in this way are not acceptable. It also is not acceptable to turn a sports car into a fake historic racing car or a saloon car into a sports or touring car. Strangely the cars molested in the past are acceptable now, and there are a large number of Riley's amongst those saloon models that gave their life to create replicas, specials and clones. Like the VCC, the VSCC define the date of a car to be the date of the youngest original major component, however items of a later date may be substituted without altering the dating of the car if they are identical to those of the original specification.

Exceptions may be made to any of these subject to the VSCC Committee's approval due to safety, legislative requirements, non-availability of spares and the fact that such modifications can be shown to have been made on a significant number of that model of car in the period. Fortunately approval does NOT give a precedent for any other car. For standard car bodywork it must be to the original specification or a strictly accurate copy of an original fitted to the model in the period. It must be constructed in the original manner and with original materials. Modified cars must be appropriate to the make and model of the car. For a special the appearance and construction of the body and the detail



equipment must be appropriate to the period of the car. The use of glass reinforced plastic for bodies or guards is not allowed in any circumstance.

Research also led to a high profile case where the well known, if not well respected, purveyor of pre-loved Bentleys Stanley Mann was sued by a Mercedes Brewer who took a 1930 Speed Six Bentley on hire purchase for a cash price of £425,000. A dispute arose because Mercedes said that the dealer, Stanley Mann, had told her that the car was a genuine Speed Six and had an original Speed Six engine. Stanley's case was that he had only ever described the engine as up to Speed Six specification and that, although the engine was not an original Speed Six engine, the car was nevertheless a Speed Six since the chassis (only part of which was original) was a Speed Six chassis on which was stamped the original number. Both agreed that Mercedes had been told that the car was fitted with a replica body and other parts from other cars.

The case was won by Stanley Mann with the main points being that the description of a car as a particular type or model may be an expression of opinion rather than a statement of fact, and this is more likely the older the car the less original it is. The importance of this is that if the opinion is reasonable, it is most unlikely that any claim can be made against the dealer or private individual who gave the description. Further that a description of a car as "a 1930 Bentley Speed Six" without more does not imply that it is an original Speed Six or that it has any type of history, let alone a continuous. It may be derived from a part of the chassis with the original chassis number attached to it. In summing up the principles stated by the Court confirm that the chassis and chassis number are helpful in determining the identity and the description of a car. Nonetheless the individual facts of any case will always determine what the result of the claim is likely to be and this whole area of law is a minefield for the unwary.

Using the VSCC standards, a Riley RMB cut up to make a drophead is not acceptable, but if done would be classed as a standard vehicle if it is a strictly accurate copy of an original. The VCC would define it as a Riley RMD Replica if all parts are exact copies of the standard factory catalogued model. Should you drift away from a faithful copy, it becomes a special. This also applies to the mechanical specifications, with the VSCC defining things as being modified when not meeting the original specifications. If it had the section of chassis with number from a drophead incorporated, Stanley Mann would describe it as a genuine RMD.

Using my own 1935 Riley Falcon, the VSCC would classify it as a modified vehicle due to non standard exhaust plus the altered camshafts and valves and a second carburettor being fitted while the engine is being rebuilt also classify it as modified however should it have been a Special Series or Sprite Series car when new this does not apply. And yes, the 12/4 bible does state that one customer insisted that his Falcon be built as a Sprite Series car, so there is a precedent for a Falcon Sprite!

Another example is if a vehicle has the front axle, rear axle, steering gear and chassis from one make, for example 1935 Humber, and the radiator, engine and gearbox from another, 1949 Riley, and a two door two seat body, the majority of parts denotes the vehicle as a Humber Special, the year as 1949, with a roadster body if using the VSCC and VCC Vehicle Identification and Dating standards. On the other hand, the above Stanley Mann case shows that the car could also be described as a 1938 Riley Silver Streak Sprite or a 1938 16hp Sprite as this is only an opinion and not a statement of fact.

A last example is a 1933 Nine Tourer from south of the border, whose owners persist in calling it a Lynx, even though it carries from new an Australian body that does not resemble a Lynx. That is their opinion and choice, but this type of misinformation may lead to confusion in the future about what a Lynx is.

Obviously once modifications are mentioned, the necessary certification becomes a factor and leads to the National Code of Practice for Light Vehicle Construction and Modification. The code has four sections that relate to Minor Modifications, Basic modifications, Significant modifications which result in completed vehicles that are recognisable as the original vehicle and Extensive modifications to the point where the original vehicles are unrecognisable.

Minor and Basic modifications do not require certification provided they have been carried out in accordance with the relevant sub-sections of the code. Significant modifications involve major alterations to the vehicle body, engine, drive train or chassis but the vehicle retains its original identity and VIN and these modifications require certification.

The following Significant modifications requiring certification may be performed under the LH Codes:

Conversion of a vehicle by removing or modifying the roof, e.g. convertible conversion,

Conversion of a vehicle to a different model variant, e.g. station wagon to utility conversion. This includes converting a four-door vehicle to a two-door.

Even if RMD body parts are used in a RMB, this comes under conversions using all manufacturers' standard components and is certifiable under Code LH7. To achieve this, vehicles must be modified to incorporate the features of vehicles originally manufactured in two-door configuration. To be certified a convertible or cabriolet with a separate chassis must undergo beaming and torsion testing to determine its relevant stiffness.

If a person set out to build a drophead from a saloon, and I realise that it is possible to build a much safer car than the factory RMD from modern designs, materials and components, it obviously requires a lot of work to ensure that it is fully certified for legal road use and then does it justify the restoration of a genuine RMD from a very rotten core over the creation of a car from a good RMB base.

From the National Code of Practice the above mentioned Humber/Riley vehicle falls into the significant or extensive segment and also requires certification under many sections.

In the case of my Riley Falcon, it comes under Basic Modifications that may be performed without certification as in fitting a manufacturer's optional engine, Sprite Series. Also under Section 2.2 replacement of components such as camshafts, carburettors, exhaust systems, etc. can be carried out without certification when it can be demonstrated that the vehicle will continue to meet the appropriate gaseous and noise emission standards under the AVSR, pre-ADR standards. Another item from a recent magazine was the installation of power steering. LS4.1 covers power steering conversions and the only type mentioned able to be certified is the separate ram type. This leads to the conclusion that any electronic system can not be certified, which indicates any fitment to a registered vehicle would violate the registration and insurance if used on the road. Further research would be required if this interests you, as Ultimate Power Steering, 3889 7077, claim their kit EPAS-2 can be approved under the steering modification/conversion codes although their whole website appears geared to motorsport use which does not need certification.

The other choice available to builders and users is to not certify their vehicles, and register and insure them as though the car is a standard vehicle. This is a viable option except that it would void that registration and insurance should the information come to light, especially in the case of accidents which of course will only happen to other road users. Ultimately I believe it comes down to personal choice as to whether the issue of certification is required. My own choice if I purchased a vehicle that was modified and yet not certified would be to convert it back to standard or certify as this would then remove any worry from using the car.

In summing up, basically if a car is an exact copy of the standard factory catalogued model or other period body it is a replica, eg RMD Replica, Reinbolt & Christie Replica. Once the design incorporates other ideas it becomes a special. It also comes down to personal choice as to how you describe your car, as shown under law this is only an opinion, and such description may change from day to day depending upon circumstances.

Matthew

## **Clarification of debate over the current meetings between QHMC and TMR**

(Transport and Main Roads) by Rod Graydon, TMR Liaison QHMC.

At the QHMC general meeting on 28 March there was considerable debate between member club delegates and the QHMC committee over the current state of affairs with the meetings between QHMC and TMR.

During this debate an allegation was presented that I had gone outside of QHMC member decisions by the MOCC (Motoring Organisation Car Club) group uniting in their response to TMR's request for suggestions on SIVS schemes by proposing the current system with the option of a 14 day log book scheme against QHMC member majority decision to retain the current system only and further that I am not representing the minority car clubs favorably.

At the meeting this conversation/discussion went back and forth but I realize now that I could have responded in a better way as outlined below.

QHMC are just one of six (6) motoring organisations represented at the TMR MOCC Forum. Whilst QHMC represent the majority of SIVS vehicle owners in Queensland we are just one sixth of the forum and therefore must tread strategically yet carefully through discussions in this forum so as to maximize the input and outcome for QHMC members.

During the MOCC forum member discussions it became apparent that the other members of MOCC also had ideas on the SIVS issue that may have been different to QHMC response as dictated by the recent survey that the vast majority of member clubs wanted to retain the current SIVS scheme as is whereas a much lesser number of clubs requested some change mainly centred around extra useage of a SIVS vehicle. A discussion was had within the group and the following decision was made by forum member groups in a united approach and representation to TMR.

1/ Retain the current SIVS scheme with no cost increase.

2/ Retain the current SIVS scheme with the option of SIVS owners to purchase 14 log book days at time of registration for additional cost. The proviso on this was due to TMR statement that such a scheme would require a minimum 5000 take up to cover cost of implementation. MOCC forum members decided unanimously that should the 5000 minimum take up

not occur that TMR should give a guarantee that the members who voted to retain the current scheme would not be financially disadvantaged.

I felt that this situation addressed the following issues

- a/ That QHMC members who voted for the current scheme would not be financially disadvantaged.
- b/ That QHMC member clubs who voted for change had an option for extended use.
- c/ That the voice of other MOCC Forum members was heard through this system suggestion.

Note- As one sixth of this forum group I had achieved by this the situation of supporting the greater majority of QHMC members by joint negotiation and agreement with other MOCC Forum groups.

At the MOCC meeting these proposals were put to TMR and the question of guarantee as stated above put to TMR. They could not guarantee that member clubs who voted to retain the current system would not be financially disadvantaged if the 5000 take up did not occur. As a result the MOCC members stressed their 'United' voice to retain the current system and fee structure as it stands.

Our decision to put forward the second option was not a QHMC initiative BUT a QHMC agreement designed to bring a united voice to TMR whilst protecting the interest of who I deem to be the greater stake holders in the current SIVS scheme, members of clubs affiliated and represented by QHMC.

I hope this clarifies the fact that whilst the initial impression of QHMC TMR liaison going outside of QHMC member directive that in fact it was a tactical orchestration to bring a MOCC group united approach to TMR whilst representing and somewhat protecting the interests of QHMC member clubs.

The SIVS issue is currently before the Transport minister for assessment and we hope to have a decision in the coming months. Once TMR gives a decision we will need to assess their proposal and decide if any further action needs to be taken at that time.

I wish to stress that this SIVS debate was initiated and driven by TMR and that QHMC and the other MOCC member groups are simply acting in the interest of their respective members through either defending the current system or embracing the possibility of changes only if beneficial to members. QHMC will keep members advised as soon as any further advice is received from TMR..

A further allegation on the night was that myself as TMR liaison was not representing the minority clubs who wanted change to the current SIVS scheme. QHMC currently represents over 125 historic motor vehicle clubs and endeavour to represent all member clubs equally. On many occasions I have been able to provide technical assistance to member clubs and individual members from Veteran vehicles to those just over 30 years of age but in a situation such as the SIVS debate we must address the concerns of the majority of members as a priority whilst keeping an open mind as to any possibility of any changes that may benefit those who want some change. If in fact TMR retains the current system then QHMC will accept this but keep an open mind with regard to any further information and support for change in the future.

QHMC really do have the interests of all member clubs at the forefront of their thoughts and actions but please remember whilst our intentions are good we may also be restrained by the actions of TMR and other motoring organisations.

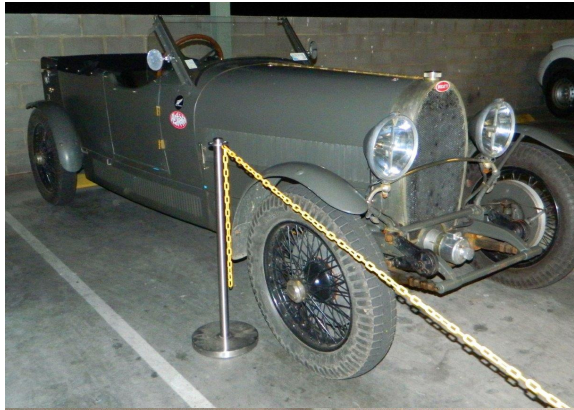
I hope the above clarifies the current situation of TMR debates over SIVS and that member clubs understand that I do represents all member clubs and individuals.

Regards

Rod Graydon  
TMR Liaison  
QHMC



Seen Around The Rydges  
By Matthew



**Our highly esteemed Honorary and Life Member, Jack Warr is celebrating his**

# **90th Birthday**

**on July 30th, 2014.**

**Queensland Rileys are commemorating this very special occasion with a lunch at the Jack Warr Riley Clubhouse at Samford on Sunday 27th July at 12 md.**

**By necessity, numbers have to be limited, but Jack would be honoured if you could attend**

**R.S.V.P is essential for catering purposes by 20th July 2014.**

**Cost is \$15 pp. – BYO Drinks**