



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc APRIL 2012



AN INTERESTING “RALLY” OF “NON-RATTLING” RILEYS Cars at the Toowoomba Rally

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

Next Meeting:
Thursday, 12th April 2012.
Girl Guide Hut
Corner Pullen & Osborne Roads
Everton Park

DISCLAIMER: The Riley Motor Club Qld Inc. accepts no responsibility for the results of contributor's advice, nor does it endorse any services/ goods/ products offered by advertisers. Opinions expressed in this Newsletter are not necessarily those of the Club, its Officers, or its Editor.

Minutes of the OGM of the Riley Motor Club, Qld., Inc.

held at the Girl Guide Hut, Corner Pullen & Osborne Roads, Everton Park, Thursday 8th March, 2012.

Meeting opened by President Ken Lonie at 8.00 pm with 16 members and guests present.

Apologies: Ross & Dianne Phillips, Ian Henderson, Jack Warr, Graham Mackay, Matthew & Simon & Helga Schooneveldt John & Eve Romer, Gary Britton.

Minutes from previous meeting: Moved Gloria French, seconded by Bill White, that minutes be accepted. Carried.

Business arising from minutes: Nil.

Inwards correspondence:

1. Membership application from Rachel White from Roadvale with a RMB.
2. Letter from BMC Leyland Heritage Group regarding their upcoming book launch – “Building Cars in Australia – Morris, Austin, BMC & Leyland 1950-1975”. Included were forms to order a copy of the book.
3. Fliers for the Rodz Rock ‘n’ Roll, Saturday 26th May.
4. Invitation to Summerland Sports & Classic Car Club’s 29th Annual static display, 5th August, Lismore.
5. Letter from BSCC acknowledging that our club no longer requires use of their room and expressing appreciation for our patronage with best wishes.
6. Newsletters –Blue Diamond.

Outwards correspondence:

1. Letter to J. Warr advising of his honorary membership status.
2. Acceptance of membership letter, magazine and rally information to R. White.
3. Club & rally information to R. Colclough, Toowoomba.

Moved by Matthew French seconded by Sheila Hill that the inwards correspondence be received and the outwards endorsed. Carried.

Treasurer’s report for February 2012:

Balance as per Bank Statement, 1 February 2012			\$10598.96CR
Income			
2012 Rally entries	\$12316.00		
Membership fees	\$ 730.00		
Interest	\$ 1.31	\$ 13047.31	
Expenditure			
Nil	\$ 0.00		
Balance as per Bank Statement, 29 February 2012			\$23646.27CR

Moved by Lindon Thomson that his Report be accepted, seconded Bill Short. Carried

Moved by Lindon Thomson that the resumption of the AGM with presentation of the profit/loss statement be deferred to April. Seconded Bill White. Carried.

Moved by Lindon Thomson that subject to Office of Fair Trading that we allow on-line operation of the current account. Seconded Robin Hull. Carried.

Club captain’s report:

 Well attended run to Mt Glorious.

Proposed runs.

- March – National Rally, Toowoomba.
- April – Local rally at Easter, perhaps Esk.
Roma Rally at Easter.
- May – Local rally.
- June – QHMC rally at Maryborough.
- July – RACQ Motorfest.
Rally to Gympie/Gympie Rattler 21/22.
- August – Rally to Leyburn.
- September – Blind Citizens Day at Lakeside 29th.

Spare parts report: Nil.

Registrar's report: Nil.

2012 rally report: 57 entries with 113 people. Venue change for rally head quarters, Friday & Saturday dinners to the DDVVCC rooms at 2 Rocla Court. Sunday dinner to be at Platform Nine. 4 gymkhana events.

Editor's report: Still waiting for articles. Progressing with the drive to convert membership acceptance of electronic delivery with 26 still having to be posted. Rally reports with photos expected for next magazine. Bill raised the issue of whether other club magazines could be posted on our website. He will raise this with the interstate editors.

Website co-ordinator's report: Nil.

Shed Coordinator: The shed is verbally approved, now waiting on paperwork. No commitment from council on length of lease. All parts stored at this location will become club property. Brooms, tables, chairs, shelving etc required. A fire-proof and secure cabinet may be required.

General business:

1. Ross Phillips no longer able to have visitors and has suffered a relapse with internal bleeding.
2. Graham McKay admitted to hospital with kidney stones.
3. Richard Colclough from Toowoomba has purchased the Nine roadster from Maryborough.
4. Alan Hill has modified the cooling system on the Lynx to reduce flow through the thermostat bypass.
5. Bill Short has fabricated stainless steel fasteners for the doors of the RMC.
6. Ray Burrows has suffered a throttle problem on his Pathfinder but full travel has been regained.
7. Bill White's is progressing on his drop head project.
8. Linden's purchase of a high gear, pre-engaged starter for his RMB has arrived from USA.
9. Gloria French now has a green 1966 MGB MKI registered and in use.
10. Ian Hayward now has a working charging system on his Nine and has heard of a possible Nine at a Noosa panel beater for sale. No further details available.
11. Ken Lonie recommended Chapman's at Cooroy for dyno tuning.
12. Ian Henderson attempted a dry run to Toowoomba in his mini, which suffered a serious power loss. It is now with a mini specialist for repair.

Meeting closed: 9.30pm

Secretary's Email: mgwfrench@bigpond.com

Next Meeting:

Thursday, 12th April 2012.

Girl Guide Hut

Corner Pullen & Osborne Roads

Everton Park



At the AGM on February 9th, Members elected their new Committee who will lead Queensland Rileys throughout 2012.

Pictured: Back row, L-R: Robin Hull (Club Captain), Bill Short (Torque Tube Editor), Mathew Schooneveldt (Registrar), Bill White (Shed manager), Alan Hill (Vice-President)
Front row, L-R: Linden Thomson (Treasurer+ Web Designer), Ken Lonie (President), Mathew French (Secretary). Absent: Jack Warr (Spare parts Guru), Graeme Mackay (Assistant Spare parts)

Know your Executive Committee

Robin Hull – Club Captain



Born in Cairns, raised in Mt. Garnett before living in Brisbane
Apprentice fitter & turner, followed by more studies
Merchant navy – Marine Engineer
Power Station Engineer at Tennison, Callide then 3rd
engineer/sugar mills at Eton & Isis, design engineer
Government machinery inspector
Chairman 3 standards industries – cranes
Represented Australia – international standards
Married to lovely Barbara – “most beautiful girl in the world”, 2
daughters, 1 son and three grandchildren
Favourite cuisine – fish & chips
Best book – historic genre
Favourite movie – Painted desert
Love to have a conversation with Alexander the Great
Strength – honesty
Favourite car – Bristol
Dream Riley – RMB 2½ L
Riley history – Loved Rileys since I was a little kid, but couldn't
afford them earlier on.
Opportunity to start a career over again – Engineer
Wish for the world – Peace & tolerance

Shed Report

I have now received the agreement from the Moreton Council for the clubs use of a storage facility at Samford. Next week, once Alan Hill and myself are happy with all aspects of the agreement, we will sign the paper work on behalf of the club.

The reason for the club having this facility is to act as a storage area. The building is part of the old CSIRO research facility. The building is in very good condition, some of the buildings are used as a depot by the Moreton Council. The area is behind a fence and not available to the public, we will receive keys to the entrance gates and to the building. The aim is to be able to store second hand parts, magazines and memorabilia, all parts stores will be catalogued. Jack Warr will have this catalogue and a phone call to myself or Alan Hill will result in members receiving the required part. We hope that club members will donate to the club, magazines, books, photos which will form the basis of a library. These items will be stored in a fire proof, locked cabinet.

The success of the storage hut depends on the interest and enthusiasm of all club members. We will need shelving, tables and chairs. I have an old refrigerator to store “supplies”. If you have any old parts clogging up your shed and would like to donate them to the club please contact me (07) 3289 4282 so that we can organize for them to be added to the catalogue.

A working bee will be organized in the near future to clean the shed and move parts that are to be stored. Date and time will be advised.

Bill White.

Club Captain's Report Coming Events

April

Major Club Outing

Roma Historical Motor Club Inc.

Friday 6th **Saturday** 7th **Sunday** 8th. Easter in the country rally.

Enquiries Karen Dawes Rally Coordinator. ph.46222286/0429442286

Sunday 22nd Lunch at Esk

Meet at Boundary road (UBD map 199 - C -15) & Beaufighter Avenue at 9.15 for 9.45 Departure
Smoko at Fernvale

May

Sunday 6th David Hack Day 564-582 Boundary road Toowoomba (Clyde Park for GPS)

Admission Exhibitors \$5 per person Public \$10.

Saturday 12th Sunday 13th Dalby Restored Vehicle Assn. Rally at Dalby

Enquiries Keith or Anne Bartley 0438104483

Saturday 19th Fly in at Watts Bridge

Sunday 20th National Motoring Heritage Day

June

Saturday 9th, Sunday 10th and Monday 11th. RACQ Rally Maryborough by Maryborough District Antique Motor Club Inc.
Rally Coordinator Ken Ashford 41222111

For those that are interested there is a boat trip on the Mary river on Friday 8th leaving from Maryborough Sailing Club
Walker Street at 12noon returning at 2.00 .The cost is \$35 and includes a barbecue lunch. Phone number for bookings is
41231523

July

Sunday 15th RACQ Motorfest Eagle Farm ph38728696 Cost \$15 / vehicle to the 4th May \$25 to the 15th June.

Saturday 21st Sunday 22 Overnight at Killarney

I have made a temporary booking of all of the cabins at the caravan park, which must be confirmed by the 1st of June.

The Cabins are 3 of one bedroom at \$110 ,two of two bedrooms at \$140 for two persons + \$15 for each additional .one
of budget at \$90 for two persons ,one of two bedroom at \$200 for four persons + \$30 for each additional.

They will provide a barbecue dinner consisting of:-

Steak, mince patties, rolls, coleslaw, green salad, potato salad, bread & butter pudding, fruit salad, ice cream. Cost \$22.

People attending please contact Robin Hull 07 54964953

August

Saturday 18th Sunday 19th Leyburn sprints

September

Gatton Truck Show (To be advised)

Saturday 29th Blind Driving Lakeside

October

Sunday 14th

Gympie a trip on the Valley Rattler the Train departs at 10.00 A.M. and arrives back in Gympie at 4.00 P.M. so some of
us at least may wish to stay in Gympie for both the Saturday & Sunday nights.

People attending please contact Robin Hull 07 54964953

What Is In A Name

Jeff Jones

Several members of the V.C.C.Q. have the curious habit of "naming" their cars. There's the notorious "Baby" and
"Roddy", there was a "Septimus" and of course Mike's "Greengrass" to name but a few. How gormless!

About 56 years ago I repatriated a type 315 B.M.W. Aus der Vaterland and discovered that it would really hurtle along the Fosse way and the very few other English roads with a greater than 1/2 mile straight. It had to be called "Myrtle". It was joined in 1958 by a claret coloured type 326. Naturally "Clara". The name "Luigi" seemed natural for my first Fiat519 and later what else but "Bluigi" for the blue 519a?

About 10 years ago, a few months after my 9 and I met, whilst traversing Eaton's Crossing Road I discovered that my 9 makes the most beautiful and tuneful howl at velocities greater than 70ish M.P.H. Careful perusal of Qld. Transport records will disclose that this road was built specifically for Riley 9s but it's now too built up and congested. When I stand for state parliament I'm going to the people on the platform of more Riley roads.

But I digress.

The dulcety* of tone at the high C put me in mind of Kiri te Kanawa.



Last Friday we hurtled (me and Kiri) along the Warrego highway for the National Riley Rattle. Cars can't talk unless the owners are idiots or have a particular rapport with them.

I swear she said "Oh shit!", or words to that effect, (she's 79 years old), when I pointed her at the Toowoomba range which was cluttered with big mobs of semis and B doubles. "Yes" I said, "You've got to climb that". "Oh alright" she said bravely, "give me third", So at about 42 I snicked her (skilfully and silently) into third and she just sang all the way up, never dropping below 33 M.P.H. What a delightful little carriage.

I had left Kippa Ring at 12.15 and arrived in Toowoomba at 2.25. It then took only 3/4 of an hour to travel 3 miles to the vintage car clubrooms for registration. I was gobsmacked by the sight of an absolutely stunning blue Kestrel of I think, 1935 vintage. There

were about 40 R.M.s, four Pathfinders a 1.5, an Elf and the rest were R.M.s and included a round dozen pre-war, or as the organiser said at the prize -giving "Coventry". (I prefer "Proper").

There was a gut wrenchingly beautiful Genuine Ulster Imp, an unusual 9 ute and a panel van. I'm pretty sure neither were available ex-Coventry, but I'm assuming they're conversions which were born as tourers or saloons. There were 55 cars in all from all states except Tasmania and the territories.

I don't go on many longer rallies but the 2012 Riley Rattle was really outstanding. Not a hitch in the organising, fabulous food and runs to really interesting places. Most of you will know that the Darling Downs is blessed with a cooler climate, less congestion and plenty of the aforementioned "Riley" roads. And of course the rally was for true connoisseurs. I think there were only four moderns but they were all Riley owners who had suffered some mishap or anxious to try out their freshly restored M.G.B.

I can't give a blow by blow description but highlights were the most generous rides for practically all afternoon at Jondarian, by Terry Moran in his Imp. I felt I should ask him for a ride too because I've never ridden in one and I wanted to before I get old. Alas, it was obvious that he was about to put it on it's transporter when I approached so I didn't ask.

The Saturday night dinner was delightful and by happy accident the young couple who gave the very talented dancing display, sat at our table between and after bouts. Gentleman** Jackson (Brian) was chatting Emily up and asked her if either of them had an old car for their "rockabilly" dancing displays. "Yes", she said, "I've Got an M.G." "What sort?" someone asked. "I don't know" she said "it's a 56 model" "Aha" said I "An M.G. 'A'." "Doesn't sound right" she said so we showed her the various Rileys depicted on the place mats which the rally Committee had photographed, printed, laminated and provided since our arrival. Nice touch! Her car apparently did not have lights like an R.M. (possible T.F.) but didn't look like a small Pathfinder either. So we let it ride until just before chucking out time when she said diffidently "Could the name 'Magnet' have meant anything". She had been playing with her iPhone so I suggested that she google M.G. Z. "That's it!" she exclaimed in wonder. Problem solved.

The mini motorkhana at Jondarian provide plenty of laughs and no little entertainment. I was fortunate to have Alan's son in law as 'navigator' but did not obey his directions sufficiently accurately while blindfolded nor drive steadily in the egg and spoon event so was unplaced. Great fun.

The final dinner, on platform 9, how appropriate, was superb and the setting is quite stunning. There is a lot to be said for pre-war Railway architecture. V.C.C.Q. members Karen and Richard won 'popular choice' best post war and best 'Coventry' was won by 'the pie van'.

The other V.C.C.Q. members, Stuart Payton, myself and the Frenches who were not eligible being in their 'B' were unplaced but apparently Ian Hayward was joint second with the Imp, in the pre-war category, no award for second place, just mentioned in dispatches.

Wendy and her team are to be congratulated on their organisation and their staging of a truly outstanding event and also their skilful arranging of the weather. Perfect!!

* Not in dictionary but it should be, Means "sweetness"

**I left my hat at the Nobby Pub. Brian retrieved and delivered it. What a Gentleman?

Editors Note

I must thank all those who responded to my plea for magazine material. It was a great success and I will endeavour to use all the material over the next few issues.

Although I was not present, I hear Toowoomaba was a resounding success. Our thanks must go out to our hard working committee members and also to all those who traveled far and wide. Without you and your magic machines it would not happen.

Excuse my squeaky "wheelness" but please let me have your email address if you haven't already sent them, so we save on the postage.

Bill.

Brake Talk

There was talk between members recently about honing and sleeving 2 ½ front wheel cylinders and if bigger or smaller front wheel cylinders would be better. It's not hard to work it out so let's do the numbers.

If your foot can push on the brake pedal with say 50 pounds force and the pedal is 12 inches long then you are applying a moment of 600 inch pounds (50x12) at the brake pivot. Since the master cylinder attaches at three inches from the pivot, the force there is 200 pounds. (600/3)

If the master cylinder is ¾" diameter (area = 0.442sq inches) then the pressure in the brakes circuit is 452 PSI (200/0.442). Remember Pascal's Principle that explains pressure in a fluid is constant so the pressure in the master cylinder is the same as the pressure in the wheel cylinders. There is almost no flow so pressure drop is insignificant.

If the wheel cylinders are one inch diameter (0.785 sq inches) the force at the brake shoe is therefore 355 pounds. (452x0.785)

If the wheel cylinders are 1 1/8 inch diameter (0.994 sq inches) the force at the brake shoe is 449 pounds. (452x0.994) So, the bigger the better.

The only downside is that pedal travel will increase due to the increase in displacement. For the same amount of shoe movement in the case above this would be an extra 0.473 inches at the top of the pedal.

For Sale or Wanted

Wanted

RMA or RMB in good going condition. Preferably registered.

**Contact John Valentine.
0407535324**

For Sale

Dave Hudson of Mooloolaba has a 1950 RMB with recently overhauled engine for sale for about \$12000 negotiable. He can be contacted on 07 5498 8891

For Sale



\$16,000 ONO

Probably the best presented One Point Five in Australia with a history which is absolutely amazing and is still turning heads as it did in the "Desert Inn", Las Vegas. Nevada and the other 38 US states it visited. It even had a cruise on the "Queen Mary"

This car will be a pleasure to own and when registered in Western Australia, New South Wales and Queensland, each time it was the only One Point Five registered in that state.

Phone:- Mick Thatcher A/H 07 54861150

For Sale



RMA 1951 Riley 1.5 litre Colour SILVER
Price \$8,000

Car was purchased from Mr. Noel Eaton, Hobart, Tasmania in 2009. It had been fitted with a 2 litre Nissan motor, gearbox and rear axle. It was decided to return the vehicle to its original specification using a very good 1.5 litre motor, gearbox and rear axle from my stock of RMA parts.

Gary Britton overhauled the mechanicals with Jack Warr fitting Pathfinder valves and new valve guides, making it suitable for modern fuels. Jack also rebuilt the carburetor and starter motor. An alternator was fitted in place of the original generator and the thermo fan as fitted to the Nissan engine was retained.

The car starts and runs well with only a few minor jobs required for registration.

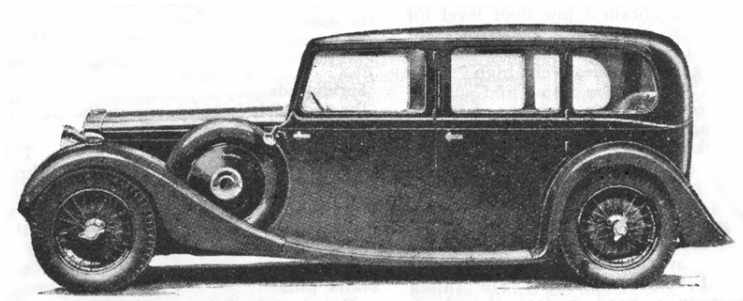
Please contact Graham Ellwood, - Phone 07 3424 2521 - Mobile 0403730944

What Model is this? Know your Riley.



Your Answer To What Model? Know your Riley.

Autovia Limosuine



ENGINE

V8cyl ohv

RAC rating 23.8hp

Bore 69mm **Stroke** 95.25mm

Firing Order 1, 5, 4, 8, 6, 3, 7, 2

Capacity 2849 cc

99bhp at 4700rpm

Carburation 2 Zenith

SUSPENSION

Semi-elliptic

PRICE

Chassis: £685

Saloon: £975

Special Saloon: £995

Limosuine: £995

TRANSMISSION

4-speed Armstrong Siddeley Preselector Gearbox or 4-speed epicyclic gearbox (very few, if any).

Limosuiues: Saloons:

Top gear ratio 4.86:1 4.57:1

3rd g/r 6.36:1 6.24:1

2nd g/r 10.05:1 9.46:1

1st g/r 17.28:1 16.25:1

Reverse 21.17:1 20.42:1

BRAKES

Girling mechanical rod with wedge operated shoes 16" Drums.

DIMENSIONS

Wheelbase 10'9" (aprx 3260mm)

Track 4'8.5" (aprx 1420mm)

Length 14'7.5" / 15'3" (aprx 4450mm / 4640mm)

Width 5'11" (aprx 1800mm)

Fuel Tank 16galls

Wheels Dunlop 3.50x19" Centre lock wire

Tyres 5.50 x 19

Weight

Have any Questions?

Are you on Facebook? I am thinking of setting up a Riley facebook page primarily to share photos and to discuss Riley queries. There is a UK one but it's not active. If you would like to join please email me at tamaraplayne@yahoo.com.au and if I get a decent response then I will send you the details.

Also I was wondering if you know the details of a carburettor mechanic I think in East Brisbane someone recommended on the weekend??

Thanks Tamara.

A Stroke of Luck

Nov 2011

As a self defined " Quintessential Old Foggy" and grandfather of four delightful grandchildren, I find myself all too rapidly approaching the pearly gates and am desperate to recapture just a few of those dreams so fondly held. As a hyperactive and conservative Civil Engineer, I secretly dreamed of sketching the beautiful scenes that passed me by during my exciting travels in Australia and overseas as I served my profession. What a shame that time was always my enemy and I had no time to smell the roses much less sketch them for prosperity. The dreams seemed pointless when I had never had a drawing lesson other than technical drawing as part of my engineering qualifications, so I quickly gave up the idea.

However, on my 62nd birthday my ever patient wife desperate to find a present that I didn't have or something which I would find totally useless, stumbled on the idea to give me six art lessons to fulfil my yearnings to sketch mother nature at her best. My children chipped in with sketch books, charcoal, pencils, etc to make the present complete. My wife explains that all I have to do is just turn up next Thursday with a couple of good quality prints of what I want to sketch as my Art project and Philip Farley (the professional, and highly renowned artist) will guide me on my way.

To be honest I rang up and enrolled with no real plan or thought other than to create something. But what exactly. I have thousands and thousands of photo's on my computer spanning 40 years of travels and adventures. What pictures should I choose to be my project. My thoughts range from something simple, an old barn, a wondrous landscape, or one of my engineering edifices, a bridge, a wharf, a processing plant, or a railway. No, this was going nowhere and I was becoming decidedly tense and panic started to set in as I realise that this little venture was way beyond my comfort zone. So I find myself escaping to my man cave to tinker with my trusty old cars whose very presence and smell of oil and grease gives me joy and a sense of calm. It was only then that it became abundantly clear about what my sketching project should be. What could be a better subject than my stable of fine old English classic cars. The post-box red "E Type" Jaguar with it's sensuous curves an evocatively long bonnet and sparkling chrome wheels would be my first attempt. The 1930 Riley open top tourer with its beautiful proportions and its most quintessential classic car looks would be second. The rest I figured could wait until I saw if I had any talent or not.

The day of the class finally dawned. Fortified with a trusty can of Coca Cola, its sugar for energy, caffeine to stimulate the senses and the sweet taste too soothe the nerves, I head armed with Sketch book, photos and pencils to Philips studio. I am full of in trepidation and fear of impending failure. I don't want to make an absolute fool of myself. There's no better fool than an old fool.

My fear and awkwardness is immediately put at ease by a happy soul who meets me at his gate, welcoming me into his studio to give this art thing a go. His easy manner and kind matter of fact personality makes me instantly relax. However, the unlikely assortment of strangers gathered in his studio/family room proves that there is no such thing as the artistic "type" and convinces me that it's not just creeping senility that has brought me here. There are self employed people, teachers, retirees, public servants, housewives and me. For the next three hours we are just a bunch of people playing with imagination, canvasses, paint and pencils.

It's powerful stuff and the results are amazing. Here surrounded by a sea of images and ideas, I find myself doing the unthinkable and volunteering my opinion on someone else's artwork. My voice shakes as I congratulate them on capturing the spirit of the landscape that they have painted. I sit back down and cringe hoping that no one really heard me.

Philip slaps me on the back and says, "Good for you. We will have you painting like a professional in no time. You're a natural". I sat stunned. Yet it is a moment of strange clarity in my life. I am doing something I truly love. Today I have sketched; I have achieved; I have shared. And although I found all those things uncomfortable and worrying at times. I loved it dearly and I am truly alive.

I say my goodbyes and promise to return next week assuming that work doesn't intervene. I am keen to return to expand my horizons way beyond the norm. Today I have been dragged out of my busy daily routine, immersed in something new and wonderful which challenged my senses and has tickled my inner being. It reminded me that there is another part of me still to explore. Another chapter of life to be written. I'll return home to more work and chaos and everything will be just the same as when I left this morning. But in some small yet defining way I will be just ever so slightly different and fulfilled.

Authors footnote: Not knowing that John Hopgood my very close friend had succumbed to advanced lung cancer I had decided to do a painting of his Austin Healey 100/6 that we had restored in my garage over the last 4 years and give it to him for his birthday in Sept 2011. Fortunately he has had the pleasure of enjoying the painting during his period of treatment. See the painting below of the two tone 1954 100/6 Austin Healey.

Written by Owen Williamson,

Owner of a 1930 Riley Roadster and a 1964 Red E Type and a 1967 British Racing Green Austin Healey Mark 111, plus other antique tractors, stationary engines and different modes of transport.



Owen's Sketch of his 1964 E Type Jag

THE 2011 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	07 5494 3323
VICE PRESIDENT:	Alan Hill	07 3289 1063
SECRETARY:	Matthew French	07 3353 0532
TREASURER:	Linden Thomson	07 3139 1524
CLUB CAPTAIN:	Robin Hull	07 54964953
SPARE PARTS OFFICER:	Jack Warr	07 3378 3541
ASSISTANT SPARE PARTS OFFICER:	Graham Mackay	0418 719 039
REGISTRAR:	Matthew Schooneveldt	07 3263 1986
EDITOR:	Bill Short	07 3886 7236
WEB COORDINATOR	Linden Thomson	07 3139 1524
SHED COORDINATOR	Bill White	07 3289 4282



The Toowoomba Experience