



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

August 2008



Trevor & Wendy Judd's RMB at Storey Brook Cottage

Next Meeting: 8:00 pm Thursday, 14th August
Queensland Sporting Car Club
206 Montague Road
West End 4101

Editor: Linden Thomson (07)32696426 0419175083 lindenthomson@optusnet.com.au

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 10th July 2008

Meeting opened by President Alan Hill at 8.05pm with 19 members and guests present.

Apologies: Pat & Betty Elliott, Peter & Bonnie Young, Jack Warr, Graham Mackay, Ken & Wendy Lonie, John & Eve Romer, Brian & Lyn Jackson, Wendy Judd, Jeff Jones, David Schoch and Dick & Earla Self.

Minutes from previous meeting:

Moved, Graham Ellwood and seconded by Dianne Phillips that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Invitation to Highway Thunder, sponsored by Brave Hearts. Starts Bunning's Warehouse Harbour Town and finishes at Yatala Drive in Theatre;
2. Brochure from Old Caves Winery, Stanthorpe;
3. Letter and brochure from Lumley Special Vehicle Insurance;
4. Letter from AVG Computerised Engraving advising they will be unavailable until September 15;
5. Invitation to Old Truck and Machinery Spectacular, Cleveland Showground, 23-24 August 2008;
6. Invitation to "A Very Special Gathering of Minerva Automobiles", Gold Coast Antique Auto Club, Mudgeeraba, 10-12th October 2008;
7. Combined Council Management Meeting Minutes, June 2008;
8. Combined Council Club Events & Swap Meets;
9. Copies of Blue Diamond, Riley Gazette, Riley News Letter WA, Riley Rattles and Riley NZ.

Outwards correspondence:

1. Letter to Paul Doyle thanking him for his assistance in auditing our books;
2. Letter to QCCHVC regarding its request for a response to Department of Transport Issues.

Moved by Gary Britton seconded by Neal Brandt that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report June 2008

Balance as per Bank Statement, 31 st May, 2008			4,244.92
Deposits Made	Transfer of Interest from Investment Account "Rally Account"	\$434.92	
	Direct EFT payment Membership Fees	\$ 35.00	
	Interest	<u>0.50</u>	
		<u>\$470.42</u>	\$4,714.91
Cheques Presented	Newsletter Expenses, May	\$164.25	
	Room Rental June	\$ 55.00	
	Cheque for refund of overpaid M'ship fees	<u>\$ 10.00</u>	
		<u>\$229.25</u>	\$4,485.66
Balance as per Bank Statement, 30 th June 2008			\$4,485.66

Moved by Ross that his report be accepted, seconded Dorothy Cameron. Carried

Club Captain's Report:

Acting on behalf of Club Captain Wendy, Lieutenant Trevor advised that activities were as outlined in the Newsletter. Trevor thanked Alan Hill and Brian Jackson for providing vehicles for the disabled day at Yeronga. He also commiserated with Ross Phillips and Ray Burrows who were unable to assist due to various vehicle problems.

Spare Parts Report:

Nil.

Registrar's report:

Nil.

General business:

Discussion ensued over the meeting time shown on the front of the Newsletter as a 7.30pm start. President worried that new members may turn up at 7.30pm and leave not realizing that the meeting never gets underway before 8.00pm. Editor to change the time on the front cover to show 8.00pm. Alan Hill went on to outline that changing the magneto system to an ignition coil system on the Lynx has not solved the problem as it did not improve its performance. A wasp nest in the fuel system is considered to be suspicious. Bill Short advised that he has fitted a Nissan ignition system to his MG TF. No conversion required as the drive dog fits straight onto the shaft and can be directly fitted to the engine. Bill also spoke about an electronic speedometer which can be calibrated on the road using existing kilometer road checks. Simon Schooneveldt advised his Riley Elf is now registered and on the road. Ray Burrows asked members if they knew of anyone who had a 12 volt starter motor suitable to fit a Q5 Dodge or Plymouth side valve motor. General discussion followed on various topics.

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

Meeting closed: 8.55pm.

Next Meetings:

Thursday, 14 August, 2008.

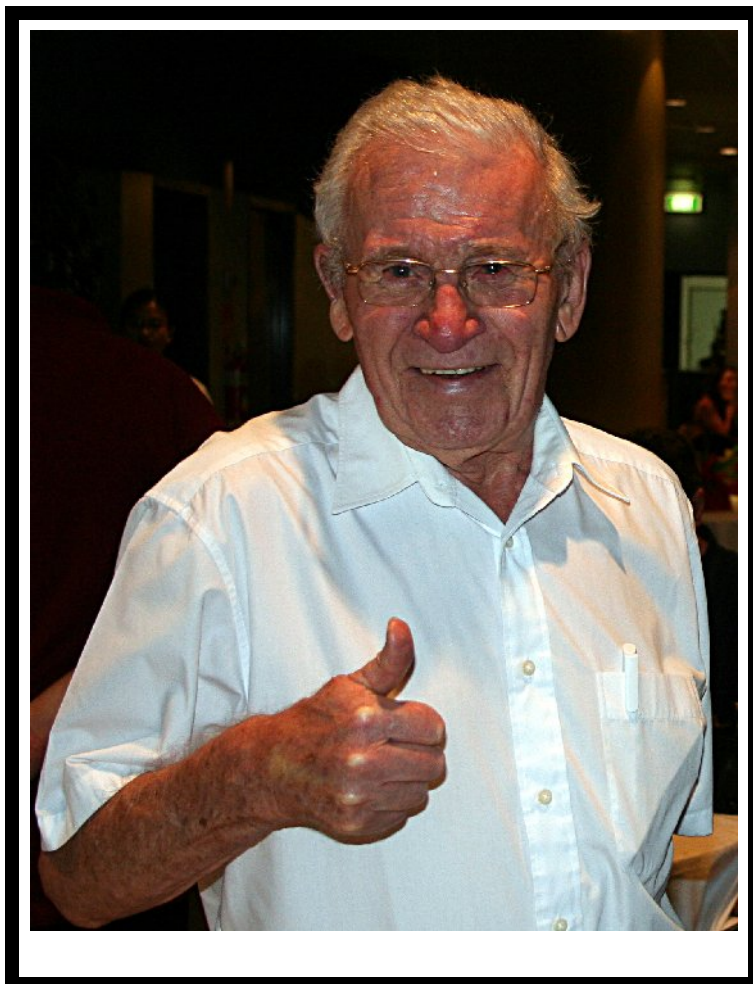
Thursday, 11 September, 2008.

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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

Peter Young
1925–2008



Much-respected Club member Peter Young passed away on 10th July 2008. Peter had been ill since Easter, when he had to cancel his and Bonnie's anticipated trip with the club to the annual rally at Tumut. In typical fashion he and Bonnie had done all the planning and bookings for us!! Peter spent many years in the RN as a Pilot, and retired as a Lieutenant Commander. He had a lasting love of the sea, and competed in the Sydney-Hobart race. He joined the Queensland Riley Club in 1989, although at that stage he was the proud owner of two Alvis, (or is it Alvi?). However after doing the NSW rally to Muswellbrook in his TA 14, he soon saw the light and bought a very nice RMF, to be followed by the purchase of the lovely Norm Evans RMA. Peter and Bonnie threw themselves into contributing to the club, for many years the club spare parts shed was on their land, and in 1996 they were part of the Qld. Contingent to the UK for the combined Riley Centenary Rally. Peter did his stint as Editor of the Torque Tube and Bonnie as Club Captain organized many enjoyable outings. Following the 2000 Rally to Alice Springs, Peter was quite ill with a brain aneurysm, and eventually had to sell his beloved Riley, but still

stayed a dedicated club member, planning our run to WA in 2003, and joining us on the Tour of Tasmania in his modern in 2005. Although not in the best of health, Peter and Bonnie still attended nearly all club nights and functions, and last year were awarded the Club's Con Rod Trophy for the second time. We will miss Peter greatly, and hope that Bonnie will keep up her association with all her friends here in the Qld. Riley Club.

Alan Hill

Club Events Programme:

Wendy Judd



This month there will be another short run, due to cold, dark, short and possibly windy days often experienced at this time of year. Longer runs begin again in September with a northern run up to The Little Morgue Winery, and then to Kin Kin Pub for lunch. More details in next TorqueTube.

August Outing—

SUNDAY 17th meet at **Hogan's Wellington Point Hotel** between 11:15 and 11:30 am for a chat before lunch. There's good food, good variety and reasonably priced. If the weather's fine, there's seating in a sheltered paved area overlooking the water, if not there's comfy seating inside.

UBD Map Reference: 165 B18

It's a modern pub on your right at the corner of Main Road & Waterloo Street as you're driving towards the Point. Turn right into Waterloo Street for parking. Many of the shops are open on Sundays. There's a photo of the Pub in the centre of the UBD map 165.

Diary Dates—

AUGUST

- | | |
|--|---|
| Saturday 23 rd | KANKANYA RALLY + SHOW & SHINE
Pre-1968 vehicles only. Rally begins 1:00pm from Bicentennial Park, Redcliffe, ends about 2:30pm at Scarborough Park where S & S begins. |
| Sunday 24 th | GREAT GATSBY PICNIC
BYO picnic, all vehicles welcome, specific parking provided. Please wear "Gatsby" costume.
Hosted by QVVA Inc, contact Clint Frater 38416373,
cfrater@aapt.net.au |
| Saturday 23 rd —
Sunday 24 th | OLD TRUCKS & MACHINERY SPECTACULAR
Cleveland Showgrounds, Long Street. \$3.00 entry
www.hcvaq.com |

SEPTEMBERSunday 21st**ALL BRITISH DAY**

St Joseph's College Sports Ground, Vivian Street, Tennyson
(Map Ref.: 179 C16) 08:30am—02:00pm.

First 550 display cars (any number of passengers) pay \$15.

Metal souvenir badge on payment. No pre-booking, no dogs

OCTOBERFriday 10th—**MINERVA GATHERING**Sunday 12th

238 Mudgeeraba Road, Mudgeeraba

**Thoughts of including as part of October Riley Club outing.

I'm awaiting more specific info about the Sunday activities.

Saturday 25th—**MARYBOROUGH & DISTRICT ANTIQUE MOTOR CLUB'S**Sunday 26th**4th CUSTODIANS RALLY**

Begins 10:00am Saturday. Entries close 26/09/08.

Postal contact: Custodians Rally, P.O. Box 306, Maryborough
4655. \$25 entry includes badge and rally pack.

Contact Liz Wilson 41252782?? kewilson4@bigpond.com

From Our Tin Can Bay Correspondent:**Lois Archer**

17/07/08: Thought that I'd give you a quick update on Mr. Rileys progress.

Most of the engine is back together after Barry stripped down the head and did a very small valve grind. Barry and I took all we three "old" things for a run out to Wallu on 16 July (11kms. from home) to warm everything up. The radiator was a little blocked so Barry added some cleaning guff before we left so that we could flush the radiator when we got back here; then retension the headgasket and set the tappets. That all went pretty well - must say that I've never experienced so many people waving and gesticulating (we made the drive without the bonnet on and must have looked like a bunch of "gooses" - ah! geese? well, whatever).

Everything is pretty much looking good for next week or so to get us back on the road. Only one slight hiccup right now; we've stripped the thread on a headstud, but a new one has been ordered from the Riley Club (Jack is so amazing) and the stud should arrive here next Thursday. No doubt with Barry as Mr. Rileys mechanic, that small problem will also be overcome. I just cannot believe that the replacement of a headgasket could tame all of those horrible noises that I heard just a couple of weeks ago, and that Mr. Riley didn't sound any noisier without his lid on - even without setting the tappets. For all of my stressing out thinking that there was so much more damage done, I have to say that I'm more than delighted with the outcome so far, and will forever bow to the knowledge of you great mechanics out there.

May I finish by wishing a "goodbye" to Peter Young who passed away on 10th July. Peter was a true Riley enthusiast and a total gentleman who will be sadly

missed by all of us.

28/07/08: Just a really quick update. Mr. Riley is all back together again - he even has his bonnet on!! and once again looks like a lovely car. Right now he is languishing in the garage with a jack under the passenger side draining out all of the rubbish that managed to get into the sump during his operation. His oil filter is off and awaiting the replacement and hopefully within the next couple of days, we will be able to do another test run. I still can't quite get my head around the fact that the car and I have managed to find such a great couple who are as enthusiastic as we are about keeping old vehicles on the road.

I also received a cheque from RACQ for the total sum of the \$75 that I was charged for the tow from the other side of Gympie - I actually didn't ask for a reimbursement; I just sent a letter advising them that I was completely disappointed with the service considering that I had been an "Ultra" member for many years and a holder of a "silver card" - something that you all might like to consider should you ever be placed in the same position. Hopefully we two old things will be back on the road again really soon. Take care and enjoy.

LONG LIVE OLD CARS AND THOSE OF US WHO LOVE THEM.

Flow Control:

LT

Some weeks back, Mike Bramwell dropped in to show me some new carburettor float valves he had just received. These were Grose valves, obtained via John from the U.S. where they are very popular for S.U.-carburettored cars such as Jaguar, M.G., Triumph and so on.

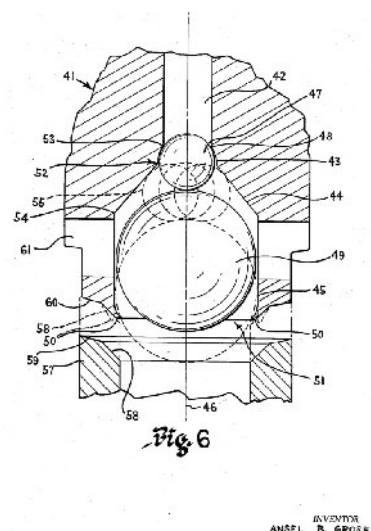


They are claimed to never stick and always seal securely. A Google search revealed some interesting information. On the North American Jaguar Club website www.jcna.com/index.php there is an extremely useful article www.jcna.com/library/tech/tech0006.html by Jim Taylor on S.U. carburettor maintenance and tips. He states "The use of Grose-Jet float valves has done more to improve the reliability of SU carbs than any other single improvement that I am aware of. The double ball design meters well and shuts off tight. The balls rotate in the flow stream so wear patterns are minimized. The balls are retained so they don't fall out on disassembly of the float lid. The only problem I have ever encountered is that the seating

ball will stick shut if left sitting with stale fuel in it for 6 months to a year. But that's not the only place stale fuel causes problems." So they seem to be A Good Thing.

Ansel B. Grose was granted U.S. Patent 3,180,354 for his Fuel Control Valve on 27th April 1965, and this is the type that Mike bought, shown above. Grose obtained four later patents for similar valves of modified form, but the original type is the one in common use. The following diagram from the original patent application shows how it is constructed. Also shown is the upper part of the ball-setting tool used in manufacture. There are six pages of text describing the innovation in and operation of the valve.

There are a number of sites where these valves can be purchased on-line at about US\$10 each plus postage, e.g., www.lbcarco.com/parts/ball-valve-grose-type-sidebowl-386-390.htm . Perhaps we should get some for Spare Parts stock.



When Rileys Were In The News:

LT

I recently acquired a copy of the weekly *The Autocar* of May 16th 1930 (just two weeks shy of ten years before my birth!) and found so many Riley references that it provoked me to write an article based on this issue. I hope you may find it of interest.

The feature articles are descriptions of two "big races"—the Junior Car Club's second Double-Twelve at Brooklands, and the 21st Targa Florio in Italy. There were no Rileys in the latter, but you don't need to read far in the magazine to find mention of Rileys in the Double-Twelve. This race was run in two twelve-hour daylight stages, with a number of handicap classes. Cars had to be in virtual road trim, with an efficient hood, start on the starter motor and carry a passenger/riding mechanic.

Part of the fascination of these old magazines is reading advertisements for long gone makes, petrol and oil brands, and accessories. Not far into this issue, on page 22 of the advertisements (editorial pages were separately numbered consecutively through volumes), is this half-page ad.:

22 THE AUTOCAR.

ADVERTISEMENTS.

MAY 16TH, 1930.

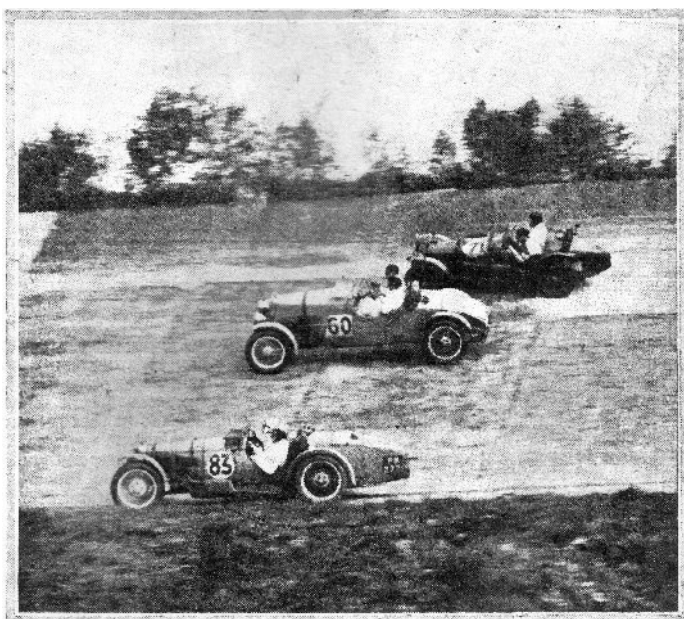
DOUBLE – 12.		
Mr. C. R. Whitcroft's RILEY 9	- - -	3RD to Bentleys
Mrs. E. M. Scott's RILEY 9	- - -	6TH in whole Race
Mr. C. R. Whitcroft's RILEY 9	- - -	1ST in Class G
Mrs. E. M. Scott's RILEY 9	- - -	2ND in Class G
(1st lady driver to finish).		
(The above results are subject to official confirmation.)		
3 RILEY 9s finished.		
ALL PREPARED BY		
THOMSON & TAYLOR		
(BROOKLANDS) LTD.		
<i>We Specialise in tuning and general overhauls.</i>		
BUY YOUR CAR FROM SPECIALISTS.		ALL MAKES SUPPLIED.
Works : Brooklands Track, Byfleet, Surrey (Byfleet 520/1). Garage : Portsmouth Rd., Cobham, Surrey (Cobham 85).		
Showroom : 2, Wells Street, Jermyn Street, Piccadilly, S.W.1 (Reg. 5185/6).		

This is the first Riley mention and suggests there are more to come. As an aside, note the spelling above—as the bearer of this surname I am now only mildly irritated when people misspell it (even when spelt out) as they frequently do (an incredulous "No 'p'?" often results); but to see the first name of the company that developed the Brooklands Riley as "Thompson" in recent motoring journals so often really peeves me.

On following pages, advertisements for Jaeger instruments and Duron brake linings feature results in the Double-Twelve including the Rileys. Then the lead editorial has the race as its topic, and reads in part:

"The Bentleys have come to be regarded as champions upon which British prestige can depend—and worthily did they uphold that prestige in the great race last week—but, in addition, this year's "Double-Twelve" afforded an opportunity for the Riley and Aston Martin to show that it is not alone in the big class that British is best."

There follows a nine-page illustrated coverage of the race. Three of the photos feature Rileys. The first shows C. R. Whitcroft's privately entered car on the banking. Five Rileys started in the race, three finished, in a field of 59 starters

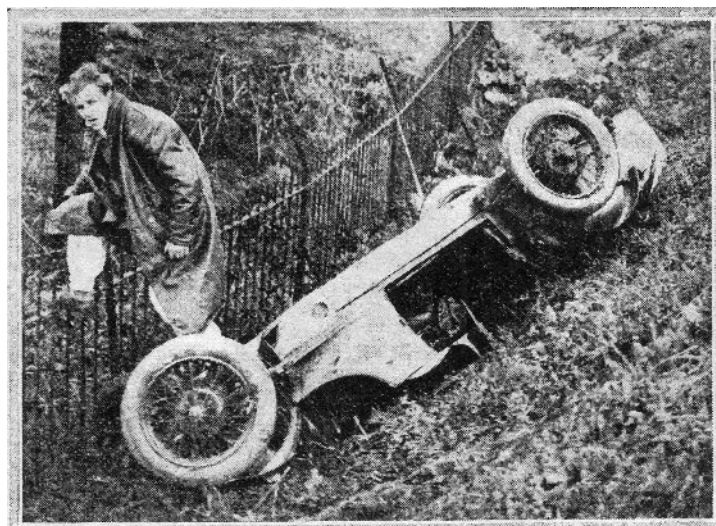


Whitcroft's Riley low down on the banking with a supercharged Lea-Francis above it and Vernon Ball's Amilcar above the Lea-Francis.

which ranged from Big Six Bentleys to Austin Sevens. All but twelve had larger engine capacities than the Nines, and some were supercharged (none of these finished). On both days there were periods of rain and occasional hail. As *The Autocar* reports for the first day: "About a quarter to three another sudden shower wetted the track, and Stableford's Riley came to a spectacular end. Coming out of the turn at the end of the finishing straight he found another car turning below him. He swerved to avoid it, but the track was too slippery to allow of such manouvres at a mile a minute.

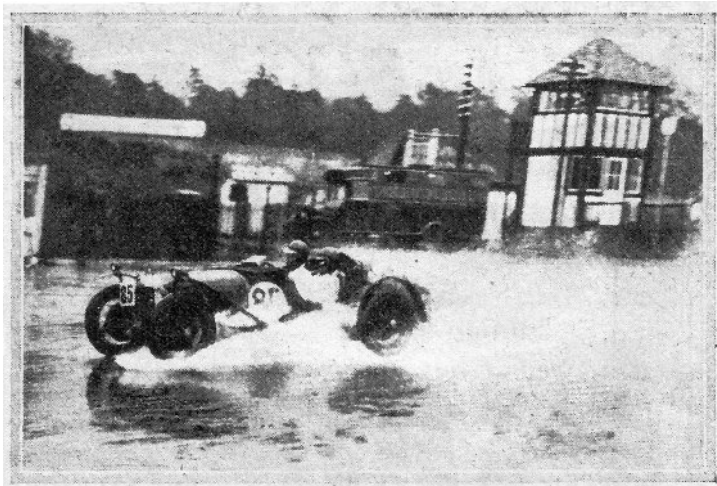
The Riley skidded, turned round, shot down the banking and pitched upside down in the ditch at the inner side of the track. By a miracle of good luck both driver and mechanic crawled out unscathed, but the Riley was out of it for good."

An hour or so later, *The Autocar* remarks on "one of the most amazing incidents of the race": "The three Lagondas had been lapping for some time in close formation at the same speed, when one of them was seen to be belching forth clouds of black smoke from beneath the car. For some while this continued, until the pit, growing alarmed, signalled it in; when it was discovered that not only had one



Stableford's Riley upside down in the ditch after its crash; the crew were unhurt.

connecting rod vanished, but it had gone clean through the sump—and yet the car continued running!”



Kehoe's speed model Riley in the rain—another picture more like motor boat than motor car racing.

At about 5 pm, after a pit stop, the Talbot running in fourth place, “was replaced by another car that had been unobtrusively making its way to the front. This was Whitcroft's Riley—a private entry—which was lapping consistently at 2 min. 5 sec., or 75 m.p.h., and had averaged 69 m.p.h. For the total distance.” Late in the day there was a fatal accident involving two Talbots. Thirty-eight cars finished the day still running.

On the second day, which was warm and fine to begin with, there was again a downpour about 4 pm. The third Riley picture has a caption commenting on the conditions. On this day, Bentleys dominated the race, being unchallenged in first and second positions. “Yet among the runners-up a fierce struggle was going on. Whitcroft's Riley was catching up Bertelli's Aston Martin, which had held third place since five o'clock on the previous day. At 10 o'clock the Riley had caught it on handicap and by 11 was well ahead. The Aston Martin, which early in the morning had been lapping in 1 min. 58 sec., or 79.8 m.p.h., fell to a lap time of 2 min. 5 sec., which the Riley was actually equalling, despite its smaller engine size.”

During the afternoon rain, “Speeds fell all round, but the two Italians, Marinoni and Count Lurani (*both in Alfa Romeos—Ed.*), still kept up the pace, while Whitcroft's Riley, which clutch trouble had slowed from 2 min, 5 sec. to 2 min. 11 sec. a lap, maintained the latter speed despite the appalling conditions. Mrs. E. M. Scott, who took over at 5.15 p.m., and , incidentally, had driven for a considerable part of the race, was also conspicuous on the black Riley, and was reported to be gaining 9 sec. a lap on the leader of her class.” (*i.e., Whitcroft—Ed.*).

In the final two hours “All Bertelli's efforts with the Aston Martin proved unavailing to catch Whitcroft's low-built and speedy little Riley”. Twenty-seven cars finished. The results were, of course, determined on handicap as a calculated figure of merit, which placed the 6,597 c.c. Bentleys of Barnato/Clement, and Davis/Dunfee first and second with distance/speed/figure of merit of 2,060.34 miles/86.68 m.p.h./1.469 and 2,056.36 miles/85.68 m.p.h./1.452 respectively. Whitcroft's 1,089 c.c. Riley figures were 1,679.08 miles/69.96 m.p.h./1.428, while the fourth-placed Bertelli/Holder 1,493 c.c. Aston Martin produced 1,770 miles/73.76 m.p.h./1.418.

According to other advertisements Whitcroft used Mobiloil and K.L.G. plugs

and, of course, Riley had a full page featuring his result. There was also another full-page Riley ad for the Monaco II. Interestingly, S.U. in their full page celebrating Double-Twelve winners using their carburettors (Bentley and Aston Martin) don't mention Rileys, so they were most likely fitted with Amals.

The
AS OLD AS THE INDUSTRY
Riley
AS MODERN AS THE HOUR

again

“sets all the World talking
In the
Double-Twelve
(BROOKLANDS, MAY 9 & 10)
Mr. G. R. Whitcroft driving his
privately owned 2-year-old Riley ‘9’
won 3rd place
and premier award in his class
putting up an
average speed of 69.96 m.p.h.

RILEY (COVENTRY) LTD., COVENTRY, & 41 Nth. Audley St., London W.1

MONACO II
Dunlop Tyres
& Triples Glass
Standard



Honesty
of Purpose
is in Itself
a Merit—
Seven Years
Research to
Perfect
Economical
Transport
has
Evolved
The Riley
“9” ★

★ Evolved the car that will—
Cover 35 m.p.h. with a full load under
normal conditions.
Carry four adults in absolute comfort.
Accommodate their luggage outside the
body yet perfectly protected in a
special luggage locker.
Travel at speeds up to 60 m.p.h. with ease
and comfort.
With its “twin top” and exceptional lock
climb all hills with the greatest facility,
and—
By reason of its graceful design and un-
equalled performance promote that
pride of possession which is half the
joy of motoring.
To prove all this you should test the

Demonstrations
arranged by—
RILEY
(COVENTRY) LTD.
Coventry
41 Nth. Audley St.
LONDON, W.1

Monaco Saloon at £298
“THE CAR THAT’S SET ALL THE WORLD TALKING”

Later in the magazine, there is a page of “Reader's Experiences” with “Motorists' Replies to Requests for First-hand Information”. The first entry is:

No. 9744.—Riley Nine.

I have owned a twin carburettor Riley Nine Mark IV model since June, 1929, and have covered about 9,000 miles. I have had no troubles, except oiling up of plugs during the first few weeks, through over-oiling. The car will do 65 m.p.h. on top and 40 m.p.h. on third. Cruising speed is about 45 m.p.h. The gear change is easy, and I like the silent third, although a clutch stop would be an advantage for changing up on hills. The brakes are very good, but the system is apt to get clogged in wet weather unless well lubricated. Starting could not be better, and steering and road-holding are very good. Petrol consumption is about 30 m.p.g.

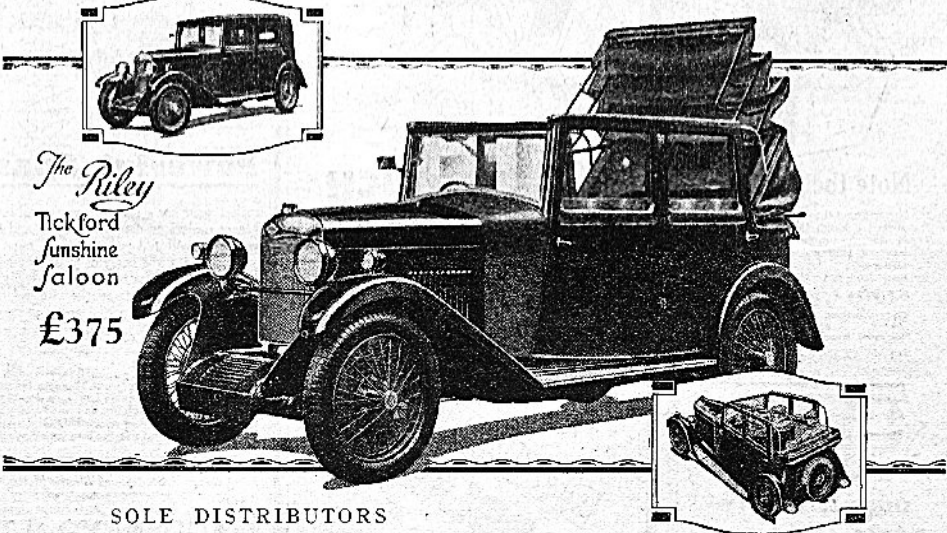
The bodywork is very comfortable, and the luggage locker a great advantage. Taken all round, the car is most satisfactory and a wonder for its size.—“J. Y.”

A few pages later on under the heading “Flashes”, there is a item referring to

"a special display of Riley cars, including an example of the new six-cylinder model" at the Piccadilly showrooms of Henlys (1928), Ltd. There are several columns of Rileys in the second-hand "For Sale" columns at the back of the magazine, but just before this section is the following:

||| F 16766 1938RILEYS D502-3-4 |||

TWO LUXURIOUS CARS IN ONE



The Riley
Tickford
Sunshine
Saloon
£375

SOLE DISTRIBUTORS
LEVERETT KEARTON
DERING HOUSE, DERING STREET,
BOND ST., W.1. MAYFAIR 4126/-

OR ANY RILEY
AGENT ANYWHERE.

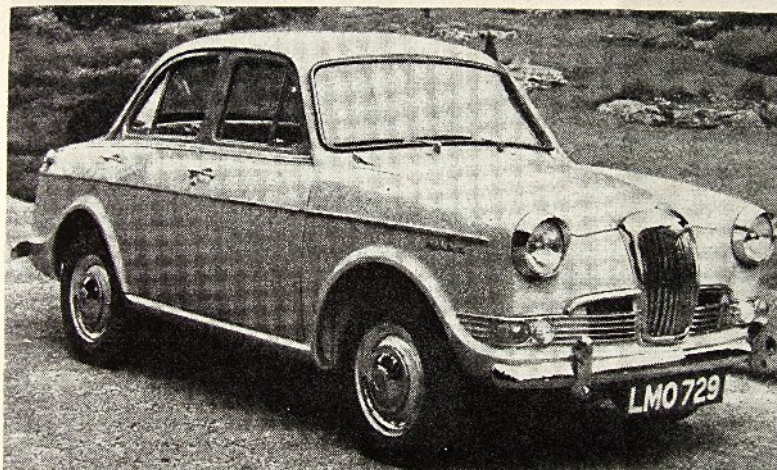
F35 MENTION OF "THE AUTOCAR," WHEN WRITING TO ADVERTISERS, WILL ENSURE PROMPT ATTENTION.

What an interesting car! I wonder how many were built, and whether any survive.

So, in the days when Rileys really were in the news, the weekly motoring magazines could provide a good deal of material to maintain an enthusiast's interest. Much of the information about particular events or models can be found in the several books dedicated to the Riley marque, but I find great satisfaction in reading the contemporary publications and chancing upon things like the Riley Tickford Sunshine Saloon.

From Good Motoring, September 1958:

GOOD MOTORING ROAD TEST—2

***A Break with Tradition***

The One-Point-Five Riley, like its bigger brother the 2.6, has been the subject of a certain amount of controversy. In fact, it would appear that an attempt to interfere with hallowed Riley tradition can be just about as dangerous as waving a red flag at a bull.

But in these days of the Welfare State, manufacturing costs are always high and therefore the only way in which a new model can be sold at a down to earth price is by taking stock

components as used on other models and, with a few deft touches, fabricating something that is different, but at a price that the average man can afford.

Such a model is the Riley One-Point-Five. It doesn't pretend to follow Riley tradition; if it did you would probably have to pay twice as much for it. Nevertheless, the One-Point-Five introduced last November is one of the liveliest small saloons produced in this or any other country. In fact, this is the BMC answer to the oft repeated demand for an innocent looking family saloon that can be used in mild forms of competition without being entirely outclassed.

Its great charm lies not in its maximum speed, which I found to be 86 m.p.h., but in its ability to provide a performance between 50 and 76 m.p.h. that no ordinary small family saloon can match. Consequently average speeds as high as 50 m.p.h. seem quite a normal undertaking for the Riley One-Point-Five.

Up to speeds of 76 m.p.h., roadholding is of an extremely high order and the wheels have the ability to grip the road in a most satisfactory manner, but as the speed gets into the eighties one is very conscious of the semi-elliptic rear springs and the solid axle.

If only the manufacturers, in their great wisdom, had seen fit to introduce a good independent rear suspension, this could have been one of the finest small closed cars in the world. Cruising speed is a very happy 75 m.p.h., fast curves can be taken in the seventies without batting an eyelid; the amount of power available at the top end is outstanding for a four seater family saloon.

Although the engine is tractable enough at low revolutions to propel the car at 20 m.p.h. in top, a delightful gearbox has been provided and is meant to be used.

This will come as no hardship to the type of driver for whom this saloon is chiefly intended. Apart from a little reluctance to engage first gear on occasion when starting, I found the action of the gearbox one of the best I have come across. The change up or down is beautifully smooth, easy, quick and precise, enabling one to take full advantage of the power developed by the 1,489 c.c. engine.



Interior furnishing of the One-Point-Five clearly is excellent

The ratios are nicely chosen, providing speeds on the lower gears of 78 m.p.h. in third, 48 m.p.h. in second and 30 m.p.h. in bottom. A small criticism: I would have liked the short, floor-mounted, remote control gear lever placed a little farther back. As one expects from 68 b.h.p. pulling only 18½ cwt., acceleration is remarkably good.

The rack and pinion steering is light and precise with a small amount of self-centring. There is only a little feed back through the wheel. The car handles well on wet and dry surfaces. Suspension is reasonably firm without being harsh and provides a comfortable ride on all but the roughest roads.

When cornering quickly, faint tyre squeal is audible and there is a trace of roll; an anti-roll bar would be an improvement, but there is an absence of pitching and the car sits down nicely on long fast straights. The Girling two leading shoe hydraulic brakes are absolutely first rate, stopping the car easily and smoothly from high or low speeds without a sign of fade, even after frequent hard usage.

The handbrake, one of the pull-up type set between the front seats, is above average in efficiency. My fuel consumption worked out at around 28 m.p.g., it can drop another 3 m.p.g. if the full performance is constantly used. On the other hand it shows a decided improvement if one is content to cruise at 60 m.p.h., which the car will do on a very small throttle opening.

One must accept the fact that the Riley One-Point-Five is a small car; if it were larger there would be more weight to carry and performance would inevitably suffer. Therefore, if the driving seat is pushed right back those in the rear may find a shortage of leg room. The individual front seats are comfortable,

although a little cramped if the driver has long legs. The seat belts can be re-positioned if desired; naturally this would more permanently restrict room in the rear seats.

Visibility from the driving seat is good, but a short driver might have some difficulty in sighting the nearside front wing. The walnut fascia panel carries three large instruments which include rev. counter, speedometer and grouped oil pressure, water temperature and fuel gauges. Unfortunately, they are partly masked by the steering wheel spokes. I found the clutch and brake pedals a little too close together for convenience.

For night driving I would have preferred a more penetrating beam than the headlamps provide, they were inadequate at speeds of more than 60 m.p.h. The size of the boot is a pleasant surprise in a sporting saloon of such modest dimensions and the spare wheel is stored below in its own compartment.

Despite a few shortcomings, no other small saloon in its price range can offer quite the same sparkling performance and roadholding as the Riley One-Point-Five. It is nicely furnished and represents good value for money.

JERRY AMES

RILEY ONE-POINT-FIVE TEST DATA (Model tested June 1958)

Performance

Maximum in top	86 m.p.h.
" third	78 "
" second	48 "
" first	30 "

Acceleration

0 to 30 m.p.h.	4.9 secs.
0 to 50 "	11.2 "
0 to 60 "	16.6 "
0 to 70 "	24.8 "

ENGINE. Four cylinders 73.025 x 88.9 mm., 1489 c.c. Overhead valves pushrod operated. Compression ratio 8.3 to 1, 68 b.h.p. (gross) at 5.400 r.p.m. Torque 83 lbs. ft. at 3,200 r.p.m. Twin SU carburettors.

TRANSMISSION. Borg and Beck single dry plate clutch. Four speed gearbox, remote control, synchromesh top three ratios.

DETAILS. Unitary construction body-chassis. Front suspension—independent by wishbones and torsion bars. Rear—semi-elliptic leaf springs. Girling two leading shoe hydraulic brakes. Front drums 9 in. x 2¼ in. Rear 8 in. x 1½ in. Tyre size 5.00 x 14 in.

DIMENSIONS. Wheelbase 7 ft. 2 in. Track front 4 ft. 2-7/8 in. Track rear 4 ft. 2-5/16 in. Overall length 12 ft. 9 in. Overall width 5 ft. 1 in. Overall Height 5 ft. 0 in. Ground clearance 6 in. Weight 18½ cwt. Turning circle 33½ ft. Fuel tank capacity 7 gallons.

CC NEWS..... July 2008**Presidents Report to the AGM**

Another year has passed and it is again time for our AGM.

This has been the first full year with general meetings every second month and it seems to be working well, the plus side of this is the committee has a meeting every other month and deals with minor matters quickly and refers larger items to a general meeting.

The committee has been committed to reducing the costs of mailing by ensuring as many delegates and their club executive supply their email address's to speed up communication and reduce costs, this can only benefit us all in the long term. The Combined Council Rally was a huge success and the Bayside Restorers Club have certainly set a high standard for others to follow and I congratulate the organizers.

The much waited for SIVS review was finally finished and after all the rumors of changes, nothing has really changed. I think that even though we have reasonable regulations we should continue with submissions for weekend use and expanding the definition of use for family to include other family members and not just children and grandchildren.

This year we are hosting the AHMF AGM in Queensland and a lot of preparation has been done by Christine, I am sure the new committee and delegates will help her to make this a memorable occasion for the interstate representatives.

I wish to thank the committee for their effort for the year, as we all know the hardest two workers are the Secretary and Treasurer and without them we would not function.

I would like to thank all the delegates for their attendance and input at meetings and Cheryl for her work with supper and I wish the incoming committee success in the next term.

Val Sharp 24/07/2008

Summary of CC - QT Interaction 2007-8

During the year Queensland Transport (QT) conducted a review of the current Queensland SIVS (Special Interest Vehicle Scheme) registration guidelines. A major part of this review was the assessment of interstate 'club vehicle registration' systems as well as consultancy with user groups including the Queensland Combined Council of Historic Vehicle Clubs (CC).

Most Queensland clubs recognised that SIVS registration was a fairly liberal system that allowed a limited yet reasonable use of our vehicles for a reduced registration cost. There was apprehension as to whether QT would further restrict the current requirements.

CC had over the previous 5 years submitted 16 significant proposals for either reducing costs or extending the use of the scheme.

On 14th May this year QT & CC met to discuss the review. QT informed CC that the review had been completed and that QT's internal recommendations for changes had been signed off.

QT did not approve our weekend use proposal nor did they agree to adopt our proposal that SIVS operators "must" retain club membership for SIVS registration.

QT has increased the penalties for misuse of the scheme. QT has agreed in principle to permit SIVS registered vehicles to be driven to new locations when the operator changes addresses. QT also agreed to permit historical societies to SIVS register vehicles.

QT indicated that in the future it may give consideration to reviewing the rolling 30 year



age requirement for SIVS vehicles. QT will monitor the impact of the age requirement over the next few years.

QT advised that it is planning to issue an information notice to all SIVS vehicle operators advising of the minor changes to the scheme.

The result of the SIVS review conducted by QT has been discussed by CC delegates and executive and generally it is acknowledged that the current Queensland SIVS system will be slightly enhanced by the changes.

CC recommends that clubs should be watchful of any potential misuse of the SIVS because the rolling 30 year rule now (in 2008) makes a whole new generation of vehicles eligible for SIVS registration. This new generation of 'relatively modern' vehicle came on to our roads from around 1978. The possibility exists for people to just join a club (for one year) to get the cheap registration and clubs are encouraged to monitor this practice and report any instances to CC. CC plans to work in partnership with QT on this issue to ensure the system is not abused and for the greater good of the historic vehicle movement.

CC has received reports of problems being experienced in registering newly restored vehicles which have been unregistered for many years, in some cases 20 or 30 years or more. Our experience shows that QT staff in various locations are prone to interpreting the re-registration guidelines differently, resulting in conflicting guidance and significant delays for some people attempting to register such vehicles. CC is working towards getting standardised practices in place and establishing relationship protocols within QT in order to quickly resolve such issues. Upon receipt of full details, CC will promptly take issues to QT on behalf of affiliated clubs.

AHMF AGM

Queensland will host the AHMF AGM this September. Delegates from each of the state bodies will gather in Brisbane in September to discuss issues relating to the historic vehicle movement. If any club wants to send an observer to this meeting contact Christine Stevens 32606197 (places limited).

PLEASE NOTE – Next Bi - Monthly Committee Meeting Thursday 28th August 2008

Combined Council is now holding bi-monthly general meetings (odd numbered month) with the Committee meetings on the alternate month (even numbered month).

The Great Gatsby Weekend

KANKANYA Tour and Show and Shine

23rd August 2008

The Great Gatsby Picnic

24th August 2008 E N T R Y

FORM

Name'sPhone

AddressPost Code

VehicleYearClub

Saturday's Registration Fee per vehicle \$15.00

Sundays Registration Fee per Vehicle \$10.00

TOTAL: _ S

ALL ENTRIES CLOSE Wednesday 20ⁱ August 2008

Please make cheques payable to Q.V.V.A. Inc and post to:

**Rally Organisers — Graham Porter, 10 Mahogany St, Capalaba, 4157 Or Clint Frater 10
Ivanhoe Place, Kuraby, 4112.****Information on event call Graham on 07 3206 1812, email to g.porter@powerup.com.au****Or to Clint on 07 3841 6373, email to cfrater@aapt.net.au****Prizes for special displays on both days.****Entrants are required to make their own accommodation arrangements if staying
the Saturday night and are required to supply their own meals, refreshments etc for
both days.**

2008 Committee Contact Details:

President

Alan Hill
4 Mahdeen Place
Samford 4520
Telephone: (07) 3289 1063
Email: alshe@bigpond.com

Vice President

Brian Jackson
22 Lorraine Avenue
Marcoola 4564
Telephone: (07) 5448 7465
Email: jacksons1@aapt.net.au

Secretary

Ray Burrows
14 Lynch Crescent
Birkdale 4159
Telephone: (07) 3822 1366
Email: Redpath@aanet.com.au

Treasurer:

Ross Phillips
34 Blackwood Street
East Ipswich 4305
Telephone: (07) 3281 3807
Email: dphillips@prescare.org.au

Editor

Linden Thomson
39 Third Avenue
Sandgate 4017
Telephone: 3269 6426
Email: lindenthomson@optusnet.com.au

Club Captain

Wendy Judd
6 Cressbrook Street
Forest Lake 4078
Telephone: (07) 3879 0340
Email: tgjudd@yahoo.com

Spare Parts

Jack Warr
9 Newcomen Street
Indooroopilly 4068
Telephone: (07) 3378 3541

Assistant Spare Parts

Graham Mackay
10 Lonsdale Close
Parkinson 4114
Telephone: (07) 3273 3450

Registrar

Matthew French
152 Old Northern Road
Everton Park 4053
Telephone: (07) 3353 0532
Email: mgwfrench@optusnet.com.au

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