TORQUE TUBE

Newsletter of Riley Motor Club Qld Inc September 2015

www.rileyqld.org.au

The Brains Trust On New Club Shed Site.

Was It that big Bill?

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

Next Meeting will be at the Jack Warr Shed on **17/09/2015** at 2000hrs, preceded by a cuppa at 1930hrs.

Agenda/Minutes of Riley Club General Meeting
Held on 13 August 2015

At the Jack Warr Riley Shed in Samford

1. The President Ken Lonie declared the meeting open at 2000hrs.

2. **Attendance –** as per the attendance sheet.

3. **Apologies** – Alan and Sheila Hill, Dorothy Cameron, Greg Mewha, Di Phillips, Lyn Jackson, Greg May, Matthew French, Ray and Bev Burrows, Helga Schooneveldt.

4. **Minutes** of the General Meeting held on 09/07/15 were moved for adoption as a true and correct record by Robin Hull and seconded by Brian Jackson,

   Carried

   Business Arising
   1. Auditors Report now finalized. No further action
   2. QBE Insurance Renewal completed for 2015/2016.No further action
   3. Wendy Lonie to forward additional vehicle details she may have to the Registrar.
   4. As it was observed that the proposed revision of Membership Fees and early payment provisions had omitted to consider Associate Members, it was agreed the Bill White will prepare a form detailing early subscription payment rational and options for members and associates and forward to the Editor for inclusion in the next Torque Tube.
   5. It was confirmed that the Shed Committee has authority to proceed with arrangements for the construction of the concrete slab for the new shed, utilizing standard module sizes when selecting the overall shed size in order to ensure best value.

   Carried.

   There was no further business arising that was not dealt with in later business.

5. **Secretary's Report and Correspondence**

   Inwards –
   Club Magazines from: - August Crankhandle and 1 X Scotland.
   Members are reminded that as well as being circulated at the meetings, all magazines are kept at the shed for reference.

   Correspondence from: -

   1. Lockyer Antique Motor Association Inc Rally October 3rd &4th 2015.
   2. Bundaberg Vintage Vehicle Club Inc Canefields Classic Rally October 3rd,4th & 5th 2015.
   3. Oktoberfest Brisbane 9-11 & 16-18 Oct 2015.

   New Membership Received From: Gordon Kelly of Eatons Hill, which will be accepted at the next meeting following receipt of the Subscription payment,

   Outwards – Nil.

   Moved the inwards correspondence be received and the outwards endorsed.

   Seconded by Wendy Lonie.
   Carried.

6. **Treasurers Reports for June and July 2015**:

June 2015

Balance as per Bank Statement, 1 June 2015		**$8200.09CR**
Income		
2015 Joining & Membership Fees.		50.00
2nd hand spare parts (per W White)		50.00
Donation – Bob Millar, MBRC		600.00
Interest		1.01
	$	701.01
Expenditure		0.00
	$	0.00
Balance as per Bank Statement, 30 June 2015		**$8901.10CR**

(Presented at OGM 13 August 2015)

July 2015

Balance as per Bank Statement, 1 July 2015		**$8901.10CR**
Income		
2015 Membership Fees.		35.00
2015 Joining & Membership Fees.		50.00
Donations– per L Thomson – Raffles, Gymkhana EFT/Bpay.		426.00
Interest		1.03
	$	512.03
Expenditure		
OAMPS Insurance Brokers – Club Insurance EFT/Bpay		855.15
W White – Postage of 2nd hand parts		32.25
	$	887.50
Balance as per Bank Statement, 31 July 2015		**$8525.63CR**

(Presented at OGM 13 August 2015)

Moved that the Report be accepted.

Seconded Brian Jackson

Carried

7. **Report from Club Captain** – As Sheila was not in attendance there was no formal report presented. Sheila is however continually updating a program of club runs, which also includes combined MG/Riley runs.
   These runs will be published in Torque Tube, headed Riley Program 2015.

   The run to Murwillumbah to visit the Margaret Olley Exhibition is tentatively 24 and 25 October: could those interested please contact Sheila.

   Depending on interest, the run to Amberley Air Force Museum may be replaced by a similar run to the Caloundra Air Museum on 20 September.

   Please note that all information received by the Secretary regarding possible activities and runs is routinely forwarded to Sheila for her information and inclusion in her proposed program as appropriate.

8. **Report from Torque Tube Editor –**

   Bill and Club Members are happy with the lay out and content of Torque Tube, however more contributions are always welcome.
   It will assist if any submissions containing photos have the photos identified to assist with placement within the article

9. **Report on Jack Warr Riley Shed –** The Shed Committee is progressing with the acquisition of the new site and shed: refer point 5, Business Arising, above.

10. **Report from Registrar –** Di is still chasing vehicle details. “What is the use of a Register if it is not current?”

11. **Report from Spare Parts** – All Club Spares are now at the Shed and are progressively being logged as part of the Stock Take.

    Ian has developed a Spreadsheet for recoding stock movement, which provides the basis for stock valuation and reporting.

12. **Report from Website Coordinator –** The latest Torque Tube has been loaded and the published Parts List has been watermarked “do not use”, pending the current stock take.

13. **General Business –** Refer to Business Arising, point 4 above for clarification of revised membership subscriptions.

    Bill, Trevor and Linden are to liaise on transferring accounts from BOQ to Bendigo Bank.

    It was resolved that in the future, one (1) daytime ordinary meeting would be held.
    Moved Robin Hull, Seconded Matthew Schooneveldt.

    Carried

    Happy Birthday to Graham Bourne (75 yrs) and good luck for his semi retirement.

    Simon Schooneveldt was the lucky raffle winner.

14. Car Reports

Brian Jackson has now got his RMF Registered, although it is still awaiting reupholstering – a fine effort.

Next Meeting will be at the Jack Warr Shed on **17/09/2015** at 2000hrs, preceded by a cuppa at 1930hrs.

Note this is one week later that usual due to attendance for some members at the National Rally.

Meeting Closed: Attendees were thanked for their attendance and the meeting closed at 2215hrs .

EDITOR'S REPORT

Hi Readers,

Please note that the next meeting only is on the third Thursday. **17/09/2015.**

Keep in touch by reading your magazine and have your say in the running of the club. The hot news is about our shed and if you would like to express any opinions this is the place to do it.

If you are submitting articles or advertisements for coming events, please make sure they will work went put into the magazine. (See poor examples later in the magazine. Hard to get the message across if it is not legible.) It is better to send originals rather than scans or photocopies. Also it would be appreciated that the articles or ads are submitted as you want them printed, with the pictures inserted ready to go.

Cheers.

Bill.

For sale

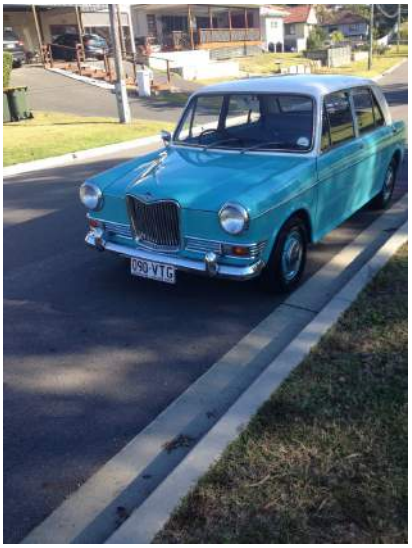
Riley 9

Included with the car is a spare steering column and box, front hubs with king pins out,
$10,000.00 negotiable.
If you have any further queries please do not hesitate to contact me on 0407 26 23 47 or via email.
wallerto@bigpond.net.au

Bill Allerton

Kestrel 1100

Imported from South Africa and as moving house in next few weeks nowhere really to store so must sell.
Chassis no: RAS111033M (we think original engine)
ENG NO: 10RTAH11451 1100cc
QLD REG NO: 090 VTG
Current : QLD RWC
SALE PRICE: $7500
Work I have done:
Head gasket done and all head checked and tested
Full service and tune
New tyres
Wheel alignment
Was restored not so long ago and a couple small bubbles in paint (rust)
Interior original but in good shape
Any questions let me know
Dominic Bonasia
Phone: 0412880925
P.O.Box 472 Carina Qld 4152
Email: info@personalimport.com.au


FOR SALE

1950 RMB RILEY - $9950
MOTOR COMPLETELY REBUILT ABOUT 2001 - DONE APPROX 500 MILES SINCE UNLEADED FUEL
HAS BEEN GARAGED FULLTIME SINCE 1967
PRESENT ALL ORIGINAL
NEW AXLES - EXHAUST - RADIATOR STRIPPED & CLEANED
MOTOR RUNS AND SOUNDS LIKE A RILEY
BODY STRAIGHT AND COMPLETE
NO MAJOR WORK REQUIRED ON PANELS AND ALL GAUGES WORK
IT NEEDS PAINT AND ROOF VINYL TO COMPLETE THE RESTORATION
NEED TO DOWNSIZE
IF INTEREST CONTACT ME - DAVE HUDSON - 0407232796
WILL BE AWAY 6-16TH SEPTEMBER



FOR SALE "RILEY DROP HEAD SPECIAL"

For several years, a group of long standing Riley Members (The Tuesday Riley Boys) have been getting together weekly to assist each other to maintain and restore their many Rileys. Collectively the group owned enough extra Riley parts to build a 1 1/2 Litre RM 2 door Riley Drophead Special, which is now mechanically at the driveable stage, with all panels, grill, windscreen frame, head lamps etc. It will require painting, upholstery (existing seat frames and dash board) for complete assembly. See photos.

The Tuesday Riley Boys, many of whom are Club Committee Members, are heavily committed to facilitating the building of our new Club House (see August Torque Tube) and the upcoming spare parts shift from Jack Warr's. Additionally the work on their own projects leaves limited time available for this Special Project. Yet we are very keen to see another Riley back on the road.

Therefore we have decided to donate the project to the Club, and offer it for sale on an "as is basis" to Australian Riley Club Members in all States. If not sold within one month, the offer will be extended to the broader Australian community.

The package is OFFERED FOR $1500.00 FIRM. All proceeds will go to QLD RILEY CLUB to benefit our Qld. Members.

Given that the rolling chassis, mechanicals, steering gear, wheels, gearbox and brakes are fully refurbished, as well as the fully overhauled and rebuilt 1 1/2 litre engine (1949) with new rings and pistons etc. already represent much greater value than the Club's asking price, this is a genuine opportunity for an enthusiast to complete a viable and desirable Riley Special.

One photo below shows what a finished 2 1/2 litre red Drophead looks like with a beige top. The 1 1/2 Special still has seating for 4 or 5 on the 1 1/2 chassis, Bucket seats in front, a bench seat, with a fold up centre padded arm restdrop down.

Our only condition is that the buyer can demonstrate reasonable ability and access to professional help, and become a member of the Riley Motor Club of Queensland Inc. **Contact any Club Committee Member or our Spare Parts Officers:** Ian Henderson 07 5448 8317; ian.wil@hendoco.com Graham Mackay 0412 071 903; graham.mackay3@bigpond.com Or Bill White 07 3289 4282, email thewhitehouse7@bigpond.com.au Alan Hill 07 3289 1063, email alshe@bigpond.com Brian Jackson 0417 625 099, email jacksons1@aapt.net.au or Simon Schooneveldt 07 3366 6573, spschoon@iprimus.com.au

Get in quick for this one off opportunity to build up what will be a valuable and welcome addition to our Qld Riley Motor Club!!!!!

Riley Program 2015

September	**Thursday 10th**	Club meeting at Shed 7.30pm Riley National Rally, Perth WA. Sept. 10th – 14th.
	Sunday 27th	**NOTE DATE CHANGE** Caloundra Air Force Museum See details below
October	**Thursday 8th**	Club meeting at Shed 7.30 pm
	Sat 24th and Sun 25th	Weekend trip to Murwullumbah Final details next TT.
November	**Thursday 12th**	Club meeting at Shed 7.30 pm
	Sat 14th, Sun 15th	Gold Coast Autorama
December	**Thursday 10th**	Club meeting at Shed 7.30 pm
	Sunday ???	Christmas Party

ALL DATES ARE SUBJECT TO CHANGE!!!

It is proposed to do a weekend away trip in October to visit the Margaret Olley Exhibition at Murwullumbah.
Would members please give an indication if they would attend by ringing Sheila. We will organize accommodation, meals etc. nearer the due date.

SUNDAY SEPTEMBER 27th

Caloundra Air Force Museum
Meet BP Service Centre Burpengary at 9.00am for departure 9.45am to arrive at Museum 10.30am.
Tables and chairs are provided in the main hanger for BYO everything lunch and refreshments. A guided tour should be available for an extensive display including F111.

Supplementary Runs with the M.G.s.

List of planned MG/Riley breakfast runs for 2015.

Aug 23rd	Coral and Willie Carroll's home in Burpengary.
Sept 13th	Petrie lakeside picnic area. Details to follow.
Oct 11 th	Nudgee Beach. Details to follow.
Nov 1st	TBA
Dec 6 th	The Pit Stop Café at Mt Mee. (Back by popular demand.)

These runs are planned to be 2 weeks from a main Riley run to help spread out events.

Fitting Jack Warr's Mains Housings With Nissan Bearings.

Jack Warr's conversion from White metal mains bearings to retro fitted housings and Nissan bearings is as innovative and adventurous an engineering project that I have ever seen. Albeit it needs to be admitted that I hardly know anything about engineering, little about engine modifications and even less about bearing housings. But, I do like to learn and to exchange knowledge about all things Riley so this story is about how Jack Warr's innovation was fitted into the engine of George, a 1949 2 ½. At the outset it needs to be said that the mains housings that have been fitted to George were the white metal/brass cut out prototypes to the all steel ones. The fitting process is the same except that there is slightly more fiddling involved in the all steel housings. It also needs to be said that the pictures accompanying this article were taken of Jack's steel shells with the block that I will use for Albert, my current project, a 1950 RMD. Hopefully other people who have used Jack's mains housings will also share their experience so that future Riley engine builders can benefit from our combined experience.

Jack's bearing housings.

George Chilton in Woolloongabba did the machining on the block, crank and big ends and I remember distinctly that he removed the sump plugs and cleaned out the oil galleries on the crankshaft. He also fitted hardened valve seats into the head. And although this is a digression from the subject he also ground the crankshaft to accept Bedford Truck 6B 2310 slipper shells for the big end journals. This may have been a mistake on my behalf as you can't get these Bedford Truck big end bearings in Australia anymore. However, if you belong to the English RM club, you can get them from their spare parts officer, David Marsden. So, if you are considering rebuilding an engine a better proposition perhaps is using International Truck 6B 2001 shells in + 10, +20 and +30s as these are readily available through Ian Henderson, the Qld Club spare parts officer or, if he has not got them, from Paul Baee, the NSW spare parts officer.
The first step taken after having the crank shaft machined to accept the Nissan main bearings was to fit the bottom halves of the mains housings. The oil ports may not exactly coincide with the hole in the bearing housing so this may need a little adjustment with a file. Another issue raised by Paul Baee, spare parts officer of the NSW club is that if you look carefully at the cut outs for the tabs on the steel bearing housings you will notice that the cut outs on the bottom and top housings both face against the direction of rotation of the engine. With the white metal housing the bottom cut out faces against the direction of rotation and the top housing faces the opposite direction in case of a backfire. It may be worth making another cut out so that the top bearing can face the opposite direction.

Bearing housing over the oil port

Bearing tabs against engine rotation.

Having noticed this, the Nissan shells were then compared with the housings and a hole was bored through the shells so that they fitted over the oil ports. Because the shells are undersize there was no need to be concerned about the oil ports interfering with the crankshaft so these were left alone. Careful notice was taken to make sure that the bearing fitted exactly over the oil port so that the bearings were not distorted when the mains bolts were tightened. An advantage with this conversion is that with the oil port sitting proud of the bearing housing and just above the outside surface of the bearing itself, it has an extra anchor to keep the bearing in position on the housing.

The Nissan bearings in position over the inner bearing housings.

After boring the holes to accommodate the oil ports a conversation about the new oiling holes arose with Ken Lonie, president of the Queensland Riley Club. He pointed out that ideally the bored holes in a bearing should be chamfered to allow the oil to spread out over the bearing. However, if you look at the original white metal bearing it does not have a chamfer but there is a groove running around the centre of the bearing. And, if you look at the Nissan bearing pictured below you can see the chamfer on the original lubrication holes as well as a groove running around the bearing. If there is no chamfer in a bearing lubrication hole there is a significant possibility, said Ken, that the vertical edges of a newly bored hole will scrape the crankshaft preventing the oil from passing out of the hole onto the bearing. In this instance, however, my expectation is that because the Nissan bearings have a groove cut along their centre like the original white metal bearings it will allow the oil to circumnavigate the bearing and spread over the bearing surface. Time will tell if the centre groove will do the job but it is worth taking Ken's advice by putting in the chamfer on the new oil aperture just to be sure to be sure.

The Nissan bearing with its new oil hole and the chamfered edge on the original oil holes with central groove.

After placing the bearing housing and Nissan bearing in place a straight edge was placed over the bearings to determine whether they were in exact alignment. The reasoning behind this is that Mr Riley was not as concerned as you and me about the alignment of the bearing housings because the white metal bearings were line bored making the alignment for the crankshaft exact. With Jack's conversion it was possible in my mind that the mains housings might need to be shimmed to produce the alignment required to replicate the original alignment produced by line boring. I just don't know enough about the possible differences between Riley engines to say they will always be like this or like that so the possibility of variations motivated me to use the straight edge and shim to get an exact alignment.

Straight edge over the bearings

The rest of the procedure is the same as with all rebuilds; the top bearing is fitted into the mains journal and the journal is torqued down to the recommended tolerance. Not mentioned previously was my liberal use of assembly lubrication grease and oil during the assembly of the mains bearings. After that, a vessel containing oil under air pressure was attached to the oil filter inlet banjo and the valve was opened to release oil through the filter into the mains and the crankshaft to observe the oil flow. After satisfying myself that oil was flowing onto the mains bearings and through the crankshaft to the big ends, the big end bearings were attached and torqued. The sump was then fitted, the engine turned over so that it was right side up and using the pressured oiling vessel the oil pump was filled with oil and the external oil pipes refitted.

After that the engine was reunited with its gearbox and it was installed into George. Then, with the encouragement of Ken Lonie who strongly advocated the use of the pressured oiling vessel to prime the bearings, the oil vessel was re-attached to the oil filter inlet and oil was delivered to the mains and big ends while the engine was started. Even with a bucket under the engine the oil pump not only delivered oil into the bucket but also down the outside of the engine and onto the floor and the outcome was oily hands and tools and garage floor. But better to be sure to be sure than to be sad and sadder; everything from mains to tappets and garage floor, tools and amateur mechanic were well lubricated but the amateur mechanic was happy and expectant of a long life from the engine. The oil pipes were then refitted and the engine started again. The oil release valve was then adjusted, burning my wrist and the valve was set to produce 40 PSI at 35 MPH. Thank you to Ken and Paul for their engineering consultations. It was just at the right price.

Oiling vessel attached to the filter inlet.

End note: The engine is running beautifully, the minor oil leaks are being traced and the ignition timing may or may not be close to correct. So far an amazing 60 miles has been clocked up on the new engine and when it has completed the 500 miles of 'running in' he will be up for weekend Riley Club outings.

Phil Wyllie

Mystery Bolt Riddle Solved

When building the engine for George it was discovered that there was a missing bolt behind the oil filter through which oil leaked. A question was posted on the English RM forum asking what the bolt was for. Barry Hyam responded. He wrote, 'Philip, this is no ordinary bolt. It is a set screw with a reduced diameter tip which is designed to locate in the wall of the centre camshaft bronze bearing. The bearing position is quite critical in the block, hence the use of this locator. Worth checking is the insertion depth of your set screw to ensure that it engages into the bronze bearing and that it does not protrude too far *so that* it interferes with the camshaft itself.'

So there you are, the oil leak was fixed by fitting another bolt of the same shape and length and the bronze bush was secured in its place. On further investigation a similar bolt is located on the other side of the engine to secure the exhaust side camshaft bush. Mystery solved.

Phil Wyllie

THE 2015 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Alan Hill	07 3289 1063 alshe@bigpond.com
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
CLUB CAPTAIN:	Sheila Hill	07 3289 1063 realsheila@bigpond.com
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 ian.wil@hendoco.com
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0412 071 903
REGISTRAR:	Di Phillips	0732813807 diannephillips1@optusnet.com.au
EDITOR:	Bill Short	07 3886 7236 williamshort@aapt.net.au
WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR	Bill White	07 3289 4282 thewhitehouse7@bigpond.com.au

Riley Register

Dear Members

Information for the register update has slowed significantly. If you have room in the next Torque Tube I would appreciate you putting the form in again with my plea.

Many thanks

Di P

Please use a separate form for each of your cars.

Information for Riley Register

Owner:..... Address:.....

Model:..... Year:..... Chassis #:.....

Engine #:..... Body Type::..... Colour:.....

Registration:..... Condition:.....

Year Acquired:..... Purchased From:.....

Comments re Car:.....

Have you disposed of any other Riley in past 5 years:.....

Details;.....

.....

Thank you for your help in maintaining our Riley Register

Please email or post completed form to diannephillips1@optusnet.com.au or 34 Blackwood Street East Ipswich Qld 4305

RILEY CLUB SPARE PARTS SHED UPDATE

All of the paperwork required by Council has now been submitted. "The paperwork covers our plan to build the shed on the same 'licence' as the Samford Men's Shed under a sublease to the lease between Council and the Men's Shed adjoining the Samford Showgrounds, with appropriate access and ample parking.

The paperwork also includes the various submissions for funding our shed project from Moreton Council.

Pre-payments of Club Membership Subscriptions:

To help fund our Club shed, the Committee has been authorised at the last OGM to now ask and invite Club Members to pay their future membership subscriptions in advance.

This advance payment is of course not compulsory, but it would be very helpful to achieve the extra things like power and water at the time of construction.

We are asking Club Members to consider this request now, as we hope to lay the concrete slab in the near future.

We have included a form (below) which can be copied or cut out and then filled in.

We will of course accept any number of years' worth of advance subscriptions, and we hope that some Members will consider a five (5) or ten (10) year subscription in advance.

Subscriptions pre-paid now will cover the years beginning January 2016 at the new approved rate of $50.00 per year. With advance subscriptions, you will be automatically hedged against future subscription increases as and when they occur.

As a further inducement for you to participate, the partner or spouse associate membership will be kept at $10.00 per year for whatever advance period is selected. General associate membership subscriptions will increase to $15.00 from January 2016 if paid on the old yearly basis.

The Riley Club sub-committee for THE SPARE PARTS SHED commend this plan to you.

The RileyMotor Club Clubhouse Prepayment Form

MEMBERS NAME _____
ADDRESS _____
ASSOCIATE MEMBER'S NAME _____
NUMBER OF YEARS PREPAID (e.g. 10, Ten) _____
TOTAL AMOUNT TENDERED HEREWITH: **$** _____
Cheques and Money Orders Payable to RILEY MOTOR CLUB (QLD) INC.
Direct Bank Deposit (the safest, simplest way!) From your computer or your bank, ENTER: Name, 'Shed Advance 5' (5 years) or 'Shed Advance 10' (10 years) **Bank of Queensland: RILEY MOTOR CLUB QLD INC. BSB 124001, Account 10010987**

NB:
Our SHED CO-ORDINATOR, **Bill White** (ph.07 3289 4282
Email: thewhitehouse7@bigpond.com.au) advises that the Club will maintain this Bank of Qld account until the pre-payments are in and the shed is underway.

Other Events

"LET'S HAVE A BALL" AT AUTORAMA 2015

14th AND 15th NOVEMBER 2014

ENTRIES WILL NOT BE ACCEPTED AFTER OCT. 31st

LIMITED TO 100 ENTRIES – GET IN ASAP

Please note Times are AEST (QLD)

SAT. 14th Registration from 8:00 a.m.

Registration and morning tea at the **GOLD COAST ANTIQUE AUTO CLUBROOMS 238 Mudgeeraba Rd**

Directly Opp Milky Way UBD Map REF 47/R19

RALLY to commence at 10:30

TUGUN BOWLS & COMMUNITY CLUB (Kaleena Street, Tugun) IS THE VENUE FOR THE "LETS HAVE A BALL" DINNER 6:00pm FOR 6:30pm.

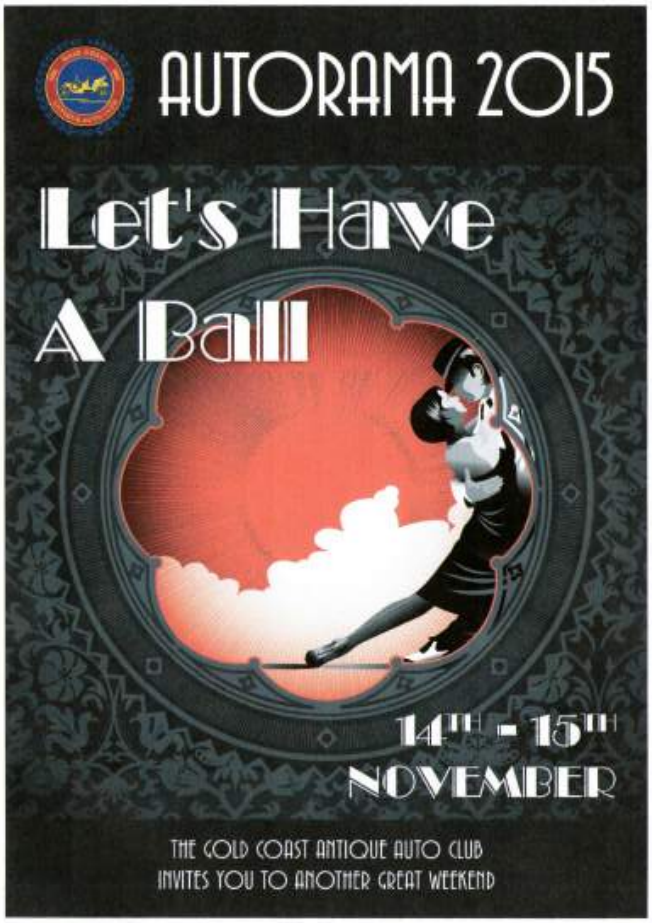
SUN. 15th 8:30 Static Display and judging of cars

Cars park in Don Paxton Park, Station St TUGUN

Morning tea from 9:00 at the Bowls & Community Club

10:00 RALLY COMMENCES

12:00 Fabulous GOURMET lunch, presentations and farewell at the Tugun Bowls & Community Club



ENTRY FORM – **N.B. Vehicles must be at least 30 yrs old**

NAME.....Co-Pilot.....

ADDRESS.....

Post code.....Phone.....

Email.....

Names of additional adults.....

Any dietary needs.....Seafood OK? .....

Home club.....

Vehicle make.....Model.....Year.....

Registration no.....Body type.....

ENTRY FEE PER CAR.....$25

SAT. Morn T and lunch, No of adults @ $12.....$_____

No. of children (under 10) ½ price of above.....$_____

SAT NIGHT Dinner No. of adults @ $22.....$_____

No. of children @ $10.....$_____

SUN Morn T & Presentation Lunch No of adults @ $25.....$_____

No. of children @ $12.....$_____

TOTAL_____$_____

I will not hold the GCAAC Inc. Members responsible for any loss, damage or injury during AUTORAMA 2014

SIGNATURE..... *Date*.....

In 2014 we had "Swinging Sixties"

THIS YEAR WE'LL BE "LET'S HAVE A BALL"

LADIES CAN FROCK UP & THE BOYS CAN SUIT UP

For more information - David Mitchell on 0755771787
OR www.gcaac.com.au
Send completed entry form to:-

GCAAC PO Box 228 Mudgeeraba Qld 4213 before **closing date Oct. 31st** with **CHQ** or MONEY ORDER made out to " GCAAC AUTORAMA " or **Direct Debit** BSB 064486 A/c 10102026 **Don't forget your NAME !**

ACCOMMODATION

At the southern end of the Gold Coast you have many choices, most have undercover parking and are self-contained

Our Recommendation is The Golden Riviera Beach Resort right on the beach behind the Tugun Tavern. If you share a 2 bedroom 2 bathroom unit with another couple it works out as cheap as a motel and you can WALK to the Bowls Club. PLS Note Min 2 Night Stay- Contact reservations@goldenriviera.com.au or 07 55259 800

Others not far away : Gold Coast Airport Hotel 55 366244 Bilinga Beachfront Motel 55341241/ Pelican Sands55347744

HOW TO FIND DON PAXTON PARK/TUGUN BOWLS CLUB UBD-Map 71/F11 Corner Atkin&Station Streets

Want to showcase your pride and joy?

Whether you own a vintage, classic or late model German vehicle, join us for Autofest at the Brisbane Showgrounds during Oktoberfest Brisbane 2015.

Oktoberfest
BRISBANE
9-11 & 16-18 OKT 2015

Brisbane Showgrounds
Entry via Gregory Terrace

Join the elite club of Brisbane's German car aficionados at this exclusive event, and introduce festival goers to the superior world of automotive engineering, innovation and luxury.
Registration for your vehicle is free and you receive up to four free festival entry passes on the day for being a successfully pre-registered vehicle owner.

Submissions for registration close 13 Oktober 2015, for the Autofest event on Sunday 18 Oktober 2015.
To receive an information pack, please email Antony at autofest@OktoberfestBrisbane.com.au

OktoberfestBrisbane.com.au
#OktoberfestBrisbane
#Autofest

Bundaberg Vintage Vehicle Club Inc.

Canefields' Classic Rally – 3rd, 4th and 5th October, 2015

Entrant: _____ _____
First Name Surname

Entrant's Partner: _____ _____
First Name Surname

Address: _____ Postcode: _____

Phone: _____ Mobile: _____ ICE: _____
In case of Emergency

Vehicle: _____ Model: _____ Year: _____

Rego: _____ Club: _____
Please spell out Abbreviated Club Name

Registration and morning tea at Bundaberg Recreational Precinct, Kendalls Road, Bundaberg between 9.00 a.m. and 1.00 p.m. Saturday 3 October
Afternoon run commences at 1.00 p.m. sharp.

Number of Adults ( ) | Number of Children 5 to 12 Years ( )

Saturday Lunch	Number	Cost Each	Sub Total	Dietary Requirements: (e.g. gluten free or allergies)
Adult (sausage		$2.00	$_____	
Child sizzle)		$2.00	$_____	
Saturday Dinner				
Adult		$32.00	$_____	
Child		$12.50	$_____	
Sunday Lunch				
Adult (hamburger)		$8.00	$_____	
Child		$8.00	$_____	
Sunday Dinner				
Adult		$34.00	$_____	
Child		$17.00	$_____	
Hinkler Hall of Aviation		$10.00	$_____	
Vehicle Nomination Fee		$45.00	$_____	
Total			$	

Please indicate below your method of payment
I enclose cheque/money order payable to Bundaberg Vintage Vehicle Club Inc ☐
or I have direct deposited to Auswide Bank Account – Bundaberg Vintage Vehicle Club Inc. BSB 645-646 Account Number 2564513 (please show surname and Canefields in reference) ☐

Entries may be posted to the BVVC Inc., PO Box 1420, Bundaberg Qld 4670
or **emailed to Secretary BVVC Inc., secretary.bundabergvehicleclub@gmail.com**

Indemnity: The vehicle which I shall bring to this event is legally registered for such an event. I agree that the BVVC inc and associated organisations in this event will in no way be responsible for the loss or damage to the vehicle parts or accessories or personal effects. The entrant and passengers hereby waive the right of action at law against the committee

Signed: _____ Date: _____

Entries to be received by 11 September 2015

Gold Coast Antique Auto Club AUTORAMA

Location: Gold Coast Antique Auto Clubhouse MUDGEERABA and Don Paxton Park, Station St, TUGUN, QLD

14TH – 15TH November 2015 SAT 14TH 8:00am Registration and Morning tea at the Clubhouse .Rally to commence at 10:30. Lunch will be at the Tumbulgum School. Dinner 6:00 for 6:30pm. at Tugun Bowls and Community Club Sunday 15TH 8:30 Static Display and judging Morning tea from 9:00am at the Tugun Bowls and Community Club{adjacent to the Park}

10:00am RALLY COMMENCES 12:00 Fabulous GOURMET Lunch at the Tugun Bowls and Community Club.

For further information phone John Talbot on 0755789972 or

email autorama.gcaac@gmail.com Website www.gcaac.com.au

Lockyer Antique Motor Assoc Inc
Invites you to attend the
23rd L.A.M.A. Rally
October 3rd & 4th 2015

Book in from 8 am Saturday
At Gatton Historical Village
Morning tea provided
Ready for 9.30 start
Rally ends after lunch Sunday at Prenzlau

Contact Kath Williams 0447332949
Email kathryn.williams2@bigpond.com
Matthew Ware 0754623136

Cut here.....

Entry Form (**RSVP 18th September 2015**).

Entrants name .....
Address .....
.....Post Code.....
Make/Model of car .....
Phone .....Mobile.....
Email .....

Costs Entry fee (per vehicle) $ 10
Per Adult (include meals required) $.....
Per child (under 14) $50 or $25 each day $.....
Total .....
.....

Return with payment to :- Lockyer Antique Motor Assoc
PO Box 512, Gatton Qld 4343
Cheques payable to Lockyer Antique Motor Assoc
Bank transfers to BSB 064413 A/C 10012860

Accommodation
Gatton University 0754601489
Gatton View Motel 0754621072
Gatton Motel 0754 621333
Camping available at
Historical Village Gatton

Meal prices	Adults	Children
Saturday Lunch $13		
Dinner $22 @ Uni		
Sunday Breakfast $12 @ Uni		
Morning Tea $10		
Lunch $13		

Mini Gymkhana Day 26/7/2015

9.30am saw 18 cars arrive in Samford for Morning Tea followed by a run up to the Showgrounds to view the proposed site of our future Shed.

8 Rileys, 4 MGs, and an early Chev Sedan prepared to battle it out with 5 “Moderns”

The first Test was the two turns of wheel where Di Phillips refused to let me lean out and watch the wheel spinner on the Lynx, followed swiftly by the garage test craftily hidden round the corner. No three was the drive up to the gate, where Brian Jackson forgot that his Citroen is MUCH wider than an RMB, and finaly to the balance beam where the modern cars seemed to find it just as hard as the real cars did.

Best performances were

Wheel Rotation
0 points lost Di Phillips MX5 Simon Schoonveldt Elf Alan Hill Lynx
Mathew Schoonveldt Nine
Garage Test
2 points lost Michael Ferguson Chevrolet
Drive to gate
7 points lost Ken Lonie RMB
Balance Beam
2 points lost Mark Baldock RMB

Overall Winner was Ken Lonie in his RMB, with a loss of 34 points, closely followed by visitor Jerry Dietrich MG midget on 37 points.

We followed up with a BBQ lunch which seemed to go down well with much praise for Sheila’s home made Burgers. We made a profit for the Club of $ 190 on the lunch, and about $80 on the raffle of the bottle of wine donated by Bill White.

Many thanks to the helpers on the day, next year may see us out at the showground !!!

Alan Hill

What a distributor really does.

This article is a general view and hands on experience to help understand the distributor operation and enhance your cars performance and your driving pleasure.

There is much more to a proper working distributor than anyone talks about or takes the time to explain. Many of the best mechanics are unaware of all the functions and their importance.
Lucas manufactured hundreds of different distributors that appear the same from the outside, but are not. Distributors have a specific advance curve throughout the RPMs, total limited mechanical advance and hundreds of vacuum advance specs for each type of vehicle, depending on engine size, type of head, cam, carburetors etc.
Over time, mechanical and vacuum advance stop operating properly resulting in loss of performance, excess heat and poor mileage. This often leads to unnecessary expensive upgrades and repairs to the cooling system and can result in engine damage. It's important to understand a well-tuned distributor specific to your car is the key to a great running engine.
Because distributors are so different in operating, there is not a one distributor fits all.
Many of the new replacements “one fits all” distributors advance at random specs and have a generic vacuum advance. Any improvement with one of these new replacement distributors usually indicates how poor the condition your original distributor was in.
So called performance distributors without vacuum advance may benefit performance on the race track where your wide open and off the throttle constantly but do little to improve mileage, cooling and performance with a car driven normally on public roads. With road cars not race cars, vacuum advance maintains complete full fuel burn when not under load. If we assume more than 95% of our driving pleasure is not under load, up to speed, vacuum advance has a important function.
You need a distributor machine to properly service your distributor.
Yes you need to check that all parts are free to move, lubricated, have the proper clearance, the point plate has a good ground and vacuum advance operates properly to code. It's not only important that the mechanical advance mechanism just moves, but that it advances at the appropriate RPMs.
Most distributors that have free advance movement, over time becomes out of advance spec.
What the distributor really does, is control the flame speed for maximum power by load, rpm and fuel mixture. The distributor times and controls ignition BTDC mainly under three conditions for maximum power. The most important is the advance curve and vacuum advance.
Most distributors like the MG, Triumph, Healey and Jaguar DM, 22D and 25D have 3 functions. This relates to all Lucas distributors with vacuum advance.
1- The distributor times spark to each cylinder evenly, starting from where the initial timing point is set, static or at idle. Example of initial advance; Timing may be set 12degrees BTDC to start.
2- Mechanical advance controls additional needed spark as the engine rpms increase throughout the rpms to maintain complete full burn of the fuel charge when the piston reaches its maximum power potential of 20 degrees ATDC under load. This is under load when the air/fuel mixture of 14 to 1, has a flame speed of 16.5 ms. The fuel mixture is leaner and slower to burn when not under load. This is why you can hear pinging or engine knock under load and don't when the throttle is backed off.
If you think about it, you really spend very little time under load. Most miles driven are up to speed under light load.
Mechanical advance is performed by weights and springs in the distributor body. As the distributor spins faster, centrifugal force pushes spring loaded weights towards the outsides advancing the point cam and spark to the cylinders. Each distributor has specific springs and weights to control the amount of advance at a particular rpm and the amount of total advance.

Looking at the MGA distributor 40510, the Lucas advance spec calls for,
.5 to 2.5 degrees @ 300 distributor RPM *1 to 5 degrees @ 600* ***engine RPM***
6 to 8 degrees @ 650 distributor RPM *12 to 16 degrees @ 1300* ***engine RPM***
11 to 13 degrees @ 1500 distributor RPM *22 to 26 degrees @ 3000* ***engine RPM***
The initial timing, static or at idle depending on the year may have been 6, 8 or 10 degrees.
Keep in mind, the distributor turns half the speed of the crank therefor distributor advance is 2 X at the crankshaft. Initial timing starts at the crank.
With the above distributor advance spec,
Static timing of 6 degrees BTDC @ 600 engine RPM 7 to 11 degrees BTDC
@ 1300 engine RPM 18 to 22 degrees BTDC
@ 3000 engine RPM 28 to 32 degrees BTDC
Static timing of 8 degrees BTDC @ 600 engine RPM 9 to 13 degrees BTDC
@ 1300 engine RPM 20 to 24 degrees BTDC
@ 3000 engine RPM 30 to 34 degrees BTDC
Static timing of 10 degrees BTDC @ 600 engine RPM 11 to 15 degrees BTDC
@ 1300 engine RPM 22 to 26 degrees BTDC
@ 3000 engine RPM 32 to 36 degrees BTDC

In the real world 12 to 14 degrees BTDC at idle maintains a lower combustion temperature and usually makes a difference in water temperature when sitting in traffic. When we consider we usually set the initial timing, static or at idle around 12 to 14 degrees BTDC to start, we end up with timing at or around
12 to 17 at idle, 24 to 28 at 1300 RPM and 34 to 38 at 3000 RPM
With a good original distributor properly advancing to OE spec, this OE spec is far too much advance using modern fuels. By now most every distributor from age over advance from weak springs. These early advance specs relied on the unstable low speed mechanical advance at or around idle. It is much simpler and more reliable to start the initial timing at 12 BTDC, re-curve the distributor to start the advance after idle for an efficient full fuel burn throughout the rpms and limit the total advance at the upper RPM range. Note many distributor can have as much as 14 to 18 degrees mechanical advance, over advancing a additional 6 to 14 degrees at the crank.
Most MG, Triumph, Healey and Jaguars we do this to, show a drop in water temperature around 10 degrees. Cars that run around 212 may drop as much a 15 to 20 degrees depending on the condition of the engine and cooling system.
Under load conditions and with modern fuels we generally don't need any more than around 32 degrees BTDC total advanced timing at or around 3600 crank rpms or we risk pre-ignition and a lot of extra pressure on the crank and bearings. It's almost a sure bet because of weak aged springs, your distributor is advancing at a much earlier rpm than the original spec. With today's faster burning fuel your distributor advance should more likely be re-curved to around 5 distributor degrees BTDC around 2400 engine rpms with around 10 distributor degrees BTDC maximum advance around 3600 engine rpm. Now consider initial static or idle timing at or around 12 degrees BTDC. Total advance would be what many consider good ideal timing of 22 degrees BTDC @ 2400 rpms and total advance of 32 degrees BTDC @ 3600 rpms at the crank. Depending on the vehicle maximum distributor advance may be between 9 to 13 degrees.
Because of modern fuels this applies to just about every British engine no matter what year with a little tweaking depending on the car. A totally reconditioned distributor, re-curved for modern fuels, complete new point plate assembly with a new OE vacuum unit cost under $200. Less if your vacuum unit is restored in place of a new one. This is one of the less expensive restoration items that gives the most driving pleasures and a ads longevity and new life to your engine.

3- V**acuum advance unit.** Most over looked or disregarded!

Vacuum advance maintains and regulates by load and rpms additional ignition timing over and above mechanical advance when the fuel mixture is leaner and slower to burn. Most people do not realize the importance of vacuum advance. Personally I figure over 95% or more of my driving is up to speed and cruising where vacuum advance has a significant difference in performance, mileage and the cooling system. Mechanical advance may control the richer ideal full fuel burn under load at the pistons full power potential at 20 degrees ATDC but as soon as the throttle is starting to back off and/or at increased rpms, the fuel becomes leaner and slower to burn. The MGA and most MGBs call for an additional 10 degrees distributor vacuum advance. Vacuum is regulated by load and rpm, adjusting timing from an additional 0 to 20 degrees BTDC at the crank to maintain an efficient slower leaner fuel burn for maximum performance. Over time, age dries or cracks the rubber diaphragm. Early cars like the MGA and cars with ported vacuum on the underside of some early SU carburetors, fuel often makes its way to the vacuum unit and becomes condensed restricting movement. The vacuum unit needs to be removed and checked for accurate movement.

The MGA early 1500 423438 or later 54411301 vacuum units have a advance code of 7 14 10.

Vacuum advance starts at 7 hg vacuum with full advance at 14 hg with 10 degrees advance at the distributor, 20 additional degrees at the crank. Without this additional vacuum advance under light load and/or at high rpms, the flame speed is retarded causing extra heat in the cooling system and loss of performance.

On the MGA, the very early pin link or later spring link movement of .200 should start at 7 hg and reach full movement at 14hg. Any question of the vacuum unit age or accuracy, replace it!

The vacuum advance moves the point plate to advance the timing. Make sure you use the correct screws to hold the condenser and points in place. Long condenser screws will bind the point plate movement. Most all early original DM2P4 distributor LU-**421078** lower point plates “1 screw points” are not cut out for the longer point screw. It can be removed and slotted for clearance. Sometime starting around 1960 the 421078 was manufactured with the full slot.

If you have the early DM2P4 418650 pin link, 2 screw point type plate, there is no room to open the lower plate slot. Short screws need to be used and check the plate moves freely.

Some of the replacement point plates are assembled upside down, have no slot under the longer point screw and have metric threads. Check the point plate rotates freely or the vacuum advance will not advance as needed under light load or high rpms. Check for excess play. If the point plate is questionable, replace it. DM2P4 point plates have been unavailable for years. We manufacture new DM, 22D and 25D point plate assembly's complete with points, condenser, lead, red rotor and the correct threaded hardware with a 1 inch center bearing.

Power and performance is lost if anyone of the distributor functions are out of spec or not operating properly.

It helps to understand how power is developed in the petrol piston engine.

Most people do not realize pistons do not rotate. Pistons only travel up and down. The crank rotates with 4 connecting rods off center, connected to the pistons. As the crank turns the pistons travel from the top to the bottom of the cylinder accelerating in speed until they reach the halfway point up or down, than decelerate as they come to a stop at the top or bottom dead center.

At 1000 rpms, the piston has stopped and changed direction 2000 times speeding up and slowing to a stop 2 times each RPM. The maximum power potential under load or cruising is when the fuel full burn applies pressure when the crank is at 20 degrees ATDC and the piston is just starting to accelerate on its down stroke. The main distributor function is to control and time the flame full burn at the piston 20 degrees ATDC. In the typical gas engine, the ideal air fuel mixture of 14 to 1 has a flame speed of 16.5 m/s and a slower speed as the fuel mixture leans. Leaner mixtures are slower to burn .The flame speed stays the same when under load “richer mixture” as the engine rpms increase.

Therefore spark timing needs to ignite the fuel mixture earlier as the rpms increase to maintain full pressure at the piston 20 degrees ATDC down stroke under load and spark earlier when not under load. Wide open or under load would be considered normal fuel mixture 14 to 1. A leaner and slower fuel mixture would be a light load and/or at high rpms. When the fuel mixture ignites, the burn spreads across the mixture and at the same time building pressure. It does not just explode.

A leaner air/fuel mixture such as cruising under light load and/or high rpms spreads slower.

Maximum power from the engine is produced when the full burn starts to build pressure when the piston just starts the down stroke 20 degrees ATDC.

Ideally the fuel full burn should start to expand just after the piston starts to accelerate at the beginning of the piston power down stroke to apply maximum pressure. If the accelerating flame speed and pressure starts a fraction ahead of the piston 20 degree down stroke, as the piston accelerates, the pressure apples down force. This is ideal for maximum power with a well-tuned distributor mechanical and vacuum advance.

Without vacuum advance, the ignition becomes retarded for the slower leaner burning fuel under high rpms and light load. The accelerating piston speed becomes ahead of the slower full burn accelerating pressure, causing extra heat, wasted fuel and loss of power.

Generally because of the 16.5 m/s delay from ignition to full burn, the function of the distributor is not to just send a spark to each cylinder but to precisely time the spark to maintain maximum full burn pressure at the piston 20 degrees ATDC under all running and fuel mixture conditions . Another consideration is the new fuels are cleaner and more refined, burning quicker than fuels in the 60s. **A common mistake** is to think you restored your distributor because you pulled it apart and cleaned everything so everything looks and seems to operate like new. Without checking the advance rate throughout the rpms, advance limit and vacuum unit on a distributor machine, it's only pot luck if it's close. 99% of the distributors we check are over advancing at the least. Testing on a distributor machine will also tell you if the shaft is bent or warn, the advance mechanism is sticking. The shaft and point cam need to be checked for excess play.

I would say the #1 biggest mistake when you are looking for maximum performance and reliability is to believe that restoring your distributor to original spec will give you power and performance.

Many 1968 and later distributor are set up for emissions. This has nothing to do with performance and many times contributed to excess heat, poor performance and mileage.

Some examples are, th**e 1969 and later Jaguar.** First the 8 degree vacuum advance was eliminated with a vacuum blank than to a 5 degree retard. Total advance went from 9 degrees to as much as 15 degrees. The **1968 to 76 Triumph,** the TR250 had 10 degrees vacuum advance. By the early 1970 the TR6 had a 4 degree retard changed to a 7 degree retard. During this time most Zenith carburetors were not machined for the proper ported vacuum to operate the vacuum advance. Here at British Vacuum Unit we've made a jig to machine the correct ported vacuum on later Zenith carburetors for little cost. The carburetor can be sent in complete for a quick turnaround. **The 1980-81 TR7** Lucas 41808 distributor had a 6 degree retard. This can easily be changed to an 8 degree advance for quite an improvement in performance.

Setting the timing can easily fool you.

Some examples are,

1- When the distributor mechanical advance has weak springs, you can have pinging at a low rpm as it advances too early. Believing the timing is to far advanced, you tweaking the timing back a little to prevent the pinging. You now run retarded at high rpm.

2- Mechanical advance is frozen or sticking. Setting the timing at idle, no advance at higher rpms.

3- Just because the vacuum unit holds vacuum is not a test. Check the movement at the proper hg. Check the vacuum line and fittings. Check that it's the correct unit for the distributor number and/or car.

Check if it is full of condensed fuel or leaks.

4- Starting around 1969 many later distributor have as much as 18 degrees or more mechanical advance. For emissions reasons, that year the initial timing spec may call for close to TDC. As the distributor increase in rpms the mechanical advance would correct the retarded timing. Advancing the timing so your car runs good at idle or low rpms would over advance the timing at higher rpms. This usually does piston and ring damage and more.

5- Also many 1969 and later distributors have limited vacuum advance for emissions only.

Early MGBs had 10 vacuum advance. The 1969 MGB distributor 41220 had only 6 degrees vacuum advance with a poor 16 degrees mechanical advance. The 1971 MGB 41339 had only 5 degrees vacuum advance but had a good advance curve of 9-10 total advance @ 3800 engine rpm.

Just about all the MGBs would run supper if they all had close to the 41339 mechanical advance with a 5 13 10 vacuum advance. With today fuel we would tweak the mid-range advance up in rpms a little.

6- Distributors are not interchangeable. Most have unique advance curves and different vacuum unit advance specs. We so often find the wrong distributor has been installed.

7- Check for the correct type of ported or manifold vacuum advance unit. Out of the hundreds of different vacuum units there are specific units for ported and manifold vacuum advance. The wrong vacuum unit and connecting it to the wrong vacuum source can and most likely cause expensive problems over time and have a major effect on performance. Ported vacuum is at the edge of the butterfly towards the air filter, has no vacuum at idle. Manifold vacuum is vacuum, is on the manifold between the carburetors and engine and has high vacuum at idle.

From the 1970s on many British cars with the Zenith carburetors did not have ported vacuum.

We can machine the correct ported vacuum. Most distributor mechanical advance over advanced with as much as 18 degrees. We re-curve and limit mechanical advance for early spec performance and convert to vacuum advance.

Tips on ignition, if you are having problems burning points or condensers check the coil.

Coils below 3 ohms over heat and burn points. I try to use pure 12 volt 3.3 ohm coils. Most OE coils are 3 ohms and some new types are 2.7

Most replacement 12 volt coils are resistor types with 1.5 ohms. Resistor coils without a ballast resistor will cook the points. Pure 12 volt coils like the ones used on most British cars up to 1974 should have between 3 & 3.3 ohms. Around 1971 *some* British cars used the resistor system. With the resistor system you should check that you have around 6 to 7 volts at the coil and the coil should have around 1.5 ohms. In real life the 12 volt resistor coil is really a 6 volt coil. With the key on, the hot wire to the coil should show 6 to 7 volts.

Remove the point plate if you have a DM2P4 Lucas distributor and check that the plate can rotate with the longer point screw. It will fit but early point plates are not cut for the longer screw. This will lock the vacuum advance.

If you think your car runs good now, often you can gain as much as 20% improvement in performance having the distributor properly rebuilt with a new vacuum advance.

Hope this helps, Rob

We restore, rebuild, re-curve and set up Lucas distributors and vacuum advance for performance.

Manufacture new OE Lucas vacuum units and DM4, 22D6, 25D4 and 25D6 point plates.

Machine Zenith carburetors for ported vacuum.

British Vacuum Unit

Canterbury, N.H. 03224

603-731-1788

603-783-0566

britishvacuumunit@isp.com britishvacuumunit.com