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TORQUETUBE

Newsletter of Riley Motor Club Qld Inc October 2012

www.rileyqld.org.au



This Immaculate RMB Is Owned By Bill & Beverley Bunt

Editor: Bill Short
williamshort@aapt.net.au Ph.0738867236

Next Meeting:
Thursday, 11th October 2012.
Girl Guide Hut
Corner Pullen & Osborne Roads
Everton Park

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Minutes of the OGM of the Riley Motor Club, Qld., Inc.

held at the Riley Club Shed, Ex CSIRO grounds Samford, Thursday 13th September, 2012.

Meeting opened by President Ken Lonie at 7.45 pm with 16 members and guests present.

Apologies: Ross & Dianne Phillips, Del Thomson, Jeff Jones, Bill Short, Ray & Bev Burrows, Dorothy Cameron, Trevor & Wendy Judd, Sheila Hill, Simon & Helga Schooneveldt.

Minutes from previous meeting: Moved Alan Hill, seconded by Barbara Hull, that minutes be accepted. Carried.

Business arising from minutes: Nil.

Inwards correspondence:

1. Amended insurance policy from OAMPS.
2. Statement of account from OAMPS.
3. CAMS flier for Gold Coast 600.
4. Membership application from R. Brims, NSW with a RMF.
5. Magazines Blue Diamond, Riley Rattles, Riley Crank, RMCWA mag.

Outwards correspondence:

1. Acceptance letter to R. Brims.

Moved by Matthew French seconded by Lyn Jackson that the inwards correspondence be received and the outwards endorsed. Carried.

Treasurer's report for August 2012:

Balance as per Bank Statement, 1 August 2012			\$ 6878.55CR
Income			
Membership fees	\$	105.00	
Donations - shed	\$	50.00	
Interest	\$	0.57	\$ 155.57
Expenditure			
Shed rental MBRC	\$	45.00	
Annual spare parts contribution	\$	445.00	
Distributor purchase China	\$	1989.86	
Rental – Room August EPGG	\$	40.00	\$ 2519.86
Balance as per Bank Statement, 31st August 2012			\$ 4514.26CR

Moved by Linden Thomson that his report be accepted, seconded Bill White. Carried

Club captain's report: Proposed runs.

- September - 22nd Carnival of Flowers, Toowoomba.
 23rd All British Day.
 29/30 Gatton truck show.
- October – 1st Blind Citizens Day at Lakeside.
 13/14th Gympie weekend.
- November - 3/4 Gold Coast Autorama
- December - 9th Christmas party at the club shed.
- January - 26th Australia day rally, Bayside club.

Spare parts report: M/C pistons almost completed.

The RM club parts supply will be investigated, as to the coordinated production of parts here in Australia amongst the local clubs. It is expected that Australia can be mostly independent for RM parts from the UK.
Suspension parts to be made soon in Victoria.

Registrar's report: RMF joins register.

Editor's report: Nil, due to illness.

Website co-ordinator's report: 2nd hand and new parts list proposed improvements over the next few months. No current changes due to computer problems.

Shed Coordinator: Ladies and the cook thanked for dinner. A metal cabinet now houses the donated Riley magazines. Recent parts donations from Brian Jackson and Simon Schooneveldt. Bill suggested that parts manuals be available for the various Riley's, any donations etc.

Many thanks to Bill for his efforts on behalf of the club regarding the club shed.

Jack Warr suggested combined Sunday meetings with runs, or Sunday meetings at the shed instead of Thursday nights. Various pros and cons discussed, with thoughts to be considered – do members want to have two weekends a month of their time set aside to the Riley club, is it easier for members to attend meetings on Thursday nights and have weekend time for family/friends/housework etc.

General business:

1. Ian Henderson has received a quote of \$8000 to repaint his Elf.
2. Brian Jackson has sold his Pathfinder.
3. Alan Hill reported that the Tuesday group has been offered the Phillips 12/4 sedan body for the RMA special.
4. Jack Warr reported on Neil Walters Singer Le Mans restoration.
5. Trevor Williams (a friend on the Lonies) has purchased a RMB after seeing their cars.
6. RME for sale at Maryborough.

Meeting closed: 8.55pm

Secretary's Email: mgwfrench@bigpond.com

Next Meeting:

Thursday, 11th October 2012.

Girl Guide Hut

**Corner Pullen & Osborne Roads
Everton Park**

Stalwart Ladies of Queensland Rileys

Born –

Southport moved to
Morningside

Schooling –

South Brisbane
Intermediate School

First Job –

TC Beirne in Brunswick
Street, Fortitude Valley
(Mail order department)
Trittons in George St
where she learnt to type,
ledger machine, switch
board etc (5 years)
Healings Spare parts and
appliances (10 years)

Career –

Trittons in George St
where she learnt to type,
ledger machine, switch
board etc (5 years)
Healings Spare parts and
appliances (10 years)



Married to-

Brian and has 2 daughters and
7 grandchildren

Riley Involvement –

Queensland Club for 40 years
and past treasurer for 13 years

Favourite Food –

Seafood

Reads –

Di Morrissy & Bryce Courtney

Wishes –

Peace for the world & good
health

Favourite O/s Travel –

Ireland

Passions –

Her Grandchildren

Sports –

Tennis & bowls

Club Captain's Report

An early report so some activities will have to be in next months torque tube. The All British Day was held on Sunday the 23rd and there were seven Rileys in attendance . I consider that the overall attendance was down on previous years and the lack of early advertisement may have been a factor .The weather was perfect and the day is always an enjoyable one as there is always a wide range of cars .The trouble is that there are so many interesting people to talk to that it can take a long time to get around the grounds .On a different tack it has been suggested that in order to preserve our beloved Rileys it is imperative that we get more people (especially those younger than most of our present membership)interested in the marque . There are two important opportunities in the year when we get the chance to showcase our cars to the general public, these being the RACQ Motorfest and the All British Day .The attendance by Riley Club members at both of these events has been somewhat disappointing.

Coming Events

October

Saturday 13th Sunday 14th Monday 15th

The run to Gympie and the trip on the Valley Rattler.

Also on Saturday 13th

The Phil Irving Concourse for motorcycles 30 years and older at Yeronga state School 122 Park rd. Yeronga free entry

November

Saturday 3rd Sunday 4th

The Gold Coast Antique Auto Club "Aurorama" at Tugun ph Carol or Graham Cogzell 07 5534 1338 or www.gcaac.com.au

December

Sunday 9th

The Club Christmas Party which is to be held at the Club shed which is located just on the North side of Samford on Mt Samson road (in amongst glass houses).The day will commence with smoko at 10.00 then telling lies and looking at Rileys till lunch. The club will be providing the ham and drinks are BYO. Those attending are requested to bring a plate (with something on it)to prevent all bringing the same would those coming please select from the following list and inform Wendy Lonie on 0417 857 075 or 5494 3323of your selection .

*Bring a chair
green salad
pasta salad
potato salad
cold slaw
sweets*

January

Sunday 20th

President's run.

Editors Note

Hi to one and all,

The time seems to fly by. I get one edition out and it is time to start the next. With that in mind, if you want something to go in to a particular TT, could you please get it in as early as possible so that I can get it set up in plenty of time and still get some work done up in the back shed. (Things up there have ground to a halt lately.)

My thanks to those who contribute on a regular basis. I am always glad to get new things. Many thanks to Lindsay Stephens from NZ for his articles that have been published over the past couple of weeks. It is good to get another perspective on what people are doing elsewhere.

I was unable to make the meeting / bbq at the Club Shed due to a nasty dose of the worst NZ has to offer. I hear it went really well and I hope it is only the start of things to come.

Cheers.

Bill.

NEW WHEELS ARE SOMETIMES A GOOD IDEA.

How old are your wire wheels? Mine were 74 years old took over the custodianship of my 1937 Kestrel Sprite. wheels looked good with the tyres on but the tyres tired and would fail the WOF (Warrant of Fitness in Zealand) so they had to come off, which gave me a look at the rims and spokes.

I don't suppose a seventy year life was envisaged by the wheel makers when these rolled rim wheels were manufactured and they've done very well to last this long. Without taking off the tyre the first sound of trouble is a rattle when the wheel is spun. Sounds like gravel round in the rim. It's not gravel its flaked off bits of rust when the tyre comes off signs of deterioration are easy

A bit of rust in the rim will not immediately lead to failure of the wheel but after 70 odd years encountering the curb and a flat or two the wire wheel's ability to accept re-trued declines. Gone are the days when the local blacksmith with his massive facing blocks could tweak car wheel to run true again with a couple of wedges, enormous bar and 'Charles Atlas' biceps. Four of my wheels would not have survived such treatment and the spokes were showing some fatigue.



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system with centre hub hanging on about 25% of the spokes. The remaining spokes don't do much except keep the hub centralised and, unlike the modern steel or alloy wheels they don't carry weight in compression. Consequently they are continuously subjected to being tensioned and released on every turn of the wheel. Spoke failure is easily detected by running a stick round them as they should all be singing the same tune but

Wire wheels are of course a suspension



you can't see anything wrong. Spokes usually give up at their weakest point which is where they are bent at hub end. Unless the wheel is taken off for some reason these breaks don't show until it's too late. One of our New Zealand club members was backing his Kestrel out of the garage when the near side rear wheel sank to the ground with a sort of gentle pinging sound. He counts himself lucky it didn't happen at speed – imagine the damage.

So, with four wheels looking pretty rusty, running badly out of true (both circumference and wobble) and with several broken spokes revealing themselves, I decided to seek out someone who can still make wire wheels. At this stage I was running to budget with the Kestrel project but now I was going into unknown territory with some trepidation.

Google found me two people in the spoke wheel business one in the North Island and one on the mainland (that's the South island for those non-kiwi readers). Living in Auckland I naturally tried the local guy who it turned out specialised in motor cycle wheels and wasn't at all interested in old cars (too many different sizes and spoke configurations). But he did give me another Auckland number to ring of a man he said might be able to help if I talked nicely to him. Max Jamieson was the man and I must have said the right things because he invited me to bring my wheels so he could have a look at them. He also told me he is building a Riley special from the remains of a '37 Falcon and would put his blue Delage out the front so I could spot his place easily – so that sounded promising.

Max Jamieson is a retired railway trained engineer who years ago began making wire wheels for himself and friends because he couldn't find anyone to supply them. Being retired like me I can well understand his reluctance to take on more work, he doesn't really need it and hence does not advertise but is still in big demand. His workshop is well set-up



for the job and is full of wheels in various stages of assembly from a host of different interesting cars. The Kestrel has 18" wheels with 60 spokes in a 20/40 double laced spoke pattern. The inside width of the rim is 3" and it takes a 475/500 x 18 tyre.

Max had a test rig complete with a Riley wheel nut to check out my wheels. While the hubs were in serviceable condition, four of the rims were in his opinion no good. He offered to cut and thread spokes for me so that I could replace the broken ones myself, but declined to fit them or attempt to true up the wheels. Alternatively Max offered to quote me to make new rims and spokes. He's a good salesman but I understood his reluctance to have anything to do with bodging up old wheels

and consequently accepted his quote to fit new rims and spokes.

Max does not make spokes or roll rims so it was interesting to discover where these come from. The spokes come as blanks from Central Wheels Components in Birmingham, England and surprisingly the rims come from the largest manufacturer of rolled rims in the world; Veteran Car Rims of Christchurch, New Zealand. There was a bit of a delay in getting my rims due to the Canterbury earthquake stopping production of a 600 rim order for England. This order was for rims of a different size so I had to wait for that run to finish.



The rim blanks are first cold rolled flat and welded. The centres and rolled rims are then formed, before the final stage when the rim is put into a jig which stretches it to its exact dimensions.



Rims are supplied as blanks and consequently when they're received by the wheelwright they have to first be marked up for the pattern of spokes to be fitted. Then dimples are pressed in to accept the spoke ends and the dimples are then drilled at the correct angle for each spoke. At this stage Max has the

rims stress relieved by heating to around 180°C followed by a slow cool to ambient.

For the Riley wheel the outer rim carries a straight row of 20 spokes and the middle of the rim carries a staggered row of 40 spokes. There are no spokes on the inner rim of these wheels. The spokes are tapered from the hub end where they are bent to suit the wheel size and lace pattern but before bending they are cut to the two different lengths required. After bending they have the correct length of thread rolled onto the rim end. Unless there's big volumes involved all the above processes are carried out by hand.

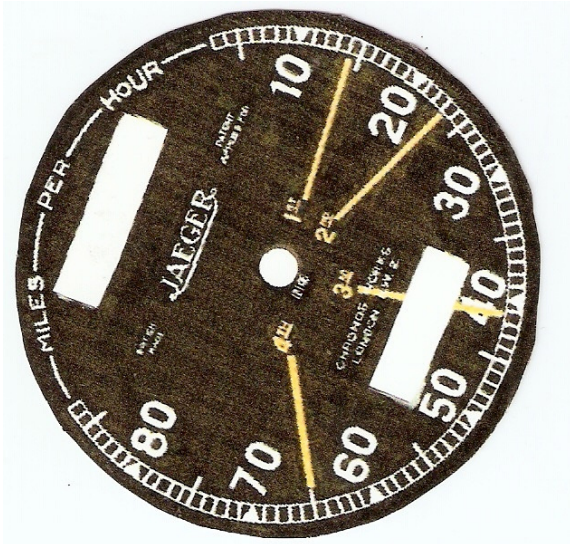
Then the wheelwright's skill comes into play in the final assembly of the wheel. Max uses the old British Standard for wire wheels which requires the diameter and the run-out to be less than 1/16" from true.

I opted to have the finished wheels powder coated which includes them being dipped in a zinc phosphate solution before being coated.

All that was left for me to do was put the tyres on without scratching the paint and get the car back on the road.

Lindsay Stephens

July 2011



We all know when to change gear, but I think the attached, which was original equipment on some Rileys is rather nice and seldom seen nowadays.

The original, from which this is copied is in shocking condition but sufficient to make what you see here after several dozen hours photoshopping.

I have had a few copies done by my professional printer friends who assure me it is done digitally and uses some hi tech ink (which I don't understand) and is much more durable(fade free) than ordinary desktop printer ink.

If any other members would like a copy I think a small fee of \$10.00 would be reasonable and I will donate all the proceeds to club funds.

Regards

Jeff Jones

Shed Report

As we welcome summer, we now have further improvements to the club shed. We have 2 bookshelves. One is a steel, lockable model which will hold the large collection of "The Riley Record" & "R Memoranda". Our thanks to Jack Warr for this generous donation. Tomorrow [Monday], we will pick up a workbench & vice donated by Brian Jackson. On Thursday 13th, there will be a combined working bee, bbq, & monthly meeting. Many hands make light work so if you can find the time, please joins us at the old CSIRO research complex near Samford. The entrance is 1km north of Stamford village on the Samford/Dayboro Rd. Look for a Riley sign near the entrance. 2 PM Working Bee 6 PM Barbeque 8 PM Meeting

Bill White Shed Coordinator.

This was the last in the series of Know Your Riley.

I would like to fill this space with a section on:-

I Have A Question. Could Somebody Please Answer It?

This will require the readers to submit a question or a problem to the editor (williamshort@aapt.net.au) and hopefully members can help with a solution.

Please participate!

Your Answer To What Model? Know your Riley.



ENGINE

6cyl ohv

RAC Rating 13.5hp

Bore 60.3 **Stroke** 95.2

Firing Order 1, 5, 3, 6, 2, 4

Capacity 1633 cc

50bhp

SUSPENSION

Semi-elliptic

PERFORMANCE

Max speed 66.7mph

0-50 32secs

Fuel Consumption 19.3mpg

PRICE

Saloon £448

Limo. £460

TRANSMISSION All Helical 4-speed gearbox.

Overall Gear Ratios:

1st 20.86:1

2nd 13.5:1

3rd 8.06:1

Top gear 5.1:1

Reverse 19.36:1

BRAKES

Riley Continuous Cable with cam-operated shoes. 13" Drums.

DIMENSIONS

Wheelbase 10' (aprx 3040mm)

Track 4'8" (aprx 1400mm)

Length 13'9" (aprx 4230mm)

Width 5'6" (aprx 1670mm)

Wheels Wire 6-stud 3.0x20

Tyres 5.0x20

Fuel Tank 11galls.

Weight 26.75cwt (chassis only)

F N Q

After spending 3 weeks in idyllic Palm Cove (North of Cairns) in our camper, we took the opportunity of visiting our North Queensland Riley friends in Townsville. We were warmly welcomed and given the wonderful hospitality that is characteristic of Queensland Rileyites. We had met Mal Lorimer and his black 1950 RMB at several previous National Rallies and Heather & Ron Anderson with their white 1959 RMA at the 2012 National Rally in Toowoomba and were very much looking forward to seeing them again. At the Toowoomba Rally, you may remember that North Queensland was suffering from severe flooding though fortunately Ron and Heather had left Townsville earlier to visit with family while Mal flew out as the roads were impassable. Beverley and Bill's 1950 2½ RMB's restoration was only just finished in time for Toowoomba but the floods determined that they couldn't leave Townsville. This was very disappointing as Bill had worked tirelessly on a total rebuild on their car for 2 years and it was in pristine condition for the National Rally. We stayed with Bill and Beverley and enjoyed a lovely dinner with the Townsville Riley folk and the magnificent views from their home. Next morning we visited Bill's shed and what a shed! A shed any car enthusiast would be proud of including a kitchenette, office, lofts, hoist, outside yards and a molasses tank! All as neat as a pin! And the cars inside were stunning with most in immaculate condition and several being worked on. The beautiful red Riley with the beige hood & white walled tyres of course took pride of place alongside many other marques. The interiors and exteriors of his finished cars are perfect and to a very high standard. Prior to our leaving, we visited Mals' new and challenging project. A wonderful old 1912 Cadillac rolling chassis with some panels, beautiful brass carbide lamps and horn and a photo of the proposed finished car. Even though it is not a Riley, we will be very keen to follow its progress. We would like to thank our Riley friends in Townsville for a terrific visit with them and look forward to next time.

Our Rally coordinator, Robin Hull is progressing with a proposal for a Rally in 2013 venturing up to mid/north Queensland, hopefully to include Members from outside Brisbane. Several of the Members from Brisbane and environs have expressed their interest in this event.

Ken and Wendy Lonie



Ron & Heather Andersons Riley & Mal Lorimers Riley in far North Queensland



Some More Pictures of Bill & Beverley Bunt's Newly Registered Riley

Travels with a Riley



An invitation to visit friends in Whangarei seemed a good option being a 200 mile round trip. I'd had some discussions about the Sprite engine's cooling system with Allan Booth (who owns a Kestrel Sprite with the

With 600 miles on the clock, engine and gearbox oil changed (head nipped up a quarter turn to 32lbs/ft) the Kestrel was ready for a longer run before the Riley rally at the end of the month.



same through-head cooling system as mine). Allan firmly believes that the Sprite engine was never fitted with a thermostat and that the static coolant in the block, which is only connected to the head waterways via two holes in the gasket, should run hot, while the head is kept much cooler by the pumped flow of coolant.

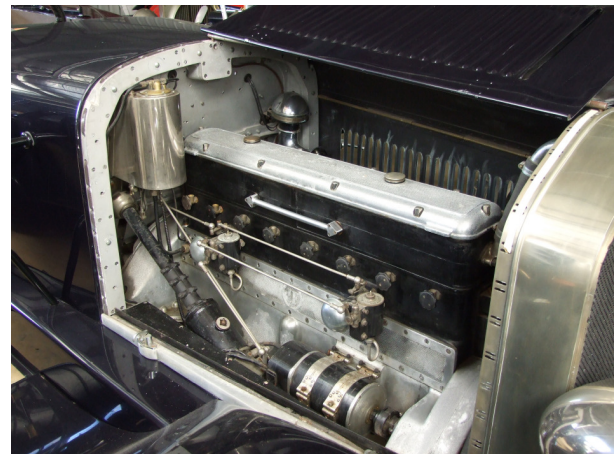
I had previously been running the engine with an 80 °C thermostat in the head outlet connection. I had a thermocouple connection below the thermostat which was showing me a satisfactory 80 °-85 °C running temperature. However coolant surge and the resultant overflow of coolant from the radiator lead me to believe that the coolant in the block was probably boiling. So I decided to do away with the thermostat and re-

positioned the thermocouple to read the cylinder block coolant temperature. The Sprite engine conveniently has a drain



tap in the casting where the coolant inlet pipe is fitted on the standard engine.

This run would be the first time I had opened up the Kestrel to run at normal traffic speeds. Top speed in New Zealand is 100kph (62 MPH) a speed which the Kestrel



will happily lope at around 3600 rpm.

Strange that 'mods' in any country think they have to pass old cars regardless of the speed limit and I adopted my usual practice of running at the speed limit except when passing lanes came up, where I dropped back to 50 mph and let all the 'mods' feel good flashing by and reverting to competing with each other. There are a number of good hard long up hill runs with some very steep and twisty hills on this run, so a good test for the block temperature. Very interesting - at normal flat running up to 50 mph the block stayed at around 77 °C. Opened up to 60mph and on easy hills it came up to 82 °C and on steep hills in 3rd it peaked at 88 °C. Meanwhile the radiator header tank temperature, measured with the

original temperature gauge (rebuilt by Paul Baée so I trust it completely!) never rose above 60°C. So what temperature is the head you ask? I have no idea but I suspect somewhere between the two because of its contact with the block and some coolant transfer between the two via thermo siphon. I'd be most interested to hear opinions from experiences from anyone on this subject. You will find my Email address at the end of this diatribe.



Back to the trip which was happily uneventful, apart from some dodgy driving from mostly snooty type cars and 4x4s. Logging trucks and big freight trucks make up most of the commercial traffic on this route and they were no trouble. They normally run at the speed limit anyway and are appreciative when given the opportunity to overtake. The Kestrel returned 22mpg on the whole journey and I think it could do better because I suspect it's running a bit rich. I'm hoping to get hold of a gas analyser so I can check this out.

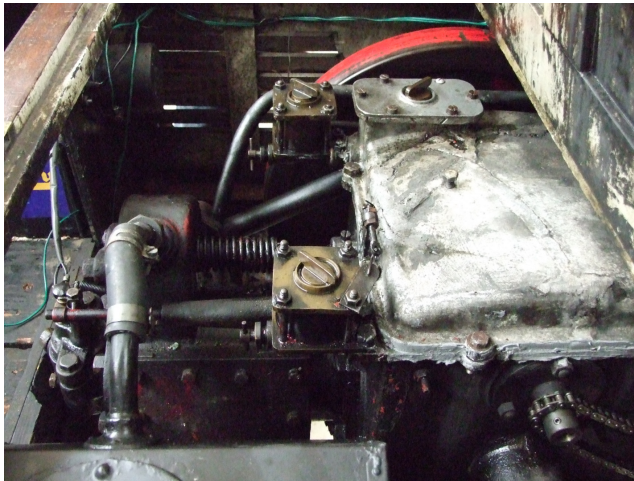
NSW members may remember my article on the Hans Compter collection. Hans and his son's business is the restoration of very rare cars for customers all over the world and they have their own unique collection. Hans does not own a Riley and invited me to visit while I was in Whangarei. So with friends Stan Pritchard (who drove in the old East African Rallies



for both Renault and Nissan) and Peter Romer (Editor of the VCC mag in Northland) I spent most of Saturday afternoon looking with awe at Hans' current projects.

My favourite in his collection remains the 1926 6.6 litre Hispano Suiza and as it was out ready for a local car show I was able to photograph the Kestrel alongside this impressive car. Hans drives the Hispano as though there are no speed limits and claims not to have found a hill which it won't ascend in top gear. I can believe it.

Also being prepared for the car show was a 1901 Albion. This Scottish built car is apparently the only one left with this body and is so far unrestored but still runs. The car is fitted with what looks like an engine built for stationary work. It's a very large, slow revving



horizontally opposed twin which sounds like a boat engine and makes enough noise to frighten all animals and birds in its vicinity. Built before spark plugs were invented it is fired by a 'nail' held in place by an insulated plug.

There's no room to go on and on about Hans' collection, but a good example of the restoration work he is carrying out is the beautifully built body for a 1912 8/20 PS Benz he is undertaking for an overseas customer. I also can't resist the following picture of the straight eight 5 litre engine in a partly restored 1922 Isotta Fraschini. Italian auto engineering at its very best.

Lindsay.stephens@gmail.com

January 2012

The 1901 Albion and below the rear cylinder of its massive fore and aft opposed twin engine.

1912 Benz with new body parked nonchalantly between a

Velocette motor bike and a 1922 Morris Cowley while it awaits its engine and radiator repairs.



1954 RILEY PATHFINDER

FOR SALE - 1954 RILEY PATHFINDER

1954 Riley Pathfinder genuine 93,000 miles. 1 previous owner very good mechanically, interior, paintwork and trim. One of the finest examples of this classic vehicle. As recently seen in the National Auto Museum in Launceston.

Price - \$15,500.00.

Phone Rob McBain (Tasmania) 03 6391 1580 or 0419 889 230. Email robiede@bigpond.net.au

I am looking for a good home for my beloved car, which I bought in 1964 with just 23,000 miles on the clock.

WANTED TO BUY

Longtime RMC (WA) member seeks to purchase an early road-registered RMA (round instruments preferred) in good operable condition (**Not after a rebuild project**). We're planning to attend the 2013 Nationals in SA then follow the post-Rally crowd to Darwin enroute the homeward journey to Perth. Does anyone in WA or interstate either have, or know of a 1 1/2 that is (or might become) available? If of any interest, I'd happily talk up a partial swap deal for my 1937 Riley 15/6 Sports Special. Will definitely follow up all leads no matter how remote. Thanks in anticipation.

Bob Shanks (08) 9299 8008, 0428 338 933, or <<shanksleenaabob@yahoo.com>>

COUNCIL NEWS (From Committee Meeting August 23, 2012.)

2013 QHMC Rally: Sunshine Coast Antique Car Club 50th anniversary week-long celebration in conjunction with the 2013 QHMC Rally in June 2013. Expressions of interest to attend with name, number attending, phone, address and email address to SCACC PO Box 362 Nambour 4560.

http://www.scacc.org.au/forms/date%20claimer%202013_1.pdf

QHMC Rally in NQ: The QHMC requests clubs based north of the tropic to consider hosting a QHMC rally each year. Please contact the QHMC committee direct or via your delegate for more information or to accept the challenge.

SIVs. A SIVs working group has been formed and they are researching the terms and conditions of all state concessional registration schemes. A preliminary report, as a Power Point, has been created with only Average cost per year and inspection criteria pages to be completed. Once these 2 pages are finalised this will be sent to all clubs. Please be sure your electronic address is up to date. For those without computer access a print out of the pages will be posted.

SIV dating certificate: Any club having difficulty with the new SIV dating certificate is asked to send their club logo to the QHMC President, president@qhmc.org.au who will set up their form with club logo and name.

In addition there have been a number of inquiries over the use of the dating certificate. This form does not exempt anyone from the normal registration requirements. It is solely a form for the dating officer to confirm that the vehicle meets the historic criteria of their particular club and as such is eligible for concessional registration. If the club guidelines allow modifications then these must be accepted by Queensland Transport, ie Blue Plates if needed, before registration of any kind can be granted. Remember, changing the engine or driveline to a later

make or even just a later model could move the vehicle more towards Hot Rod or Street Machine specifications and therefore different rules.

The form is made up of 2 pages; the second is designed to be retained by the club.

Seat Belts and Child Restraints: As negotiations with Queensland Transport have reached an impasse, a letter has been sent direct to the Minister for Transport. Any member of any club with strong feelings on this issue is asked to approach their local state member to bring your objection to their notice.

Discounted Rego for Veterans: QHMC continues to develop a discounted registration proposal for Veteran vehicles.

Robert Shannon Foundation awards: Nominations for this year have closed but preparation for next year can start now. More info look at this- <http://www.qhmc.org.au/images/RSF%20Flyer.jpg>

The RSF has awarded \$5000 to young Australians to help them with their restoration projects this year winners are:

- Andrew Brown, 17 yrs. Jiliby NSW supported by the Bush Council, 1928 Ford "A" \$1500
- Brodie Bishop, 19 yrs Williamstown S.A. supported by the FHMC S.A. 1923 Fiat 501 \$1500
- Ben Alcock 21 yrs Balwyn Nth. Victoria supported by the AOMC 1912 Renault AX \$1500
- Christopher Rabey 27yrs Nowra Nth. NSW supported by CMC 1948 Ariel Red Hunter\$500.

AHMF. Following the AGM the AHMF are moving to become more involved in Vehicle matters including Tax Status, Insurance, negotiating at a national level on vehicle regulations and promoting the Motoring Heritage day.

Canberra 100 Rally: 2013 marks Canberra's centenary. The National Trust has proposed a rally for 19 & 20 October 2013 and AHMF has endorsed it. While this is still in the proposal stage the plan is for each state and territory council to conduct hub rallies arriving in Canberra on 18th October 2013 for the national rally. The overall event will be similar to the Shannon's Rally in 2001. All Queensland clubs are encouraged to support the event. QHMC seeks a number of run coordinators to plan and lead the rally runs from Queensland to Canberra.

http://www.qhmc.org.au/Event_Flyers/Canberra%20100%20Rally.pdf Contact QHMC President president@qhmc.org.au

Invitational Rallies this Year: [Details and links to](#) entry forms for many invitational events appear on QHMC website www.qhmc.org.au on the 'calendar' page. Everyone welcome at these events.

Next QHMC meeting is September 27. Please consider representing your club on the Council and being part of the group representing our hobby to the government.

QHMC Secretary: Trevor Shields. secretary@qhmc.org.au

THE 2011 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	07 5494 3323
VICE PRESIDENT:	Alan Hill	07 3289 1063
SECRETARY:	Matthew French	07 3353 0532
TREASURER:	Linden Thomson	07 3139 1524
CLUB CAPTAIN:	Robin Hull	07 54964953
SPARE PARTS OFFICER:	Jack Warr	07 3378 3541
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0418 719 039
REGISTRAR:	Matthew Schooneveldt	07 3263 1986
EDITOR:	Bill Short	07 3886 7236 williamshort@aapt.net.au
WEB COORDINATOR	Linden Thomson	07 3139 1524
SHED COORDINATOR	Bill White	07 3289 4282

