



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

June 2010



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

Editor: Linden Thomson (07) 3139 1524 lindenthomson@optusnet.com.au
Club Website: www.rileyqld.org.au

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 13th May 2010

Meeting opened by Vice President Bill White at 8.05pm with 15 members and guests present.

Apologies: Lyn & Brian Jackson, Simon and Helga Schooneveldt, Ross and Dianne Phillips, Del Thomson, Wendy Judd, Shirley Ellwood, Ken and Wendy Lonie, Dick & Earla Self.

Minutes from previous meeting:

Moved, Alan Hill, seconded by Dorothy Cameron that minutes be accepted. Carried.

Business arising from minutes:

Steel Cupboard for storage at the Brisbane Sporting Car Club Rooms. Alan Hill to contact Neal Brandt.

Inwards correspondence:

1. Membership fees from Kiara Rizzo;
2. Information Survey from Australian Historical Motoring Federation via QHMC;
3. Email from QHMC regarding Vehicle Import Rules changed in April;
4. Brochure from Allstar Graphics;
5. Letter and Brochure from Sta-Bil Fuel Stabiliser;
6. Results for The Riley National Rally Gymkhana, Queanbeyan 2010;
7. Tru' Brit Magazine;
8. Copies of Riley Blue Diamond, Riley Gazette, Riley Rattles.

Outwards correspondence:

1. Annual Return of Association to Office of Fair Trading.

Moved by Gary Britton seconded by Alan Hill that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report April, 2010

Balance as per Bank Statement, 31 st March 2010		\$4,977.91CR
Income		
Interest	<u>0.57</u>	\$4,978.48
Expenditure		
L.Thomson N/Letter April	\$258.23	
Brisbane Sporting Club Room Rental March	\$ 55.00	
Office of Fair Trading, Annual Return	<u>\$ 41.00</u>	
	<u>\$354.23</u>	

Balance as per Bank Statement, 30th April 2010 **\$4,624.25CR**

Moved for Ross Phillips by Vice Chairman Bill White that the Report be accepted, seconded Linden Thomson. Carried

Club Captain's Report:

Next run will be on Sunday 16th May to the Bribie Island Vintage Boat Regatta.. Details as in the previous News Letter.

Spare Parts Report:

Jack thanked Ian Henderson and Ross Phillips for all of the work undertaking the comprehensive stocktake. Spare parts list will be out in the near future.

Registrar's report 2009:

Matthew has carried out an analysis of the Club Membership over the last four years. Very disappointing that membership has dropped from 137 in 2007 down to the current 87 in 2010.

General business:

The Secretary of the Queensland Historic Motoring Council has emailed all affiliated car clubs advising that Vehicle Import Rules Changed in April.

The QHMC is advising members of Clubs to check the new rules before importing a vehicle. The Department of Infrastructure has recently, without any form of consultation or advance warning, begun rejecting import approval applications for the importation of modified pre 1989 vehicles which are not original.

The new approach is if the vehicle has been modified then the date of manufacture is the date the modifications were completed.

It seems modifications can be anything other than original specifications (other than paint).

The Department has belatedly placed an Alert notice on their website, and have issued a new version of the Vehicle Standards Bulletin (VSB) that relates to importation.

The Secretary of the QHMC has also emailed all affiliated clubs regarding the following survey.

The Australian Historic Motoring Federation (AHMF) is conducting a survey of all members of the historic vehicle movement. The QHMC supports the survey and requests your assistance to help expand a database of information to allow the AHMF to effectively lobby Governments and other bodies on issues that may affect our interest in the historic motoring scene.

A similar survey was conducted in the United Kingdom in the late 1990s and in Australia in 2006. The results of the Australian survey have been most illuminating and have been extremely valuable in AHMF's representations to Government and to counter other organisations who want to remove old cars from the road. The UK survey is currently being undertaken again and it is also including clubs in the EU countries. Hence the AHMF also will continue Australian data collection. The new Survey 2010 form contains most of the questions of the 2006 survey to allow for comparison between the years although there is slight rearrangement of their order. This new 2010 form is designed to be completed and collated electronically, however we know that many of the members of the movement do not use computers so the AHMF are asking clubs to help conduct the survey. Any members who have access to a computer with email can of course complete the survey on line. The survey form can be downloaded from www.aomc.asn.au/AHMFsurveyI0/AHMFsurveyIOMreader.pdf or members can visit the QHMC website to download the form.

All members are requested to take the time to complete this survey as best they can. Whilst it is realised that it is unlikely that they will have 100% recall or all records of their expenses, it is important that a fair and reasonable assessment of spending is recorded if it is to be of relevance. All information collected is confidential.

The members discussed the issue of the 2012 National Riley Rally to be held in Queensland. It was decided that a committee should be put together for the purpose of organising the rally. Members are invited to forward expressions of interest in being part of the committee to the Club Secretary.

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

Meeting closed: 8.50pm.

Next Meetings:

Thursday, 10 June, 2010.

Thursday, 8 July, 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:

B.M.C. publicity photograph of the RME. 1½-litre Rileys feature in an number of places in this issue.

Club Captain's Report:**Alan Hill**

The visit to the Classic Boat Regatta on Bribie Island was a great success with some 22 members attending. The weather was kind, and although the steam launch did not appear, there were some fine examples of classic craft.

We lined the cars up alongside the local car club, and finished up outnumbering them.

The June run is the Queen's Birthday Weekend RACQ-QHMC Rally at Bundaberg. The entrants that I know of are—Thomsons, Burrows & Dorothy Cameron, Hills, Hulls, Lonies, & Schooneveldts. If anyone else has entered, could you please let me know.

Most of us are leaving Brisbane on Friday 11th. First meeting point is the BP service centre, Bruce Highway, Burpengary at 10.30 am. We will then proceed to Gympie for lunch. Take the Rainbow Beach turnoff, and the park is on the LH side by the old Gold Mine. We would love to meet up with some of our more Northern members here!

We will then do a leisurely run on the back road to Bundaberg.

Anyone not entered would be most welcome to still do the run with us.

I have added a run in July for those not doing the RACQ Motorfest, details next month.

Also note the addition of a weekend trip to Leyburn in August, which will take the place of the September weekend run.

In closing I would like to compliment Jack Warr, Ian Henderson, Ross Phillips and Editor Linden Thomson on the Spare Parts News in the last Newsletter. Very professional, and of great value to all the Riley Clubs.

Club Events Program—2010	
June	Club Meeting Thursday 10th Run 12th-14th, Queens Birthday Weekend, Bundaberg. (RACQ/QHMC Rally). See Captain's Report for details.
July	Club Meeting Thursday 8th. Sunday 11th RACQ Motorfest, Eagle Farm. Sunday 20th Day run, details next month.
August	Club Meeting Thursday 12th. Run Sat 21st/Sun 22nd Leyburn Sprints, overnight Toowoomba. Sunday 29th IGA Sunshine Coast Rally for Leukaemia
September	Club Meeting Thursday 9th. Run Weekend 11th&12th. (Replaced by August run.) Sunday 19th All British Car Day, Tennyson.
October	Club Meeting Thursday 14th. Run Sunday 17th.
November	Club Meeting Thursday 11th. Run Sunday 21st.
December	Club Meeting Thursday 9th. Xmas Dinner ?? Run Sunday 12th Maybe Xmas Picnic ?
January 2011	President's Run.

Special Event Run—Saturday 19th June

Dick Self's 97th Birthday!!

Meet at BP Service Centre, Pacific Highway, Yatala, 9.30am to drive to the Masonic Care Hostel at Arundel to have morning tea with Dick and Earla.

Followed by lunch somewhere on the coast.

Pictures from a Classic Boats Festival:



Lineup of White, Lonie, Jackson, Middleton, Hull, Thomson, Burrows, Hill cars



Harmsworth RME on the flank



Middleton engine on display



The ladies confer



Row, row, row your boat ...



Red sails, but no sunset



We're not talking

Emails from Tin Can Bay:

(Lois Archer is an enthusiastic member unfortunately separated from most Club activity by distance. Every now and then, I receive an email from Lois. Here are a couple of recent ones. LT.)

22nd May—

This picture came to me with a set of eight photos of Woolloongabba taken circa 1955. Plenty of cars that no doubt some of us drove way back then, but SPOT THE RILEY???? Wealthy bugger!! All I could afford back then was an Austin A40 (no complaints about it though - it always got me from Point A to B). I do, however, feel so much richer for having *Mr. Riley* in my life now.



Woolloongabba Fiveways—Policeman controlling traffic, elevated tram control box, and railway crossing in foreground.

We are off to the good old Goomeri Pumpkin Festival this Sunday 30 May weather permitting. Should be a good day out for Loretta, Joan and myself as long as we can find a parking spot anywhere away from the bottom of the hill where the pumpkins end up. Those darned things could really do some damage to a certain bodywork (and I don't mean mine!).

1st June—

Have attached a photo of *Mr. Riley* next to Ralph Richardson's taken on 30th May prior to leaving the club rooms at Gympie for a run to the Goomeri Pumpkin festival where silly folk roll pumpkins down a long hill.

On separate mail is a pic of a piece of wood behind *Mr. Riley's* rear wheel. Parking for classics is always at a premium at Goomeri and when we arrived, the only space left was on a rather large slope. Having put *Mr. Riley* in 1st

gear with handbrake on, this little black duck presumed that he would just stay there. While a group of us were having lunch behind our cars, *Mr. Riley*



decided to start moving towards us. With the help of a couple of people, and thanks to *El Caro* who loaned us a jack, and along with a couple of pieces of wood, *Mr. Riley* managed to stay in position until we left Goomeri - *El Caro's* jack was on the drivers side with a piece of wood on top of it. The only really crazy thing about the whole episode was that the those darned chocks gained more attention than the car for the rest of the day - just can't figure some things out sometimes!!!!!!

Nevertheless, *Mr. Riley*, Loretta and I had the company of some really good people, a beautiful day for driving, and our three Rileys definitely shone on the day.

Regards to all our Riley friends,
Lois & *Mr. Riley*



Spare Parts News:

Here are some more photographs of new spare parts Jack has in stock. These are not identified with Workshop Manual illustration numbers (there is no illustration of starter motor or generator parts in the RM manuals) but most major items are readily identifiable. These photos do, however, give an indication of the range of spares available. If you need a part, call Jack!

The full list of spares should be available soon (it is some 20-odd pages in length) on the Club web site and as printed copies on request. Remember, you must be a financial member to access the Spare Parts service.



Pathfinder parts



Brake Master Cylinder parts



Starter Motor parts



Starter Motor parts



Generator parts

Seen on TV:

In the final episode of the last series of *Foyle's War*, shown recently on ABC1, DCS Foyle, who retires early in the episode—it's 1945 soon after VE-Day, is seen frequently getting into, getting out of, and driving his 1938 12/4 Touring Saloon (essentially Briggs-bodied Falcon with a boot.) Here are a couple of screen grabs:



The car is recorded as belonging to a Scottish member in the 2006 Riley Register Membership List.

From *Wessex Wheels*, December 1999:

Cars of Yesteryear

Riley 1½-litre

Often referred to as the poor man's Bugatti, the classically British Riley RM series was undoubtedly one of the most handsome range of cars of the immediate post-war era.



This superb example of a Riley RME dating from about 1952/3 was seen at a local rally last year.

Introduced in the late summer of 1945, the elegant 1½-litre saloon (retrospectively known as the RMA) with its distinctive fabric covered roof remained in production in substantially unchanged form until 1952 when it received a minor facelift and was redesignated RME. It finally bowed out in 1955 after some 14,000 examples had been built.

Running virtually parallel with the afore-mentioned 1½-litre engined car was a near identical, but bigger, 2½-litre derivative latterly dubbed RMB, which subsequently became the RMF with the 1952 changes. About 8,000 of these slightly larger and more powerful thoroughbreds were built, together with some 500 each of the three-seater Roadster model and the stylish Drophead Coupe. The larger engined 2½-litre derivative bowed out in the autumn of 1953 to be replaced by the new Pathfinder model.

But historically how did this British marque begin? In the latter half of the 19th century the Coventry firm of William Riley and Son was a leading manufacturer of weaving equipment, and later bicycles. The first four-wheeled machine was not produced until 1898, yet it was a further 15

years before Riley firmly established itself as a front-runner in the motor industry with the production of the 17/30, and later the popular Nine of 1926.



The RM series looks attractive from any angle. This photo shows the neat uncluttered rear end on an early RMA.

Interestingly, the company went on to achieve a great deal of success at motor sport in the inter-war years - particularly with the Dixon Riley which lapped the Brooklands circuit at nearly 135 mph in 1935, and the White Riley with its 170 bhp on tap from just a 1.5-litre engine, which broke the Shelsley Walsh hillclimb record two years previously. Le Mans was another highlight for the marque during that decade.

The RM used the same basic engine as the pre-war Rileys. Although these power units employed an ingenious camshafts arrangement whereby the shafts were positioned high in the engine (one on each side of the bores) to permit an highly efficient head design, but without the complexity of overhead camshafts, their main disadvantage was the continuing use

of 'white metal' big ends and main bearings, instead of the separate and almost universally accepted separate shells which didn't require such an elaborate casting and machining process - and more complex overhaul problems in later years!

Just over three years into RM production, the entire assembly line was transferred from its ancestral home in Coventry to the MG factory at Abingdon. This wasn't exactly unexpected, however, as more than ten years previously Riley had got itself into financial difficulties (its racing and engine development costs probably contributed to this) and it was taken over by Lord Nuffield of Morris.

Although the intervention of the Second World War delayed events, it could be argued this was the beginning of the era of badge engineering which became so prevalent in later years.

Styling of the RM is essentially late-thirties with the bodywork attached to a separate chassis so no exterior panels are load bearing or stressed. Independent torsion-bar suspension is used at the front with full hydraulic brakes on later cars - earlier models



White round instruments show this car to be a pre-1949 built model.

used a hydromechanical braking arrangement.

The interior is a most pleasing blend of Britishness with wood and leather abounding and instrumentation incorporating round white faced dials in early cars; post-1949 models used the least attractive to some (but highly fashionable at the time) rectangular transatlantic-style instruments.

As to the future of the marque, BMW (present owner of the Riley brand name as well as other once-common British automobile manufacturers) has indicated they would like to use the badge on a Rover 75-based coupe - this would suit the image provided the car lived up to the performance, comfort and sports-car handling expected of the pre-BMC Riley. ■

Another superb example. Note the 1½-litre RMA has a dark blue background to its radiator badge, while on the larger 2½-litre car the background is light blue; additionally, the chassis on the latter is some six inches longer.



Wanted:

1½-litre jackshaft/Cardan shaft, 15¾ inches between flanges.

Gary Britton 07 34240300

2½-litre Riley in good, running condition on the road, by non-member in Townsville, to provide alternative to military Jeep for local highway runs.

Contact George Sellen 07 47237979



Council News - May 2010

RACQ HMC Rally

The 2010 RACQ HMC Rally will have been / be conducted in Bundaberg on the Queen's Birthday long weekend. All indications are that this will be a very successful rally. We appreciate the efforts of the members of the Bundaberg club for hosting over 100 vehicles to this year's event.

National Motoring Heritage Day

National Motoring Heritage Day on Sunday 16th May this year was a success judging from the number of clubs which have taken up the spirit of the day and placed their vehicles on show for yet another NHMD. Events took place in Gatton, Brisbane's southern Bayside and southern suburbs, Sunshine Coast, Hervey Bay, Buick Club, Cadillac Club, Darling Downs Club and on Tamborine Mountain. Your club is encouraged to do something special on the third Sunday of May 2011; it need not be a labour intensive day as the day is for your enjoyment and for the promotion of the old vehicle hobby.

Vehicle Collection.

Bill Budd of the Gold Coast has been in contact with QHMC committee and outlined some details of his collection of vehicles and memorabilia. Bill has made an open invitation to visit by arrangement. Details available from QHMC Secretary.

QHMC AGM.

QHMC AGM Agenda Items. The current Secretary and Treasurer are not offering themselves for re-election in 2010. We need nominations from ordinary members of affiliated clubs as soon as possible please. AGM is on 22nd July and nominations should reach Sec QHMC a couple of weeks prior.

Collectible Vehicle Movement Survey.

Your club will have hard and soft copies of the survey form. If you are having difficulty obtaining one, please email secretary@qhmc.org.au for a copy to be emailed to you. Your views are important to the future of the movement so please consider completing the survey, and it will take no more than 25 minutes of your time.

Changes to Pre 1989 Vehicle Import Scheme.

The government are tightening the application of the rules which apply to importing pre 1989 vehicles. The changes affect modified vehicles. The current application of the rules is that if a vehicle has been modified then the importer must prove that the modifications were carried out before 1989. If the importer can not prove the modifications were carried out prior to 1989 then the vehicle can not be imported under the pre 1989 scheme. This is because the government department considers that the date of manufacture of a vehicle is the date that the vehicle was modified. While the stated intention is to stop the importation of modified "Hot-rods" type vehicles the rules state that a "modification to a vehicle" is something which causes that vehicle to no longer meet the manufactures specifications. If you are considering importing a Veteran / Vintage / Post Vintage / Historic Vehicle check that the proposed vehicle complies with the rules before you try to import it. The Department has added a new bulletin which outlines the "new" import rules for pre 1989 vehicles. This bulletin is available from the Infrastructure Department's website at:-

http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/importing_vehicles/general/pre1989scheme.aspx

Full details of the guidelines governing the requirements for importing all vehicles into Australia can be found at:-

http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/importing_vehicles/general/index.aspx

--oo00oo--

For Sale:

Riley Pathfinder 1953

Has many spares such as windscreen, brake line set, trim and much more. Would be a good restoration project or a cheap spares car.

Engine runs and is believed to have been restored. Some bodywork has been done. Clutch and brakes need work as would rubber parts and the interior is also in need of full work.

Location Brisbane. PH: 0408 888 087 Richard Clamp



From The Autocar, July 19 1946:



TWICE the amount of metal at the seat.



PERMITS frequent making and breaking of joint without damage to flare.



SAFELY permits over-torquing.

BUNDY DOUBLE FLARE

PROVIDES LEAKPROOF, PRESSURE PROOF JOINTS
AT ECONOMICAL COSTS

OPERATION
No. 1



OPERATION
No. 2



A "NATURAL" TEAM-MATE WITH

BUNDY TUBING

STRENGTH • LIGHTNESS • DUCTILITY
FATIGUE RESISTANCE • CLEAN SURFACES • ECONOMY

Bundy Service Engineers are giving extensive planning assistance to British Motor Manufacturers. We are equipped to supply small diameter tubing AND FULLY MANIPULATED PIPES READY FOR IMMEDIATE INSTALLATION.

Manufactured in Gt. Britain from British Materials.

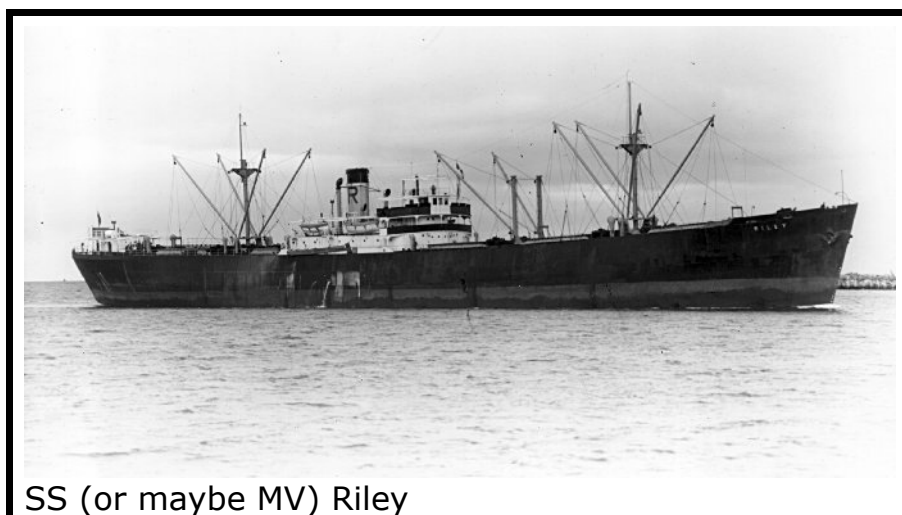
BRITISH BUNDY TUBING COMPANY, LTD., NEW ICKNIELD WAY, LETCHWORTH, HERTS.

Telephone : LETCHWORTH 1051.

Telegrams : BUNDYLIM, LETCHWORTH.

Used in Riley brake lines, Bundy tubing is made by rolling a strip through 720° to create a double-walled tube.

And now for something completely different—



SS (or maybe MV) Riley

RILEY MOTOR CLUB, QLD, INC.
PROFIT & LOSS STATEMENT
for period ending 31st December, 2009.

INCOME	2009	2008
Membership fees	3095.00	3965.00
Interest	560.42	458.29
Dinner Receipts	367.50	1360.00
Sales Spare Parts	25681.97	35927.00
Donations	181.00	268.00
	29885.89	41978.29
 EXPENSES		
Dinner Expenses	355.50	1343.00
Bank Charges	122.55	168.75
Fees & Permits	110.00	113.10
Insurance	635.25	635.25
Purchases Spare Parts	25252.06	36638.08
Stat./Print/Postage.	1963.69	1876.23
Sundry Expenses	259.43	303.80
Room Rental	605.00	583.00
	29303.48	41681.21
 Total Profit	 582.41	 297.08
 CURRENT ASSETS		
Cash at Bank (Club A/c)	3229.02	3798.85
Cash at Bank (S/parts A/c)	4132.90	2648.49
Cash at Bank (Term Dep.)	6000.00	6000.00
	13361.92	12447.34
 NON CURRENT ASSETS		
"Cutters"	504.00	504.00
 TOTAL ASSETS	 13865.92	 12951.34
 LIABILITIES	 0	 0
 NET ASSETS (CLUB FUNDS)	 13865.92	 12951.34

Roburion
Secretary

[Signature]
Treasurer

For Sale:

1949 Green 1½-litre Ute Special, restored, currently registered, but sold as is, unregistered \$7,500

Contact John Tysoe 0403 585 288

1951 Yellow 2½-litre Sedan, unrestored, currently registered, but sold as is, unregistered \$4,500

Contact Gary Tysoe 0408 198 537

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