



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

September 2008



Ready for Duty! – somewhere in England

Next Meeting: 8:00 pm Thursday, 11th September
Queensland Sporting Car Club
206 Montague Road
West End 4101

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

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 14th August 2008

Meeting opened by President Alan Hill at 8.00pm with 23 members and guests present.

Apologies: Dorothy Cameron, Brian & Lyn Jackson, Bonnie Young, Simon Schooneveldt, Pat & Betty Elliott, Ken & Wendy Lonie, John & Eve Romer, Shirley Ellwood, David Schoch and Dick & Earla Self.

Minutes from previous meeting:

Moved, Trevor Judd and seconded by Gary Britton that minutes be accepted. Carried.

Business arising from minutes:

Nil.

Inwards correspondence:

1. Ausnet Group Insurance Invoice;
2. Letter from Bay to Birdwood Organisers RE: Rally Sunday 28th September 2008;
3. Gatton Rally Annual Invitation, 4 & 5 October 2008;
4. Toowoomba Regional Council, Carnival of flowers;
5. Email from David Stone RE: Sale of 2½ parts;
6. Letter from BMC Leyland Australia;
7. AGM Combined Council Management Meeting Minutes, July 2008;
8. Combined Club Events & Swap meets;
9. True Brit Magazine, The Running Board Magazine, BMC Leyland Australia Newsletter;
10. Copies of Blue Diamond, Riley Gazette, Riley News Letter WA, and Riley Rattles.

Outwards correspondence:

1. Payment to Combined Council for Affiliation Fees;
2. Letter to John Riley.

Moved by Sheila Hill seconded by Ray Perryman that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report July 2008

Balance as per Bank Statement, 30th June 2008 **\$4,485.66**

Deposits Made	\$ 930.00	
Membership Fees	\$ 245.00	
Interest	<u>0.57</u>	
	<u>\$1,175.57</u>	\$5,661.23

Cheques Presented

Brisbane Sporting Car Club Room Rental July 2008	\$ 55.00	
L. Thomson, Expenses Newsletter, July 2008	\$161.15	
QCCHVC Affiliation Fees	\$ 75.00	
Riley Spare Parts, Payment of Parts Levy	<u>\$460.00</u>	\$ 751.15

Balance as per Bank Statement, 31st July 2008 **\$4,910.08**

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

Club Captain's Report:

August 17th Run to Hogan's Hotel Wellington Point as per the Newsletter.

September 14th Club Run will be to Tibrogargan. Meet at the Tourist booth in the park at the foot of Tibrogargan, left hand side of Glass House Highway. More details in next Newsletter.

October Club Run may be to the Minerva Gathering, Mudgeeraba. Will find out details what is happening on the Sunday.

Members opting to go to the All British Day should contact Trevor Judd to coordinate our line up of vehicles.

Ray Burrows gave a report of the MG Display at Sirromet Winery, Sunday 10 August. As there had been no prior contact with the MG Club about any Riley Club cars coming, organizers were uncertain where to put his car. They then directed him to a position around 60 metres away from any of the other MG and non-MG cars and put up a Bentley sign as they were expecting the Bentley Club to come. That Club did not materialize and the Riley sat beside the Bentley sign for a number of hours before Ray departed at around 2.00pm. There were some very interesting MGs of various years and the display also included Volvos, Alfas, Triumphs and several racing cars.

Spare Parts Report:

Jack advised that he has a supply of 2½ axles. He also has put in a supply of BSF thread bolts, nuts and nyloc nuts. For those looking for common BA screws Jack has these as well.

Registrar's report:

Nil. Ross Phillips advised the meeting that the Phillips' Riley 9 has been purchased by Ian Hayward.

General business:

Member Bill White who is an airline captain flying Boeing 747 aircraft gave a talk on the operation of these large aircraft. Grossing at 380 tons and carrying 100 tons of fuel in eleven wing tanks and 60 quarts of oil for the four engines makes the fuel requirements and oil leaks in Rileys insignificant in comparison. It takes around 1½ tons of fuel to start the four engines and taxi the aircraft and a further 11½ tons to get it airborne. Each engine has a generator and the ancillary unit in the tail has two generators all of which together could provide sufficient power for a suburb. The aircraft also had quite a few radios all of which must be working before the aircraft could leave the airport. If the aircraft has a flat tire the corresponding tyre on the other side has to be replaced as well. Goodness knows how much each tyre would cost. Bill described the requirements for take off involving the determination of V1 which was a critical point where the aircraft could safely become airborne or abort the take off. Bill provided some amusing anecdotes from his flying career involving different places around the globe. President Alan Hill thanked Bill for giving his time to talk to members. As there was no further general business, the meeting was closed.

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

Meeting closed: 9.25pm.

Next Meetings:

Thursday, 11 September, 2008.

Thursday, 9 October, 2008.

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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

Club Events Programme: Wendy Judd

On the August 17th outing to Wellington Point, four Rileys and a goodly number of Riley enthusiasts enjoyed the perfect weather and good food at Hogan's Hotel. Alan Hill was able to give his Lynx an airing.....dare I say, it won the prize for "cutest" Riley of the day. A very noticeable little car!

SEPTEMBER OUTING—

SUNDAY 14TH: meet 10:00 am at **Matthew Flinders Rest Area** on Steve Irwin Drive (UBD Map Reference: Sunshine Coast 126 B/C16) for B.Y.O. morning tea.

At 10:30 am, we will move off to Palmwoods for lunch at the **Palmwoods Hotel**, cnr. Church & Main Streets. Turn right into Church Street, then left into parking at rear of hotel (UBD: Sunshine Coast 76 D5).

Short after-lunch excursion to the **Little Morgue Winery** on your left as you travel north on the Nambour Connection Road, it's directly under letter G on UBD Sunshine Coast Map 56.

***More northerly members might like just to join us for lunch and winery visit.

If you intend to come, let me know any time up to the morning of the 14th as I have to ring the hotel with numbers....

home 3879 0340 mobile 0427770001 email: tgjudd@yahoo.com

UPCOMING OUTINGS, a brief summary—

October 12th Call in to the Minerva Gathering at Mudgeeraba then continue on to Canungra Hotel for lunch.

November 16th A morning visit to Mike O'Sullivan's hangers to view his Spitfire and his works in progress, old Chevs, Fords and Jeeps. I have to check with Mike about 2 weeks before this date in case it clashes with an air show or the like. The meeting place is T.B.A. and the rest of the run will be to the Laidley/Gatton area.

Diary Dates—**SEPTEMBER**

Saturday 20th TOOWOOMBA CARNIVAL OF THE FLOWERS SHOW & SHINE...Queens Park, Hume St. (Godsall St. Oval) 12:00-3:00 pm, free entry. Contact no. 0403454332

Sunday 21st ALL BRITISH DAY 2008
See Twevor's separate notice.

OCTOBER

- Saturday 4th— L.A.M.A. ANNUAL INVITATION RALLY
 Sunday 5th \$10 per entry + \$60 per person. The theme is "GREEN".
 Info Joyce Ridgway 5462 1332, joyce.ridgway@bigpond.com
- Saturday 18th— OAKEY FLY-IN .. ROTORS, WINGS 'N' WHEELS
 Sunday 19th Oakey Army Airfield; Adults \$5 10am to 4pm daily
www.army.gov.au/history/museums.htm Phone 4691 7666
 For those who don't mind wings attached to their engines.
 There will be historical military vehicles displayed also for
 those who prefer terra firma.
- Saturday 25th— MARYBOROUGH & DISTRICT ANTIQUE MOTOR CLUB INC.
 Sunday 26th CUSTODIANS RALLY
 Enquiries: Liz Wilson 07 41252782 or
kewilson4@bigpond.com

Proposed Overnight Run

Saturday 4th – Sunday 5th October

Oakey Air Museum – Jimbour House – overnight Parkview Motel, Dalby
 – BBQ Brekkie at "Fairfield Park" - Campoven Cookoff at Millmerran

COST:	\$ 5	Museum entry, per person (\$3 Pensioner)
	\$ 82	Motel double room (\$72 single)
	\$ 5	Brekkie (AMAYCE)
	\$ 10	Campoven/Showground entry
	\$??	Meals and fuel according to your tastes and needs

Dalby is the centre of many agricultural and mining businesses;
 accomodation has to be booked at least three weeks in advance.

There are good quality, reasonably-priced eating places on Dalby.

SPECIAL NOTE

You must let me know no later than the September 11th meeting if you
 will be definitely be going on this weekend trip.

CAN WE HAVE A
weally wepwesentative woll-up of wavishing Wileys
for
ALL BWITISH DAY 2008 ?

8.30 am to 2.00 pm Sunday 21st September,2008

@

St Josephs College Sportsground
Vivian Street, Tennyson
(UBD map 179 B 17...2008 edition)

No pre-booking required BUT no dogs allowed.
Proceeds to QIMR Cancer Research & RACQ Careflight
Admission for display cars=\$15
this includes driver and all passengers.
Pay at the entrance and the members of the
All British Classics Car Club
will direct you to our site.

Bring your Riley
(pre-war,special,roadster,drophead,saloon etc)
It would be great to have a variety.

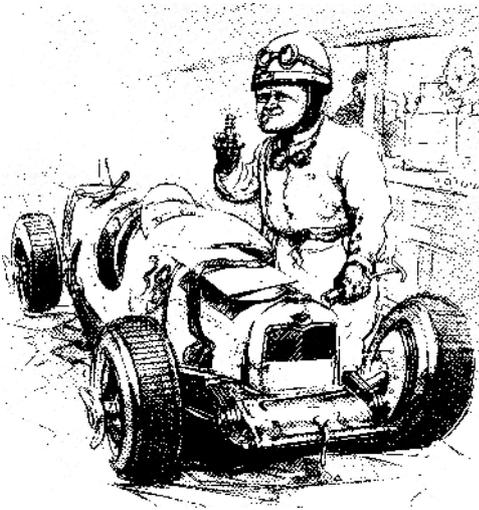
Bring table/chairs, hat, thermos, bikkies etc.
LOOK FOR THE RILEY BANNER
Let me know if you are coming and I will preserve the space.
Phone 3879 0340, mobile 042 777 0001
email tgjudd@yahoo.com
OR tell me at the September 11th Club meeting
OR tell me on the next (Sept.14th) Club outing.

Trevor Judd

[acting Club Captain for the day as Wendy will be away]

What Freddie Did Next:

LT



Many Riley owners and enthusiasts know of Freddie Dixon and his exploits with Rileys on the track in the mid-30s. Some know of his previous history and successes with racing motorcycles, and a few probably know something of his later activities prior to his death in 1956. I was reminded of my own sparse knowledge of his later years on reading obituaries for A. P. R. "Tony" Rolt who died in February this year, all of which mentioned his post-WWII association with Dixon in Dixon Rolt Developments, which gained backing from Harry Ferguson for the development of, among other things, four-wheel drive.

Rolt was another amazing character, worth at least a book and a movie. His association with Freddie in fact pre-dated the war. Rolt had purchased the ERA "Remus" from the Siamese Princes, and it was tuned and maintained by Dixon, as were Rolt's ERA-Delage and Alfa Romeo after the war. Freddie's own motor racing career ended after his racing licence was automatically cancelled after he lost his road licence. It lasted only five seasons, 1932 to 1936, but included some phenomenal achievements, mostly documented in contemporary motor magazines.

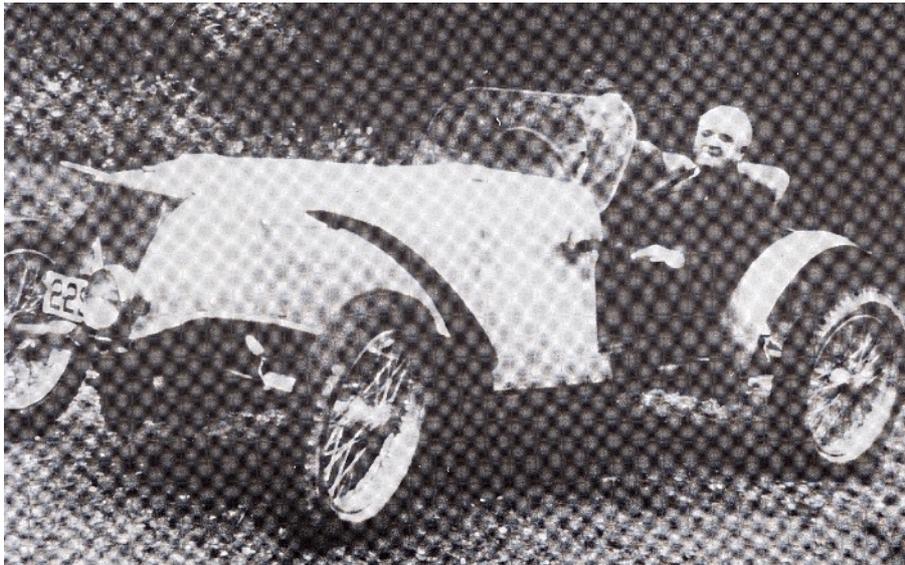
A number of articles surveying Dixon's career have appeared over the years, the ones I recall being "The Indestructible Mr Dixon", written by Dennis May shortly after Freddie's death, in *Sports Car World*, July 1957, and "The Man With The Magic Touch" by Philip Turner in *Classic and Sportscar*, August 1990. There is also "F. W. Dixon" published by the Stockton on Tees Council in 1986, with not much text but many photos. Now there is a new book "Freddie Dixon – The Man With The Heart Of A Lion" by David Mason, published by Haynes, and I can hardly wait for my copy to arrive.

Not long after the Rolt obituaries were in the papers, magazines and on-line, I acquired a copy of the 9th November, 1937 *The Motor*, containing the article on Dixon's plans for a World's Land Speed Record machine that is transcribed here.

While researching on-line for information on F. W. and "The Dart", I came across a massive site which is a motorsport enthusiast's nirvana—you could lose yourself in it for days: sportscars.tv. The site is owned by Chris and Richard Page. There is an article on Land Speed Record attempts up to the Sixties (sportscars.tv/Newfiles/recordatt.html), part of which I've also copied here. It is a flippant treatment of Dixon's activity which is very readable, but which, I think, somewhat maligns Freddie. The writers of the 1937 *The Motor* article, Grand Vitesse (Rodney Walkerley) and Lawrence Pomeroy, Jr., are both

serious and well-credentialed commentators who surely would not treat a Dixon "frolic" so seriously. I wonder what David Mason has to say?

The Land Speed Record machine never eventuated, but during the War, while Rolt was earning a Military Medal and serially escaping from German POW camps until confined in Colditz, Dixon continued the work he had begun with Rolt in applying principles from "The Dart" to developing a four-wheel drive car. This resulted, after Rolt's return from service, in "The Crab":



Rolt and Dixon in "The Crab" c. 1946

This work was further developed during the association with Ferguson, and , although Dixon did not stay long in that, Turner concludes his article referred to above with the words "he (Dixon) was the father of four-wheel drive in Britain."

To return to pre-war times, Clive Windsor-Richards wrote an article, "Racing Reminiscences" for the first issue of David Burgess Wise's *Vintage* magazine (undated) which included a description of an encounter with Freddie:

For a whole season about 1938 I raced the ex-Dixon 1100 for Leslie Hawthorn (*Mike's father - Ed.*), and we just could not get any speed out of the car; the handicap was getting better and better - contrary to the usual poker game with Ebby, this was genuine!

Eventually Leslie said "Cum wi me to see Freddie Dixon" - Leslie was from Mexborough, Dixon from Middlesborough and myself from Grangetown near Middlesborough. Freddie received us in the billiard room of his large house at Reigate - the table was covered with drawings, etc (*"The Dart" plans? Ed.*) - and said "Cum in lads - what's to do?" After some cross-examination between Leslie and Freddie we had gained nothing, and eventually Freddie simply said "Bring it ter me, I'll mek it go."

Needless to add we retreated, as although Freddie would have done this thing, it would have cost us a packet.

Finally, in this cursory overview of some of F. W. Dixon's doings after his racing career, I was intrigued to find this ad. in the classified section of the July 1953 issue of *Motorsport*. I wonder whether the Bath Club had a well-stocked bar and what were the conversations, if any, with the proprietor? Maybe David Mason will have the answers in his book.



From sportscars.tv:

Some cars, like Freddy Dixon's "Dart," were painstakingly designed and never built. Dixon's car may have been the only World Land Speed Record machine concocted in the privacy of a jail cell. The rambunctious, flamboyant, not-quite-all-there Dixon was a self-taught engineer of prodigious talent and highly skilled as a racing driver. He terrorized the pubs and race courses of England in the Twenties with huge zest, taking time out only for the occasional incarceration and a plane crash that left him mildly wall-eyed as a result of being conked on the head by a fuel tank. Dixon was a brilliant designer, much in demand among English motor manufacturers, and the spell in durance vile was put to use designing a wedge-shaped projectile complete down to its 10-liter wobble-plate type engine. Dixon was too imaginative to be single-minded, however. In the broad daylight of the outside world, the idea withered.

From "The Motor," November 9th, 1937:

Freddie Dixon's Challenge for the World's Land Speed Record

He plans to build a car of entirely new type which would also be suitable for general purposes

Grand Vitesse Says:

For the first time in history, a car is being built which is designed to attack the World's Land Speed Record and achieve a greater speed than that which might be in existence at the time the attempt is made and which, at the same time, has basically a chassis and engine which could be used in slightly modified form for any racing

car, touring car or commercial vehicle.

About two years ago Freddie Dixon, that famous little man who has been a racing motorcyclist and racing driver for 25 years and who has been looked upon as the enfant prodigue of the motor racing world, took lunch with me and rather diffidently showed me a notebook full of plans for a car which would startle the world.

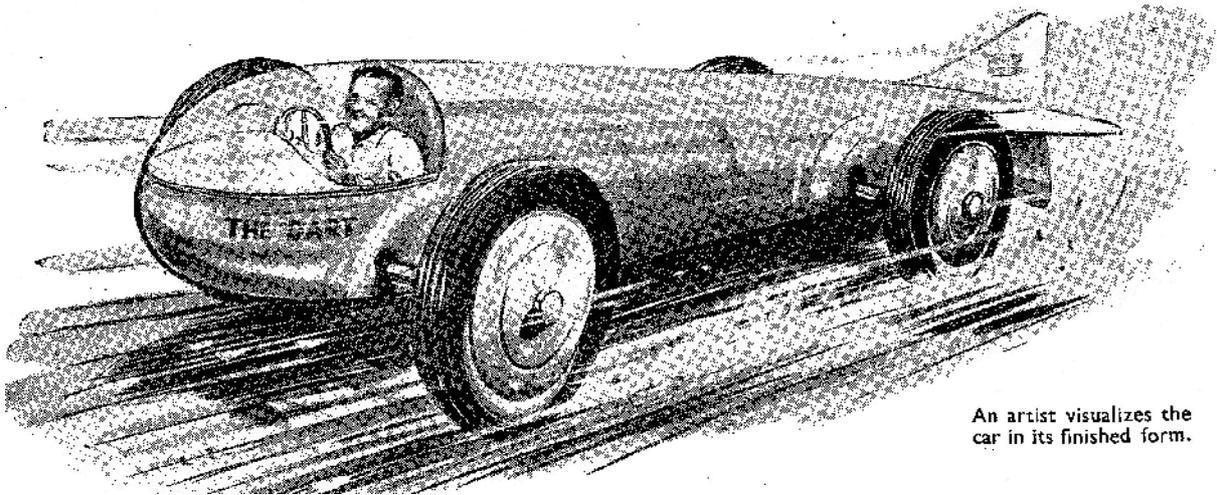
Since that time Dixon has been working away on this machine, and he is certain that his unorthodoxy is a practical engineering proposition and at a stage when he feels that he can accept financial help from those who would like to be associated with a project that will break new ground and help to put this country a little higher on the engineering map of the world with a step forward in motorcar design.

When it comes to designing and building special cars to break the World's Land Speed Record, this country, at the moment leads the world, and it may be that George Eyston, with his double-engined car, will have put the record well over the 300 mark by the time this is in print. (Eyston set a WLSR of 311.41 m.p.h. over the mile at Bonneville in 'Thunderbolt' on 19th November 1937 – LT)

But Freddie Dixon is eminently a practical man, as anyone who has watched him tuning and preparing his astonishing racing cars will readily admit. He feels that achieving ultra-high speeds by the use of enormous cars, powered by aeroplane engines in special and gigantic chassis which are quite useless for any other purpose, is not adding to the sum of human knowledge any longer and is doing less and less real service to automobile research. He fears that the German designers who have already done 250 m.p.h. on an ordinary road with an engine rather smaller than the Rolls-Royce Phantom III would be very serious competitors for the World's Record if and when they turned their genius to the task.

Dixon wants to put the record beyond their reach, but with a car which not only bears a close similarity to the sort of car that might be used on the road, but which will actually form the basis and prototype of a car which could be built at a low cost for the motoring needs of the man in the street.

"It can be done by brute force," says Dixon, "and I don't doubt I could have done it when I bought the old 'Silver Bullet' with its two 12-cylinder engines, but whilst preparing the car and studying the problems generally, I realized that all this was leading us nowhere, for we were not learning anything of real value by using this sort of car, and I then and there decided to work on quite different lines and get away from the idea of using brute force and try to originate a design which would be of some value to the motor industry in general."



An artist visualizes the car in its finished form.

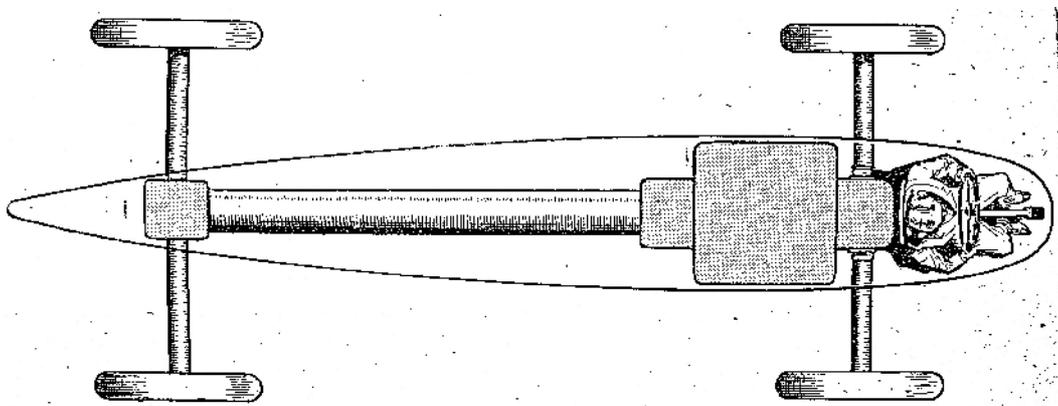
Thus it was that two years ago Dixon sketched out his preliminary ideas, as I outlined in this journal at the time. Since then “The Dart” has steadily taken shape on the drawing board until things are rapidly nearing the stage when the actual building of the car can be commenced.

Dixon's ideas are startling, but his ideas have always been unorthodox, while his results have often staggered his critics. And this is what “The Dart” is going to be like :—

A rounded body of streamline form shaped roughly like the common or public-house dart—including the flight at the end. In the nose protruding ahead of the wheels sits Dixon in a covered-in compartment. Immediately behind him comes an engine of a type radically different from anything yet used for purposes of this sort.

Now this is more fully described in what follows, but here are the outstanding features of this remarkable project: engine shaped like a cylinder about 23 ins. in diameter which is housed in a very ingenious chassis, which Dixon has patented, having a normal “everyday” wheel base, a propellor shaft running from end to end and driving all four wheels, four-wheel independent springing on a new principle, four-wheel steering (if found necessary), very low unsprung weight, progressively automatic self-locking differentials, and a complete record challenger weighing under 30 cwt. with an engine of approximately 10 litres capacity.

How all this is to be done will now be explained by my colleague, Lawrence Pomeroy, Junr.



Lawrence Pomeroy, Junr., says:

The whole design of Dixon's car is a most interesting example of a scheme built up of basic facts in a logical manner. Although unorthodox, everything about the car is simple and designed strictly in accord with sound engineering principles, however novel their application may be.

Existing record-holding cars have always started from a basis of an aero-engine power plant. This, by having a large weight and considerable frontal area, has of necessity involved a large and heavy car. Dixon has started from the opposite end of the story by saying, "Here am I, F. W. Dixon, an object roughly 1 ft. 6 ins. wide and 5 ft. 5 ins. high, who desire to be moved down the road at a high rate of speed. If I sit down I reduce my overall height to about 2 ft. 6 ins. Thus, what I must do is to design car that has a body as near as possible 1 ft. 6 ins. by 2½ ft.; that is to say, a frontal area of 4 sq. ft.

The result of this thought is "The Dart" with a frontal area much less than existing designs, so that between 800 h.p. and 1,000 h.p. will send it along at about 350 m.p.h.

The next problem, therefore, is—can a 1,000 h.p. engine be built to fit inside an area of 4 sq. ft. which is only 2 ft. by 2 ft. or 2½ ft. by 1½ ft.? Before answering this question we have to consider what size of engine is required. We know that small engines of about 500 c.c. per cylinder can be made to give over 150 b.h.p. per litre. If, therefore, we make a 24-cylinder 12-litre engine it might be possible to get 1,800 b.h.p., so that even on a basis of only 100 b.h.p. per litre the required power will be available.

Having decided this, the problem arises—can a 12-litre engine be built within these dimensions? The answer is, "with an orthodox construction, no."

There is, however, an unusual form of engine in which many people are interesting themselves, using the swash-plate principle and barrel shape with the cylinders lying horizontally. The pistons transfer their energy to the main shaft through an inclined wobble plate.

Two-stroke Engine

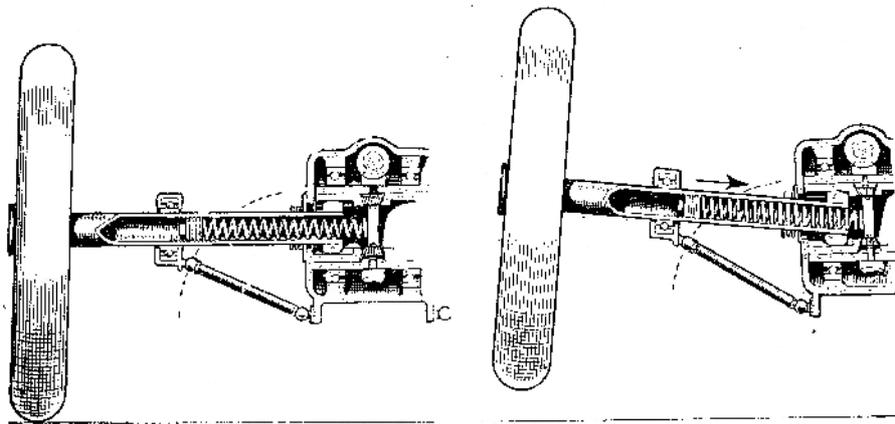
One of the great snags of this form of engine is that it is difficult to arrange the valve gear, so F. W. says. "All right, let us have no valve gear, but turn the job into a two-stroke." This has been done very neatly in his design.

Particular care has been given to water circulation around the sparking plugs and exhaust ports, and the supercharger, to fill the cylinders, is an integral part of the engine. Although supercharged, Dixon's engine is not one of high output, for, as we have seen, it is possible to obtain the necessary power without developing great horse-power per litre.

Dixon proposes to fit this engine into a very ingenious frame and drive all four wheels. It will thus be transmitting approximately 250 b.h.p. per wheel, which is little more than that put through the tyres of a modern Grand Prix racing car and should, therefore, ensure freedom from tyre trouble. Moreover, acceleration and controllability should be improved.

How these work out in practice will be a little dependent upon the success of Dixon's highly original steering schemes, but these have been most carefully thought out and Freddie's long experience of motorcycle suspension systems should stand him in very good stead in this matter.

In brief, he has devised a springing system that gives independent springing to all four wheels and reduces the unsprung weight to an absolute minimum. The brake drums will be on the transmission. Moreover, by virtue of a special link system connecting the swinging live axles through the differential casing, the scrubbing action of the tyres on the road is greatly reduced. The tendency for braking to be upset by the differential has been guarded against.



A live axle will be used to transmit the drive with braking through the transmission. A special linkage reduces tyre scrub and provides a neat springing layout.

The steering is even more unusual since it is proposed to cant each axle relative to the differential casing, thus giving steering on all four wheels. All the forces are balanced as between each wheel and the steering mechanism, and there are no steering pivots in the ordinary sense of the word.

The whole point about Dixon's project is that design of "The Dart" could be adapted with only small modifications for any type of motor vehicle. Such a car would be light, but would have excellent road-holding qualities. It would even bank slightly on corners to eliminate body roll. It would be cheap to build. Track and wheelbase could be varied easily and cheaply on various models. The chassis could form the fuel tank and the engine could be fitted at the front or rear.

Whilst Dixon has certain funds available, these are hardly sufficient to complete his schemes, and he is now so confident of success that he would be pleased to hear from anyone who would further support this attempt which he feels will add greatly to the progress of automobile design in general and to British prestige in particular. His address is: "Ardverness," Wray Common Road, Reigate, Surrey.

For Sale

1948 Riley Roadster RMC.

Complete, dismantled for restoration. Many new and rebuilt parts including:

- spare rebuilt front cross-member with suspension & steering
- spare rebuilt gearbox
- spare rebuilt motor
- new bronze bumpers, over-riders, bonnet & mudguard trim strips
- spare short-motor (or two) and many other used parts.

\$7500 Matthew 07 33530532

1949 Riley 2½ Saloon.

Fully re-conditioned engine, carbies, steering box, diff, brakes, hand-crafted wooden steering wheel.

Re-wooded. Body and chassis sand blasted, primed. Chassis painted black.

Four spoked rims with good tyres.

Seats at upholsters but not started yet.

Has to be put back together, painted and upholstered.

Thousands of dollars in receipts.

The wife says the Riley goes, or me!

Make me an offer!

Graham Jones 07 55982 576 gjonespaint@aapt.net.au

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