



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

December 2009



Next Meeting: 8:00 pm Thursday, 10th December
Queensland Sporting Car Club
206 Montague Road
WEST END 4101

Editor: Linden Thomson (07) 3139 1524 lindenthomson@optusnet.com.au

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

Meeting opened by President Alan Hill at 8.10pm with 25 members and guests present.

Apologies: Brian & Lyn Jackson, Bev Burrows, Bonnie Young, Wendy Judd, Bill Short, Shirley & Graham Ellwood, Ken & Wendy Lonie, Pat & Betty Elliott, Dick & Earla Self.

Welcome: Mark Baldock.

Minutes from previous meeting:

Moved, Neal Brandt seconded by Simon Schooneveldt that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Invitation for President to book an Event on the Mt Panorama Motorsport & Event Precinct;
2. Change of postal address for All British Classics Car Club;
3. Invitation to Port of Mackay Rotary PCYC Event, 14 November 2009;
4. Letter and brochure from P & J Powder Coatings, Tingalpa;
5. Invitation to Wanganui 2012 International Vintage Car Club Rally;
6. Invitation to David Hack Classic Meet Sunday 2 May 2010;
7. Tru' Brit Magazine;
8. Blue Diamond and Riley Newsletter WA.

Outwards correspondence:

1. Nil.

Moved by Gary Britton seconded by Ian Hayward that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report October, 2009

Balance as per Bank Statement, 30 th September, 2009		\$4,028.75CR
Income	Interest on account	
		\$ 0.47
		\$ 0.47
		\$4,029.22
Expenditure		
Brisbane Sporting Car Club Room Rental for October, 2009	\$ 55.00	
L.Thomson, Newsletter Expenses September & October 2009	\$212.76	
	\$267.76	\$3,761.46CR
Balance as per Bank Statement, October, 2009		\$3,761.46CR

Ross advised that he had reinvested the term deposit for another six months. Also that there would be no increase in Club fees for 2010.

Moved by Ross Phillips that his report be accepted, seconded Robin Hull. Carried

Club Captain's Report:

There was only a small turn of four cars to view the muscle cars. There were an amazing collection of GM, Ford and rare Valiants.

November outing has been organized by Bill White and will be to view a collection of Ariel

Motorcycles and a Brush Car. This will be followed by lunch at Nudgee Beach. Meeting place will be at the Toombul Shopping Centre. More details at the November meeting.

This year's Christmas party will be held at Ashgrove in a park near Simon and Helga Schooneveldt's residence. The day has been set at Sunday 13th December. More Details to follow.

The 2009 Annual Riley Dinner will be held on Wednesday 16th December Commencing at 6.00pm for 6.30pm and finishing 9.30pm. Venue will be in the Skyline Restaurant, Level 2, Block C, Southbank Institute of Technology – COTAH, Cnr Ernest and Colchester Streets, South Brisbane.

Spare Parts Report:

Jack advised that he is still investigating the possibility of converting 1½, 2½ and Pathfinder wheels to fit the wheels that the spare parts have purchased. If successful, modern radial tyres can more readily be purchased and would be running on safety rims suitable for radial tyres. Jack has plenty of spare parts.

Registrar's report:

Dianne Phillips had no news, but requested members to please supply details and photos of your cars so that she can complete the Riley Register.

General business:

Ross Phillips said that Victor had been to Stanthorpe and on Tuesday to Queensland Raceway. Victor went well but at present as he is using a 3.9 differential, he feels that he could get more out of the car if he changed to a 3.5 differential which he just happens to have.

Alan Hill advised everyone that he is standing down as President and will not be taking up that position at the February AGM. He asked everyone to think about the Committee positions for 2010 and to put yourself forward.

If you are interested in traveling down to the National Rally at Queanbeyan in March 2010, and wish to travel with the group, please contact Simon Schooneveldt on telephone 3366 6573 and let him know.

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

Meeting closed: 8.40pm.

Next Meetings:

Thursday, 10th December, 2009.

AGM Thursday, 11th February, 2010.

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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

On The Cover:

Something different—Barry Deeth's 1939(?) 600 cc Aerial Square Four and 1000 cc Mk I Square Four bitser and regular ride. See report of November run in this issue.

Club Captain's Report:**Wendy Judd****THE NOVEMBER OUTING**—Sunday 22nd November.

This run organised by Bill White included a visit to a friend of Bill's (Barry Deeth) to view his collection of Ariel and other motorcycles and 1910 Brush car. A brief report and photographs is included in this newsletter.

XMAS PICNIC—Sunday 13th December.

Meet at Simon & Helga Schooneveldt's, 5 Bridge Street, Ashgrove (ample parking) at 10:30am for a Xmas Picnic in Ashgrove Park.



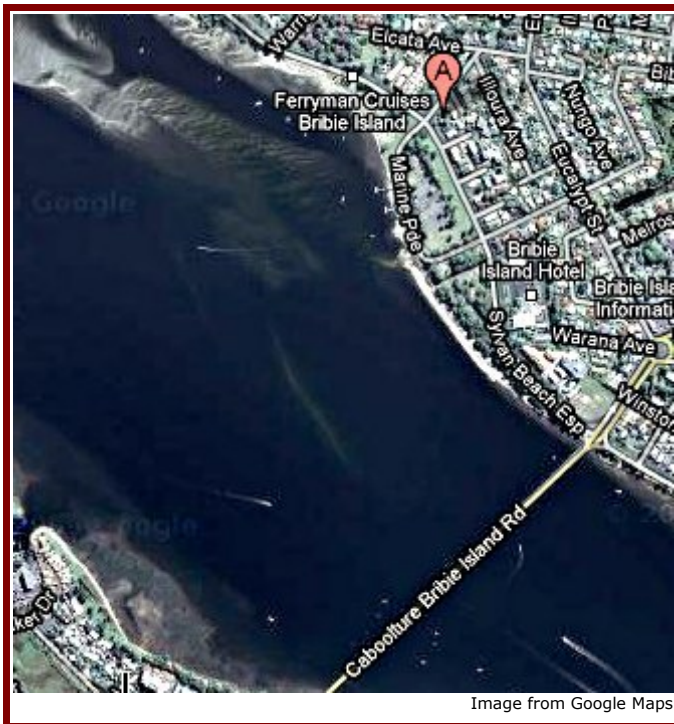
Club will supply a Xmas Ham. BYO everything else. It might be wise to bring chairs in case the location is too popular.

ANNUAL/XMAS DINNER—Wednesday 16th December.

Linden Thomson has booked places at the COTAH Restaurant for this event. See last month's TorqueTube for details. Deposit has been paid and final numbers have to be advised on Wednesday 9th December.

PRESIDENT'S RUN—Sunday 24th January 2010

President Alan has decided to revive the Australia Day President's Run, though not on the actual day. This is a good opportunity to give your Riley a run during the post-Xmas lull. The run will be based at the Hill's Bribie Island retreat—75 Sylvan Beach Esplanade, Bellara 4507 ('A' on map.)



Meet there at 10:00am for a morning tea (provided) to be followed by a brief tour of Bribie highlights, returning to base for a BYO everything lunch. A hot BBQ will be available if you wish to sacrifice a steak or sausage.

RACQ HISTORIC MOTORING COUNCIL RALLY 2010—

This event in Bundaberg on Queen's Birthday weekend will be on the Club Calendar for 2010. The EoI, a photo of your car, and the nomination fee were due by 30th November. Did anyone register their interest?

QHMC CLUB RUN OPEN INVITATIONS TO INDIVIDUAL MEMBERS AND OTHER CLUB GROUPS

BRING YOUR CLUB VEHICLE, SIVS APPROVED RUNS, ALL WELCOME

26th January [Australia Day Rally - Ormiston School 7.30am Free Breakfast](#)
 (Australia [BVRC Ph 32073733](#)
 Day) 2010 Email r-m-egglesfield@digisurf.net.au

NOTE: My phone number is now 07 3489 7837, mobile numbers 0417770593 or 0427770001. Email is unchanged.
 We are in our new accommodation, address on back cover.

President's Report:

Alan Hill



Another year is drawing to a close, and Christmas is just around the corner. As you will see from the events program, we have plenty to keep us Rileying up to the festive season, with the normal club Thursday night, rapidly followed by the Picnic in the park, and then the Christmas Dinner. We hope to get a good turn up for all these, and have also scheduled a run for January on Bribie Island. For those of you who are further afield and cannot get to these events may I wish you all a Merry Christmas, a Happy New Year, and great motoring in the future.

This year we had our usual quota of outings, some well supported and some a little light on! However all were most enjoyable, and thanks again to the

Wendy and Trevor Judd team. The Annual rally this year being to WA, we only had 4 cars, but it would seem that we could make up for it in 2010 in the ACT, with a lot of interest being shown. Sheila and I hope to christen the Lynx and there should be some other interesting new cars on the rally.

I have already mentioned that I will not be standing for President next year, as I think it MOST important that this position in particular is changed around amongst the members. All positions will be declared vacant at the AGM in February, details will follow in the Newsletter after this one.

This year our membership dropped by 14, we now have 101 full ,members and 17 associates. We would like to welcome the following New Members to our club—

Mark Baldock
Tom Bite
Jeffrey Harris
Arthur Johnson

Looking forward to catching up with you all over Christmas or in the New Year.
Happy Rileying!

Two Wheels & Sea Spray—

The November Run

LT



A small group of members met at the appointed time in the Toombul Centro car park, with all the Airport Tunnel activity alongside and a little nefarious shopping trolley action to provide distraction. A short run took us to Barry Deeth's and his impressive collection of veteran, vintage and classic motorcycles (and a 1910 Brush motor car) built up over the last 10 years or so

in retirement. The entire under-house area was occupied by motorcycles, most restored and running, many registered.



A rare 1925 Ner-a-Car, with its strange hub centre steering, was a contrast to the more conventional types.



The youngest bikes under the house were a 1939 Aerial 600 Square Four and Barry's regular ride, a post-war Mk I Square Four (1000 cc) assembled from bits and pieces. The exhaust note from this is quite distinctive and impressive, nothing like a modern 4-cylinder. These bikes are featured on the cover.

Outside, under the massive high rear deck, were a Mk II Square Four and a 1957 Red Hunter. In the workshop shed, impressively clean and tidy, were bikes under active restoration.



We then viewed the only four-wheeled vehicle in the collection, the single-cylinder 1000 cc 1910 Brush—wooden chassis, wooden axle, wooden wheels—with its unusual coil spring in tension suspension. In 1904 a similar Brush established the first Fremantle to Sydney record.



After a demonstration run by Barry's collaborator, Brian, on the 1909 Triumph (belt drive, clutchless and effectively brakeless), we enjoyed a lavish morning tea. Then it was off to Nudgee Beach for lunch in the teeth of a strong southeaster and blown spray from the high tide. Brian J. lost the battle for a barbecued lamb steak when the free electric barbecue didn't and a prowling ibis sampled some of the unburnt offering.



Waiting for sea-level rise at Nudgee Beach.

Then we all dispersed homewards after a very pleasant and interesting morning. Thanks Bill and Barry.

Something To Ponder:

LT

In the Minutes of the November General Meeting of the Queensland Historic Motoring Council there is recorded discussion arising from correspondence from Maryborough District Antique Motor Club and from Department of Transport and Main Roads. In common with many registration authorities, even in the U.K., there seems to be increasing emphasis on 'authenticity' of vehicles.

Assembling vehicle from used parts and then getting it registered— Maryborough club letter. Concern with registration paper and the fact that QHMC has not addressed how to register such a vehicle.

Rod Graydon agreed that the "How to register a vehicle" did not specifically cover this situation. Rod stressed that it is important to document as fully as possible details on the source of all parts (the significant ones - chassis, body, engine) used in a restoration. DTMR need to be satisfied of the authenticity of the origin of the vehicle and/or its significant parts (ie, the parts are not stolen nor imported as replacement parts without duty etc). The "How to register" paper will be revised in the future. All clubs should advise their members to start keeping full records of where they have obtained major parts and vehicles when they commence a major restoration of a vehicle where they don't have records of the vehicle's registration.

DTMR flagging of requirement for vehicle authenticity for SIVS registration as part of the Dating Certificate process— Val Sharp indicated that the Management Committee will start to look at the implications of this so that we can negotiate with DTMR at the next scheduled meeting.

Work In Progress:

Matthew French is making good progress on his Falcon project and has sent these photos for your interest. Matthew and Gloria will be driving this car to Queanbeyan next year.

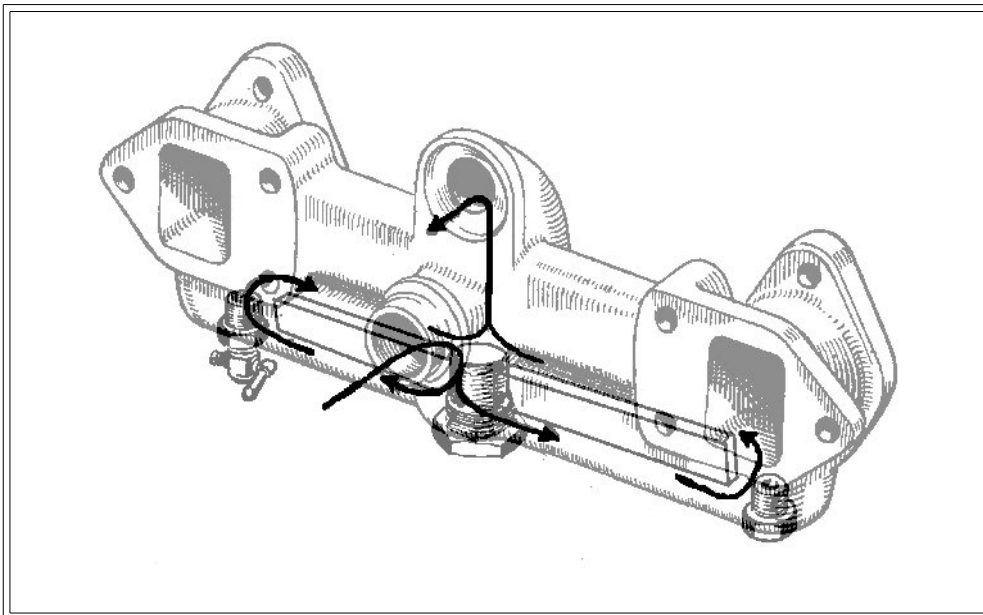


Water-heated Inlet Manifold?

LT

As owners of post-war 2½-litre Rileys know, their engines have (or had) a cast-alloy water-heated inlet manifold, in contrast to established Riley practice which diverted exhaust gases to provide manifold heating. This was used for the 1939 16hp precursor of the 2½-litre motor and for the post-war 1½-litre.

In the 2½, part of the water flow from the water manifold, after passing over exhaust valve areas, is diverted via a cross tube through the internal baffle in the head to the inlet manifold where it circulates through the lower section before returning to the cylinder head to be entrained with the water flow to the thermostat and radiator. The large brass plug in the centre of the base of the manifold seals the water inlet from the outlet, forcing the water to circulate under the inlet tracts heating the incoming air-fuel charge. I've indicated this flow in the following diagram—



That's the theory. What's the practice after 60 or so years? Jack Warr does a steady trade in refurbishing 2½-litre carburettors and inlet manifolds, during which he machines off the water circulation part of the manifold. Jack has yet to find a manifold in which the water passages are not completely clogged with dirt and alloy corrosion products, way beyond the ability of any radiator cleaner to penetrate. The following page of photographs shows this.

So those who think their inlet charge is being nicely warmed in its passage through the manifold may need to rethink or investigate further. Of course— we are dealing with Rileys—1½-litre owners aren't any better off (probably worse) because the hot exhaust gases erode the metal in their inlet manifolds until a hole appears and the manifold has to be discarded.

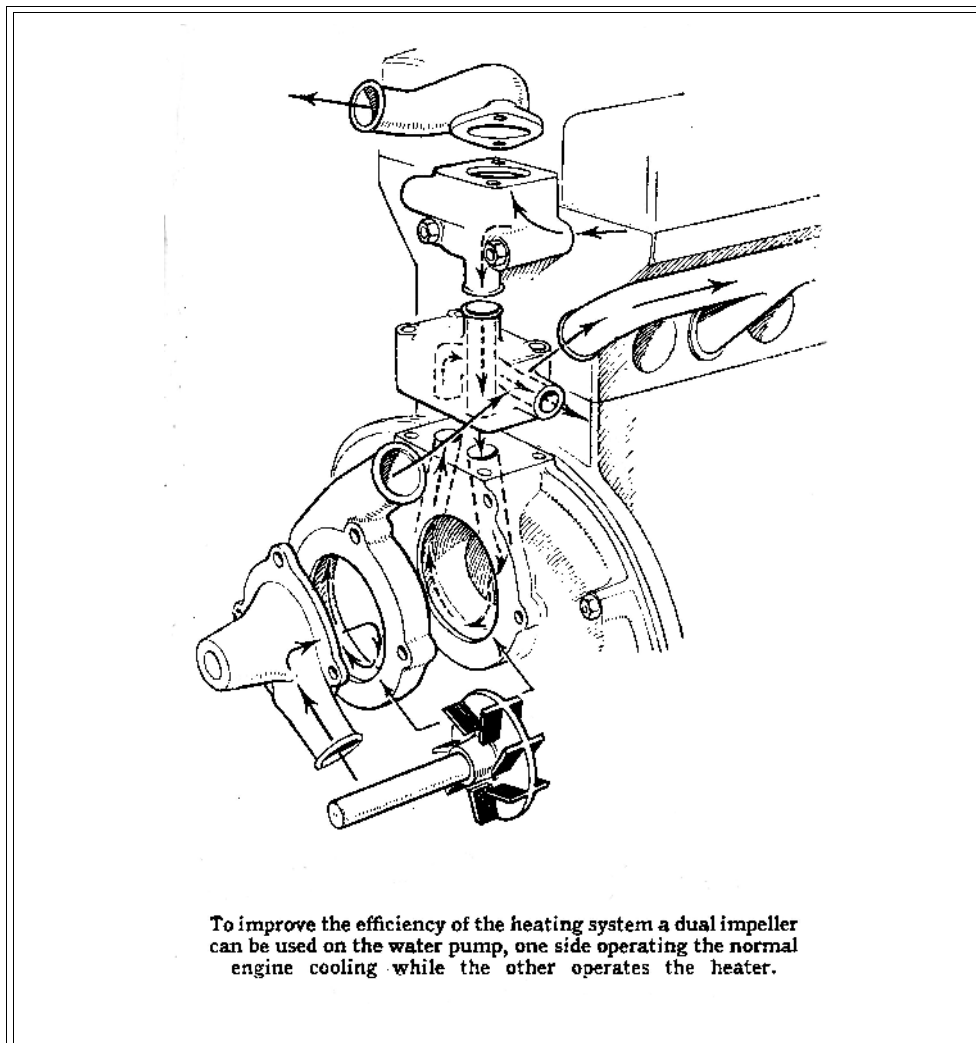


Top to Bottom: (All viewed from bottom.) Original manifold; partially machined; enlarged section showing brass plug imprint; finished manifold.

More Water Flow:

LT

Mike Bramwell found the drawing shown here in the London Show Review edition of *The Autocar* (October 30, 1953) in an article 'The Trend of Design'. It shows the design of, and water flow through, the Pathfinder water pump which is not well described or illustrated in the Workshop Manual. Although it is not entirely accurate, it repays some study.



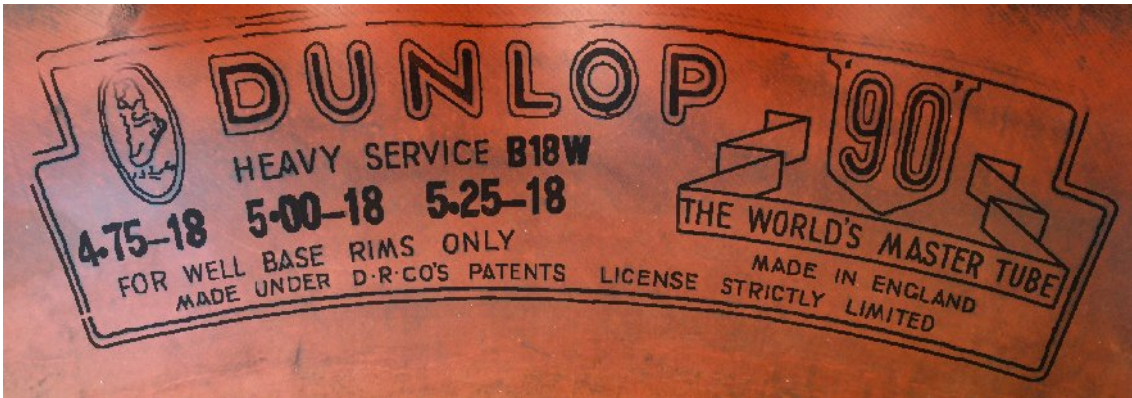
This shows the water flow to the heater after Riley worked out that it was better to send hot water ex the head to the heater and reversed the connections between pump and thermostat housing.

Of course, in 1953 the designers and commentators ignored the fact that the rear impeller worked in a chamber incorporating the alloy timing cover which would likely eventually corrode and allow water to enter the sump. I would suggest that cavitation in the rear compartment probably contributed to the problem if the heater control was closed as it would mostly be in this country.

If Only It Could Speak

LT

During the restoration of his 1937 12/4 Lynx, Alan Hill replaced tyres and tubes. One of the tubes had obviously been in use for a very long time—it was red rubber and had been patched 10 times! I daresay it was on the car when Bill Parkes imported it. Apropos of nothing in particular except an interest in the history of things including such ephemera, here are some pictures. The Stenor company is still in the patching business—for firehoses.



Queensland Historic Motoring Council News - November 2009

E10 Fuel Mandate The state government has mandated that 5% of all petrol type fuel sold in Queensland has to be ethanol. It means that 50% of all ULP will now need to be E10. E10 Fuel is generally not recommended for vehicles manufactured before 1986. The mandate is forcing petrol retail chains to convert to E10. For the 5% target to be achieved about 70~75% of non-premium petrol sold by major chains must be E10. The Council has objected to the mandate and suggested changes to ensure that ULP will be available for our vehicles; however, I do not expect the Government to change the mandate. The Council has also written to the major chains to ask them to provide the locations of service stations that will continue to stock and sell standard ULP.

2013 QHMC Rally The Sunshine Coast Antique Car Club has been awarded the 2013 HMC Rally. Expect to see more details of this weeklong event finishing on the Queen's Birthday weekend in 2013. The Sunshine Coast Antique Car Club is promising a fantastic event to celebrate their 50th birthday. The 2012 event is still available for any affiliated club to host.

Robert Shannons Trust Grant The purpose of the grant is to encourage people under the age of 30 to become involved in the restoration and preservation of veteran, vintage, post-vintage, historic 50's, historic 60's and historic 70's vehicles up to 30 years old. Grants are awarded to

- help with the purchase of specialist tools or equipment
- assist with the actual cost of restoration work
- contribute toward TAFE or other fees
- contribute toward any project considered worthwhile by the Trustees.

Any person or group of people under the age of thirty years and engaged in studying automotive restoration and preservation or actively working on historic vehicles is eligible to be nominated for a grant. Affiliated clubs can complete and submit an application form for an eligible individual or group. The club must then forward the application to the QHMC for submission to the trust.

In 2010 applications must be in the hands of the QHMC by 15th April 2010

No Kids under seven in cars without correct child restraint fitted

Section 266 of part 16 - *Rules for persons travelling in or on vehicles* of the Transport Operations (Road Use Management—Road Rules) Regulation 2009 details the requirements for wearing of seatbelts by passengers under 16 years old. It basically says that any one under the age of 16 must wear a seatbelt or approved child restraint (the section details the types of restraint based on the child's age.) Section 267 of Part 16 covers exemptions from wearing seatbelts. It states in subsection (1A) that

"A person in or on a motor vehicle is exempt from wearing a seatbelt if—

- (a) the seating position that the person occupies is not fitted with a seatbelt; and
- (b) there is no requirement for that seating position to be fitted with a seatbelt; and
- (c) all passengers in the vehicle who are exempt from wearing a seatbelt are complying with subsection (8)."

However subsection (1B) of this section states that Subsection (1A) does not apply to a person who is under 7 years old.

This means that unless the vehicle is fitted with seatbelts and approved child restraint devices a child under seven (7) years old cannot be carried in the vehicle.

QHMC Web site Have you looked at the QHMC web site yet? Its worth looking at just for details of events other clubs are planning, but it offers so much more in providing news about the historic vehicle movement. The whole site is still under development and will change to reflect what affiliated clubs tell us. What would you or your club like to see changed or added to the QHMC web site; there has been a suggestion that it should have a vehicle for sale page. Get your club secretary to write let the QHMC committee know what changes you would like to see.

Join with others on runs Many clubs already get together on runs and activities. Would your club like to extend these arrangements by issuing an open invitation to all affiliated clubs to attend at least one of your runs each year? This really takes very little organisation. Contact the QHMC Secretary with details.

QHMC GENERAL MEETINGS ARE HELD 7.30PM 4th THURSDAY OF THE ODD NUMBERED MONTHS

28th January 10; 25th March 10; 27th May 10; 22nd July 10

A Little Diversion for the Holidays:

You think

English

is easy???

Can you read these right the first time?

- 1) The bandage was **wound** around the **wound**.
- 2) The farm was used to **produce produce**.
- 3) The dump was so full that it had to **refuse** more **refuse**.
- 4) We must **polish** the **Polish** furniture.
- 5) He could **lead** if he would get the **lead** out.
- 6) The soldier decided to **desert** his dessert in the **desert**.
- 7) Since there is no time like the **present**, he thought it was time to **present** the **present**.

- 8) A **bass** was painted on the head of the **bass** drum.
- 9) When shot at, the **dove dove** into the bushes.
- 10) I did not **object** to the **object**.
- 11) The insurance was **invalid** for the **invalid**.
- 12) There was a **row** among the oarsmen about how to **row**.
- 13) They were too **close** to the door to **close** it.
- 14) The buck **does** funny things when the **does** are present.
- 15) A seamstress and a **sewer** fell down into a **sewer** line.
- 16) To help with planting, the farmer taught his **sow** to **sow**.
- 17) The **wind** was too strong to **wind** the sail.
- 18) Upon seeing the **tear** in the painting I shed a **tear**.
- 19) I had to **subject** the **subject** to a series of tests.
- 20) How can I **intimate** this to my most **intimate** friend?

Let's face it - English is a crazy language. There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat. We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig.

And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? If the plural of tooth is teeth, why isn't the plural of booth, beeth? One goose, 2 geese. So one moose, 2 meese? One index, 2 indices? Doesn't it seem crazy that you can make amends but not one amend? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it?

If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat? Sometimes I think all the English speakers should be committed to an asylum for the verbally insane. In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell?

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which, an alarm goes off by going on.

English was invented by people, not computers, and it reflects the creativity of the human race, which, of course, is not a race at all. That is why, when the stars are out, they are visible, but when the lights are out, they are invisible.

PS. - Why doesn't "Buick" rhyme with "quick"?

You lovers of the English language might enjoy this.

There is a two-letter word that perhaps has more meanings than any other two-letter word, and that is "UP".

It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP? At a meeting, why

does a topic come UP? Why do we speak UP and why are the officers UP for election and why is it UP to the secretary to write UP a report?

We call UP our friends. And we use it to brighten UP a room, polish UP the silver, we warm UP the leftovers and clean UP the kitchen. We lock UP the house and some guys fix UP the old car.

At other times the little word has real special meaning. People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses. To be dressed is one thing but to be dressed UP is special.

And this UP is confusing: A drain must be opened UP because it is stopped UP. We open UP a store in the morning but we close it UP at night.

We seem to be pretty mixed UP about UP! To be knowledgeable about the proper uses of UP, look the word UP in the dictionary. In a desk-sized dictionary, it takes UP almost ¼ of the page and can add UP to about thirty definitions. If you are UP to it, you might try building UP a list of the many ways UP is used. It will take UP a lot of your time, but if you don't give UP, you may wind UP with a hundred or more.

When it threatens to rain, we say it is clouding UP. When the sun comes out we say it is clearing UP. When it rains, it wets the earth and often messes things UP. When it doesn't rain for a while, things dry UP.

One could go on and on, but I'll wrap it UP, for now my time is UP, so..... Time to shut UP!

Oh ...one more thing: What is the first thing you do in the morning & the last thing you do at night? U-P

(From the NIMAC Newsletter May 2008, thanks to Di Phillips)

And Another Thing...

One amusing made up word that illustrates the complexity of the spelling and pronunciation of English is **ghoti**, pronounced "**fish**"—
"gh" as in "rough/tough/laugh" (but not as in "through" or "ghost")
"o" as in "women" (but not as in "woman")
"ti" as in "motion/potion/action" (but not as in "tin/time".)

Cheers!

LT

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