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**Newsletter of Riley Motor Club Qld Inc JUNE 2012**

[www.rileyqld.org.au](http://www.rileyqld.org.au)



## **An Offering From Our American Cousins**

**Editor:** Bill Short

[williamshort@aapt.net.au](mailto:williamshort@aapt.net.au) Ph.0738867236

**Next Meeting:**

Thursday, 14th June 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 10<sup>th</sup> May, 2012.**

Meeting opened by President Ken Lonie at 8.15 pm with 17 members and guests present.

**Apologies:** Gloria French, Ross & Dianne Phillips, Robin Hull, Graham McKay, Rod Langdon, Lyn & Brian Jackson, Del Thomson, John & Eve Romer.

**Minutes from previous meeting:** Moved Bill Short, seconded by Ray Burrows, that minutes be accepted. Carried.

**Business arising from minutes:** Nil.

**Inwards correspondence:**

1. Application for membership from Malcolm King, Cooroy.
2. Entry forms for BRHCC 2012 Montville run, 18/19 August.
3. Newsletters –Blue Diamond, WA and Riley Gazette.

**Outwards correspondence:**

1. Membership application to M. King.
2. Letter of thanks to Cr B. Millar.
3. Letter of thanks to the Community Leasing Unit, Moreton Bay Regional Council.

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

**Treasurer's report for March 2012:**

Balance as per Bank Statement, 1 April 2012		<b>\$11180.99CR</b>
Income		
Membership fees	\$ 120.00	
Interest	\$ 0.94	\$ 305.94
Expenditure		
2012 Rally refunds	\$ 1437.00	
2012 Rally expenses	\$ 2200.25	\$ 3637.25

Balance as per Bank Statement, 30<sup>th</sup> April 2012 **\$ 7849.68CR**

Moved by Linden Thomson that his Report be accepted, seconded Sheila Hill. Carried

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

Linden Thomson reported that unfinancial members were contacted, with six renewals. This brings membership to 69.

**Club captain's report:** Proposed runs.

- June – QHMC rally at Maryborough.
- July – 15<sup>th</sup> RACQ Motorfest.  
Rally to Killarney 21/22.
- August – Rally to Leyburn.
- October – Blind Citizens Day at Lakeside 1st.

**Spare parts report:** Production of M/C pistons for RM's to start in the next week or so. 1 ½ water pumps should be finished this week. Proposed production of steel backing shells for RMB's main bearings. Some books are available through the Riley Motor Club UK, and the information to be passed along to Bill Short.

**Registrar's report:** Nil.

**Editor's report:** Good supply of material this month, it is hoped that will continue.

**Website co-ordinator's report:** Nil.

**Shed Coordinator:** Good turnout for the working bee to clean up the premises. Some parts and donations have to started to filter in. It is proposed to fully sort and catalogue the items available. A4 photo frames are available for those members wishing to display photos of their cars.

**General business:**

1. Ian Henderson suggested a cover price be attached to the magazine.
2. EN36A steel is suggested for Riley cranks.
3. Bill has fitted steel frames to the roadster doors and this has worked well. No discernable difference in weight between wood and steel frame.
4. BRHCC has a new member who is passionate about the English wheel. Ken shall invite him to give a talk at a meeting.
5. Discussion about using modern oil in older engines. Linden mentioned a new book published recently "Which Oil" that attempts to answer this.
6. Ken Lonie has two sets of RMB con rods for sale.
7. Bill White Has started to fabricate hood bows for his drophead.

**Meeting closed:** 9.50pm

Secretary's Email: [mgwfrench@bigpond.com](mailto:mgwfrench@bigpond.com)

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Thursday, 14th June 2012.

**Girl Guide Hut**

**Corner Pullen & Osborne Roads**

**Everton Park**

## Know Your Executive



Mathew Schooneveldt - Queensland Riley Registrar  
Born in Melbourne, moved to Brisbane 29 years ago  
Star Sign: Aries  
Married to gorgeous Justina - 2 years  
Family: First baby due early June  
2 Sisters  
Travels: Well travelled, favourite Zimbabwe - would love  
To see the Galapagos Islands  
Favourite Music - Indi  
Favourite Movie: Big Blue  
Favourite Cuisine: Thai  
First car - 1976 Mitsubishi Lancia  
Dream car: Riley Brooklands  
Currently building a 1929 Riley 9 Sports  
Character Traits: Loyalty, dependable, patient  
Wish for the World: Equality

## 50 Years Ago She Made Motoring History (An article from 1982 Shell Times)

Alex Orford, Chairman's Representative in Queensland for Shell Australia, has discovered Miss Joan Richmond - a living record of motoring and Shell history. What is more he has discovered that she is remarkably fit and cheerful and retains almost a photographic memory of the events 50 years ago which ensure her place in these annals.

In 1932 Joan Richmond, then a blithe spirit in her early 20s, drove from Australia to England as part of a six person team employing three cars. Four of the team were women, the first of their sex to make the great overland, continent-hopping trip covering 25,000 kilometres over 5 1/2 months at a time when marathon motoring was still young.

Riley motor cars provided the thread linking this story together. Back in the early 30s Joan Richmond was a proud Riley owner and raced in rallies. Recently the Riley Clubs of Australia held their annual gathering in the Queensland town of Toowoomba, not far from Brisbane. It was the President of the Queensland Riley Association, Neil Brandt, who told Alex Orford about 1982 being the 50th anniversary year of Joan Richmond's epic effort. Miss Richmond lives in the Melbourne suburb of Malvern, thousands of kilometers away from Toowoomba.

"Well," said Alex, "if you can persuade her to come Shell will pay for her air fares."

Miss Richmond had a happy time at the Toowoomba gathering which attracted 90 Riley cars, many from far-flung corners of Australia. On her return to Melbourne she sat in the office of Shell and let the memories come out.



It all happened by accident rather than by design. I was at a cocktail party to entertain visiting English rally drivers in company with Bertie Beatson, the local Riley factory representative. Talking about rallies I said the one that took my fancy was the Monte Carlo rally and wouldn't it be fun to compete from here.

Bertie suggested we send a cable to Victor Riley, head of the Riley brothers, asking for three cars. Victor came back and said "Yes!".

In the sober light of day I said to myself: 'That is impossible. I don't really want to leave Australia'. Even so, I felt bound to proceed though I was secretly hoping it would all fall through. The next step, then, was to find sponsors and the first group I approached was Shell with the idea of using Shell Petrol and oil and getting access to Shell depots on the route. Shell

said, "Yes, a grand idea!".

My last hope was the Dunlop company for help with tyres and they, too, agreed to our proposal. We then realised we were out on a limb; we accepted that and from then on it became fun.

In due course the Riley chassis arrived with engines, wheels and petrol tanks. That's how they exported Rileys in those days and local firms had to build the bodies. At that stage the party comprised Jean Robertson, Kathleen Howell, Patrick Morice, Bertie Beatson and myself. We were about to complete the team with another man when a letter came from Shell saying three young unmarried women cannot go across the world and they could not sponsor us unless we were accompanied by a married lady. Nobody felt like getting married just to oblige Shell. I tried to organise my mother but she felt the trip would be too long and too hot. Finally we persuaded one Mrs Coldham (can't recall her first name) to accompany us.



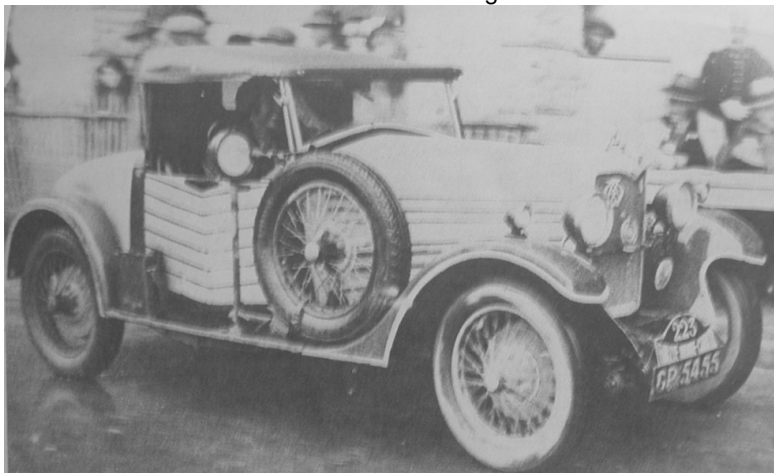
'We, set out, in August 1931 outside Menzies Hotel, Melbourne, at about 11 a.m. after a party. Long-distance motoring was not that old then and all our friends thought we were quite mad.

The first legs took us to Brisbane and Sydney, attracting lots of newspaper publicity.

Then we headed to the outback across Queensland and the Northern Territory, most of the time driving over rutted, dusty, unsealed roads. We changed oil frequently. In those days cars didn't have very good oil filters and no air filters at all, so the little engines sucked in all the dust.

Our Australian journey ended at Darwin in the Northern Territory and after five days we took ship to Singapore where the cars were greased, cleaned and overhauled. Shell met us there and entertained us marvellously. We drove through Malaya to Penang and met a lot of other Rileys on the way. The drivers would hail us and take us off to the club for lunch or dinner.

At Penang we again embarked and sailed for Calcutta. Couldn't drive there because parts of Burma were impassable to vehicles with no roads across gorges and ravines. At Calcutta Shell people again entertained us and then off we went on the Great Trunk Road - one of the easiest legs - a sealed road all the way to Agra and Delhi.



I will always remember one incident during a lovely night in the hills above Bombay. We were moving slowly, with good headlights shining, when a tiger came crashing out of the undergrowth. He stopped, gave us one look, then away.

At Bombay, another ship, this time to Basra at the head of the Persian Gulf. Couldn't land sooner, in Persia, because the government of the day would not let Europeans land.

Basra was rather sad because of a cholera epidemic, but we had received cholera injections and were not in peril. We drove beside the Tigris and the Euphrates Rivers, past the excavations of ancient Ur, to Baghdad. Then we joined the

convoy of vehicles (only way permitted) and drove across the desert to Damascus. No major mishaps but somewhere out from Baghdad Pat Morice hit an irrigation channel and broke a spring which we replaced from a spare we were carrying.

We tried to leave Damascus taking a route over the Lebanese mountains to Beirut but 14 foot snow drifts turned us back and we took a detour road that brought us to Haifa in what was then Palestine. Then we faced the leg across the Sinai Desert. Shell people arranged fuel and oil and helped us plan the route. This was normal. Any time we wanted help we just rang Shell and they sent people to help.

We drove across the Sinai over a road of wire netting laid down on the desert by the British during World War I and still in good condition. At Port Suez we crossed the Suez Canal and proceeded to Cairo and Alexandria where we took a ship to Brindisi.

Our destination was Palermo, in Sicily, starting point for us for the Monte Carlo rally but first we had to drive up to Naples and then down the coast to catch a ferry to Palermo.

The Monte Carlo Rally? Well, again had no problems. We drove via Naples, Rome, Genoa and along the south coast of France to finish somewhere in the middle of the field. Then, after two or three days, off to England and we officially ended our trip at the Riley headquarters at South Audley Street, London, with the cars in remarkably good condition. Received a terrific reception, headed by Victor Riley and one of his three brothers, Cecil. We had made it without serious mishap.

The Riley people put us up at the Rebrandt Hotel and took us to parties, lunches, dinners - indeed, to everything worth seeing in London.

In London I was asked at a party what I wanted to do now that I had arrived in England? Jokingly I said I would like to win a race at Brooklands, the big raceway near London. Then Victor Riley said: "Would you really like to drive at Brooklands?" and I said "Yes". So it was arranged for me to drive in a 1000 mile event, partnered by Elsie Wisdom, an Englishwoman, and a very good driver.

Cars were handicapped according to size. Some good drivers were entered, including the great Malcolm Campbell, and there were three cars in the official Riley team. Our red Riley (not the overlander) made a fourth. We won quite easily and the first to congratulate us was Malcolm Campbell. I was so excited I don't think I could remember anything.

*Joan Richmond remained in England until 1947 and retired from racing after the 1949 Monte Carlo rally. The only other survivor of the original team is Kathleen Howell, now Mrs. Gardiner. Joan Richmond is still driving - a Peugeot 504.*

## NEW RILEY MODEL FROM BMW? As Received By The Editor From Mike Bramwell

*Hello Bill. With all of the Mini variants being produced by BMW I thought it worthwhile to suggest that a Riley model could tap into a lucrative niche market for BMW. I sent the following email recently to BMW GROUP:*

Hello,

My name is Mike Bramwell. I have a suggestion that I hope you could refer to the manufacturer of the Mini as a possible future model derivative. As you probably know, a Riley version of the original Mini was produced by BMC in the 1960's to capitalise on the racing history of the Riley marque. It was the last car to bear the name famous for its exploits at places such as Brooklands and Le Mans with models such as the Brooklands 9, Riley Imp, Riley MPH and Riley Sprite. I believe that BMW also own the rights to the Riley name and with the plethora of new Mini models being produced perhaps a sporting Riley version of the new coupe would appeal to a reasonably large group of enthusiasts who seek something even more individual. With the performance capability of the new Mini, it would be possible to produce a vehicle worthy of the Riley badge.

Prewar Rileys especially with a racing pedigree now command high prices around the world and are highly sought after. Many are campaigned in European historic racing categories and feature regularly in the historic car magazines. The Riley name is probably more highly regarded now than in any time since the 1930's. The owners of these cars are generally quite well off and would relish the opportunity to add a new Riley to their stable. Other motorists would also take up the option of something a little more different. A Riley option could only increase the popularity of the Mini and increase sales.

I would be grateful if you could give this serious consideration and present a case to BMW. Who else in the BMW group should I contact to put forward this suggestion?

I look forward to your response. Yours faithfully,

Mike Bramwell

*A few days later I received this response:*

Dear Michael,

Thank you very much for your e-mail suggestion. We are very impressed with your knowledge and enthusiasm towards MINI.

As you can understand the automotive industry is ever changing and highly competitive, this is why we have considered your suggestion and have forwarded it directly to higher management within our BMW Group Australia. With enough support and interest we will endeavor to present this towards BMW Germany.

Understanding it takes many years of research and experiments to develop a vehicle although we hope to see something similar soon within the pipe lines for MINI.

Once again, thank you for your interest and a valuable suggestion.  
Steve.

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### **BMW Group Australia**

Steven Loupos  
CIC - Customer Support  
783 Springvale Road  
Mulgrave VIC 3170  
Australia  
Tel: 1800 422 000  
Mail: [steve.loupos@bmwgroup.com.au](mailto:steve.loupos@bmwgroup.com.au)  
Web: <http://www.bmw.com.au>

## Club Captain's Report REPORT

Sunday 6th May David Hack Day at Toowoomba, the Hulls did not attend as we were out of town.

Saturday 12th and Sunday 13th May, the Dalby Rally, the Hulls did not attend as although booked and packed ready to go a matter intervened. Riley persons who did attend were John and Eve Romer and Pat and Betty Elliott. There were 73 cars entered and 72 turned up, by all accounts a very good rally but a disaster for the waist line, too much food.

Saturday 19th May, the Fly In at Watt's Bridge (near Toogoolawah) Five Rileys in attendance a good run and a very enjoyable day especially for those with any interest in aviation.

## COMING EVENTS

### June

**Friday 8th to Monday 11th** the RACQ Rally at Maryborough .

For those going on the boat trip (starting at 12.00 noon and leaving from the Maryborough Sailing Club in Walker St. Phone 41231523) we will be leaving Aussie World (off the side of the highway South of Nambour) at 8.30 a.m.

**Sunday 24th** Working Bee at the Club Rooms at Samford 9am. A sausage sizzle will be held for all the hungry workers. If you are in need of cold refreshments they will be BYOG.

### July

**Thursday 12th** Tony O'Reilly at the monthly Riley Meeting He manufactures English Wheeling Machines in various sizes and is passionate about working sheet metal to produce complex curved panels. He is keen to come to the Meeting, talk to our Members and bring some samples of his work.

**Sunday 15th** RACQ Motorfest at Eagle Farm

**Saturday 21st Sunday 22nd** Overnight at Killarney details of start time and place in next months Talktube.

### August

**Saturday 18th Sunday 19th** Leyburn Sprints

Also on the same weekend has come to our notice the Montville Country Run arranged by the Blackall Range Horseless Carriage Club.

Contact numbers President Norm Mackay 54352139

Rally Director Bob Gray 54358464

Secretary Graham Bailey 54949073

Since Leyburn was on the program it will remain there for those who wish to attend.

### September

Gatton Truck Show (details still not to hand.)

A Lunch Run

### October

**Monday 1st** Blind Driving at Lakeside

**Sunday 14th** A trip on the Valley Rattler at Gympie. The train departs at 10.00 am and arrives back in Gympie at 4.00 pm. The fares are Adults \$48.00 Pensioner \$41.00 Children \$24.00. A Fettle's Lunch is available at Adults \$11.50 Children \$7.50 .So that a group booking may be made would those attending please contact Robin Hull 54964953 .It would be in order also to book accommodation in Gympie.

## Shed Report

Good progress is being made with the shed organization. A variety of used parts have been moved to the safety of the club shed. The latest delivery came from Graham Mc Kay. A Pathfinder block and two gear boxes are still to come. Alan & Sheila Hill have delivered an extension table with seating for ten and the refrigerator has been changed And now keeps the beer cold. We have a promise of a workbench and vice.

Some Riley photos now adorn the walls and we have the beginnings of a library. There is still a lot of work to do to catalogue the collected parts.

In the mean time any members needing parts or wishing to add parts, books etc can contact me on 32894282

Happy Rileying

Bill White

## Editors Note

Hi All,

It is June already and I know that my project should be further along than it is. What is it with the passing of time? Do we just imagine that we used to do more in a given amount of time or is it that we are just slowing down. It frustrates the "you know what" out of me.

Thanks to those members who are contributing submissions to the "Torque Tube" magazine. For those who aren't, maybe you are hiding your light. Put pen to paper or your eye to the lens and bring out the author/graphic artist in you.

Please check the Club Captains report for all the happenings that are going on in the club especially the working bee on the 24<sup>th</sup> of June. We need all the support we can muster to help those who are helping us.

Peruse at your leisure

Cheers.

Bill.

## What Model is this? Know your Riley.





# Your Answer To What Model? Know your Riley.

## Gamecock



### ENGINE

9hp 4 cyl ohv  
Bore 60.3 stroke 95.2 Top gear ratio 5.2:1  
compression 5.2:1  
Capacity 1087 cc  
42bhp at 3600rpm  
Carburation Zenith

### TRANSMISSION

4-speed gearbox.

### SUSPENSION

Semi-elliptic

### STEERING

### DIMENSIONS

Wheelbase 9' (aprx 2730mm)  
Track 3'11" (aprx 1180mm)  
Length / width: various bodies  
Tyres 27x4.40  
Weight 17cwt

## One of Tony O'Reilly's English Wheels

Refer to Coming Events List July 12th



## Riley Chassis Numbering Systems

### **RM Series**

In 1936, while still based in Coventry, England, Riley Motors introduced a chassis numbering system which was slightly modified at the time of the Lord Nuffield takeover in 1938 and which continued until the end of 1952. All RMEs and RMFs from 1953 had a chassis number starting with RME or RMF.

The post 1938 chassis numbers are based on production years, although the year commences in October and finishes in September of the following year to align with the launching of new models at the annual London Motor Show.

Chassis numbers typically take the form of XXA YYYYYY where:

- XX is the year of manufacture minus 10 for 1.5 litre models and plus 10 for 2.5 litre models. (remembering that a car manufactured in October, November or December of 1950 is classed as a 1951 model etc).
- A is the Body Type, with
  - S being a saloon
  - D being a drophead
  - SS being a roadster
  - Prior to 1938, S stood for Special series twin carburettor engines and SS for Sprite series.
- YYYYYY is the sequential numerical number of the chassis as it came off the production line, although the first chassis of a model did not start at one.
- The first RMA chassis was built in 1945 with sequential number 10001.
- The first RMB chassis was built in 1946 with sequential number 2001.

Therefore a chassis number of 62S9203 is a 2.5 litre saloon produced between October 1951 and September 1952 and it was the seven thousandth, two hundred and third RMB car produced. (9,203 minus 2,000).

The first RMA chassis produced was numbered 36S 10001 and the first RMB chassis produced was numbered 56S 2001.

### **Pathfinder Series**

Chassis numbering for the Pathfinder changed completely from the old Riley system and adopted the Abingdon standard.

A typical Pathfinder chassis number is:

MAJB135505 where:

- M represents 2.5 litre engine.
- A is a 4 door saloon.
- J is the top colour of a duo tone car, in this case Dark Grey.
- B is the bottom colour, in this case Black.
- 1 represents Right Hand Drive – Home market.
- 3 represents type of paint, in this case cellulose.
- 5505 is the sequential chassis number, with the first chassis starting at 501.

Much of this information is contained in the book, The Legendary RMs by John Price Williams.

## **COUNCIL NEWS** (from QHMC Committee Meeting 26<sup>th</sup> April 2012)

**2012 RACQ HMC Rally:** By Maryborough District Antique Motor Club. Annual rally June 2012 long weekend.

Major sponsor, RACQ. Book accom now

[http://www.qhmc.org.au/Event\\_Flyers/2012\\_RACQ\\_HMC\\_Rally\\_Flyer\\_Vintage.pdf](http://www.qhmc.org.au/Event_Flyers/2012_RACQ_HMC_Rally_Flyer_Vintage.pdf)

**2013 QHMC Rally:** Sunshine Coast Antique Car Club 50<sup>th</sup> anniversary week-long celebration in conjunction with the 2013 QHMC Rally in June 2013. Expressions of interest to attend with name, number attending, phone, address and email address to SCACC PO Box 362 Nambour 4560.

[http://www.scacc.org.au/forms/date%20claimer%202013\\_1.pdf](http://www.scacc.org.au/forms/date%20claimer%202013_1.pdf)

**QHMC Rally in NQ:** The QHMC requests clubs based north of the tropic to consider hosting a QHMC rally each year.

Conditions to be the same as the current rally. QHMC contribution to this rally is currently at \$1000.

This could be held in addition to existing rallies or in conjunction with a rally already planned for that time.

Please contact the QHMC committee direct or via your delegate for more information or to accept the challenge.

**Queensland events:** Clubs are urged to list on the QHMC website at least one event per year where they feel people from other clubs could join them. Please use the event listing form on the QHMC website. If your club would like some company on its runs, it should notify QHMC via the link on its website [www.qhmc.org.au](http://www.qhmc.org.au)

**SIVs. A SIVs** working group has been formed and they are researching the terms and conditions of all state concessional registration schemes. They may even include schemes from other countries just for comparison. The object of this exercise is just to be prepared when the Federal Transport Department feel it is time for all states to have equivalent registration schemes. As all are aware when this happened with Australian Road Rules being adopted as the Queensland Road Rules they were changed by the then Transport Minister, without consulting those affected and that has resulted in our ongoing battle over seat belt requirements. The Council does not want a repeat performance. This report is being created by noting the official rules and then speaking to members in various states to obtain an insight into the actual working of each scheme. Once completed the federation and the state councils will be in an informed position and can act early to influence the type of scheme to be imposed. Each member club will receive a copy of the report and the AHMF is also interested in the report that this group will generate.

**Registration of Historic Vehicles:** There have been a number of inquiries over the use of the dating certificate. This form does not exempt anyone from the normal registration requirements. It is solely a form for the dating officer to confirm that the vehicle meets the historic criteria of their particular club and as such is eligible for concessional registration. As it comes from the Historic Motoring Council then vehicles need to be authentic in line with the club rules. In most cases this means restored to original specifications or as close as the club guidelines require. If the club guidelines allow modifications then these must be accepted by Queensland Transport, ie Blue Plates if needed, before registration of any kind can be granted. Remember, changing the engine or driveline to a later make or even just a later model could move the vehicle more towards Hot Rod or Street Machine specifications and therefore different rules.

If any club is still having difficulties inserting their club logo or name to the Dating Certificate please send an image of the club badge, in JPG format, to [president@qhmc.org.au](mailto:president@qhmc.org.au). Doing this will mean that the logo will be available for inclusion on the new QHMC web page.

**Seat Belts and Child Restraints:** Recently our DTMR Liaison Officer Rod Graydon and Vice President David James met with representatives of the department of main Roads and a representative of Queensland Police. The outcome of this meeting is that we have no hope of getting the seat belt rule relaxed even though the Main Roads person was sympathetic to our cause the Police representative has stated "Permits will not be issued for vehicles traveling from interstate on national rallies or events." Also "Whilst Queensland may be out of step with other states in relation to this legislation the fact remains that seat belts save lives and on that basis current legislation will remain."

**Discounted Rego for Veterans:** QHMC continues to develop a discounted registration proposal for Veteran vehicles.

**Robert Shannon Foundation awards:** Clubs are asked to identify their nominees for the 2012 RSF awards. More info in coming months <http://www.qhmc.org.au/images/RSF%20Flyer.jpg>

**New SIV dating certificate released:** Any club having difficulty with the new SIV dating certificate is asked to send their club logo to the QHMC President, [president@qhmc.org.au](mailto:president@qhmc.org.au) who will set up their form with club logo and name.

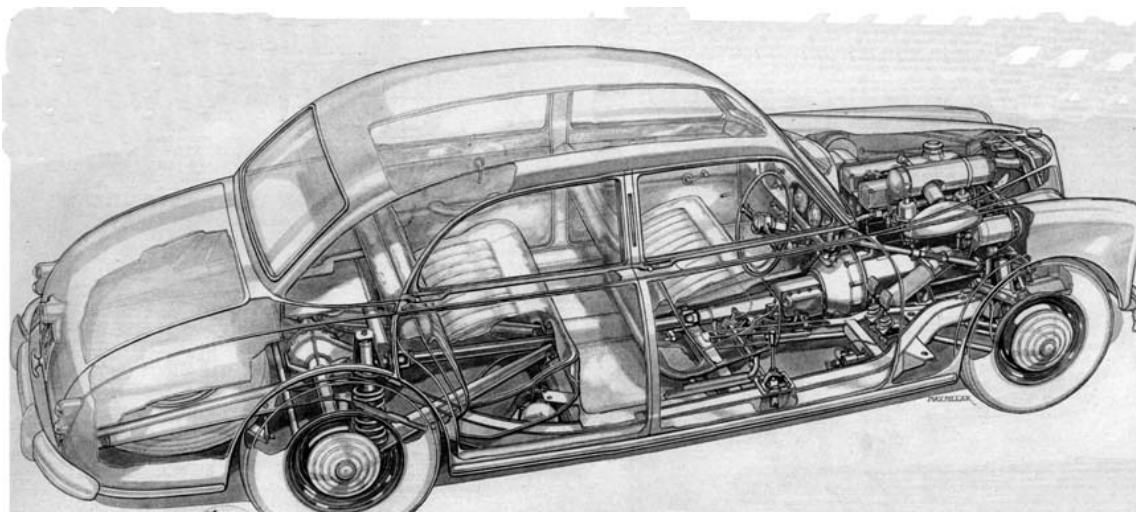
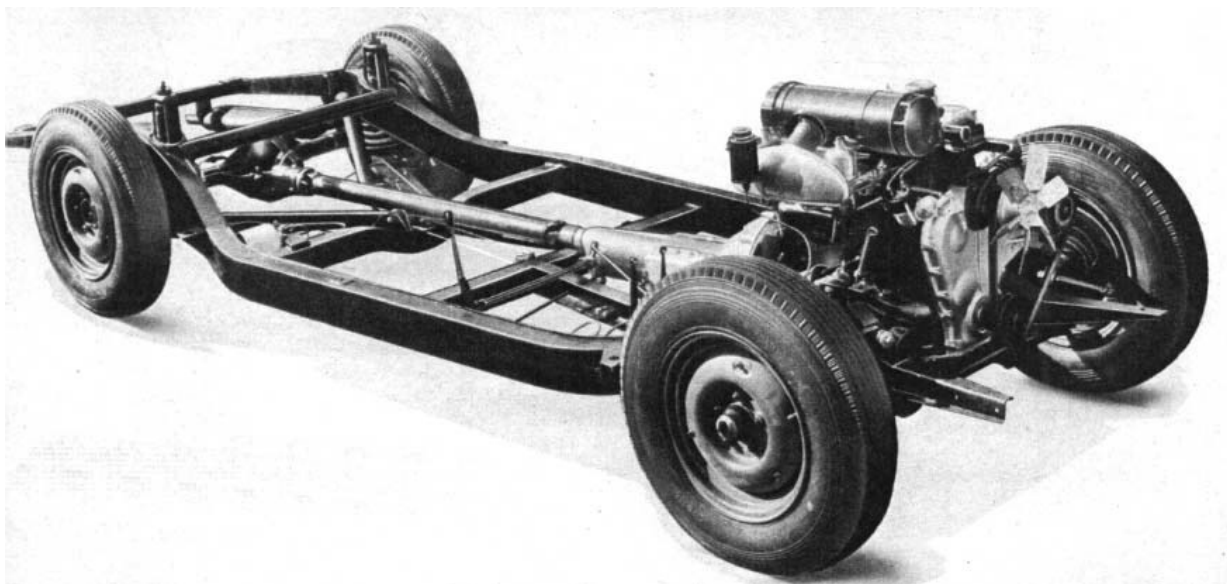
**Club Logos for the pending new QHMC website:** The QHMC webmaster has developed a new QHMC website. It is requested that clubs supply a JPG file format version of their club logo which will be used in the banner of the new site. Please send the logo to [president@qhmc.org.au](mailto:president@qhmc.org.au)

**Invitational Rallies this Year:** [Sunshine Coast Antique Car Club MOTORKANA 19<sup>th</sup> and 20<sup>th</sup> May](#) ; [Heritage Truck assoc Annual truck Show Beenleigh 19<sup>th</sup>-20<sup>th</sup> May](#); [Fuel consumption test invitation event Toowoomba \(DDVVMC\) 18-19 Aug](#); [Auto Spectacular, Willowbank \(Buick Club 0403.960584; Maclean Bridge at Lakeside \(Triumph Club\) 19-20 May](#); [National Motoring Heritage Day \(all clubs\) 20<sup>th</sup> May](#); [RACQ HMC Rally Maryborough 9-11 June](#); [Early Ford Club National Meet 9<sup>th</sup> June](#); [RACQ Motorfest 15<sup>th</sup> July](#); [Early ford Club Jimboomba 26<sup>th</sup> August](#); [Autorama "Something in the Air" Rally Gold Coast Antique Auto Club 3<sup>rd</sup> & 4th Nov](#). Details and links to entry forms appear on QHMC website [www.qhmc.org.au](http://www.qhmc.org.au) on the 'calendar' page. Everyone welcome at these events.

**Canberra 100 Rally:** 2013 marks Canberra's centenary. The National Trust has proposed a rally for 19 & 20 October 2013 and AHMF has endorsed it. Each state and territory council has been called upon to conduct hub rallies arriving in Canberra on 18th October 2013 for the national rally. The overall event will be similar to the Shannon's Rally in 2001. All Queensland clubs are encouraged to support the event. QHMC seeks a number of run coordinators to plan and lead the rally runs from Queensland to Canberra. [http://www.qhmc.org.au/Event\\_Flyers/Canberra%20100%20Rally.pdf](http://www.qhmc.org.au/Event_Flyers/Canberra%20100%20Rally.pdf) Contact QHMC President [president@qhmc.org.au](mailto:president@qhmc.org.au)

**QHMC Secretary:** Trevor Shields. [secretary@qhmc.org.au](mailto:secretary@qhmc.org.au)

<b>THE 2011 RILEY MOTOR CLUB QLD ELECTED COMMITTEE</b>		
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 williamshort@aapt.net.au
WEB COORDINATOR	Linden Thomson	07 3139 1524
SHED COORDINATOR	Bill White	07 3289 4282



**Something For The Pathfinder Brigade**