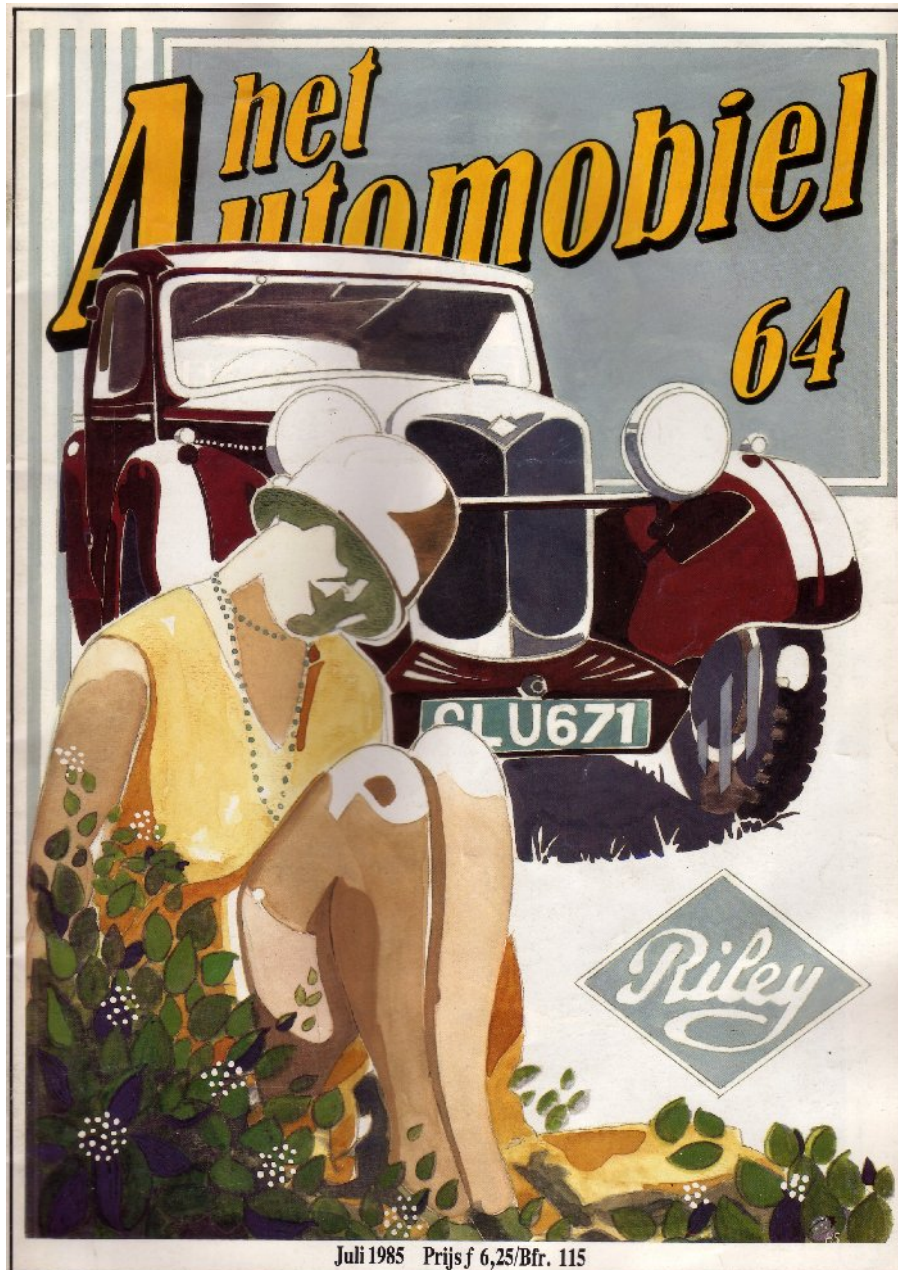




TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

March 2009



Next Meeting: 8:00 pm Thursday, 12th March
Queensland Sporting Car Club
206 Montague Road
WEST END 4101

Editor: Linden Thomson (07) 3269 6426 lindenthomson@optusnet.com.au

Minutes of ANNUAL GENERAL MEETING of Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club Rooms, Montague Road, West End, Thursday 12th February, 2009.

Meeting opened by President Alan Hill at 8.15 pm with 27 members present.

Apologies:

Bill Short, Bill Donovan, Ross & Dianne Phillips, Del Thomson, Helga Schooneveldt, Bonnie Young, Gary Britton, Graham & Shirley Ellwood, Ian Henderson, Graham & Betty Swan, Dick & Earla Self.

Minutes of the 2008 Annual General Meeting:

Moved: Ken Lonie Seconded: Robin Hull that the Annual General Meeting Minutes be accepted. Carried.

Business Arising from Previous Minutes:

Nil

Treasurer's Report for the year 2008

Moved by Alan Hill that the Treasurer's Report be accepted, seconded by Robin Hull. Carried. Report attached on Page 2.

Office of Fair Trading:

The Club Accounts are in the hands of Mr Paul Doyle, a Level 1 Auditor approved by the Office of Fair Trading and the Annual Return of Association will be completed at the March Meeting.

President's Report:

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

Conrod Trophy:

Captain Wendy presented the Conrod Trophy to Jack Warr for his dedication, skill, patience and expertise in keeping Rileys on the road. She thanked everyone for their support during the year.

Election of Committee Members for 2009:

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

Position	Nominated	Nominated By	Seconded	Elected
President	Alan Hill	Lyn Jackson	Simon Schooneveldt	Elected
	Simon Schooneveldt	Sheila Hill	Dorothy Cameron	Declined
Vice President	Simon Schooneveldt	Alan Hill	Brian Jackson	Elected
Secretary	Ray Burrows	Linden Thomson	Trevor Judd	Elected
Treasurer	Ross Phillips	Simon Schooneveldt	Ray Perryman	Elected
Club Captain	Wendy Judd	Alan Hill	Linden Thomson	Elected
Editor	Linden Thomson	Trevor Judd	Ray Burrows	Elected
Spare Parts	Jack Warr	Alan Hill	Brian Jackson	Elected
Ass Spare Parts	Graham Mackay	Jack Warr	Alan Hill	Elected
Registrar	Dianne Phillips	Alan Hill	Matthew French	Elected

Elected Officers present took up their positions

President Alan Hill thanked outgoing committee members for their assistance during the 2008 year.

Other Business:

Nil.

Meeting closed at 8.40pm.

Treasurer's Report for the Year Ending 2008

RILEY MOTOR CLUB, QLD. INC.
PROFIT AND LOSS STATEMENT
 for the period ending 31st December, 2008.

INCOME	2008	2007
Membership fees	3965.00	3855.00
Interest	458.29	150.70
Annual Dinner proceeds	1360.00	1160.00
Sales	35927.00	38470.65
Donations	268.00	236.60
Total Income	41978.29	43872.95
 EXPENSES		
Annual Dinner expenses	1343.00	1145.50
Bank Charges	168.75	137.10
Fees & Permits	113.10	137.00
Insurance	635.25	640.06
Purchase - Spare Parts	36638.08	39758.91
Stationary/Printing/Postage	1876.23	1875.46
Sundry Expenditure	303.80	748.29
Room Rental	583.00	550.00
Total Expenses	41681.21	44992.32
Total Profit / Loss for 2008	297.08	- 1119.37
 CURRENT ASSETS		
Cash at Bank	3798.85	2759.27
Cash at Bank - Spare Parts	2648.49	3510.69
Cash at Bank - Term Deposit	6000.00	6102.63
Total	12447.39	12372.59
 NON-CURRENT ASSETS		
Cutters	504.00	504.00
TOTAL ASSETS	12951.39	12876.59
LIABILITIES	0	0
NET ASSETS (CLUB FUNDS)	12951.39	12876.59

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 12th February 2009

Meeting opened by President Alan Hill at 8.40pm with 27 members and guests present.

Apologies: Bill Short, Bill Donovan, Ross & Dianne Phillips, Del Thomson, Helga Schooneveldt, Bonnie Young, Gary Britton, Graham & Shirley Ellwood, Ian Henderson, Graham & Betty Swan, Dick & Earla Self.

Minutes from previous meeting:

Moved, Matthew Schooneveldt seconded by Dorothy Cameron that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Annual Return of Association, Office of Fair Trading;
2. Warwick Rally, 4th & 5th April, 2009;
3. Noosa Classic, 27th September, 2009;
4. RACQ Combined Council Rally, Bribie Island, 6th, 7th and 8th June, 2009;
5. Market in the Mountains, Stanthorpe;
6. RACQ Motorfest, Sunday 28th June, Eagle Farm Racecourse;
7. Old Truck and Machinery Spectacular, 22nd & 23rd August, 2009;
8. Email from Brisbane Sporting Club advising cost for meeting room;
9. QCCHVC January Minutes;
10. CC News;
11. Car Club Meetings and Swap Meets;
12. QLD. Historic Motoring Council Constitution;
13. Draft Dating Certificate;
14. Tru' Brit Magazine;
15. Copies of Blue Diamond, Riley Gazette, Riley Crank, Riley Newsletter WA, Riley Rattles.

Outwards correspondence:

1. Dating Certificate to Brian Jackson;
2. Get Well card from the Riley Club to Gary Britton;
3. Email to Brisbane Sporting Car Club advising them that the commence using the room for 2009 and to verify cost.

Moved by Ray Perryman seconded by Dorothy Cameron that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report December, 2008

Balance as per Bank Statement, 30 th November, 2008			\$4,047.38
Income	Membership Fees and Donations	\$ 269.00	
	Funds for X'mas Dinner	\$1,360.00	
	Interest	<u>0.42</u>	
		<u>\$1,629.42</u>	\$5,676.80

TORQUETUBE

March 2009

Expenditure

COTAH X'mas Dinner Deposit	\$ 592.50	
Brisbane Sporting Club Room Rental November 08	\$ 55.00	
L. Thomson Newsletter Expenses December 08	\$ 165.25	
Brisbane Sporting Club Room Rental December 08	\$ 55.00	
R. Burrows Expenses for 08	\$ 215.70	
COTAH X'mas Dinner, Balance of Payment	<u>\$ 750.50</u>	
	<u>\$1,877.95</u>	\$3,798.85

Balance as per Bank Statement, 31st December 2009**\$3,798.85CR****Treasurer's Report January, 2009**Balance as per Bank Statement, 31st December, 2008**\$3,798.85**

Income Interest \$ 0.48

Expenditure Nil

Balance as per Bank Statement, 31st January, 2009**\$3,799.33CR**

Moved by Alan Hill that the Treasurer's report be accepted, seconded Matthew Schooneveldt.
Carried

Club Captain's Report:

Club run on the 15th February as per the January/February Newsletter to The Wishing Well Café , Colburn Avenue, Victoria Point for a 8.30am breakfast. Wendy and Trevor Judd will be visiting Dick and Earla Self on Sunday, 22nd February for morning tea (10.00am). Anyone interested should meet at the Retirement Village. The run on Sunday 15th March will be to the Abbey Museum (on the road to Bribe Island), then looping around through Beachmere, Caboolture, Steve Irwin Way and lunch at the Landsborough hotel.

Spare Parts Report:

Jack is in the process of making swivel spindles in stainless steel. Also investigating the possibility of using existing wheel centres; and having rims fitted that will take readily available radial tyres.

Registrar's report:

Nil

General business:

Matthew French has donated a set of full size drawings for the manufacture of wood parts for the 1½ and 2½ cars. Drawings will be held by Jack Warr.

Matthew also has 6 Falken 175 80R 16 tyres. Anyone interested ring Matthew on (07) 3353 0532.

Secretary's Email: Redpath@aanet.com.au

Meeting closed: 9.25pm.

Next Meetings:**Thursday, 12 March, 2009.****Thursday, 9 April, 2009.****BRISBANE SPORTING CAR CLUB**

Unit 1, 206 Montague Road

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

Editor's Notes:



Readers of the *Sydney Morning Herald/Age DriveLife* section a few Saturdays back would have seen featured an interview with Georgine Clarsen, author of *Eat My Dust: Early Women Motorists* (Johns Hopkins UP, Baltimore, 2008). This a sociological and political study of women motorists and their activities up to 1930. Kathleen Howell and Jean Roberston, of Rileys to Monte Carlo fame, are discussed in both the book and the interview. Clarsen is concerned with "telling rich and nuanced histories about the antecedents of our contemporary culture."

A less "nuanced" but contemporary take appeared in the *Northern Territory Times* of 7 February 1930 as part of the 'News of the World' column:

Eve hopes to add to her adventuring laurels in the New Year by means of new world's records in endurance tests on land and sea and in the air.

Two motorists Mrs Victor Bruce and Lady Brocklehurst will start out on hazardous journeys. Mrs Bruce starting from Sunvalld one of the most northerly points in Lapltnd (sic.) intends to drive in 90 hours to Monte Carlo at the bonnet of her purple cream and silver car.

Lady Brocklehurst accompanied by her husband will set out from Algiers in a motor lorry for a 6900 miles trip across the desert to Khartoum.

Lastly three women a motorist an airwoman and a speed boat racer are training to compete in motor, aeroplane and speed boat tests. It seems as though a strenuous endeavour is afoot by women to prove that they are capable of invading every domain of man.

Of course it was Kathleen Howell's contemporary comments on Mrs Victor Bruce's plans in 1932 that prompted me to investigate *Some Remarkable Connections*, and Part 2 of that article is in this TorqueTube. Hope you find it as interesting as I did.

There is a 1937 Riley advertisement included in this issue. It's unlike any other I've so far seen. Read the text. "Spare the connecting rod and spoil the car." Wonderful!

By the way, these pages are available for your contributions and comments!

On the Cover:

The very pleasant cover artwork of the July 1985 issue of Dutch classic car magazine *Het Automobiel*. The car is a 1936 12/4 Kestrel. The featured car in the issue is a 1934 Kestrel 9 (owner Jan van Twisk).

Some Remarkable Connections—

Part 2: What's In A Name?

Linden Thomson

In 1926, starting from John O'Groats, The Hon Victor Austin Bruce (1897-1978) was the first Briton to win a Monte Carlo Rally, in a 2-litre six-cylinder AC, with passenger and navigator W.J. Brunell. He had entered the car in the 1925 Rally but recorded a DNS with a holed radiator. He had also been active in motor racing at Brooklands in the 1920s and was a member of the AC works team.

Just after the Rally, on 16th February 1926, he married the speed-obsessed ("Going slowly always makes me tired") Mildred Mary Petre (1895-1990) who had been the first woman in England to be fined for speeding. She thus became The Hon Mrs Victor Bruce, a name and style she continued to use, to the annoyance of the second The Hon Mrs Victor Bruce, even after the couple divorced in 1941. Some of you have no doubt guessed where this particular connection is leading, but it is worth spending some time briefly reviewing The Honourable Mr & Mrs Victor Bruces' exploits before following it, even though there is no Riley content.

The marriage began a period of amazing achievement in that era of pioneering efforts and record-breaking on land, sea and in the air that saw them (mainly her, him by association) become almost household names in the U.K. and elsewhere—even in the Australian press. I found 67 items between 1927 and 1934 in the newspapers included in the National Library's ndpbeta database. This was definitely not a case of "famous for being famous."

Our heroine had persistently requested S.F. Edge to lend her an AC to enter the 1927 Monte Carlo, and he eventually agreed. She started from John O'Groats with The Hon Victor, Bobby Beare (motoring editor of the *Daily Sketch*), and an AC engineer as passengers. The press had mistakenly announced that she intended to drive all the way single-handed, but that is what she eventually did, driving for 72 hours 20 minutes, achieving sixth place overall and winning the Coupe des Dames. Edge had suggested that they attempt to gain publicity for AC by carrying out an R.A.C.-observed official distance trial of 8,000 miles after the Rally. Their route covered Italy, Sicily, Tunisia, Algeria, Morocco and Spain on the way back to the U.K. The last task suggested by Edge was to drive 1,000 miles around the Montlhéry track at an average of 60 m.p.h. After they accomplished all this, S. F. Edge presented the car to Mrs. Bruce.



The intrepid lady then decided it was better to go somewhere rather than drive round and round a track like Montlhéry. The 'somewhere' she chose was Lapland! She decided she wanted to drive further north than anyone else had

done. The report of this journey in *The Canberra Times* of 29 November 1927 is the first reference to The Hon Mrs Victor Bruce I could find in the ndpbeta database:

**ARCTIC MOTOR TOUR
WOMAN'S NOVEL
EXPERIENCE**

The Hon. Mrs. Victor Bruce, daughter-in-law of Lord Aberdare, stepped out of her saloon car at the Hotel Cecil in London a few weeks ago on her return from a 6000 miles motoring journey, in the course of which she travelled 270 miles north of the Arctic circle. Crossed Belgium, Holland, Germany, Denmark, Lapland, and Finland. Averaged 210 miles per day. Raced a forest fire. Spent a week without sleep, and was tormented by mosquitos and a polar heat wave.

She left England on July 8 with her husband and a friend, Mr. Beare. "We wanted to reach the Arctic Ocean," she said. "but within 40 miles of it we struck marshes, but we pushed forward, almost inch by inch, for three miles.

"We encountered a terrible storm in Sweden, and the lightning set fire to the forest. It meant a race for life over fearful roads. The fire spread rapidly, and we could almost feel the flames scorching our enamel. I was 15 hours at the wheel on some days, and on many occasions we drove by the light of the midnight sun."

In her continual quest for more records to attack, she learned that a Chrysler had been driven around a track for about a week covering 10,000 miles at a speed of over 60 m.p.h. thus breaking a number of world records. The Sunbeam Company planned to attack those records in the spring of 1928, so she planned a pre-emptive strike at them at the end of 1927. She and Victor would drive jointly at Montlhéry. She managed to obtain finance for the quest and the co-operation of S. F. Edge. They arrived at the track on 9 December 1927, in mid-winter.

Progress of their attempt was reported in *The Argus* on 13 December 1927, and the successful conclusion of the attempt on 20 December:

**MOTOR RECORD.
15,000 Miles.
Woman's Endurance.
(British Official Wireless.)**

PARIS, Dec. 18.

The Honourable Victor Bruce and Mrs. Bruce, who have had the assistance during the last two days of Joyce, their mechanic, finished their journey of 15,000 miles on the Montlhery track in the record time of 226 hours 32 minutes and 54 seconds, at an average speed of 68 miles an hour.

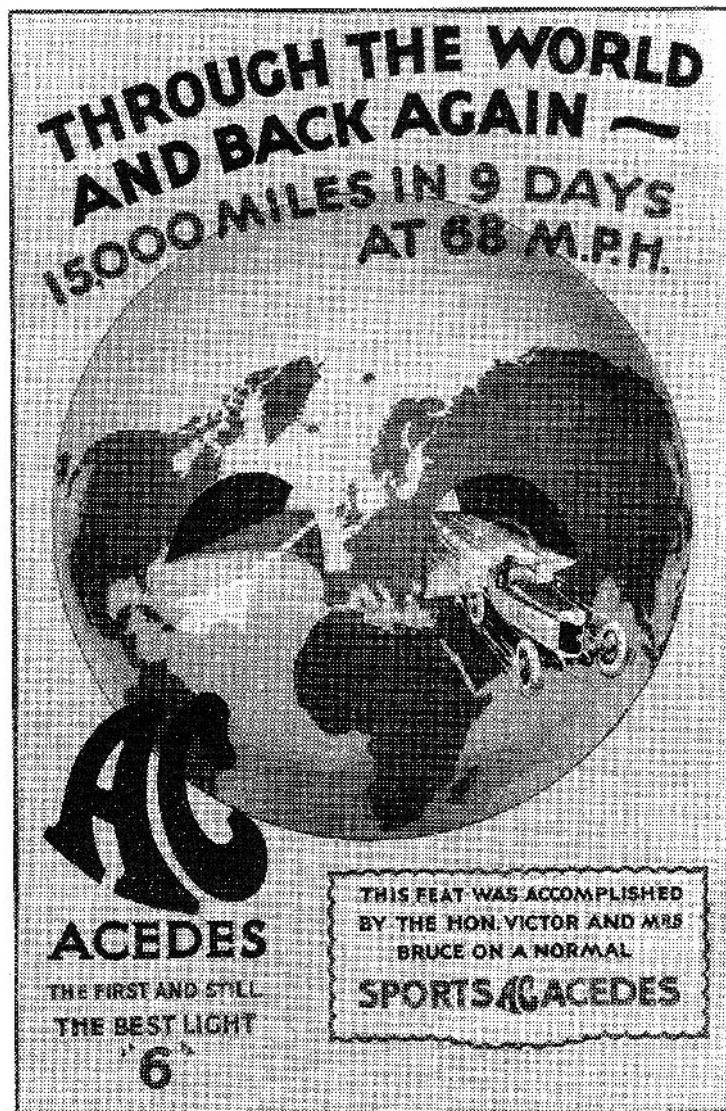
The previous best time was that made by Miss Violet Cordery, who covered the same distance in 268 hours 58 minutes 27 seconds—an average speed of 55¾ miles an hour.

(Australian Press Association.)

Mrs. Bruce drove in the final lap. She sprang lightly from the car amid great applause, and was covered with flowers. Mr. And Mrs. Bruce shook hands in a sporting fashion. Mrs. Bruce said:—"At times it was terrible. When relieved at the wheel I was crying with pain, my hands being frozen and dead. Furthermore, when my husband was at the wheel I did not sleep continuously, and I could hear the roar of the engine."

They had established 17 world records in driving 13,000 laps in an open car in mid-winter weather, including a sleety blizzard and then snow in the last few hours.

So passed 1927.



1928 was hardly less hectic. The Monte Carlo Rally (sixth overall), racing her AC at Brooklands and on the Blackpool sands, an Alpine Rally (fastest time but Ino Alpine Cup on a technicality), joining the Alvis works team and driving in

the Double-Twelve at Brooklands for a first-in-class, and taking to the water to tackle more records. *The Argus* of 11 September has a brief 'Cable News' entry:

Mrs. Victor Bruce, the motorist, crossed the Channel in an outboard motor-boat in 1h. 25min.

Then on 15 September, she made the double crossing in a record 1 hour 47 minutes.

The Bruces had to borrow an Arrol-Aster from the Arrol Company for the 1929 Monte Carlo which they started from Riga in Latvia. However the wiring burnt south of Paris and they had to abandon the attempt.

Then Mrs. Bruce decided to conquer the single-handed 24-hour driving record. She persuaded W. O. Bentley to allow her to run in Tim Birkin's 4½-litre Bentley that Earl Howe was to drive at Le Mans. She would do this by driving it round the Monthléry track for 24 hours. The petite Mildred Mary Bruce had to sit on three cushions to drive the large car, and proceeded to cover 2,164 miles in 24 hours at an average speed of 89.57 m.p.h. She was awarded Honorary Life Membership of the British Racing Drivers Club after this achievement.



What next? On 16 September 1929, in *The Canberra Times*:

**24 HOURS RECORD
For Water Distance**

LONDON, Saturday

The Hon. Mrs. Victor Bruce has made a world speed-boat record at Southampton, covering 694 miles in 24 hours, with only six brief stops for refuelling.

Note that these were nautical miles equal to 798 statute miles. This exceeded

the distance travelled by the North Atlantic Blue Riband holder, the *Berengia*, in 24 hours by 4 nautical miles.

In January 1930, the Bruces competed in that year's Monte Carlo driving a straight-8 Hillman saloon, and starting from Sunvalld in Sweden—distance travelled being a factor in the Rally and this was 2,250 miles from the finish. There was a belated pre-Rally paragraph in *The Northern Territory Times* of 30 February 1930 and a similar one on 18 March 1930. On 11 February a paragraph in *The Argus* on that year's Monte Carlo had reported information received by the Shell Company that

Mrs. Victor Bruce made good progress from Norway, until 20 miles from Sunvalld her car became out of control on a precipitous road and struck the rocks at the side.

In fact, this accident happened in Sweden on the way to the start. Despite the implication in the above, they completed the Rally, arriving at the finish on time and should have got first place, but the complicated scoring of the Rally prevented it.

Now at a loose end with no particular challenges in view, The Hon Mrs Victor Bruce then indulged in what must be the most spectacular piece of window-shopping ever. Walking down Burlington Gardens in London in June 1930, she was bemused to see an aeroplane for sale in a shop window. After looking at it and deciding flying wasn't for her, she walked on to try on a dress displayed in a shop window further down the street. This didn't suit, so she wandered back to the shop with the aeroplane, asked the salesman: "Could you fly around the world in it?" "Of course, Madam, easily; look, it folds." Of course, she had no flying experience whatsoever, but went away to plan a trip around the world, flying over land and folding the wings for shipping across the oceans.



She bought the plane, a Blackburn Bluebird II, learnt to fly, and then set off flying solo to Tokyo, the end of the first across-land component, after 40 hours flying instruction—eight in a Tiger Moth, and 32 in her Bluebird. There are a number of reports on this flight in the ndpbeta database, commencing with *The Argus* on 26 July 1930 which included speculation that she might include Australia in the trip. The final reference is in *The Canberra Times* of 27 January 1931

reporting her arrival in New York. She shipped the plane to France so that she could complete her journey by flying back into England.

Now there was hardly an aviation event of note that didn't include her in the report. For example, when Jim Mollison arrived at Croydon after the end of his record-breaking solo flight from Australia, a lengthy report in the *Canberra Times* of Saturday 8 August 1931 included

Mrs. Victor Bruce, the famous motorist and airwoman, the Under-Secretary for Air, Mr. Montague, and the airman Mr. Oscar Garden, were among the first to welcome him.

Three days later *The Argus* in a report of a meeting between Mollison and F/O C.W.A. Scott, whose record Mollison had just beaten,

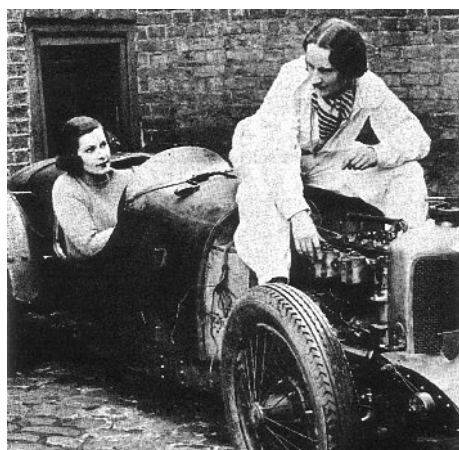
... at an informal tea party today at the Hanworth Aerodrome. Scott's first words to Mollison were:— "Well done, old man!" Later Scott, Mollison, and the Hon. Mrs. Victor Bruce, who has just completed an aerial tour of Asia, gave an exhibition of formation flying.

She was there again two months later at Heston aerodrome in the party to welcome Kingsford Smith after he failed to beat Mollison's record (*The Argus*, 9 October 1931.)

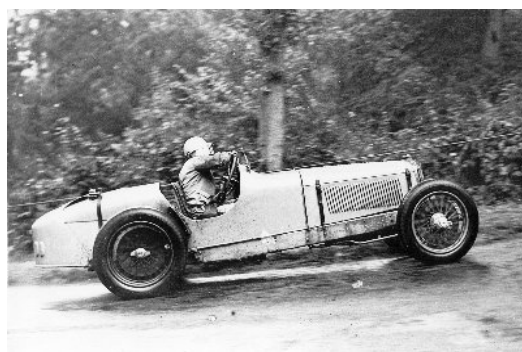
Then in 1932, the record to tackle was endurance flight involving mid-air refuelling. While this was being planned, Kathleen Howell met and was impressed by this most energetic woman. The plan to stay in the air for a month failed after three attempts, but Mrs Bruce did set a British flight endurance record of some 50 hours.

There is much more to the activities and achievements of this amazing woman, now largely forgotten. A good starting point for anyone interested is her autobiography, long out of print but readily available, *Nine Lives Plus: Record-breaking on Land, Sea, and in the Air* (Pelham Books, London, 1977). There is a mountain of material available on the Internet. Googling 'Hon Victor Bruce' will net over 500,000 results, obviously many not relevant, but there will be plenty that are (I haven't counted!), mostly referring to Mrs. I have a feeling that there may be a revival of interest in the future. The U.K. National Archives holds a collection of her papers found by chance in a derelict former glove factory. They are held at the Wiltshire and Swindon Archives and are catalogued under the name "Mrs. Mildred Mary Bruce". There are 67 files, the personal correspondence file being sealed until 2010. Much important information is missing and not included in the holding, but a good biographical researcher could make much of what is there.

However, we need to return to the Remarkable Connection, which in this case is the surname 'Petre' for which there are definite Riley connections. Anyone familiar with the sporting history of Rileys in the 1930s will know of Kay Petre, the 'Queen of Brooklands'. She co-drove with Dorothy Champney, later Mrs. Victor Riley, in the 1934 Le Mans 24-Hour Race in an Ulster Imp, coming thirteenth, and earning a special Ladies' Prize for the fastest ever speed by women drivers. That was the year that six Rileys started and six finished, the team coming second, third, fifth, sixth, eleventh and thirteenth overall; first and second in the 1500 cc Class; first, second, third and fourth in the 1100 cc Class; winning the Rudge Whitworth Cup and the Team Prize.



Kay Petre and Joan Richmond



Driving the White Riley, Shelsley Walsh 1935

Mrs. Kay Petre (1903-1994) was born Kathleen Coad Defries in Toronto, Canada, but came to England in her twenties. In 1929, she married the second cousin of The Hon Mrs Victor Bruce (*née* Mildred Mary Petre), aviator and solicitor Henry Aloysius Petre (1884-1962). His home airfield was Brooklands, where he had taught himself to fly in 1910, and it was here that tiny (147 cm) Kay became involved in motor racing when Henry bought her a Wolseley Hornet Special. She went on to drive many cars, including a huge 10.5 litre V12 Delage with which she held but did not keep the Brooklands Women's Outer Circuit record at 134.75 mph in 1934. She also owned the ex-Raymond Mays White Riley which she drove at Shelsley Walsh and Donington. Like her second cousin by marriage, she deserves a more extensive article.

There is another Remarkable Connection to be revealed. Henry Aloysius Petre has an entry in *The Australian Dictionary of Biography*! He came to Australia in January 1913 and was appointed the first Commanding Officer of the Central Flying School. He is considered to be the founder of the Australian Flying Corps, later the Royal Australian Air Force. He selected Point Cook as the site for the school which accepted its first course on 17 August 1914. On 1 April 1915 he was appointed to command the first unit of the AFC to be formed and of the first to be sent on overseas service. He continued to serve overseas until he resigned from the AFC in January 1918 on being commissioned in the Royal Flying Corps. He did not return to Australia, but resigned from the Royal Air Force, which had been formed from the RFC, in September 1919 to join a legal firm in London.

Henry Petre has several contemporary entries in the NLA ndpbeta database. The earliest I could find were in *The Argus* of 7 January 1915, when he was mentioned in three different items. On page 8:

FLIGHT ACROSS CHANNEL. AUSTRALIAN LADY'S RECORD

— —

SKIPPING THE WAVES

Mrs. Mendelsohn Pickles, whose husband is a member of Pickles and Son, of Melbourne and Sydney, is one of the very few women who have made a flight across the English Channel. She has another claim to distinction in being the mother of Lieutenant Sydney Pickles, the brilliant young Australian military aviator, who went home from Sydney nearly three years ago. Lieutenant Pickles, who is an Imperial officer, attached to the aviation branch, is now on active service in France.

"I made my first flight," said Mrs. Pickles, "in a Caudron hydroplane. It was most exhilarating. 'Over the sea' flying is generally smooth; it is only over land that you fall into 'pockets.' Then the machine jars and bumps.

"They say there are some risks with flights over the Channel, because of the fogs that come up suddenly, but with my son as pilot I did not feel a scrap nervous. It was a clear day when we started from France, but though it was only 25 miles across to England, and we were flying in a 100-horse-power Caudron hydroplane that could make 60 miles an hour easily enough, we did get into a fog after all. We started from a platform or staging, and we were soon soaring upwards at a great pace. I remember looking back at France as we left it far behind. Glowing in the sunlight it was like some lovely mosaic in green and white—quite flat you understand, for everything looks flat from an aeroplane. Well we had not started but a few minutes when the fog came up, and everything was blotted out. My son steered by compass. After a while the fog lifted—like a greyish white curtain being torn in two. Through the rent we could see the mail steamer far ahead, doing over 30 knots, but we were soon up with her, and we circled around her three times. They cheered us, and then we flew on. However, it was not all plain sailing, for two or three miles before we got to Folkestone something went wrong with the sparking system, and we had to come down. We "taxied" into Folkestone."

"Taxied?"

"Yes, that is what they call it. You don't quite fly, and you don't float either, but you just skip from wave to wave. It is very wet work, and any mistake might result in the machine being smashed."

It was suggested that Mrs. Pickles must miss her customary rides in midair.

"Not at all," she replied. "Why, I had a very pleasant flight with

Lieutenant Petre only the other day. It was one of the new Bristol biplanes, and a very nice machine too. I've travelled in both biplanes and monoplanes, but I prefer the biplanes."

I've included this in full, because it is an interesting vignette of life almost a century ago when a view of a landscape from the air was quite new and seen by only a few. Remember, Bleriot made the first cross-Channel flight only in 1909. Presumably the plucky Mrs Pickles was interviewed in Melbourne describing a flight across the Channel before the war.

On the next page of *The Argus*, there are two items in a column headed 'Military Aviation.', both with interesting detail, that lead on to an interesting story over the next week or so, in which our Henry is a central character.

SCHOOL AT POINT COOK

DETAILS OF PROGRESS.

Amid the excitement caused by the war the work of the aviation branch of the Commonwealth defences has been almost entirely obscured. There has been nothing in the nature of a slackening off in this important, however, and in the course of an interview yesterday Major Reynolds, director of operations at the Defence department, made some very interesting statements regarding the progress made at the Military Aviation School at Point Cook.

Perhaps the most important and at the same time the most surprising piece of information which Major Reynolds had to give was the fact that the Commonwealth airmen, Captains Petre and Eric Harrison, with their mechanical staff, have practically completed the building of their first aeroplane. It is the intention of the department that the building of other aircraft will be almost immediately proceeded with. The machine which is now approaching completion is of the old Bristol type—commonly, and among airmen somewhat scornfully, referred to as "the slow, old machine." Slow the Bristol certainly is, and in that fact lies its chief advantage for the would-be aviator. The Bristol is a "machine for beginners," and as such is at present a machine much needed by the Commonwealth military authorities. As a matter of fact, the Defence department has two Bristol airplanes on order from England, but it is probable that the war will prevent the fulfilment of these orders for some time to come. With such skilled officers as Captains Petre and Harrison at command the Defence department has been able in this connection to overcome the difficulties caused by the war, and in a little while aviation trainees will be instructed upon the home-made machines.

and

SYDNEY-MELBOURNE FLIGHT

CAPTAIN PETRE'S TASK.

The Commonwealth military authorities have recently purchased the Caudron biplane, fitted with 80-h.p. Gnome engine, which has been used in Sydney for private flights, and this machine is to be brought

to the Point Cook aviation depot.

After consideration of transport facilities it was decided that by far the best and most economical way of bringing the biplane over from Sydney would be by aerial flight. For this purpose Captain Petre will leave for Sydney shortly, and will return by air in the Caudron biplane. The Sydney to Melbourne flight will probably be undertaken some time during the next week. As no spectacular effect is desired or to be served, the trip will be made by stages, the non-stop element being wisely ruled out of necessity or desire.

This was followed up on 12 January 1915, again under the 'Military Aviation' heading:

SYDNEY—MELBOURNE FLIGHT.

Captain Petre of the Commonwealth Military Aviation department, was a passenger to Sydney by the express which left Melbourne last evening. Captain Petre, who was accompanied by a mechanic, has gone to Sydney to bring over the Caudron biplane, which the Defence department has purchased in the New South Wales capital. Given favourable conditions, Captain Petre will test the machine today, and the flight from Sydney may be commenced to-morrow if nothing unforeseen occurs to upset the arrangements.

On his long overland flight Captain will be accompanied by his mechanic, and will make the journey to the depot at Point Cook by easy stages.

Major Reynolds, director of military aviation, when referring to the Caudron biplane yesterday, stated that it was a particularly fine machine, and was unique in the matter of its landing gear. There were no wheels to the landing chassis, but powerful skids served the same purpose. The chief advantage of the skids was that the biplane could be pulled up on descent within a much shorter distance. There was, however, this disadvantage that it was impossible to "take the earth" upon any other than a selected and quite favourable spot.

The new biplane is fitted with an 80-h.p. Gnome engine.

That was on Tuesday. On Friday, *The Argus* reported:

AUSTRALIAN AVIATION.

SYDNEY, Thursday.—Captain Petre, of the Commonwealth Aviation Corps, this afternoon made trial flights at Richmond with the Caudron biplane, which has been purchased by the Commonwealth Government. He intends to start to-morrow on a flight to Melbourne, if the weather conditions permit. The biplane, which is said to be capable of a speed of 75 miles an hour, cost about £1,700 to land in Australia.

On Saturday, *The Argus* had a photograph of Captain Petre in the cockpit of the Caudron on page 5 (the scanned image in the database is unsuitable for reproduction, but I've done my best) and then the kicker to the Caudron story on page 17.



MILITARY AVIATOR. FLIGHT FROM SYDNEY ABANDONED

DISAPPOINTED WITH MACHINE.

SYDNEY, Friday.— Disappointment awaited a small group of spectators who went out to Richmond to-day to see Captain Henry Petre, of the Australian Aviation Corps, and his assistant start on a flight to Melbourne on his 80-horse-power Caudron biplane, which, it is understood, the Commonwealth authorities had bought from a gentleman who imported it. The machine ran forward and rose gently into the air. It was steered in the direction of Windsor, but was soon afterwards turned back towards Richmond. Banking, volplaning, and circling in wide sweeps, it swooped gracefully to earth, landing about five hundred yards from its shed.

Captain Petre explained:—"She won't rise. I got her up to one thousand feet, and there she stuck. Not another inch would she go up. I'm sorry, but there's nothing doing." Captain Petre later sent telegrams to headquarters in Melbourne stating that he was not taking over the biplane for the Federal Government. He added to the interviewer, "I felt suspicious about her when I first tried the machine. She won't carry the weight. Yesterday and this morning when I was up by myself, I got as high as 3,000 feet, but she won't lift two like that."

So it seems that problems with defence procurement are nothing new!

There was, of course, a war on and aviation would assume a greater role in prosecution of that war, so on 8 March 1915 *The Argus* reported. Under the 'Military Aviation.' heading:

"FLIGHT" FOR INDIA.

It has now been decided that Captain Petre will command the military aviation "flight" which is to be sent by the Commonwealth Defence authorities to the assistance of the Indian Government.

The "flight" which will leave, in all probability, towards the end of next month. Will comprise, in addition to Captain Petre, three other officers and a full staff of mechanics. It is expected that the Minister for Defence (Senator Pearce) will be able to give the full personnel of the "flight" during the week.

India was of course then still very much a part of the British Empire, and the Indian Army was an Imperial army.

Two days later we see an indication of the novelty and excitement of an aircraft flying over Melbourne with this report in *The Argus*:

**AVIATION SCHOOL.
FLIGHT OVER CITY.**

An aeroplane soaring over Melbourne attracted the attention of people in the city streets yesterday afternoon. With a strong southerly wind behind it, one of the new large military biplanes swept up from the depot at Point Cook, where military officers are busily qualifying for their aerial pilots' certificates, and was soon descried at a considerable height above the city. After some manœuvring, the aeroplane faded away again towards Altona Bay.

Captain Petre, speaking last evening of the flight, which was made by one of the officers at present taking the course, said that the wind was quite strong enough for flying, but the programme of work outlined for the candidate at the school had been hindered by the heavy gales prevailing during the last few days. While the weather continued favourable, such flights as the one which was made yesterday would be of fairly frequent occurrence.

It must have been like an F111 overflying the city, but much more slowly.

Just before Henry Petre's departure from Australia, *The Argus* of Tuesday, 13 April 1915 reported the inaugural meeting of the Australian Aero Club.

**AUSTRALIAN AERO CLUB.
INAUGURAL MEETING.**

An important step has been made in the advancement of aviation in Australia. In November of last year an Aero Club was formed at Point Cook by the instructors of the Central Flying School, Captain Petre and Lieutenant Harrison, and the first officer aviators who had obtained their pilot certificates at the school—Captain T. W. White, Lieutenants R. Williams, D. T. Maxwell, and G. P. Merz. It was then decided to form an Australian Aero Club to advance the cause of aviation and to be a controlling body and social club. It was resolved that efforts should be made to conduct the club on lines similar to those of the Royal Aero Club of Great Britain. This club, with the Federation Aeronautique Internationale of France and its affiliated bodies, controls aviation and grants pilots' certificates throughout the world.

As a result of the decision arrived at, the inaugural meeting of the Australian Aero Club was held on Friday night last at the Cafe Francise, when military and civilian aviators and others directly interested met to elect office-bearers, and lay down the work to be carried out. Captain H. Petre, who will be leaving shortly in command of the Central Flying Corps, which will proceed to the front with the Indian army, presided.

(... text omitted ...)

At the conclusion of the meeting Lieut. Eric Harrison proposed the health of Captains Petre and White. And wished them a safe return. The toast was duly honoured, and appropriately responded to.

On 14 January 1916, *The Argus* published a list of 'Gallipoli Honours'. It included the award of a Military Cross to Captain Petre. At the end of the year, on 23 December, *The Argus* had a few paragraphs:

DISTINGUISHED SERVICE ORDER.

—

For Two Australians.

The Distinguished Service Order has been awarded to Captain Henry Petre, of the Australian Flying Corps, and to Lieutenant Allan Spowers, of Victoria, for their services in Mesopotamia.

Captain Henry Petre was one of the two pilot instructors brought to Australia by the Commonwealth Government, and was subsequently sent away in charge of the first Australian flight, for attachment to the Indian army, for service in Mesopotamia.

Lieutenant Spowers is a son of Mr. W. G. L. Spowers, of Melbourne. He has already been awarded the Military Cross for bravery in the operations in Mesopotamia.

As had Captain Henry Petre, along with four Mentions in Despatches. It's ironic that we now call Mesopotamia Iraq!

The only other references to Petre I could find in ndpbeta were in two reports of the death of Group-Captain Eric Harrison in *The Canberra Times* and *The Argus* of 7 September 1945, in which Harrison was described as "Father of the R.A.A.F.", and mention is made of his receiving pilot's certificate number 131 on the world register. The impression is given that Harrison played a greater part in the early development of Australian military aviation than Petre. There had of course been considerable effort to 'Australianise' our military aviation from about 1917 on, and no doubt these reports reflect that. In fact, Henry Petre and Eric Harrison received their pilot's certificates on the same day, 12 September 1911 at Brooklands, Petre's being number 128. Even Harrison's entry in the *Australian Dictionary of Biography* says he should probably share the parentage of the R.A.A.F. with Henry Petre.

So now we can track the connections through this tale: Kathleen Howell and Jean Robertson learned to fly in Australia before joining the overlanding party that drove three Rileys to England and competed in the 1932 Monte Carlo Rally on the way. Kathleen Howell, in pursuit of her flying interest, met and was greatly impressed by The Hon Mrs Victor Bruce, born a Petre, whose husband won the Monte Carlo in 1926, and who had herself competed in six Monte Carlos beginning with a sixth place overall and a Coup des Dames win in 1927. Married to her second cousin was Kay Petre who was subsequently to achieve

considerable motor racing success, much of it driving Rileys. Kay Petre's husband had come to Australia in 1913 to effectively found the Royal Australian Air Force.

Who needs Kevin Bacon and six degrees of separation?

1951 Riley RMB 2.5Litre Saloon

Beautifully restored by Bill Short. Purchased with RWC by current owner some 18 months ago and hardly used since then (only driven approx 200km). Runs well. Original wheels and front seats available plus miscellaneous small spares. House is on the market so Riley is looking for a new home as well! Keen to sell - all offers considered.

Phone Peter on (07) 3236 0760 (Office) or (07) 3371 8893 (Home). Located in Toowong.



Keeping The Smoke In:

LT

Being involved with installing a 45 amp alternator in the RMB, replacing the ~20 amp generator, I needed to understand automotive cable sizes and current carrying capacity to make sure the smoke stayed in the wiring. It was a very interesting exercise.

How much of the existing wiring was usable, what needed to be replaced or supplemented? The starting point was the Lucas' Vehicle Wiring Chart to determine the specs for the existing wiring, assuming it hadn't been too much interfered with in the past. It's obvious that the generator lead would not be adequate for the alternator output—from the Lucas chart the original is rated at 27.5 amps. But that is the rating for a single cable—it has to be down-rated as it runs bound in the harness.

The current carrying capacity of extra-low and low voltage electrical cables is related to the cross-sectional area of the copper in the cable, so I calculated this for the cable sizes in the Lucas chart. The results in mm² (to enable comparison to modern cable) are:

44/.012	3.2 mm ²
28/.012	2.0
14/.010	0.7
37/.036	24.3
61/.036	40.0
61/.044	59.9

So it would seem I need about another 3 mm² of copper to carry the charge from the alternator to the battery (ignoring voltage drop considerations for simplicity.) Let's see what's available at my friendly local auto parts and accessories shop.

Automotive cable is labelled by cable size—2.5 mm, 3.0 mm, 4.0 mm, etc.—but this is overall cable diameter including insulation, so you know what size hole or grommet the cable will pass through. It may have cross-sectional area, stranding, and a nominal current capacity on the reel depending on brand and presentation (sale by small reel, larger reel or by the metre from a bulk reel) but you might have to look closely to find it. Depending on manufacturer, cables of the same size (i.e., O.D.) may contain different conductor cross-sectional area and thus have different current capacities.

Collyn Rivers in his 2003 article *Wiring Woes and Auto Cable* at

www.caravanandmotorhomebooks.com/articles/wiring_woes.htm

found that five different 4.0 mm auto cables had 1.25, 1.8, 1.85, 2.0 and 4.0 mm² of conductor. Claimed current capacity for 1.85 mm² cable varied from 10 to 60 amps!

This makes it difficult to choose a suitable cable. I'm not sure what testing S.M.M. & T. Standard No. 131 includes, but I assume it considers voltage drop, so I'll take the Lucas figures as reasonable and designed to keep the smoke in. The problem seems to be that modern auto cable (to AS 3808) has its current

rating based on heating of the conductor to 60°C and is basically a safety standard and doesn't include voltage drop. Since the Narva brand cable seems to be widely available and has information on the reel, at least on the small retail packs, and in their catalogue (viewable on-line or downloadable from their web site), I looked at their range for my cable. Properties of their single core cable are:—

Diameter (mm)	Insulation Thickness (mm)	AMPS	Cross-section (mm ²)	Strand (No./Diam. mm)
2.5	0.4	5 (14.5)	0.64	8/0.32
3	0.4	10 (20)	1.13	14/0.32
4	0.4	15 (28)	1.85	23/0.32
5	0.4	25 (37)	2.90	36/0.32
6	0.5	50 (48)	4.58	57/0.32

For comparison with the Lucas stranding, 0.32 mm = 0.0126 in. The second figure in the AMPS column is determined using the Japanese JIS/JASO standard, which according to Narva is becoming more common in rating automotive cable. It is based on the current required to raise the conductor temperature to 80°C—not sure I'd be too happy using that rating for cables in the 60-year-old wooden-framed RMB! I reckon the smoke would be very close to escaping.

The message is to ignore the current rating given for the cable, and to base the decision on the conductor cross-section or stranding information. If that's not on the reel, I wouldn't buy the cable. Before I began this exercise, I had bought two lots of 6 mm cable from bulk reels that had no other information, so decided to investigate them. One (red insulation) measured 3.9-4.0 mm diameter and was stranded 64/0.30 giving a cross-section of 4.59 mm², the other (green) had a diameter of 4.4 mm, stranding 65/0.32, 5.22 mm². Both of these cables would be at least equivalent to the Narva 6 mm cable, but I had to measure them to discover this, and to illustrate that actual cable O.D. can be quite misleading.

Based on the apparently conservative Lucas rating, I decided I needed another 3 mm² of copper for the alternator connection. That would mean running a 5 mm Narva cable in parallel with the existing cable (3.2 mm²). Interestingly, there is not a single cable in the Narva range that would be suitable as a replacement cable—I would need to run two 5 mm cables (maybe in a dual configuration) or else move up to the lighter of their battery cables (8 mm², 112/0.30 or 96/0.32) which would be overkill.

So I should be able to keep the smoke in the cable. There are other issues such as the suitability of the brass screwed connections with heavier cables, especially unterminated, if I want to keep the appearance of the wiring close to original by using the connection block on the regulator (which will no longer be regulating) after adding accessories such as electric fan, electric water pump and so on. Watch for another despatch from the battle against smoke. Meanwhile, I'd appreciate hearing others' experiences of fitting alternators to RMs.



VEHICLE WIRING CHART

(IN ACCORDANCE WITH S.M.M. & T. STANDARD No. 131)

CABLE IDENTIFICATION

With few exceptions, the electrical system of a motor vehicle can be considered as a series of simple circuits, each consisting of the component, its switch and three wires—feed, switch wire and return. On earth return systems, the return circuit is provided by the frame of the vehicle, although in the case of components insulated from the chassis, an earthing lead is also necessary. Some variations are to be found, such as fuses, two-way switching and so on, but the principle of feed wire, switch wire and return remains, and it is upon this principle that the Lucas colour scheme is based. Feed wires carry a main colour only, switch wires have the main colour of feed with a coloured tracer, whilst return or earthing leads are black.

Where components are switched or controlled in the earthed side, that is, with the switch wire on the return side of the unit instead of on the feed side, this is usually indicated by the use of a black tracer.

Main colours, of which there are nine, are allocated to the circuits as shown below. The practice of feeding certain of the accessories through the ignition switch and auxiliary lighting circuits through the side and tail lamp switch is recommended, so that the side-and-tail-lamp switch and ignition switch wires become feeds to other circuits or, in effect, master switch wires.

CABLE SIZES

To provide flexibility, cable cores consist not of a single wire but of a number of identical strands. The number and diameter of the strands are detailed in the cable size, e.g., 44/.012 indicates a cable consisting of 44 strands of 0.012" dia. wire.

A general guide to the cables required when wiring a typical 12-volt installation is as follows :—

<i>Circuit</i>	<i>Cable Size</i>	The maximum* current carrying capacities of these cables are :—
Battery and Generator Main Feeds	44/.012	27.5 amperes 44/.012
Other Main Feeds	28/.012	17.5 " 28/.012
Remaining Circuits	14/.010	6 " 14/.010

** i.e., When cables are run singly and not grouped in harness*

It must be emphasised that the above applications are only nominal. To determine the cable size most suited to a particular circuit, due consideration must be given to the voltage-lowering effect of length and loading. **The total voltage drop in a circuit should never exceed 10% of the battery voltage.** A fully loaded circuit involving long lengths of cable may often need cable of larger size in order to limit the voltage drop to an acceptable level. The electrical circuits of new vehicles equipped with Lucas wiring are most carefully studied at the prototype stage to ensure the correct use of cable sizes.

According to circuit length and vehicle operating conditions, starter circuits require the following cable sizes :— 37/.036, 61/.036 or 61/.044.

CABLE COLOURS

BROWN

Battery and generator circuits. From battery or starter switch to ammeter or control box and (with compensated voltage control) feeding lighting and ignition switches (and radio, when fitted) from control box terminal A1. Also from generator to control box, starter switch to electric clock, inspection sockets and battery auxiliaries fuse '2' or 'A2'.

YELLOW

Overdrive circuits.

WHITE

Ignition circuit and all requirements essential when ignition is switched on but which are not normally fuse-protected, e.g., electric petrol pump, starter solenoid switch, etc.

**GREEN
LIGHT GREEN** }

Auxiliary circuits fed through ignition switch and protected by the ignition auxiliaries fuse, '4' or 'A4', e.g., stop lamp, fuel gauge, direction indicators, windscreen wipers, etc.

PURPLE

Circuits protected by the auxiliary fuse '2' or 'A2' and which are not normally controlled by the ignition switch, e.g., horns, interior lights, etc.

BLUE

Headlamp circuits. Fed from terminal S2 (or H) on lighting switch.

RED

Side and tail lamp circuits. Fed from terminal S1 (or T) on lighting switch. Included in these circuits are fog lamps, panel lights and other lamps required only when the side lamps are in use.

BLACK

Earth circuits. If a component is not internally earthed, a cable must be taken to a good earthing point on the chassis.

JOSEPH LUCAS LTD**BIRMINGHAM****ENGLAND**

PUBLICATION No. 2058

COUNCIL NEWS**February 2009*****PLEASE NOTE – Next Bi - Monthly Meeting Thursday 26th March 2009***

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

Events Calendar. The Combined Council, soon to be the Queensland Historic Motoring Council, keeps an Event Calendar or as it was originally know a Date Claimer. The idea behind this is it ensure that affiliated clubs' events do not clash and that once a club has reserved a date for an event no other affiliated club will run a similar event on the same day. The constitution's of both the old Combined Council and the newly named QHMC have the same clause which states:

Objectives :- To keep & publish among member clubs, an up to date list of projected rally & swap meet dates, in order to assist the clubs to avoid clashing dates, and to attempt to ensure maximum support of all major events by whatever means may be suitable, through the promotion of maximum co-operation between affiliated clubs.

Just over 4 years ago a motion was passed at a Combined Council meeting preventing the CC from advertising or promoting an event that clashed with an event already on the calendar without the permission of the club who already had the date reserved.

It appears that some clubs were unaware of the purpose of the **Calendar of Events**. If your club is planning to hold a significant Rally, Event, or Swap, check the Calendar of Events to see if the date is free and then contact Tom Lewis, phone 07 38140077 after 7.00pm, email: thomasdlew@optusnet.com.au or write to 5 Kentucky St, Redbank Plains 4301 to reserve the date for your event.

Combined Council Rally. This year's Combined Council Rally will be the last ever. The Combined Council is changing its name to the Queensland Historical Motoring Council and future rallies will be called the HMC Rally. Don't miss out on taking part in the last ever Combined Council Rally. It is not too late to get your entry in and arrange accommodation (an entry form is attached) Don't even think about the GFC as an excuse for not entering the Combined Council Rally this year. The theme of the rally is the Great Depression and the program for the event looks like being a lot of fun.

All clubs are asked to remind members about getting an entry in for the last ever Combined Council Rally

Maximum Term of Office. At the March General Meeting a motion will be put to amend bylaw 1 The intention of the motion is to permit people to be elected up to a maximum of 4 consecutive years, (current maximum of 2 years) to the same position on the Management Committee. Be sure that your club's opinion is expressed at the meeting in March be either telling your delegate how to vote or writing the Combined Council secretary.

Registrations for RACQ MotorFest 2009 are now being taken! Register online at www.racq.com.au/motorfest or download a copy of the registration form.

Robert Shannon's Grant It is time for all clubs to talk to their members about putting in a submission for a Robert Shannon's Grant – They are to assist young people (under 30) in our hobby. Check out the AHMF web site http://www.motoring.org.au/page_1191118365899.html for details and the application form. If you have a young member restoring a vehicle then check out the web site today. Or ask Richard Egglefield for a copy.

Preserving Our Motoring Heritage

For Sale

1949 RMB. Has had some work done, including repair of temperature gauge.

Asking \$5500.

Contact Frank and Judith Arkey, 19 Warner Street, MANUNDRA 4870

Phone 07 40513572

Wanted

RMB steering wheel centre. Contact Jack Warr.

The Motor

December 28, 1937.



Exclusive experience

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Victor Saloon £299 and 16 h.p. Big Four £405 are two of the season's outstanding models.

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RACQ COMBINED COUNCIL RALLY

6TH 7TH & 8TH JUNE 2009
BRIBIE ISLAND



HOSTED BY QUEENSLAND VINTAGE VEHICLE ASSOCIATION INC

ENTRY FORM

Please print clearly

Drivers Preferred Name Surname.....

Navigators Preferred Name..... Surname.....

Postal Address.....

Post Code..... Phone No..... Email.....

Make of Vehicle..... Style..... Year.....

Club..... Rego. No.....-

Entry Fee per Vehicle \$ 40.00

PLUS

Saturday	Cost Per Person	Numbers	Total \$
Morning & Afternoon Tea	Free		
Lunch	Own Decision		
Depression Ball Dinner	\$33.00 per person		
Sunday			
Breakfast	\$12.00		
Morning & Afternoon Tea	Free		
Lunch	\$10.00		
Boat Trip	\$20.00		
Dinner	\$22.00		
Monday			
Breakfast	\$15.00		
Visit to Abby & Morning Tea	\$10.00		
Lunch	\$18.00		

No of Children 5-14 years () @ \$45.00 ea \$.....

Full adult event weekend package including all meals etc. \$130.00 per person

TOTAL

Please email to g.porter@powerup.com.au or post to
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Make cheques payable to Queensland Vintage Vehicle Association.

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