



# TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

May 2008



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**Next Meeting:** 7:30 pm Thursday, 8<sup>th</sup> May  
Queensland Sporting Car Club  
206 Montague Road  
West End 4101

**Editor:** Linden Thomson (07)32696426 0419175083 [lindenthomson@optusnet.com.au](mailto:lindenthomson@optusnet.com.au)

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

Meeting opened by President Alan Hill at 8.10pm with 21 members and guests present.

**Apologies:** Pat & Betty Elliott, Peter & Bonnie Young, John & Eve Romer, Graham & Betty Swan, Brian & Lyn Jackson, Bill Short, Bill White, David Schoch and Dick & Earla Self.

### Minutes from previous meeting:

Moved, Gary Britton and seconded by Neal Brandt that minutes be accepted. Carried.

### Business arising from minutes:

1. Nil

### Inwards correspondence:

1. Membership fees from Mr Ray Perryman;
2. Membership fees from Mr Stuart Paton;
3. Letter from Steve Munn Re: Sale of his Pathfinder;
4. Letter from Rare Spares;
5. Letter from Bayside Vehicle Restorer's Club with Combined Council Entry Forms;
6. "Tru Brit" Magazine from All British Classics Car Club;
7. News Letter from Townsville Veteran Vintage & Historic Motor Club Inc;
8. Combined Council Minutes March 2008;
9. CC News for March 2008;
10. Combined Club Events & Swap Meets;
11. Copies of Blue Diamond, Riley Gazette, Riley Crank, Riley Newsletter WA, Riley Rattles and Riley NZ..

### Outwards correspondence:

1. Annual Report to Office of Fair Trading;
2. Membership Application to Mr Bruce McPhail, Graceville;
3. Membership Application to Mr Stuart Paton, Dulong;
4. Get Well Card to Mike Thatcher.

Moved by Linden Thomson, seconded by Sheila Hill that the inwards be received and the outwards be endorsed. Carried.

### Treasurer's Report March 2008.

Balance as per Bank Statement, 29 <sup>th</sup> February	<b>\$3,494.49</b>
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Interest	<u>\$ 0.44</u>
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Balance as per Bank Statement, 31 <sup>st</sup> March	<b>\$3,494.93</b>
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Moved by Ross that his report be accepted, seconded Dorothy Cameron. Carried

### Club Captain's Report:

Outgoing Club Captain, Sheila Hill advised the meeting that the Annual Conrod Trophy would be awarded to Peter and Bonnie Young who have organized the itinerary for club members to travel to a number of National Riley Rallies. Presentation will be made when Peter and Bonnie are back home. Club Captain Wendy advised that the May run would have the Riley Club joining with the

Bayside Vehicle Restorer's Club for the National Heritage Motoring Day, 18<sup>th</sup> May 2008. Overview of the Run: 9.00am from Dreveson Park Wynnum foreshore (163, N1), to Anzac Park Toowong for morning tea, via Captain Cook Bridge, Park Road Milton, and the Mt Cootha Circuit. Then to lunch at Kalinga Park via Inner City Bypass, Hamilton, and Clayfield. Then to afternoon tea at Brisbane Corso, Fairfield on the River. Further information will be provided at the next meeting. Wendy also raised the question of the Club providing vehicles for disadvantaged people at their annual picnic day. Further discussion at the next meeting.

**Spare Parts Report:**

Jack has ordered steel to make 50 only axles for 2½ vehicles. Also has received a few Riley key rings (\$15.00 each.) Jack and Graham have had a 2½ exhaust manifold cast and the result is looking very good. Information can be obtained from Jack. As tyres are becoming more difficult to obtain, Jack has located a company which specialises in fitting rims suitable for radial tyres to existing wheel centres. Rims are safety rims suitable for the fitting of radial tyres without the use of inner tubes. Centres are welded to the rims, not riveted.

**Registrar's report:**

Nil.

**General business:**

A very spirited discussion ensued regarding the eight points in the CC News that covered areas to be discussed by the Combined Council with the Queensland Department of Transport. It was stressed that individuals and car clubs should not approach the Department regarding these matters as they will only be referred back to the Combined Council. It was advised by Club representatives who attend the Combined Council meetings to let the Council do its job.

Trevor Judd raised a point relating to printing a list of members names, what cars they have and their contact phone numbers. It was pointed out that a number of clubs do provide such a list for their members. This has been raised before but a list has never been produced. Trevor proposed a motion for the Club to "*Investigate mechanisms to obtain and publish details of Rileys owned by members.*" Seconded by Gary Britton. Carried. Trevor was willing to assist the Registrar if the need arose.

Linden Thomson advised the meeting that the Riley Club Internet site could be accessed on [www.rileyqld.org.au](http://www.rileyqld.org.au). Early Days yet.

**Secretary's Email: [Redpath@aanet.com.au](mailto:Redpath@aanet.com.au)**

Meeting closed: 9.30pm.

**Next Meetings:**

**Thursday, 8 May, 2008.**

**Thursday, 12 June 2008.**

**BRISBANE SPORTING CAR CLUB**

Unit 1, 206 Montague Road

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

**On the Cover:**

Alan Hill's 1937 12/4 Lynx on its first Club run, looking absolutely great. Perth next year?

**Club Events Programme: Wendy Judd****Sunday 11<sup>th</sup> May: Mcleans Bridge Classic Car Static Display**

We have again been invited by the Triumph Sports Owners Association to attend this traditional Mothers' Day event.

Where: **Tully Memorial Park**, enter via Scotts Lane and Beryl Parade.

Time: from **8:00 am**

**Sunday 18<sup>th</sup> May: Bayside Vehicle Restorers' Club National Motoring Heritage Day Run.**

All Clubs have been invited to take part in this run.



To quote Bayside:

Today is designated by Australian Historic Motoring Federation(Qld Combined Council's national parent body) as a day for clubs around Australia to take out their historic vehicles and show them off to the world, a mobile display to exhibit the beauty and uniqueness of our toys and the strength and dedication of Australia's historic vehicle movement. There are opportunities to join in at any point along the way.

Our aim is to be conspicuous. The run has been designed for freedom of vehicle movement and with your safety in mind by using roundabouts, traffic lights and left turns where possible.

It is recommended that if possible you use your street directory to trace the route in advance. Indicative times are listed.

**Run commences Dreveson Park, Wynnum foreshore (163, N1) at 9:00 am**

**Morning Tea Anzac Park, Toowong (158, M16) 10:45 to 11:15 am**

**Lunch Kalinga Park (140, J3) 12:00 noon to 1:30 pm**

**Afternoon Tea Brisbane Corso, Fairfield (179, K7) 2:15 pm**

Full route details will be available at the next meeting or can be downloaded from the Bayside website <http://www.baysideclub.org.au> under future events.

I suggest Riley Club members who want to be in at the start meet as a group at Murarrie Recreation Ground (161,N11) turning off Wynnum Road and proceed to Dreveson Park *en masse* at about 8:30 am. Others could select one of the stops to join the Run. You can drop off at any time.

## **CAN YOU HELP ????**

(A request from Trevor Judd)

I am co-ordinating a morning tea outing to bring together clients from some Blue Care Respite Centres and interesting/nostalgic vehicles.

The date will be Tuesday 24<sup>th</sup> June 2008.

The venue will be UBD Refidex Map 179:J7 and K7. This is Brisbane Corso Reserve on the river at Fairfield.

The time will be 10:45 a.m. (till noon).

It will be BYO morning tea as the Respite Centres will only be able to cater for their clients.

Our Club will be combining with the South West Brisbane Motoring Club to provide the vehicles. Short rides for some clients would be appreciated.

IF YOU CAN HELP please let me know by Friday 6<sup>th</sup> June.

My contact details: phone 3879 0340 (leave a message) OR

email [tjudd@yahoo.com](mailto:tjudd@yahoo.com) OR

tell me at the next Club meeting.

I will be in touch with you to confirm details and answer queries.

## **HOPE YOU CAN !!!!**

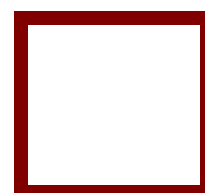
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If there is a cross in this box, unfortunately records indicate you are unfinancial and not eligible to access spare parts or receive TorqueTube (this will be the last). Please remedy the situation by contacting the Treasurer. We do not want to lose you.

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## Editor's Notes:



A couple of meetings ago, Dorothy Cameron gave me some hand-written pages she had found. It was a draft of an article Gordon had written in 1985 after their trip to Riley Rally West in York WA, Easter 1985. This article had been published in two parts in the TorqueTube in 1985 in the June/July and August issues (I was editor back then, too). With next year's Easter Rally again being in Western Australia, I thought it appropriate to reprint Gordon's article.

The somewhat mysterious William Riley is in the motoring news again in the U.K., not with a Riley marque this time but M.G. Thanks to Matthew Schooneveldt for sending the Birmingham Mail article that is reproduced here. Wonder if he still plans to resurrect "Riley"?

The Club web site [www.rileyqld.org.au](http://www.rileyqld.org.au) still has a long way to go, but we will have a concentrated effort on it when daughter Mairi returns from the U.S. in a couple of weeks. I don't think we'll aim for anything as sophisticated as Phil Soden's NSW site, but if there are any features you would like to see on the Queensland pages, please let me know.

Would you like to see your TorqueTube in full colour with high quality images? You can if you receive it by email. It will normally be a 1 to 2 MB PDF file, so if you have an appropriate connection, please consider this option. It is much easier for me and much cheaper for the Club, reducing upward pressure on membership fees (and we could put more into spare parts). If you would like to try it, please email me.

## An Alternative to Tumut:



Jeff Jones' Nine in different company at Rosewood on the LAMA Saladbowl Vintage Rally held over Easter.

(Photo Mike Bramwell)

## April Run:

LT

A small group (the usual suspects, but not all in the usual cars) met at the Judds' for morning tea, before following some very detailed route directions on the day's run.

It was the first Club run for Alan Hill's splendidly restored 1937 12/4 Lynx (the car on the cover) and for Brian Jackson's ex-Bendeich (*via* Mike Bramwell) RMB.

The run was a very interesting tour through areas most of us would rarely visit, and included a river crossing on the Moggil Ferry (the reason for needing exactly \$1.30 in coin). We arrived at a very pleasant park at Barellan Point, at the junction of the Brisbane and Bremer Rivers, for our lunch stop. This park is a hidden gem which seems to be not much utilised though well maintained.

It was such a pleasant spot and such a glorious day that we decided to reserve the afternoon component of the planned run for another day and stayed to relax in the park (photographic evidence herewith), apart from the Hills who had an appointment on a petanque pitch.



## From the Archives (1985):

### **Diary of a 1½-litre Driver: Brisbane-Perth-Brisbane**

**Gordon Cameron**

In company with a couple in a blue Pathfinder, we left home 6:00am 26-3-85 to travel to Dubbo *via* the Newell Highway. However, having travelled this route many times to interstate Rallies, we soon became bored and turned off after Inglewood and went to Texas. While in Texas and munching hot pies, we had a yarn to the local chemist and garage proprietor about Rileys that used to be in town about 25 years ago. All this time their customers were waiting but noone seemed to mind as country people have plenty of patience. We then crossed the border and found a few gravel patches *en route* to Gunnedah. Having done just over 400 miles trouble-free, we found a good motel and of course visited the local Services Club for the usual meal and refreshments and a little flutter on the pokies.

Then it was Gunnedah to Coonabarabran and back onto the Newell Highway. There were too many semis, so we turned left again and nearly got to the Mudgee area. The day was quite warm, so needing a drink we pulled up in the town of Warialda. Lo and behold, there was a hissing noise and the Pathfinder back tyre was going down. Quick was the frantic action looking for a garage to fix it but noone was available. However there was a tyre company that agreed to fix it when the midday siesta was over. This town stops for lunch which is a good idea, noone can worry any other person trying to have his after-dinner rest.

Of course, the whole thing was to get a jack under the car before the tyre was totally flat to stop the body touching the ground, what with luggage, half a ton of spare parts, and gallons of RedeX on top of the spare wheel which thereby didn't have to come out. So we waited and after a couple of hours were off to Dubbo to meet the Thompson family, namely Kel and Joan, Ian and Jenny, and of course the Merlin and a late-model station wagon which carried all their luggage, spares and a draw-bar just in case. After a pleasant evening checking maps and talking about Riley cars, we were all set to head west the next morning.





With the pre-war getting an early start it took a few hours to catch up, and this proved to be the pattern for all the trip. At these times the billy would have to be boiled – I think Kel likes his cuppa more than most but not necessarily everybody. On this day the afternoon was quite warm, around 40°C, and the 1½ was running hotter than normal, so would have to have the radiator flushed on arrival in Wilcannia. The method for doing this will be explained in another story as the events of this day will have to be told.

The motel is behind the garage which also has take-aways and a cafe. The size of the meals was so large that when Joan was presented with hers she said "I cannot eat all this" and then convinced herself so that nothing passed her lips. We called for a doggy bag and had enough food for eight people for lunch next day mixed with a few sausages and bread.



Ian & Jenny & Merlin

Now you would not think it possible to get lost going to Broken Hill, but sure enough two cars vanished. As the Thompson family, Senior and Junior as I will refer to them, were travelling at the front and rear of the four car convoy, we (the two middle cars) could not catch the Merlin and wondered why the modern car did not catch up to us after a normal refreshment stop. Yes, they took the road to Burke! The backup car's occupants first knew when they saw the

Merlin coming towards them after the first car came upon rough road and realised their mistake.

Senior and Junior swapped cars and one had the map and the other had the reading glasses, which were one of each in the wrong car (hope this is not too confusing as it was at the time) – must have been the hot weather. An oncoming motorist was advised by the party on the right track to look for a couple of carefully described vehicles that must be behind to let them know that the middle cars, now in front, were pushing on.

It was still very hot and the motel in Broken Hill had a pool which was enjoyed, with a barbie poolside in the cool of the evening.

Some of us were very brave and went down the Tourist Mine dressed in the correct gear provided. We have photos to prove this, however I'm not too keen to show them for general exhibition. They now call Jacko "Skinny Legs".

Then it was off to Port Augusta via Peterborough with the Merlin again in front. There we met Annette and Chris Kinney and visited their home and viewed



their cars: a couple of MGs, Jag with only two doors and a Ford Anglia utility. The Riley was away having the upholstery done. While at Port Augusta, we made sure of a few extra cans of water and provisions as South Australia was still very hot and dry, and towns were sparse.

By now we had started on the Observation Run part of the trip. Application has been made to the Guinness Book of Records to have it recognised as the longest observation run in the world – Port Augusta to York. Of course my navigator and I could not agree on many of the questions so I had better not say too much at this time as this script will be censored. However it helped to break the monotony of the long distances. I think we just missed Iron Knob but I do remember going over a hill. At Kimba we stopped for a cuppa and had a good yarn to a couple of the locals all about Riley cars. We did view a boat-tailed Essex Roadster at the service station which was exhibited for our pleasure.

On arrival at Ceduna the first not so unfamiliar Riley we saw was the green 2½ from NSW. Yes, the ever and always Jim Andriess and his co-pilot Andy from Sweden. They were covering great distances in a day (before the petrol leaked out of the tank that had been repaired but was unfortunately still leaking). What an enjoyable evening, and we introduced Andy to an Aussie pot of beer. The next day we never saw them or the next.

Each day as we would check everything around the car and the luggage and set off on the next stretch we would forget the observation run and of course would miss a couple of questions by the time we had sorted out how many bridges or caattle grids we had crossed.

The unusual rattle in the motor is definitely rattling this day, not just imagination as we were hoping it was. No worry about overheating as the weather is now 20° cooler than we had become accustomed to.

By now we were seeing Riley cars more frequently, like Horrie Moore's 2½ and Steve Sneesby's One-Point-Five. The black 2½ sounded like a pea-shooter Harley. However with great determination the car made it to the Rally with the cylinder head having been removed and put back a couple of times to free the sticking valves. I suspect some of the petrol we obtained was crook as the 1½ mileage dropped to 19 mpg on one easy section of the trip.

The road to Eucla is certainly much better than it was 16 years earlier when we tried to destroy a new Australian-made car and partly managed to do so. The old repeater Telegraph Station at Eucla is now almost buried in sand and I reckon it will disappear before we get round to going that way again. But you never know as because of Riley Rallies we have visited Broken Hill twice in two years which took us fifty years to get around to



Two ways to fly at Eucla

in the first place.

Leaving Eucla you actually go downhill and travel all day with an apparent ridge on your right-hand side and don't go up again until Madura Pass. This area is a "fault" - the bottom bit of Australia may have tried to slip into the Southern Ocean. The lookouts are easy to reach and some of the views of the coastline you have to see to believe.

While at Balladonia and filling the fuel tank the young attendant said "50 Rileys have been here today" and by the time we got to Kalgoorlie it had stretched to 100. We did see 10 or 12.

Have any readers ever booked into a motel and lost the room key between reception and the room? You now know one who did at Mudgee last year and nearly did this year at Kalgoorlie.

The motel owner advised us on checking in that there were three Rileys in the yard next door. Sure enough there were three Pathfinders and a 1½ almost complete. On jumping the fence, we found we found more remains and a 1½ goer. Later we discovered that the WA Club has a catalogue of these. We made contact with the owner of these cars, did a couple of little deals, and the 1½ goer got caught in our tail-wind and ended up in York for the Big Event.

I think my better half must have read stories about Kalgoorlie as we (the boys, that is) were kept under strict observation. I must admit that I was surprised by how busy the town was in more ways than one, especially -CENSORED-, and by the number of Jaguar cars around.

We arrived in York before most of the WA Club thanks to our travel organiser, Junior (Ian Thompson) and Jenny.

I will not say much about the Rally as it would take too long to write. The WA Club are a good team, they must be to have entertained us all in such a splendid way, and I am sure we all will never forget the friendship afforded to us.

We did go on to Perth where the Riley Cavalcade up the main street to Kings Park was most enjoyable, even with the cold wet windy day we also will never forget.

As time and distance home was ever a mindful thought, we skipped some of the after-Rally events. The Fremantle tour and evening meal was followed by a visit to the Freemasons Pub where they brew their own. I think you would have to develop a taste for any one of their several beers. I had a port, yes a beer glass full.

Our last social event was well after normal closing time. We just had to have a coffee to finish off as planned by our hosts. When we entered the shop the espresso machine was just finished being cleaned, and when we ordered 32 cups of cappuccino did the fellow behind the counter spring into action - 32 saucers lined up along the counter. He was an entertainer in his own right, mumbling "32 cappuccinos" all the time and soon filling the cups faster than

your eye could see, and of course taking the money and fulfilling any other various orders. As we left he was still scratching his head and mumbling "32 cappucinos", with his poor assistant cleaning the machine once more.



At Walpole

We have turned the corner heading for home with a few detours of course through the beautiful South West corner of Australia, taking in Margaret River with vineyards, Cape Naturaliste, Cape Leeuwin, Pemberton, Denmark, Albany and Esperance, and would you believe following the Merlin again..

While on this section of 460 miles, and with only 10 miles to Madura, we had to reduce speed just on dusk to avoid

kangaroos.

We noticed hazard warning lights flashing far ahead, and just had to stop to see what the trouble was. There was almost unbelievable damage to the front of an almost new Australian-made car by one only 'roo. There was only one puece of the bull bar to be seen. The grille, radiator and water pump were all trying to be part of the engine block. After the tail shaft was removed we began the requested tow. This proved a bit of drama, as we had to go down a hill or pass as they called it. Brakes on modern cars with no motor running for booster vacuum are almost as good as Riley brakes, or maybe even a little worse! While we were trying to sort out the tow rope that had been run over and tangled around the front wheel, down came a semi-trailer at a hundred miles an hour with horn at full blast. I reckoned we would have been wiped out before he would go too close to the outside edge.

Anyway, we last saw the broken car being loaded onto a flat-top the next morning.

The repair facilities at Madura were nil except for an oxy set and a vice. We were permitted to use these to attempt to weld a broken bracket on the Pathfinder sun visor. After a two-way radio call, a fellow arrived with half a stick of brazing rod. It took an hour to find a key for the oxy bottle, and the only flux was for soldering. We made it stick after about three hours! However, back on the road, the wind blast from a few on-coming semis was too much for the brazing, and eventually a piece of fencing wire came to the rescue.

If anyone were to ask me about West Australia, I would explain as best I could, but my true answer would be that you should see it at least once in a lifetime.

The return trip to Port Augusta was completed a day shorter than going over. We did spy some of the items we missed on the Observation Run ten days or so earlier. We said goodbye to the Thompson family at Port Augusta after visiting an Indian restaurant and having curry. It was very nice – my description was hot, hot. I may be repeating myself, but many things we

would never do or see without Riley Rallies.

Still looking for different routes to travel, we came a shortcut from Port Pirie to Morgan-Mildura. A trip on a genuine paddle steamer through the locks was another new side trip for us.

Round about Hay the popping note out the back of the 1½ was you guessed it, a burnt exhaust valve. The loss of power was also due to missing plugs. It was easier to replace the full set than to pick a miss in an uneven motor. There was no time to overhaul as home was getting closer and there were still a few more things to see and do.

We cut across to Cowra which is unique with its museum and war memorial to the Japanese Prisoner-of-War Camp. Griffith was an eye-opener for rich farming country. It would make a good place to meet one day as the abundance of grapes should satisfy the wants of a Riley mob. Somehow or other we found the Newell Highway again around Moree, which was our last stopover.

After travelling about 6500 miles, the 1½ only had four burnt exhaust valves, big end shells in various shapes and colours, and four scuffed pistons.

As I was not too keen to look at a Riley for a day or two, my big brother offered to work on it. The clearance on the solid skirt JP pistons has been increased for the second time with a 14-inch rough file, and maybe we will travel a little slower to Echuca next year, but with a Pathfinder in view front or rear you never know. It will depend on the weather and petticoat government having a doze or two on the way.

My only comment on so many people having valve trouble this year is that they don't make petrol to suit Riley cars.

## For Sale



**1949 RMB** as previously advertised. Space is urgently required, so car must go. Asking price now **\$9000** for good reliable car.

Mike Olive mobile 0412 766 199, home 07 5498 3303.

From The Birmingham Mail <<http://www.birminghammail.net/news/top-stories/2008/04/08/mg-is-back-on-the-road-97319-20735653/>>

## MG is back on the road

Apr 8 2008 By Jon Griffin



THE MG is back - with a Midland car veteran beating Nanjing in the race to relaunch the world-famous sports car.

Exactly three years to the day that Longbridge went bust, MG vehicles are once again being made in the Midlands in the shape of the luxury X-Power model.

Worcestershire-based William Riley, a member of the famous Riley motoring dynasty, has launched MG Sports and Racing Europe Ltd from a 2.5 acre factory site in Eardiston, near Tenbury Wells.

The £2 million venture has already created 17 jobs, including a handful of positions for former MG Rover workers, with the factory producing six high powered MG X-Power WR vehicles a month.

The supercharged MG, a direct descendant of Longbridge's most expensive model, sells for between £75,000 and £90,000.

Seven have already been sold and the fledgling firm has 35 other advance orders in the bag.

And Mr Riley has plans to eventually launch a purpose built 100,000 sq ft factory within the M5 corridor, employing between 150 and 200 people.

Mr Riley, a lifelong car enthusiast, said: "We have bought the badge rights for the MG X-Power from the administrators PricewaterhouseCoopers - it has been a lot of hard work but it's going well and we are keeping the MG brand alive.

"We are in production, making six cars a month. It's very early days but we are very encouraged. We have sold seven cars, all over the UK, and we have got 35 other orders in the pipeline.

"We have exported five cars to America already, in various stages of build. The people who are buying the model are young and middle-aged executives who want an individual, British made sports car.

"At the moment, we have got 16,000 sq ft of works and offices but in time, I am looking to buy a piece of land or an existing building for a 100,000 sq ft factory, in the M5 corridor, between Tewkesbury and north Birmingham.

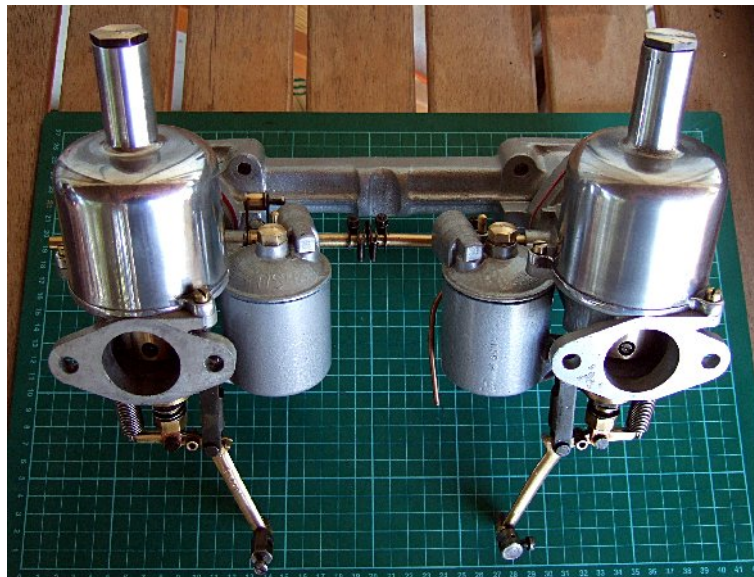
"When we are in full production, we would like to employ between 150 and 200 people. We are in this for the long run."

Mr Riley's launch of the MG X-Power WR comes as the motoring world continues to await the resumption of volume production at Longbridge by Chinese owners Nanjing.

Nanjing bought the assets of MG Rover for £53 million in July 2005 but, nearly three years on, is still to produce a single car for sale.

"I feel very proud to have launched the MG X-Power WR. So many people in this business just talk. We are up and running and producing cars," added Mr Riley.

## **Be Spares Aware:**



Want your carburetors to look like this, fully reconditioned, mounted on a modified manifold and with a vacuum advance fitting if required? Jack Warr does this in his "spare" time. Supply is on an exchange basis. Contact Jack for details.

**Riley Parts For Sale – Post War**

- 1. RMABCDEF set of 4 good wheels with worn tyres.....\$160
- 2. RMABDEF bootlid straight, no rust in seams.....\$120
- 3. RMABDEF spare wheel cover, rough, repairable.....\$20
- 4. RMABDEF fuel tank, excellent.....\$60
- 5. RMAB rear window interior wood trim, new old stock.....\$80
- 6. RMAB rear window glass.....\$5
- 7. RMBDF bonnet assembly, complete, straight and hinged.....\$80
- 8. RMABF set of 4 doors with early trim, good condition.....\$80
- 9. RMABD rear bumper assembly with all brackets, vgood.....\$80
- 10. RMABD rear bumper blade, new old stock, excellent chrome..\$60
- 11. RMABDEF tow bar.....\$50
- 12. RMABDEF perspex windscreen protectors, 1950's accessory,  
2 panels with sealing rubbers & suction cups.....\$60
- RMA 1946 radiator and bumper support front chassis extension  
as depicted in early chassis illustrations ie. much  
lighter than later versions, new old stock, mint.....\$50
- RMABDEF more usual version of above front extension, vgood...\$40
- RMABD windscreens, untampered frames, vgood.....\$20pr
- RMA factory illustrated parts catalogue, tatty.....\$15
- RMB factory illustrated parts catalogue, excellent.....\$60
- RMF factory illustrated parts catalogue, excellent.....\$60
- RMA early handbook, fair condition.....\$10

Sell or part exchange for Pathfinder engine or Toyota 4Y engine.

Also for sale: power hacksaw, small solid cast iron unit, quite old.....\$30

Contact Mike Bramwell on **0437189538**

**F.Y.I.:**

The Riley Big-Four Special that completed the recent Peking to Paris Rally, winning a Gold Medal (picture from Classic Car Mart, March 2008):

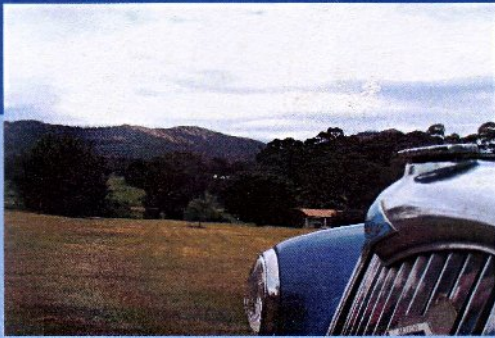




You are cordially invited  
to the Riley Motor Clubs  
of Australia's ...

## *Porongurup Party*

*Easter 2009*  
9 - 13th April



Invitation



The 2009 National Gathering will be centred on Mount Barker in Western Australia's beautiful and scenic South West, home of rolling hills, Karri forests, and empty roads. Mount Barker is the gateway to the impressive Stirling Ranges and the nearby Porongurup Hills with easy access to Perth to the north, and Albany and the stunning coastline in the south. The Porongurup Range is one of the world's oldest volcanic formations set in a national park of over 2,400 hectares.

Easy walking tracks lead to imposing granite domes and peaks, many offering spectacular views of the lush slopes and valleys. The elevated slopes and cool climate produce a range of high quality wines. The region enjoys a reputation for its outstanding Riesling, Chardonnay, Cabernet Sauvignon and Pinot Noir.

There will be a variety of events starting with the welcome dinner at Mount Barker town hall (Thursday night), then on the following days we have an exciting programme which includes the famous Karri tree-top walk way up amongst the tops of the very tall trees at Walpole, vineyards, the usual National Gathering events, not to mention magnificent motoring in your Riley. What better way to spend the Easter 2009 weekend?

And the accommodation is just as grand. It ranges from an historic homestead through to chalets, motels, and caravan sites – a choice to suit all budgets, and all in delightful surroundings.

Come and join us for our Party in the Porongurups — we know you will have not only a wonderful time but an unforgettable experience in Western Australia's unrivalled South West.

Further information on next year's Party will be issued in your Club's newsletter on a regular basis. Booking forms will be available soon and, as this is expected to be a very popular event, make sure you book early to avoid disappointment.

If you would like further information, contact Wendy Gilbert on (08) 9646 1465.

RILEY CLUBS OF AUSTRALIA PORONGURUP PARTY EASTER 2009

APRIL 9 – 13

EXPRESSION OF INTEREST

If you would like to be added to the mailing list for the above event, please send your details to the Entries Secretary. You will be sent an entry form in due course.

NAME(S).....

ADDRESS.....

.....POSTCODE.....

EMAIL ADDRESS (Please print clearly).....

Mail to: Peter Withers, PO Box 368, Guildford, WA 6935

Fax to: +61 (0)8 6278 2704

Email: riley2009@live.com.au



**2008 Committee Contact Details:****President**

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

**Secretary**

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

**Editor**

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

**Spare Parts**

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

**Registrar**

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

**Vice President**

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

**Treasurer:**

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

**Club Captain**

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

**Assistant Spare Parts**

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

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