



# TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

Jan/Feb 2009



*Photo: Wendy Lonie*

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**Next Meeting:** 8:00 pm Thursday, 12<sup>th</sup> February (Annual General Meeting)  
Queensland Sporting Car Club  
206 Montague Road  
West End 4101

**Editor:** Linden Thomson (07)32696426 [lindenthomson@optusnet.com.au](mailto:lindenthomson@optusnet.com.au)

**Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 12<sup>th</sup> December 2008**

Meeting opened by President Alan Hill at 8.10pm with 17 members and guests present.

**Apologies:** Brian & Lyn Jackson, Delma Thomson, Dorothy Cameron, Pat & Betty Elliott, Jack Warr, Graham Mackay, Bill Donovan, Simon Schooneveldt, Matthew Schooneveldt, Ken Lonie, John & Eve Romer, Shirley Ellwood, Ian Hayward, David Schoch and Dick & Earla Self.

**Minutes from previous meeting:**

Moved, Gary Britton and seconded by Neal Brandt that minutes be accepted. Carried.

**Business arising from minutes:**

Nil.

**Inwards correspondence:**

1. Invitation to the David Hack Classic Meet, Toowoomba Aerodrome, Sunday 3<sup>rd</sup> May 2009, 9.00am to 3.00pm;
2. Buick Car Club Cleveland Spectacular, Cleveland Showgrounds, Sunday 26<sup>th</sup> April, 2009;
3. Summerland Sports and Classic Car Club, 26<sup>th</sup> Static Display, Clyde Campbell Carpark, Lismore, Sunday 2<sup>nd</sup> August, 2009;
4. Invitation to the Top of the Town, Stanthorpe;
5. Letter from Lumley's Special Vehicles Insurance;
6. Toowoomba Swap Meet, 6-7 February, 2009;
7. QCCHVC November Minutes;
8. CC News;
9. Car Club Meetings and Swap Meets;
10. True Brit Magazine;
11. Copies of Blue Diamond, Riley Gazette, Riley Newsletter WA, Riley Rattles.

**Outwards correspondence:**

Nil.

Moved by Trevor Judd seconded by Dianne Phillips that the inwards be received and the outwards be endorsed. Carried.

**Treasurer's Report November 2008**

Balance as per Bank Statement, 31 <sup>st</sup> October, 2008			<b>\$4,085.07</b>
Income	Membership Fees and Donations	\$ 198.00	
	Interest	<u>0.49</u>	
		<u>\$0,193.49</u>	\$4,278.56
Expenditure			
	L. Thomson Newsletter Expenses November	<u>\$231.18</u>	
		<u>\$231.18</u>	\$4,047.38
Balance as per Bank Statement, 30 <sup>th</sup> November, 2008			<b>\$4,047.38CR</b>

Moved by Ross Phillips that his report be accepted, seconded Gary Britton. Carried

**Club Captain's Report:**

No run identified for December 2008, or January 2009 except Bayside Australia Day Rally.

**Spare Parts Report:**

Nil.

**Registrar's report:**

Nil.

**General business:**

Matthew and Gloria outlined the extent of damage done to trees and sheds during the recent storm. Gary Britton advised that the Ellwood's 2½ RMB engine has been started and the car should be on the road in 2009. The President Alan Hill thanked Linden and Delma Thomson, Ray and Beverley Burrows for catering at the Club meetings.

Ross Phillips will be fitting a supercharger to the Riley Race Car and should be operating at around 8psi.

The Secretary advised the meeting that the QCCHVC was changing its Constitution and also the QCCHVC Committee were proposing to change the name of the QCCHVC to "Queensland Historic Motoring Council Inc." Delegates will be asked to vote on the name change and on the adoption of the updated Constitution at the January 2009 meeting.

The QCCHVC are including in the Constitution identification of the following categories of historic vehicles:

1. Veteran Built before the end of 1918;
2. Vintage Built between 01/01/1919 and 31/12/1930;
3. Post Vintage Built between 01/01/1931 and 31/12/1949;
4. Historic Historic 50's, 60's & 70's. Any vehicle manufactured in each of the 1950's 1960's. 1970's etc., decades provided that the start of each decade is at least 30 years before current time.

From discussions with the Department of Transport, there is a move to produce a common Dating Certificate for use by various Clubs when vehicles have to be registered. The Dating Certificate would have the QCCHV or (QHMC) logo on it together with the individual Club's logo on it. The idea of the common format is to reduce confusion with the various Transport Offices.

At the last QCCHVC Meeting, several of the Clubs indicated that they would be happy to invite other Clubs to join in on their runs but required at least three months notice for this to happen.

**Secretary's Email: [Redpath@aanet.com.au](mailto:Redpath@aanet.com.au)**

Meeting closed: 8.45pm.

**Next Meetings:**

**Thursday, 12 February, 2009.**

**Thursday, 12 March, 2009.**

**BRISBANE SPORTING CAR CLUB**

Unit 1, 206 Montague Road

West End Q 4101 (UBD map 21 (P8) approximately opposite Donkin Street.

**Minutes of ANNUAL GENERAL MEETING of Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club Rooms, Montague Road, West End, Thursday 14<sup>th</sup> February, 2008.**

Meeting opened by President Alan Hill at 8.15 pm with 26 members present.

**Apologies:**

Pat & Betty Elliott, Norm Evans, Kiara Rizzo, Evelyn Romer, Shirley Ellwood, Neil & Michelle Walter, Graham & Betty Swan, David Schoch, Dick & Earla Self.

**Minutes of the 2007 Annual General Meeting:**

Moved: Peter Young Seconded: Linden Thomson that the Annual General Meeting Minutes be accepted. Carried.

**Business Arising from Previous Minutes:**

Nil

**Treasurer's Report for the year 2007**

The treasurer advised the meeting that the annual report was not yet available.

Moved by Ross that report be postponed until the March meeting, seconded by Ken Lonie. Carried

**Office of Fair Trading**

The process has changed for Not for Profit Organizations whose assets do not exceed \$20,000.00. This report will be finalised at the March meeting.

**President's Report:**

Alan briefly outlined his report to the meeting. Copy can be found in the January/February Newsletter.

**Conrod Trophy:**

Captain Sheila outlined the criteria for awarding the Conrod Trophy. She thanked everyone for their support during the year and advised that the Conrod Trophy would be presented at the March meeting.

**Election of Committee Members for 2007**

President Alan Hill declared all positions vacant and requested member Brian Jackson to take the chair for the election of the new committee.

Position	Nominated	Nominated by	Seconded	Elected
<b>President</b>	Trevor Judd Alan Hill	Linden Thomson Ross Phillips	Dianne Phillips	Declined Alan Hill
<b>Vice-President</b>	Brian Jackson Matthew French	Ross Phillips Alan Hill	Dianne Phillips Peter Young	Brian Jackson
<b>Secretary</b>	Ray Burrows	Ross Phillips	Linden Thomson	Ray Burrows
<b>Treasurer</b>	Ross Phillips	Alan Hill	Linden Thomson	Ross Phillips
<b>Club Captain</b>	Wendy Judd	Sheila Hill	Alan Hill	Wendy Judd
<b>Editor</b>	Linden Thomson	Peter Young	Alan Hill	Linden Thomson
<b>Spare Parts</b>	Jack Warr	Peter Young	Ross Phillips	Jack Warr
<b>Asst. Spare Parts</b>	Graham Mackay	Jack Warr	Alan Hill	Graham Mackay
<b>Registrar</b>	Matthew French	Alan Hill	Dorothy Cameron	Matthew French

Elected Officers present took up their positions

President Alan Hill thanked outgoing committee members for their assistance during the 2007 year.

**Other Business:**

Nil.

**Annual General Meeting Continued 13<sup>th</sup> March 2008.**

## Treasurer's Report for the year 2007:

**Riley Motor Club Qld. Inc**  
**Profit and Loss Statement**  
for the period ended 31<sup>st</sup>. December 2007

INCOME	2007	2006
Membership fees	\$3,855.00	\$3,334.00
Interest Revenue	\$ 150.70	\$ 219.33
Dinner Proceeds	\$1,160.00	\$1,221.00
Sales	\$38,470.65	\$28,091.29
Rally Deposits	0	\$36,942.35
Sundry Income	0	\$ 702.00
Donations	\$ 236.60	\$ 381.00
<b>TOTAL INCOME</b>	<b><u>\$43,872.95</u></b>	<b><u>\$70,890.97</u></b>
EXPENSES		
Annual Dinner Expenses	\$1,145.50	\$1,370.00
Bank Charges	\$ 137.10	\$ 249.60
Fees & Permits	\$ 137.00	\$ 111.00
Hire Plant & Equipment	\$ 0	\$ 490.00
Insurance	\$ 640.06	\$ 645.15
Loss on Disposal of Assets	0	\$ 390.00
* Postage	0	\$ 900.00
Purchase Spare Parts	\$39,758.91	\$24,722.92
Rally Expenses	0	\$32,610.14
Refund Rally Deposits	0	\$ 2,746.50
* Stationary / Printing / Postage	\$1,875.46	\$2,024.10
Sundry Expenses	\$ 748.29	\$5,726.78
Room Rental	\$ 550.00	0
<b>TOTAL EXPENSES</b>	<b><u>\$44,992.32</u></b>	<b><u>\$71,986.19</u></b>
<b>TOTAL PROFIT / LOSS</b>	<b><u>- \$1,119.37</u></b>	<b><u>- \$1,095.22</u></b>
CURRENT ASSETS	2007	2006
Cash at Bank	\$ 2,759.27	\$ 2,839.41
Cash at Bank - Spares	\$ 3,510.69	\$ 3,164.27
Cash at Bank - Term Deposit	\$6,102.63	\$6,973.98
<b>TOTAL</b>	<b><u>\$12,372.59</u></b>	<b><u>\$12,977.66</u></b>
NON-CURRENT ASSETS		
Cutters	\$504.00	\$504.00
<b>TOTAL ASSETS</b>	<b><u>\$12,876.59</u></b>	<b><u>\$13,481.66</u></b>
LIABILITIES	0	0
NET ASSETS		
<b>CLUB FUNDS</b>	<b><u>\$12,876.59</u></b>	<b><u>\$13,481.66</u></b>

The Association keeps financial records in a way which properly records the associations income and expenditure and dealings with its assets and liabilities.

Alan Hill  
President.



Ross Phillips moved that his report be adopted, seconded by Sheila Hill. Carried  
Meeting closed at 8.19pm.

**Club Events Programme:****Wendy Judd**

The **Australia Day Rally** at Ormiston run by the Bayside Vehicle Restorers Club was another triumph of organisation. There were three Rileys, all 2½s— Judd's, Robin Hull's and a chap from Minden. (*Jeffrey Harris ? — Ed.*) It was an enjoyable day, beginning with breakfast at the school, followed by a choice of 3 runs including a BYO morning tea, capped by an excellent lunch at the Alexandra Hills Hotel from whence everyone made their ways home.

**FEBRUARY OUTING— MORNING ONLY BREAKFAST RUN.****WHEN:** Sunday 15<sup>th</sup> 8:30am**WHERE:** THE WISHING WELL CAFE, almost at the end of Colburn Ave, Victoria Pt. UBD 226 R1**WHAT:** Enjoy genuinely individually prepared cooking using "home" recipes, no bulk produced foods. There's fresh good quality coffee or tea all served in a quaint setting.**WHO:** As many Riley Club members as possible... PLEASE RING any time before 7:30am on Sunday the 15<sup>th</sup> so I can be fair to the cafe and ring forward the number of people they can expect. My home number is 3879 0340, there's an answering machine if you miss us in person.**WHY:** Because it's too hot to enjoy non-airconditioned cars after 10:30am, and, because everyone can be home before any afternoon storm.**DIARY DATES—**

- Sunday 29<sup>th</sup> March ORMISTON SWAP MEET : 6 'til 2: Ormiston School  
Enter from Dundas or Wellington Streets : Details 3286  
3424
- Sunday 26<sup>th</sup> April CLEVELAND AUTOSPECTACULAR : Cleveland Showground,  
Long St. Map 205 L1 or 184 A 20 : Entries/Info Linda  
Hall 3829 2222 or  
[www.clevelandautospectacular.com.au](http://www.clevelandautospectacular.com.au)
- Sunday 31<sup>st</sup> May ALL NEW BRISBANE SWAP MEET (formerly the Banyo  
Swap) :  
Capalaba State College, School Rd. Map 204 A1 or 184  
A20: [www.qvva.org](http://www.qvva.org)  
Phone Frank Wegryzniak 0412 076 846
- Sunday 28<sup>th</sup> June RACQ MOTORFEST : Eagle Farm Racecourse :  
[www.racq.com/motorfest](http://www.racq.com/motorfest) or phone 3872 8696 Email:  
[events@racq.com.au](mailto:events@racq.com.au)
- 22<sup>nd</sup> & 23<sup>rd</sup> August OLD TRUCK & MACHINERY SPECTACULAR : Cleveland  
Showground, Long St. Map 184 A20. [www.hcvaq.com](http://www.hcvaq.com) . Ph  
Ian 0428 758 973 or Gary 32064627

## President's Report:

Another year has started, and the Riley Motor Club Qld. continues on its merry way.



We wish all our members, and those of the other Riley Clubs, both here in Australia and overseas the very best Season's Greetings.

February is our Annual General Meeting, and once more I would invite members to volunteer for positions. We will take nominations on the day, but please confirm with your nominee that they are willing to take on the position !!

Many thanks go to last year's committee, as always they all did a great job, and without them the Club would cease to function.

The National Rally this year is in WA, and at this stage we have around four cars going (hopefully all Rileys). Easter being late this year we will be leaving around March 23<sup>rd</sup>, and get home sometime mid-April. This will obviously give the Editor a headache as he is going on the Rally. We will let you know if the March TT will include April at a later date.

**Alan Hill**

## Editor's Notes:

A few weeks back I picked up a spare copy of S. F. Drake's *Riley Cars* cheaply on eBay. It arrived with a couple of old undated newspaper cuttings inside the front cover. The article by 'Dixon Lane' (it's a street name in Sheffield, U.K.) from *The Star* (I think probably the regional paper still published in Yorkshire) seemed interesting enough to print. The clue to date of publication was a small paragraph, headed "25 Years Ago", from *The Star*, July 1944, describing a Russian attack in WW II. I wonder what happened to Harry Crossland and his stock of new Riley spares?

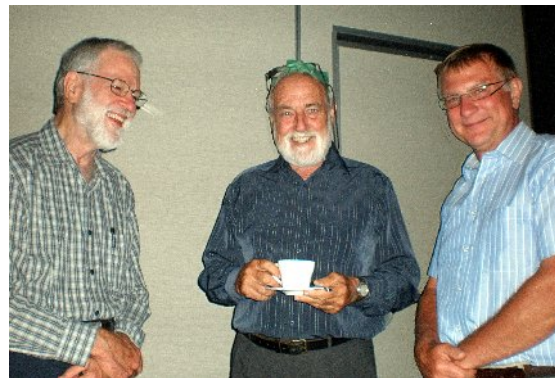
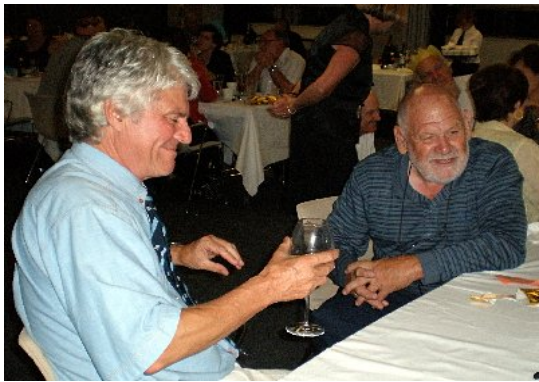


Some of Harry's attitudes fit well with the views of some correspondents to *The Motor* in 1957, so I've put them together in the 'What They Said Then' article for this issue.

I have held over the second part of the 'Some Remarkable Connections' article, rather than rush to finish it for this TorqueTube. If I am still Editor after the AGM, I propose to put a combined March-April issue together to cover the Easter period when some of us will be enjoying a Porongurup Party on the other side of the Nullarbor. Part 2 will be in that issue.



**At the Annual Dinner, 16<sup>th</sup> December 2008:**





## Sixty Years Ago:

LT

1949 saw the first International Production Car Race (it was a one hour race) to be held in the U.K. The race received much press coverage, and was also reported in *The Riley Record* of September 1949.

### **SILVERSTONE**

HEALEY SILVERSTONE MODELS, POWERED BY RILEY 2½ LITRE ENGINES  
AND DRIVEN BY TONY ROLT, LOUIS CHIRON AND TOMMY WISDOM,  
GAIN THREE-CAR TEAM PRIZE IN THE PRODUCTION CAR RACE

**O**ver 110,000 people flocked to Silverstone to see the Daily Express International Trophy Meeting on Saturday, 20<sup>th</sup> August, 1949.

The first event was for cars with engines not exceeding 500 c.c. capacity, and the speeds put up by these minute machines served to whet our appetites for the next event on the list—the International Production Car Race.

This race was the first of its type ever to be held in this country, and the regulations were extremely strict, in order to ensure that only standard production cars were used. The only alterations from standard concerned the setting of carburettors, ignition timing and size of tyres, all simple operations which the average enthusiast can, and indeed does, carry out on his own car.

In the 1,500 c.c. class our interest centred on the three "TC"-type M.M.s, all of which demonstrated in a very convincing manner their excellent road-holding and acceleration. They were driven by G. E. Phillips, E. W. K. Lund and R. W. Jacobs. E. W. K. Lund came fifth in this class and his driving was particularly attractive at Woodcote Corner.

Great interest was shown in the three 2½ litre Riley Saloons and three Healey Silverstone models in the 2,500 c.c. Class.

From the start it was obvious that the three Healeys were out to demonstrate high-speed reliability as a team, whilst the more sedate 2½ litre Riley saloons were an impressive sight as they lapped regularly in close company, with Brian Mylchrest leading and Tom Sangster, followed by Bob Aves, close on his heels.

After fifteen laps Bob Aves was compelled to retire, the cause being a loose wheel, all efforts at retightening being of no avail due to the wheel nut threads having stripped.

On the first lap Tony Rolt in the Healey was leading his class, to drop to second place on the second lap, a position which he held until the thirteenth, when he was passed, only to regain his second place two laps later, ultimately to finish in that position.

Veteran French ace, Louis Chiron, had a bad start and at the end of the first lap was sixth in his class. Driving very consistently and calmly, he finished in fourth position. Fifth and not far behind was Tommy Wisdom, who had also

increased his speed and improved his position as time went on.

Finishing order was : second A. P. R. Rolt, fourth L. Chiron and fifth T. H. Wisdom, and to Healeys went the three-car team prize, a very fine achievement.

As a matter of interest, the Healey driven by Tommy Wisdom was the one which was so successful in the recent, extremely tough, Alpine Rally.

In the International Trophy Race, many old E.R.A.s were competing, and as most readers know, the Riley was the forerunner of these models. As usual, Motor Club member Bob Gerard motored extremely well. He came fourth in his heat, the first British car to finish. In the final, Bob came seventh, being beaten by the much faster Ferraris, Maseratis and Peter Walker's E-tyoe E.R.A. which appeared to have a troublesome gear lever.

T. C. Harrison in his B/C-type E.R.A., fitted with I.F.S., was also going very well indeed, so the Riley Motor Club figured well in this exciting event.

The only Riley in this race, fitted with an E.R.A. Engine and driven by G. N. Richardson, was still running when all cars were flagged off the course.

And here is a photograph of the start of that Production Car Race:



From the left: two Lagondas, three Allards, three XK120s, an SS100, three Silverstones and a Riley. Those were the days of hay bales and driving your car home after the race.

### **On the Cover:**

We don't have glamour shots on the cover or page-three girls in the magazine, but we do have some 'star' shots, not all of them of cars, such as this pic of Jack Warr in his natural element sent by Wendy Lonie.

## What They Said At The Time:

LT

**1957** saw the demise of the Pathfinder, which according to one of our members was "the best Riley ever made". With the introduction of the Riley 2.6, soon followed by the One-Point-Five, the British Motor Corporation began the period of badge-engineered Rileys that ended with the last Elf. While time has eased the pain of the loss of separate identity of the marque and Riley Clubs now, with only a few exceptions, embrace all cars carrying the 'Blue Diamond' and their owners, at the time there was considerable anguish amongst Riley enthusiasts. The following correspondence to *The Motor* expresses this quite well.

From the October 2, 1957 issue:

### ***The 2.6-litre Riley***

One wonders why the marque Riley continues to be the poor relation of the British Motor Corporation. As a former owner of a well-loved Nine and a tremendous admirer of all that the name "Riley" has stood for, I think it would have been better to have let the marque die a natural death than to have produced the 2.6-litre model.

We already have the excellent Wolseley 6/90, and the substitution of a Riley radiator grille, together with other minor changes, is hardly sufficient to call the finished product a Riley.

Rileys were, in a sense, the Jaguars of yesterday, and they deserve to have a separate identity so as to maintain the breed. If a modernized version of the lion-hearted 2.4-litre inclined-valve engine was too expensive to produce, surely a d.o.h.c. version of the 2.6 B.M.C. engine could have been developed? It seems that there is room in the B.M.C. range for a high-powered real sports car to parallel the smaller M.G.s, etc. Let it be clearly understood that the B.M.C. produce splendid cars but, after all, a Riley is a Riley—a blue-blooded aristocrat if ever there was one. This is indeed the age of the common man!

Alabama, U.S.

"RILEYPHILE"

Four weeks later, another correspondent expressed similar views:

### ***"As Old as the Industry"***

Like "Rileyphile" (*The Motor*, October 2) I also wonder if it would have been better to let the illustrious name just fade away, rather than let it lose its individuality. In the past the man who bought a Riley was usually an enthusiast, someone who wanted more than just a means of transport, but rather a car apart, backed by a brilliant racing history. It was for this reason that in the 'thirties I ran an Imp

and a Kestrel 9, and after the war I bought a 2½-litre which I still get a kick out of and a feeling of well-being every time I drive it. The time will come when I decide to change my 2½, and I am afraid it will have to be for another marque because, so far as I am concerned, it takes more than a radiator grille to make a Riley.

The people responsible for present Riley policy would do well to ponder on the slogan "As old as the industry as modern as the hour," paying particular attention to the bit "As old as the industry," and also bearing in mind that the man who buys a Riley knows what he wants and is not going to be hoodwinked into buying an imitation.

Derby.

A7

This correspondence provoked a mixed reaction, as evidenced by these two letters published in *The Motor* of November 13, 1957:

**"As Old as the Industry"**

**N**o one will attempt to stop A7 (*The Motor*, October 30) keeping a car that gives him a feeling of well-being every time he drives it. If any car gave me such a feeling nothing on earth would part us. Prime movers have fascinated me as long as I can remember, and now today, well past the allotted span, to stand on the platform alongside a powerful steam locomotive getting its load under way with its maximum power output and no fireworks gives me a real thrill.

But this doesn't blind me to the undoubted fact that our railways are hopelessly out of date compared to the electrified Swiss, and that we aren't even going half-way with Diesel. What's this to do with motorcars?

Why, even Rileyphiles can't stop the march of progress, however loud they shout their slogans. If there are enough of them they can get what they want, but those responsible for motorcar output know their market and it's not populated with "philes," but level-headed folk who want real motorcars and not stunts.

Evidently the old Riley company got into serious financial difficulties in supplying the "philes" with their motorcars; like the patrons of some forms of art they weren't prepared to pay a fair price for the goods. Today's Riley is a very good-looking motorcar, and is the B.M.C. engine is pepped up to a degree which it can very well take it will leave standing anything previously produced by the old firm.

Stourbridge, Worcs.

JOHN FELLOWS.

***The Alfa Cosmopolitan***

**M**y first Riley was a Redwing two-seater around 1934 and my last a 1951 2½-litre which I still have. This car has done well over 200,000 kilometres, uses little or no oil, has never been touched



other than decarbonizing, etc., etc., but is clumsy to handle at low speeds by modern standards. Wanting a car requiring less effort to drive I have chosen an Alfa Romeo Giulietta Berlina. This car costs less than the Humber Hawk or a Rover 60, but £75 more than would buy the American Ford 6-cylinder.

This Italian car is fitted with Lucas ignition and Girling brakes. The latter are remarkably good allied to the Alfa Romeo drums. To continue the international make-up of this car, the steering box is ZF Ross, and the windscreen wiper SWF, both of German origin. The engine of 1.3 litres and five bearings is a delight, used with the all-synchromesh four-speed gearbox. This is the kind of car that should have carried and perhaps would have carried the name Riley.

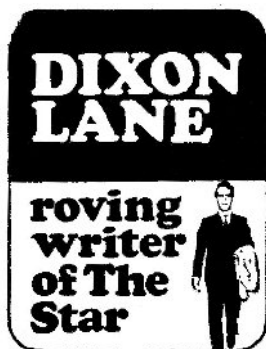
Gand, Belgium.

S. E. Myrans.

Some of these arguments and speculations can still be provoked more than 50 years later! They were certainly still raging when the following was printed soon after the last car wearing a Blue Diamond was manufactured.

**1969** saw the final use of the Riley name on a motor vehicle. Despite speculation ten or so years ago that it would be revived by B.M.W. or, more recently, that some mysterious Riley "relative" would build a limited production car bearing the logo, our cars are now just part of living history.

**From The Star (South Yorkshire) in July 1969:**



## The man who pumps new life into old Rileys...

When British Leyland revealed they were abandoning the Riley car, Harry Crossland had been in mourning for 15 years.

The 1954 1½-litre was the last of the true Rileys, he reckons. "That was a Nuffield Riley."

It was the year he finished with the motor trade, having bought 14<sup>th</sup> century Walton Hall in Foljambe Avenue, Chesterfield.

He farms 52 acres and has a herd of Jersey cattle. He's been experimenting with the cross-breeding of Jerseys and French Charollais.

But his heart is more with the stock that is herded outside the stone farmhouse and buildings. Old Rileys, usually about 40 of them.

For half his 62 years, engineer Mr. Crossland has had an affection for the breed. He is perhaps the leading Riley authority; people ring or write from all over the world for cars, spares or just advice.

#### ARRIVED

"A chap arrived yesterday from Buckinghamshire at 9 a.m. Wanted some spares," he says. "I've the largest stock of new spares in the country.

"There's a firm advertising that they have always one or two specimen cars in stock. But they don't carry any spares. I've got them all."

His style is defiantly old school. "I served my time on the work bench when fitting was fitting."

He worked for a Chesterfield firm which had a motor shop where all the cylinder boring was done for local garages.

Modern mechanics are part replacers, he maintains. "A lot have never seen a Riley before. They send them to me. I've a local chap who helps me; he's a good man—worth two of these so-called mechanics."

But Mr. Crossland has no time for restoration. "I buy them if they're in really immaculate condition. I've people waiting for this class of car. There can't be many left to find, but I come across specimens occasionally."

He's using a little 1947 1½-litre, but has a 2½ Roadster to refurbish. A Hollywood film editor is interested.

What fascinates him about Rileys? "Well, when I finished with the trade in 1954, I wanted to handle something that was classical. They were the cream of the light car, you know.

"I used to sell Monacos. They were £295 then, a really good price. You were a man of substance with a Riley.

"Post-war, they were still on a sound chassis. Recent cars were not Rileys—apart from the badge. Just another tin box. It's the same with the Wolseley."

With fine anticipation, Mr. Crossland seized the bulk of the Riley spare-part stock when the firm was engulfed by the then BMC.

Farming is only a sideline, though he admits to being interested in animals. Even when his Jersey bull charged the wing off a 1½.

#### ENGINEER

Overwhelmingly, he is an engineer and spare-part surgeon. He shudders at some treatment of Rileys. "One came in yesterday afternoon off the motorway," he says, patiently.

"People get on the motorways with engines that are three-parts ready for reconditioning. Someone whips past and they put their foot down. I've three that have come off motorways."

But there's satisfaction from the service he provides. He's flattered, but surprised. "No one ever complains and the cars don't come back. I couldn't cope, anyway."

Proudly, Mr. Crossland tells of a 1953 Riley which a BBC man bought and took to Spain.

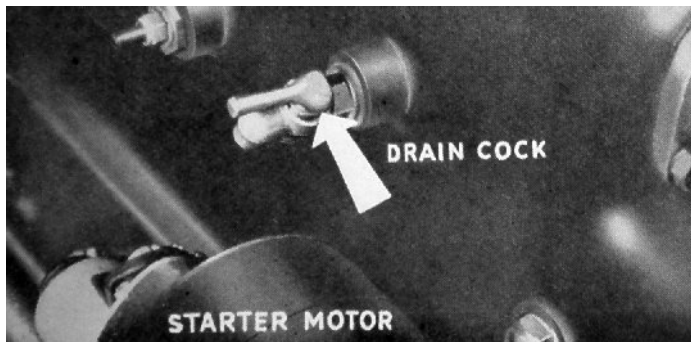
"It was a specimen motor car. It caused quite a stir . . . and it will be a motor car when the last that British Leyland made goes into the furnace."

## Why Did They Do That?

LT

Have you ever looked at the drain cock on the block of your 2½ and decided it didn't look right canted on an angle (and besides, it always dribbles on the starter motor when you open it), and then tried to straighten it by brute force or by adding another copper washer? Well, as revealed by this from the official Riley Sales & Service Bulletin of March 1948, this was how Riley meant it to be! I don't think they achieved their goal, and why did they have to choose a tap that is almost impossible to attach a drain tube to?

### **DRAIN COCK ON 2½ litre ENGINE**



**T**he cylinder block drain cock on later 2½ litre engines has now been removed to the near-side of the car and to just above the starter motor.

It is fitted at a slight angle to allow the water to clear the starter when draining.

**Keep It Smooth:****LT**

Over recent decades, car designers have been increasingly concerned with improving fuel consumption with clean body design and reduced drag coefficients. You may recall seeing reports that disturbing clean air flow over modern vehicles by adding plastic nose protectors, window weathershields, or driving with open window(s) significantly worsens fuel consumption.

These concerns weren't always so evident, at least for everyday road cars, including one which bore the Blue Diamond, the One-Point-Five. It was released at the Scottish Motor Show in 1957, and was fully described in *The Motor* of 6<sup>th</sup> November, 1957. Their full road test report was published in the 13<sup>th</sup> November issue.

There was technical comment on one aspect of the body design by "JL" (Joseph Lowrey, who shared technical editorship of *The Motor* with Laurence Pomeroy) in the 20<sup>th</sup> November issue. You might find it interesting. I think if I were driving a One-Point-Five on the highway or the track, I would remove the headlamp rims first!

**TOPICAL TECHNICS****An Engineering  
Notebook by J. L.**

**OPTIMISM:** The occasions when a car on Road Test by *The Motor* fails to achieve the maximum speed anticipated by its makers are, it must be admitted, fairly numerous. Sometimes the claims which we are unable to substantiate originate with publicity men rather than with engineers, but in the case of the Riley One-Point-Five upon which our test report was published last week the marked discrepancy was between our results and those obtained by the very competent Development Department at Abingdon on Thames. Whereas in August they were able to time a prototype Riley at 88.0 m.p.h., and recorded a speed not too far below this with an early production-line car in October, our own timing showed a mean speed of 85.4 m.p.h. which, whilst notable for a car costing well under £900, was simply not up to expectations. My curiosity aroused, I set out to try and discover where the missing m.p.h. had gone.

**PNEUMATIC DRAG:** My first discovery was merely confirmation of what I had expected. The factory's figures originated on the banked circuit of the Motor Industry Research Association at Lindley, and in accordance with local practice had been recorded with the tyre pressures raised above normal (to 30 lb./sq. in., instead of the recommended 20-22 lb./sq. in.) as a precaution against bursts during extended maximum speed runs around a track where "g" effect on the banked corners further loads the tyres.

The fact that an increase in tyre inflation pressure gives lower rolling resistance is well known, and at first I wondered if reduced losses in the pneumatic tyres, and the variation between individual engines of the same type, together accounted for the loss. Away from the facilities needed to record a true maximum speed on a fast car (i.e. upwards of two miles of full-



throttle approach at each end of a level timed stretch), but with facilities for our "Maximile" speed checks (over a timed ¼ mile with only a mile of approach run) still available, I eventually found the answer to the problem which was puzzling me.

AIR BRAKES: Popular credence is often given to the ability of a "tuning wizard" to make a car go faster merely by fiddling with a screwdriver for a few moments. Tuning is not usually quite as easy as that, but on this occasion it was, two sets of "Maximile" runs separated only by 30 seconds of screwdriver-wielding giving the following results:

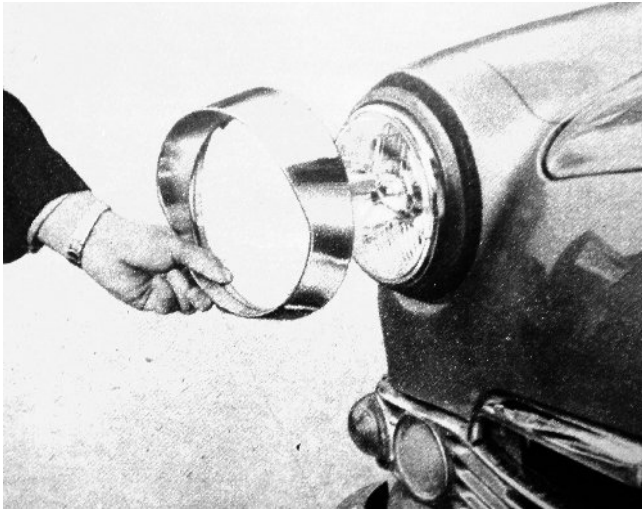
		<i>Before</i>	<i>After</i>
Mean of four opposite runs	..	82.4 m.p.h.	84.4 m.p.h.
Best one-way time equals	..	84.9 m.p.h.	87.8 m.p.h.

The method by which this 2-m.p.h. gain in timed "Maximile" speed) and, it may safely be assumed, a slightly greater gain in ultimate maximum speed) was obtained consisted merely in removing two headlamp hoods, each secured by a single screw. Plenty of engineers in Britain and America have long ago verified the drag-inducing nature of these components, which are used because they help the stylists to make a car look long and because they may intercept upward light rays which are undesirable in foggy weather. Located at a rather critical point, where air is spilling rapidly around a front corner of the car, it is demonstrable that lamp hoods can cause an amount of extra air drag far greater than their modest dimensions would lead most people to expect.

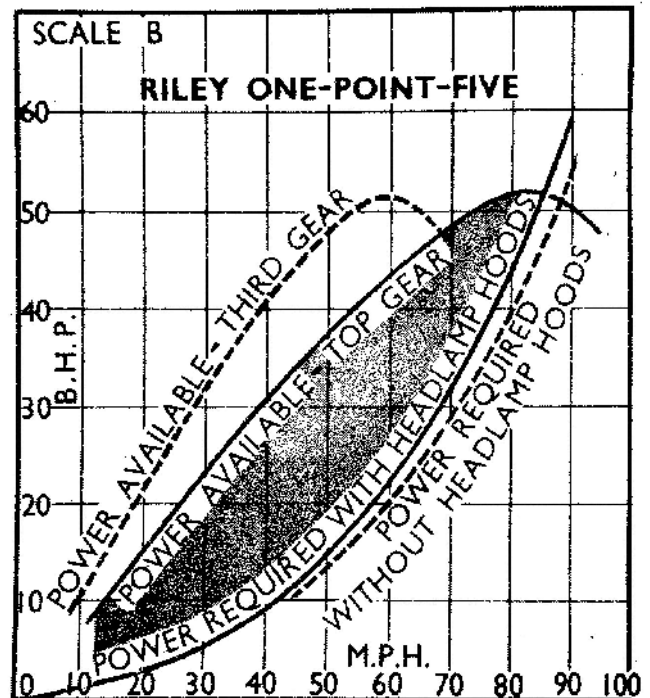
SIZING UP: An almost inevitable comparison is between the Riley One-Point-Five and the Morris Minor, both these cars having identical wheelbase and track dimensions and chassis of very similar layout, although one has 57% more engine displacement than the other. Carrying our usual test load of two men and their equipment, the Riley scales 16% more than does a similarly laden Morris, and with tyres of the same size run at the same or fractionally lower pressures shows 27% more rolling resistance at 10 m.p.h. At speeds around 70 m.p.h., at which aerodynamic drag is more important than rolling resistance (although the latter also increases with speed) the Riley needs about 20% more power than does the Morris Minor to push it along. Taking off the headlamp hoods has the immediate effect of narrowing the drag difference at 70 m.p.h. from 20% to 13%, and I would venture to think that this 13% is probably attributable in almost exactly equal parts to the extra rolling resistance of a heavier car and to the inherently greater wind resistance of a body which, though very similar in frontal area, has been made more angular in the interests of improved passenger and luggage room.

HOW SIGNIFICANT ? Does an extra 7% of air resistance, pulling down the maximum speed of a car from 87½-88 m.p.h. to 85½ m.p.h., really matter? There is no universal answer to this question. For anyone who does a lot of long-distance motoring, the ability to cruise at 77 m.p.h. instead of 75 m.p.h. with the same fuel consumption amounts to something significant over a car's lifetime. For a car which only does 60 m.p.h. dashes along suburban by-pass roads, slightly improved top-end acceleration (with approximately an extra 1½

b.h.p. available at 60 m.p.h.) may be noticeable. Below 35 m.p.h., the city-only driver will be unhindered by perceptible extra air resistance. Much as I dislike trying to peer through unwanted upward light rays on misty nights, I do feel that there should be ways of cutting off these rays other than by the installation on our cars of permanently-applied air brakes.



AIR BRAKE of surprising effectiveness is this die-cast headlamp hood, removal of a pair of them from a 1½-litre car producing a 12 lb. reduction in wind resistance at 70 m.p.h. and putting up the top speed by at least 2 m.p.h.



## ANNUAL GENERAL MEETING

The Club's A.G.M. will be held on 12<sup>th</sup> February 2009  
at the Queensland Sporting Car Club  
206 Montague Road, West End, 4101  
at 8:00 p.m.

It will be followed by the first O.G.M. for 2009.

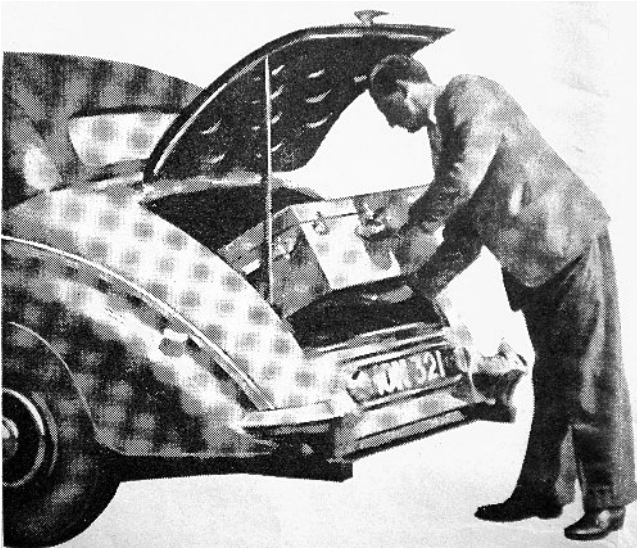
All Committee positions will become vacant.

Please give consideration to helping the Club by nominating yourself or another Member for a position.

## From *The Riley Record*, January 1949:

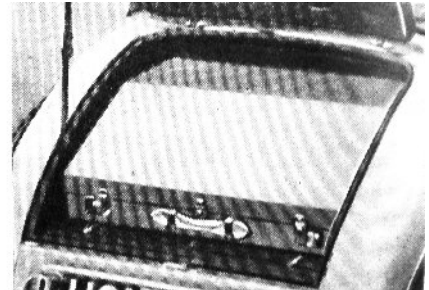
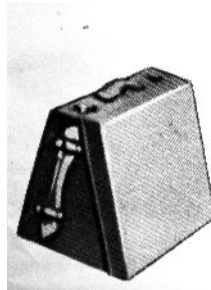
(Anyone planning a long trip, e.g., to Western Australia for the Porongurup Party, in their RM might find this useful.)

### *Fitting the Luggage to the Boot* *Made-to-measure Cases solve the Problem*



The unusually good dimensions of the boot of the new Rileys need no emphasis. Nevertheless there are occasions when the luggage just cannot be accommodated. However, to solve this problem, Mr. S. A. Tippetts, of Birmingham, adopted the expedient of using two specially-made shaped cases that fit snugly into the boot. They hold a sensible amount of luggage yet, when placed in the boot, leave a few inches at the sides for the stowage of the inevitable oddments.

**Above :—The larger case being placed in the boot.**  
**Right :—The two cases in position.**



**COUNCIL NEWS**

January 2009



**Name Change** - The name of the Queensland Combined Council of Historic Vehicle Clubs (Combined Council or CC) has changed to the **Queensland Historic Motoring Council**. (QHMC) or (HMC). However, the name change will not take effect until it has been registered with the chief officer of Department of Fair Trading and publicly the name will not change until after this years Combined Council Rally in June. The effective public date of the name change is to ensure that the Council does not adversely influence publicity for this years Combined Council Rally being organised by the QVVA.

**New Constitution** - The Council has adopted a new constitution, which now reflects the Model Rules proposed by the Department of Fair Trading. The only substantive change to the constitution is that the document now formally recognises Club Delegates to the Council. The new constitution will not take effect until the change has been registered by the Department of Fair Trading. A copy of the new Council's constitution will be published on the website <http://www.qcchvc.org> in February.

**New Handbook** - The Council has adopted a new handbook or Operations Manual. The aim of the book is to document the "how to" aspects of the running of the Council. The book has some additional sections that provide information on a "How To" bases for clubs to assist them in the management of club activities. An electronic copy of the handbook will be emailed to all clubs along with the January minutes. A word copy and a PBF copy of the Handbook will be available, for download, in February from the Council's website (<http://www.qcchvc.org>). Clubs are free to copy and modify the whole or parts of the book for their own use.

**Tree Planting** - The Council Goes Green. The Council is attempting to have the old vehicle movement be seen to be environmentally aware by off setting some of the "Carbon Foot Print" our vehicles produce by planting trees. In the next few months, the Council may be asking clubs to provide old cars for photo-shoots showing us planting trees and offsetting our Carbon Foot Print.

**Taxation** The ATO has ruled that "where the purpose of a not-for-profit organisation is to provide services or support to its members in the first instance, then a tax exemption is not considered appropriate."

***PLEASE NOTE - Next Bi - Monthly Committee Meeting Thursday 26<sup>th</sup> February 2009***

Combined Council is now holding bi-monthly general meetings (odd numbered month) with the Committee meetings on the alternate month (even numbered month).





## Club Badge or Letterhead

### DATING CERTIFICATE DECLARATION FOR CONCESSIONAL REGISTRATION

FULL NAME: **Name**

ADDRESS: **Address**

hereby declare that :-

1. **I am/We are\*** and will remain a member/members\* of the **CLUB Name**.
2. **I am/We are\*** the owner/owners\* of Veteran/Vintage/Historic/Classic\* vehicle described below: *and which the CLUB Name. Dating Officer certifies is more than 30 years old:-*

**Vehicle Details:-**

Make: **Make** Body Type / Model: **Body type / Model**

Year of Manufacture:- **Year** Vin/Chassis Number:- **Identification No.** (VIN / Chassis\*)

Existing Registration Number\* **Reg No.** Engine No. **Engine no.**

The vehicle will be garaged at **Vehicle Garage Address / at the above address**

3. **I/We\*** will confine the above vehicle's use, to use specified in the Queensland Transport's SIVS guidelines outlined below:-
  - (a) Participating in rallies organised by incorporated car (vehicle) clubs.
  - (b) Participating in processions for which a Special Event permit has been issued under the Transport Operations (Road Use Management) Regulation 1995.
  - (c) Exhibiting the vehicle in displays, fetes or similar functions conducted for religious, charitable or educational purposes.
  - (d) Use for ceremonial purposes involving immediate family members, for example weddings or school formals (immediate family means spouse, parents, siblings, grandparents or carers and children and grandchildren. It generally does not refer to extended family relationships such as nephews and nieces), provided this is not done for a fee or reward.
  - (e) Preparing for, proceeding to, and returning from the above activities.
  - (f) Vehicles are not permitted to carry commercial loads.
  - (g) Road testing within a 15 kilometre radius from the place where the vehicle is garaged after restoration or repair.
  - (h) Travel in order to have the vehicle repaired; there is no distance restriction in these circumstances. However such travel must be reasonable and openly justified by the vehicle driver.

**Signature** ..... **Date** .....

4. I, **Dating Officer Name** certify that **Owner Name** is a current financial members of the **Club Name** (2008/9 receipt/membership\* number is **Receipt or Membership No.**). I further certify that I have examined the vehicle listed in Paragraph 2 and the details have been verified by me and the vehicle detailed in Paragraph 2 qualifies under the age rules for SIVS registration.

**Club Dating Officer** ..... **Date**

**Name**  
**Phone**

**Dating Officer Name**  
**Phone Number**

\* *Strike out that which is not applicable!*

## Cars For Sale

**1949 Riley 2½ Saloon.** Fully re-conditioned engine, carbies, steering box, diff, brakes, hand-crafted wooden steering wheel. Re-wooded. Body and chassis sand blasted, primed. Chassis painted black. Four spoked rims with good tyres. Seats at upholsterers but not started yet. Has to be put back together, painted and upholstered.

Thousands of dollars in receipts.

**The wife says the Riley goes, or me!**

**Make me an offer!**

Graham Jones 07 55982 576 [gjonespaint@aapt.net.au](mailto:gjonespaint@aapt.net.au)



**1950 Riley 2½ Saloon.** One of my husband's cars is due to return from restoration so due to the imminent lack of garage space I unfortunately have to sell my RMB. The car is in very good condition, having recently had mechanical and body work completed during Oct 2008 to Jan 2009, and a new battery fitted and a full service completed on 13 Jan 2009. Recent work includes new brake hoses and

brake shoes, new gaskets, wheel bearing adjustment, electrical repairs to lights, and rust removal and partial repaint. Work that could be completed by the new owner if desired is a body re-spray, as the current paint is faded in areas, and re-chroming. The car is a great drive and reliable, having been used regularly and done a number of long runs and rallies in the six years I've owned it. Comes complete with many spare parts including body panels, doors, wheels, driveshaft, gearbox, some window glass, etc... and several boxes of bits and pieces. Road worthy certificate issued 23 Jan 2009. On concessional rego till 17 March 2009. Located near Montville.

Offered at **\$17,400 negotiable.**

If interested please call **Megan** on **0402 041 087** or **07 5445 9880.**

### Riley Parts For Sale—Post War

- |     |          |   |         |
|-----|----------|---|---------|
| 1.  | RMABCDEF | wheel.....  | \$20    |
| 2.  | RMABDEF  | spare wheel cover, rough, repairable.....   | \$10    |
| 3.  | RMBCDF   | horn push/ indicator control with stator tube intact .....  | \$100   |
| 4.  | RMABC    | rear shock absorber brackets to convert earlier car to<br>telescopic shock absorbers.....                         | \$25pr  |
| 5.  | RMAB     | window regulators.....  | \$5ea   |
| 6.  | RMABCD   | wiper motors from various years.....  | \$5ea   |
| 7.  | RMBCDF   | flywheel.....   | \$40    |
| 8.  | RMABDF   | scuttle side panel with vent .....  | \$50pr  |
| 9.  | RMBCD    | pair of axles repaired with new spline section .....  | \$30pr  |
| 10. | RMBCD    | exhaust manifold.....   | \$80    |
| 11. | RMABDEF  | perspex windscreen protectors, 1950's accessory,<br>2 panels with sealing rubbers & suction cups.....             | \$40    |
| -   | RMA      | brake drum.....   | \$15    |
| -   | RMH      | set of four Pathfinder drums .....  | \$80set |
| -   | RMABD    | windcreens, untampered frames, vgood.....   | \$20pr  |
| -   | RMH      | Pathfinder factory workshop manual mint condition....   | \$60    |
| -   | RMF      | factory illustrated parts catalogue, excellent.....   | \$60    |
| -   | BMC      | One-Point-five factory workshop manual folder in<br>as new condition.....   | \$20    |
|     |          | Borg-Warner rear axle with flanges drilled to fit RM by Race Engineering<br>3.89:1 ratio. Would suit special..... | \$120   |

Other parts may be available.

Contact Mike Bramwell on **0437189538**

### Wanted

**1948/9 Windscreen wiper motor.** Contact Jack Warr on 07 3378 3541.

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