



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

November 2010



Photograph © Peter Schell

Next Meeting: 8:00 pm Thursday, 11th November
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 Car Club, West End Thursday, 14 October 2010

Meeting opened by President Simon Schooneveldt at 8.10pm with 18 members and guests present.

Apologies: Lyn & Brian Jackson, Helga Schooneveldt, Del Thomson, John & Eve Romer, Jack Warr, Graham Mackay, Wendy Judd, Pat & Betty Elliott, Dick & Earla Self.

Minutes from previous meeting:

Moved, Ross Phillips, seconded by Sheila Hill, that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Letter from Brisbane Sporting Car Club advising of sale of building;
2. QHMC September General Committee Meeting Minutes;
3. Letter from CAMs, Sport and Club Development;
4. QHMC Information Bulletin (Re: CAMs);
5. Shannons Le Mans French Connection;
6. Invitation to National Motor Museum, South Australia;
7. Copies of Riley Blue Diamond, Riley Gazette, Riley NZ.

Outwards correspondence:

1. Letter to Riley Club Victoria, Re: Club and participant insurance.

Moved by Matthew Schooneveldt seconded by Dorothy Cameron that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report September 2010:

Balance as per Bank Statement, 31 st August 2010		\$1574.24CR
Income		
Membership Fees	\$ 120.00	
Interest	\$ 0.19	
	\$ 120.19	
Deposit of balance of investment A/c in attempt to reduce interest earned to comply with Government Regulations.	<u>\$6,181.57</u> <u>\$6,301.76</u>	\$7,876.00
Expenditure		
Brisbane Sporting Car Club Room Rental August and September 2010	\$ 110.00	
Riley Spares Levy	\$ 415.00	
L.Thomson N/Letter Expenses September 2010	<u>\$ 110.00</u>	
	<u>\$ 635.00</u>	\$7,241.00
Balance as per Bank Statement, 30 th September 2010		\$7,241.00CR

Moved by Ross Phillips behalf that his Report be accepted, seconded Ken Lonie. Carried

Club Captain's Report:

Run this weekend will be as the Newsletter with a run from Wynnum to Redland Bay with lunch at the hotel. November run to be discussed with Ken & Wendy Lonie.

President's Run for January will be announced by Simon Schooneveldt.

Alan Hill working on a run for February for when the Club Captain hands over.

Spare Parts Report:

As Jack and Graham were unable to attend the meeting, Ken Lonie gave a brief run down. Jack has received a shipment of rubber fittings including steering gaiters, clutch and brake rubbers for RM

Rileys, ex Melbourne.

Registrar's report 2010

Matthew advised that he saw the Paul Reed (ex Matthew French) Riley 9 near Toowoomba.

General business:

Linden advised the meeting that the Riley Club Annual and Club Xmas dinner will be held at the Skyline Restaurant, Southbank Institute of Technology (COTAH) on Thursday 16th December commencing 6.00pm. Cost \$40.00 per person. Payment to be made to Linden by 30th November.

Ross Phillips received a wall and desk top calendar for 2011 from a South Australian Printer. Calendars have a variety of cars but no Rileys. Calendars will be raffled at the next meeting.

Alan Hill brought along a tension wrench which has been donated to the club.

Discussion in relation to the paperwork received from CAMS Sport and Club Development letter and the QHMC Information Bulletin in response to the CAMS Letter.

Some discussion on the Beechworth National Riley Rally.

Ray & Bev Burrows and Robin and Barbara Hull will be attending the Maryborough Custodian Rally in Maryborough 29th to 31st October.

Some discussion on engine oils being used by members. Bill Short requested some information regarding woodwork in Riley Roadsters.

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

Meeting closed: 9.12pm.

Next Meetings:

Thursday, 11 November, 2010.

Thursday, 9 December, 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:

The only Riley to run at this year's Speed On Tweed, Pat Marshall-Cormack's 1953 RMA/E (NSW). Peter Schell photograph via John Holmes.

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

The October run saw 17 Club members and a couple of Pommie visitors enjoy beautiful Queensland weather for Morning Tea, followed by a trip around the bayside, and a great lunch at the Redland Bay Hotel.

The November run is a BYO breakfast at Bullocky Rest on Lake Samsonvale. There are plenty of tables and seats, many under cover, and free electric BBQs. We will leave Samford at 8.30 am and arrive at Bullocky Rest at 9.00am. You can either meet here at Samford (let me know if you are), or go direct to the Lake which is on Forgan Rd. which runs from Samsonvale Rd. to Young's Crossing Rd. (UBD map 97 L3.) Turn into the Park, and follow the road to the end of the promontory, with the lake on either side. There are great views, walking tracks, and even fishing if you feel like it!

Next month will bring our year to a close, with the final club meeting, our Xmas run up to Maleny to visit Ken and Wendy Lonie for our traditional Ham Lunch and our Dinner at the Southbank COTAH on Thursday 16th December.

Time to start thinking of positions for next February's AGM, and a new Club Captain with some new ideas !!!

Club Events Program—2010

November	Thursday 11th Weekend 13th/14th Sunday 21st	Club Meeting Historic Noosa Hill Climb Run—BYO Breakfast at Bullocky Rest, Lake Samsonvale, 9:00am. See Club Captain's Report for details.
December	Thursday 9th Sunday 12th Thursday 16th	Club Meeting Run—Day run to Maleny for Ham Lunch Annual/Xmas Dinner—6:00pm at COTAH Southbank. Please RSVP to Linden Thomson ASAP

2011

January	TBA	President's Run
February	Thursday 10th	Annual General Meeting
May	Sunday 15th	Macleans Bridge at Lakeside

Bayside Run:



Line-up at Oyster Point



At Redland Bay Hotel for lunch

Up Tin Can Bay Way:

Our indefatigable Tin Can Bay member, Lois Archer, takes every opportunity to get out in "Mr. Riley". Along with her "best regards to all our Riley mates", she forwarded the following cuttings from local newspaper *Gympie Life* of 16th October:

On the weekend of October 2 and 3, Darryl Lee (of Tin Can Bay's Lee's Fishing) opened his Wallu property to the public for his second annual Lost Arts Heavy Horse Field Days in aid of Angel Flight.

More than 5,000 visitors flocked to experience the many working displays from bygone times and raised about \$40,000 for Angel Flight in the process!

There were demonstrations and displays, market and food stalls, old wares, re-enactments, animal nursery, working dogs, live entertainment, traditional indigenous dancing by the Butchulla people, hay rides, giveaways for the kids and so much more.

Here are some photos of the event but, if you missed it, these are only a small sample of what was on show so don't miss it next year!



Yvonne Rizzo:

Yvonne Rizzo, mother of member Kiara, and widow of the late Arthur Rizzo, was injured as a passenger in a single-car accident several weeks ago. After some time in intensive care, she has progressed sufficiently to be discharged from hospital into the care of her doctor son-in-law. She faces another operation on 8th December. We wish her a speedy and uncomplicated recovery.

Yvonne, like Arthur, has a history as a participant in motor sport having driven for Volkswagen in the 1964 Redex Trial.

One Man's Impressions:

LT

The Autumn 1955 issue (no. 48) of *The Bulletin of the Vintage Sports Car Club* (the U.K. one) contained an article by one "W. G. S. W." recalling his visit to the Olympia Motor Show 21 years previously and his impressions of the vehicles on display in 1934. He seems not to have been much impressed by many of the offerings and his comments are witty and acerbic. Here are some extracts—

Singers had the so-called "Airstream" with bell-crank i.f.s, a car which should have been quite good, but was in actual fact of almost unmitigated beastliness. The Le Mans models were still in production combining a first-class engine with a third-class chassis.

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...Austins had a number of familiar machines; the Heavy Twelve-Four was still in production, with its sturdy old five-bearing engine, developing very few horses, but with good thick legs. There was another Austin Twelve, with six cylinders, which was possibly the worst car ever made....

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Citroën had just produced the first f.w.d. Model, the Twelve, and it really did look almost the same as the 1955 models. Citroën's other cars were the sorts of things we see on a French manure-heap today, as bad as the "traction" was good. D.K.W. proudly advertised the fact that their cars would actually do 50 m.p.h. Do you remember the Graham? It had a sort of reversed vacuum-cleaner on top of the carburettor, driven by string, and if the string broke, the car was said to go much better and use less petrol.

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To show the sort of diseased state into which the motor trade had got in 1934, one had only to visit the Morris stand. Almost everything on show was undesirable: they even had a 10 h.p. car with six cylinders and two carburettors, the internal friction of which was probably the greatest load on the engine, and which did barely 20 m.p.g. They had not yet captured Riley's, who made rather low-geared but well-made vehicles, many of which are still running as well as the day they were made; they included the Nine, the 4-cylinder 1½-litre, and the 6-cylinder, on which chassis was a very small two-seater known as the M.P.H., which atoned partly for its heavy fuel consumption by a rousing performance.

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Jaguars? No, there was no such thing; their predecessor, the S.S., was there with its seven-bearing 6-cylinder engine and a saloon body like a

diseased banana. This was called the "Airline"; don't ask us why.

.....

So we strolled out into the street ... got into our 30/98, and rumbled off home, thinking what a GOOD thing it would be if somebody started a club for people like us, who thought that cars made before the slump in 1930 were better than the things we had just seen — most of them, anyway.

And as it turned out 1934 was the year the VSCC was formed.

"W. G. S. W." was obviously a supporter of "proper" cars, and it is pleasing to note that he had nice things to say about Rileys, while being quite vitriolic about some other, higher profile makes. In fact, in 1957, when VSCC membership was edging up to 3000, N. A-F. (Nigel Arnold-Forster) wrote a survey of cars owned by VSCC members for the Spring issue of the *Bulletin*, based on the membership list and the Club census. Riley was the fifth most numerous make in both counts—59 Vintage and 47 P.V.T. from the membership list, and 138 from the census. More numerous makes from the census were Bentley (284), Rolls-Royce (248), Alvis (183) and Lagonda (151). This perhaps puts Dennis Jenkinson's comments, that Riley owners were the backbone of the "lower income" group of the VSCC membership, in context.

Annual/Xmas Dinner:

Deposit has to be paid by 30th November and final numbers (on which the bill is based) advised one week later. If you are planning on joining us for what has always been a most enjoyable celebration, please advise Linden Thomson promptly.

The Hard Way:

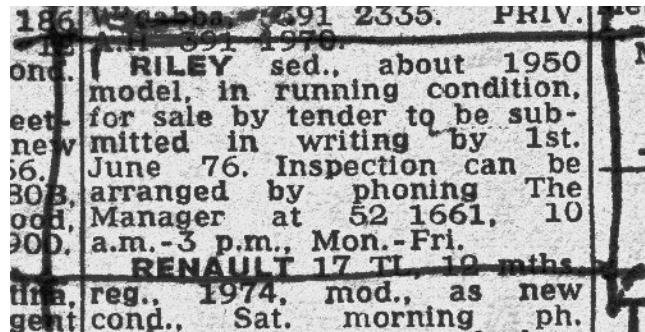
Motors (Badminton Library, 1903) included the following helpful advice—

How to find which Cylinder Misses.—Endeavour first to ascertain which cylinder is the culprit. One method of doing this is to place your hand on each exhaust pipe while the engine is running. You will then get a bad burn from every one except that belonging to the faulty cylinder.

Out of the Past:

LT

This notice appeared in The Courier-Mail in May 1976—



Nostalgia may not be what it used to be, but it's interesting to see a six-digit phone number, on which "The Manager" could be contacted 10 a.m. to 3 p.m. Monday to Friday. Sounds like the old banking hours! And "The Manager" was, in fact, the manager of the ANZ branch at 406 Brunswick Street, Fortitude Valley.

Enquiries revealed that the car was in the ESANDA holding yard at Russell Street, South Brisbane. It had been driven up from Tasmania, had been restored and recently painted, and was still registered. As I was then Club secretary, at the O.G.M. on 25th May I was delegated to inspect the car with a view to submitting a price as a Club purchase. This I did, taking a couple of photos for reference.

These kept resurfacing in the box full of my old Riley photos, so I looked through some other boxes (a.k.a. "archives") and found some more information, including the notes I made at the time:

Silver 2½, Tasmanian number AG-1222, registered until 24/5/1976, engine number B5876, speedo reading 09427.

Stove-in grille and front guards, no headlight lenses, no clock, masking tape around windscreen, temporary windscreen, guards flapping, rear-end prang, no back bumper.

In the car was a receipt from the Tasmania Police, Devonport, dated 27 May 1975, showing that S.A. Britton had paid \$33.48 for "Transfer + Renew Reg M/V AG-1222".

A carbon copy of the hand-written letter (no personal computer or even a typewriter then) sent to the Manager of the Valley branch of the ANZ reads:

31st May, 1976

Dear Sir,

I am authorized, on behalf of the Club, to submit a tender for the purchase of the 1950 (?) Riley 2½-litre saloon currently held in the ESANDA yard, South Brisbane, of One hundred dollars (\$100) as is,

where is.

Having regard to the accident damage to the vehicle, and the state of the structural woodwork in the body frame, considerable expenditure would be involved in restoration of the vehicle, and this is reflected in the amount we are prepared to offer.

Yours faithfully,
(L.D.J. Thomson)
Hon. Sec.

As far as I can recall, we heard no more of the car. Maybe someone remembers what happened to it (Registrar?). We do know however what became of "S.A. Britton"—that's our now member Shirley Ellwood. I hope Shirley doesn't mind being reminded of the loss of what must have been quite a nice car pre-smash.

In case you think the offer of \$100 was a bit mean, at that time Brian Jackson's going rate for a 2½ for restoration or parts was \$50!



What Oil Do You Use?

LT

V-P Bill White raised the issue of choice of oil for our (RM) motors at the last meeting, and some discussion resulted. It was thought a good idea to conduct an informal survey of members about their choice of oil and the reasons for the choice. If anyone would like to forward their response to me, I will collate the answers.



COUNCIL NEWS

(from QHMC Committee Meeting 28th October 2010)

RACQ HMC Rally: RACQ HMC Rally Queens Birthday weekend in June 2011 at Toowoomba will be organised by Darling Downs Veteran and Vintage Motor Club. A more detailed flyer is expected in the near future.

Seat Belt & Child Restraint Laws: This is a further reminder of this important news item: New Queensland Road Rules (QRR) introduced earlier this year. Seat belts and child restraints are in Sections 266 (rules) and 267 (exemptions). Website link:

<http://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TrantOpRURR09.pdf>

Queensland has singled out children aged **7 to under 16** years of age and made it illegal to carry them in any vehicle not fitted with belts. QHMC is advocating for parity with the Australian Road Rules as done in other States. QHMC has commenced representations to the Qld Govt to see reason on the issue. QHMC Information Bulletin No. 1 of 2010 explains the matter in more detail. Plus, South Australia has already given historic club vehicles driven in that State a blanket exemption and QHMC has asked for similar allowances here in Queensland.

No-cost registration for Veterans: A QHMC sub committee is preparing a questionnaire for clubs during the club consultation phase of this project. QHMC will develop a business case advocating for no-cost registration for Veteran vehicles. The sub committee will also consider when and whether a 100 year rolling date might be appropriate for such a scheme. For a meaningful cross section of opinion, QHMC especially needs the input of

clubs and members with pre 1931 vehicles at email secretary@qhmc.org.au

QHMC Rally 2013: Sunshine Coast Antique Car Club will hold its 50th anniversary week-long celebration in conjunction with the QHMC Rally 2013 in June 2013. Please lodge your expression of interest to attend with name, number attending, phone, address and email address to SCACC PO Box 363 Nambour 4562.

Web Update: The events calendar page now shows a separate page for each year's events. All clubs are again asked to notify the Webmaster of all events they want added to the QHMC Events Calendar.

Attracting young people to our movement: We are the custodians of our historic vehicles for only a limited time. We are getting older and we need youth to take over where we leave off. QHMC is seeking information from any of our members who have been involved in taking our older cars into schools so that the younger generation can gain an appreciation of our older cars. By involving them early they will come to feel comfortable with an historic vehicle and then get involved in the hobby at a later time. QHMC would like to hear suggestions for such a proposal either through your delegate or direct by email secretary@qhmc.org.au

QHMC needs a Secretary: Do you have at least basic computer skills? Would you like to volunteer to perform the Secretary role in QHMC. Under Queensland law the QHMC can't continue to operate unless it has a secretary. If you want the QHMC to stay in operation and continue to represent your club then someone from one of our clubs needs to take on the role of QHMC Secretary and attend meetings on the fourth Thursday night of each month. Please call the President on 0411.694072 or write to president@qhmc.org.au

Main Roads Heritage Centre Toowoomba: Now has an 'open days' policy. The Centre currently has nominated 6 & 27 Nov 2010 as open days, with more to follow. See museums link at www.qhmc.org.au

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