



TORQUETUBE

**Newsletter of Riley Motor Club Qld , Australia Inc. June
2017**

www.rileyqld.org.au



**Winter has arrived at the Treehaven
Retirement Home**

Editorial

Winter has arrived and temperatures have been forecast to plummet to 23 degrees during the first week of June in the State capital. No doubt your Riley is being kept warm in the garage but it is a good time to do safety checks on brakes if you plan an outing amongst the modern weavers and dodgers on the Highway.

Special thanks to Stuart Paton for his article about **RIL 51**. Otherwise your magazine is a bit light on as the editor has been getting Albert (the 1950 RMD) ready for his first public appearance after a nearly three year restoration.

Of interest may be an article written by our current Spare Parts Officer in June 1983 when he filled the office of Riley Motor Club secretary.

The front cover of that magazine has been copied. Any guesses about the identity of the



The editor appreciates receiving articles by the 21st of the Month

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MAY EVENTS

Breakfast Run

Nine members, four Rileys and an MGF enjoyed a very pleasant run and breakfast in the sunshine at Woodford

Trevor Taylor

Hub Rally and Gold Coast Autorama

Queensland Rileys ventured far and wide over the past month. Robin & Barbara Hull drove up to Townsville in their RMB and enjoyed the Far North Queensland annual Hub Rally, this year hosted by Townsville. Bill and Beverley Bunt and Ron Anderson, our Townsville Members were involved with the event and it was a great opportunity for the Hulls to mingle with Bill, Bev & Ron. Unfortunately Heather Anderson (Townsville) was not able to attend as usual - Heather is managing some health issues. Robin and Barbara thoroughly enjoyed the 2 day trip up, and the excellent event. Robin was particularly impressed with the military museum at the fort on Kissing Point originating from the 1860's when the threat of a Russian invasion was considered imminent.

Then the Hills, Thomsons, Schooneveldts, Stuart Paton and daughter Sue and the Lonies attended the Gold Coast Autorama. This weekend is held yearly and



Queensland Rileys have been well represented each year. We didn't win any gongs this year, but previously Ken's 1933 Riley Monaco has taken out the Presidents

Car of the Rally and Linden's RMB also won in its category. Historically, it is an excellent weekend with a wide variety of



marques and eras represented, excellent drives through beautiful countryside and lots of friendships & conversation. Our Rileys performed very well with no mechanical problems to speak of.

Ken was particularly pleased with his Monaco which reached a speed of 97 km/hour – on a flat stretch! It lags a bit on hills! It also achieved 36 mpg for the weekend.



Story and pictures courtesy of Wendy Lonie

Riley monthly run to Lake MacDonald

The morning mist had burned off to reveal a sparkling day as Dulce and I met Sheila and Alan Hill in their RMB at the northbound BP, then we were joined by Elizabeth and Katherine in their MGB. A little while later Matthew Schooneveldt turned up and announced he was worried because his 1929 Riley 9 was running so well. We headed north to meet Mark Baldock in his RMB at the Steve Irwin Highway turnoff.



there met Brian and Lyn Jackson in their RMF and Ian and Wilma Henderson in

their RMC Roadster.

While enjoying the food and the camaraderie, Sue and Malcolm King arrived in their RMD, and shortly afterwards we were joined by Arthur and Pam Ewart in their recently acquired RMB - purchased from Bathurst, NSW. On board with them was a friend from the UK, Angela, whose grandfather had an RMA that she still recalls fondly. Malcolm K and Matthew S's discussion about their respective 9's expanded to an invitation for all to visit Malcolm's house nearby to see the progress he is making on the restoration of his Riley 9.

Within a few kilometres, Matthew S's grim prediction came true and his 9 suddenly lost all power. It was just north of the Mooloolah Cemetery. Ignition? Magneto? After some tinkering he closed the bonnet and said if it didn't perk up, he would turn back. But all good, and all cars arrived at Lake Macdonald for a picnic lunch, and



Those that could spent an interesting hour there before everyone headed home. -

JUNE EVENTS PROGRAM

Sunday 4 June 11 AM Celebration of Albert's re-launch : Viewing of Albert and BBQ lunch, 74 Treehaven Way Maleny (details on page 6 of Torque-tube)

6, 13, 20 and 27th June Tuesdays 9 AM Clubhouse and restorers meeting at the Hill's home. Meet at the Hill's home. Current project Robert and Dulce's RMA. Come for comaradery, sharing technical advice and morning tea.

8 June Thursday at the Riley Motor Clubhouse: 7 PM Soup and Pud night followed at 8 PM by the Monthly General Meeting of the Riley Motor Club, Samford Showgrounds (details page 6)

Sunday 11th June breakfast run: Tinchy Tamba on the Pine River, ref UBD page 100 A16.

We will meet in Samford at 0800 to leave at 0815 routing via Eatons Crossing Rd, Lilley Rd, Kremzow Rd, Strathpine Rd, then just over the Highway take a left along Kluver St to the picnic site on the Pine River for 0900. Please join in en-route or go direct. Any queries call Trevor on 0407 717 853.

21—25th June Rileys in Rockhampton: Meet at Gympie MacDonald's for morning tea (see details next page)

COMMITTEE NEWS

2018 National Rally

Wendy Lonie requested that expressions of interest for the 2018 National Rally be returned by August. Entry forms will be distributed after that. Bill White and Trevor Taylor are organising the runs and Mathew Schooneveldt is preparing the gymkhana.

Riley Club House

Bill White reported that gaining finance for the construction of the covered outdoor area was advancing.

Pictures of member's cars are still being sought for display in the Club House and it is requested that they be framed prior to being offered.

Registrar

Di Phillips reported that folders containing Ri-

ley vehicle record are now being kept at the Club House. They contain a wealth of information should any owners be chasing up the history of their vehicles. One such box contains details of current members' vehicles and the other has details of non-current members vehicles.

Members are welcome to consult these records at any time the Club House is open, however it is requested that no material be removed, or added. To this end, copying facilities are available.

Spare Parts

If anyone has Riley 9 parts please advise Ian Henderson who has received requests for parts.

Parts are available for sale to other Riley Motor Clubs according to the consideration of the Spare Parts Officer.



Brrrrrr! Winter is here

Soup & Pud Night

7pm, next meeting – 8th June.

Menu:

Choice of 2 homemade soups

Fresh bread roll

Homemade rice pudding – like your Mother made!

Tea & Coffee

\$10 pp – cheapest & best meal anywhere.

All funds go into Queensland Riley Inc coffers.

Rockhampton Rileys

Wednesday 21/6/2017 – Sunday 25/6/2017.

Come & join us, a fabulous little trip – 2 days in convoy to get to Rocky, meet up with our Townsville Rileyites, 2 days at Rockhampton of driving/exploring/chatting, fun, good food, coffee etc etc.

Only 8 weeks away, ask Wendy L for details re booking accommodation etc. Last time we did this trip, it was excellent

Hope you can come

Ken Lonie Mob: 0409 613231.

YOU ARE INVITED TO JOIN IN THE CELEBRATION OF ALBERT'S RELAUNCH

On Sunday 11 AM 4th June Albert's rise from the miry waters of the Brisbane River and long decay in a coastal Brisbane graveyard will be celebrated at 74 Treehaven Way, Maleny, Queensland.

A BBQ lunch will be provided as well as coffee and tea. If you wish to stay for lunch RSVP is needed for catering purposes

RIL 51 - A Story about a regularly used Riley by Stuart Paton

Editor: Stuart became interested in Ken Lonie's efforts to repair problems with his newly acquired RMB and the method he used. Eventually Ken and Stuart inspected two RMBs, Stuart purchasing RIL51 with speedo reading 47,000 miles said to be genuine. The car needed welsh plugs and battery. The car was a retirement pro-

ject from a deceased estate sold by his widow. RIL51 was original with good woodwork, upholstery and mechanicals. The major issue was the welsh plug leaks. The engine, gear box and cylinder head were removed and the block was chemically cleaned and flushed out. The cylinder head was commercially

serviced. It was decided to put new piston rings to the original pistons which are exceptional quality with ring grooves less than Australian radial depth and not enough material to deepen the ring groove.



were refitted without any work done to them. It should also be mentioned that this is a car that is quiet and free of many of the rattles that you hear in other cars.

Other innovations performed on the car



include extra fuses, indicator lights, a total cut out switch that is accessible from the driver's seat, seat belts and modern front chairs the make long trips a little more comfortable for my wife, Miriam. She finds that travel in the car is quite comfortable and she has been with me on some very long trips to National Rallies. These include Porongurup in WA in 2009, Queanbeyan in 2010, Beechworth in Victoria in 2011, Toowoomba in 2012 and recently to Merimbula in 2016 and Phillip Island in 2017. From these runs the reader can tell that RIL51 has steadily been building on the 47,000 miles that had been done prior to my ownership.

Long before the Phillip Island trip there was a little mechanical issue that I will enlarge upon. At speed the engine would miss for a couple of kilometres and then come good again. The cause was a bit of a mystery and some suggested that it might have been sticky valves from carbon build up as I have never bothered with fancy oils or high octane fuels. Prior to the trip, Mark Baldock offered to co-drive and this of-

fer was taken up enthusiastically and, as it turned out, this was very fortunate. The plan was that I would drive for a short distance and then Mark would drive for the remainder of the day. This was fine as I was able to relax and enjoy the drive. At this point I would point out the Mark is a relaxed, competent driver who has a knack of anticipating and avoiding situations that might go bad. By the time we arrived at Phillip Island it had become clear that something had to be done with the engine as the misses had become permanent. Immediately Mark made himself available for work on the engine. We found a garage and thankfully the operator had a generous heart. He did a compression test for free and announced that the head gasket had blown between third and fourth piston. He said, "there is a spare

work bay, it is all yours and the tools are all here so go for it." I cannot go further with this story without remarking about the generosity and kindness of this man and if you are ever passing through San Remo, get your petrol from the petrol station there and say good day from Stuart Paton. Going back to the car, it also must be remarked that Mark's mechanical talents became obvious very quickly as we had



the engine running again in several hours. Another important comment to make is that the Victorian Spare Parts Officer, Bruce Downey, provided the head gasket

and I know that he went to considerable trouble by returning home and retrieving it during the Rally so that we could fit it. It also proved helpful when Linden made himself and his car available during the breakdown.

To finish may I say that RIL 51 is a lively vehicle, responsive to the accelerator with good brakes and no wear in the steering. It is pleasing to drive. It seems remarkable to me that these cars at 60 years of age can be driven across the continent with the driver and passenger experiencing safe motoring. I would always recommend that a few tools and spares be taken with you, including a head gasket.



Queensland Riley Motor Club Secretary's notes dated June 1983 by Ian Henderson

Club History

As an aid to sales, JW Downing, the original Riley distributor in Brisbane started the first Riley club in Queensland. *He did this* soon after starting the business in 1928. The first members included staff and clients of JWD and some names recalled are; Jimmy Mogg, Jack Henderson, Charlie Whatmore, John Pike and Cyril Tritton. The main event in those days was the Mt Gravatt Hill Climb and about half the club membership took part. The club was strong for a number of years with a membership standing at around 30 people. Club activities waned before the outbreak of World War two but after the war ex members reformed as the Queensland Motor Sporting Club.

About 400 RMAs and RMBs were sold in Queensland and by the mid-sixties some Riley owners again saw the need for a specifically Riley club. On the 12th March 1965 Neal Brandt and John and Bill French organised the inau-

gural meeting of the Riley Motor Club Queensland Branch under the authority of the Hon secretary Riley Motor Club Victoria Centre. Members of this club also included Ray Baxter, Col Anderson and Arthur Seddon, but although interest was high with about 20 members the club became inactive after 5 or 6 meetings. This was mainly because John and Bill French went overseas.

Below: The 1983 June Torquetube front page pictured an un-named child and an RMB. Who was that child with the car and has he developed an interest in Rileys?



With no local club, some enthusiastic owners including Neal Brandt, Linden Thompson and Dave Gray joined the NSW or Victorian clubs. In early 1971 David Brandt placed an advertisement in the Courier Mail calling on interested Riley owners to meet at the Military Jetty, Caloundra to form the Riley Motor Club of Queensland. This club grew stronger at each subsequent meeting and by early 1972 the Queensland Club decided to join the newly amalgamated Riley Motor Club of Australia (RMCA) becoming the Queensland area of the National Club. Other members of the RMCQ included Peter Lee, Linden Thomson, Brian Jackson, Harold Webster and Arthur Seddon.

Meetings

Club meetings are fairly informal affairs (some might say too informal) held at a members' house. The member or his wife provided tea and bikkies or such like, but if members liked a beer with their Riley chat it was strictly BYO. (a practice that has been less observed of late). Meetings should start promptly at 8 PM (if the president arrives on time) and it is requested that members do not arrive too far in advance of 8 PM to minimize the trauma in the guest household.

Parts

June 1983 saw New partsin stock:

RMA and RMB Pedal Rubbers \$4
Tank filling rubbers \$2.75
Torsion Bar Bushes \$6
RMB Contact sets \$3
SU service kits \$5
SU Std needles \$5

Ian Henderson

For Sale in early 1983

The Registrar currently lists 13 Rileys for sale, including RMAs, RMBs, a Pathfinder, a Riley 9 and a Roadster. They range in price from \$600 to 13,000. If you are interested in buying or selling, see the Registrar. It's free.

News for June 1983 by Bill French

Much drama at the Jackson's *home* before the SA trip – that Pathfinder just didn't want to go. A broken gudgeon pin, wrongly diagnosed as a camshaft bearing was followed in quick succession by a faulty brake light switch, leaky water pipe, body mount disintegration – and 'you can't get the parts for them anymore don't you know.' Gordon Cameron had some problems with brakes also but with the assistance of club members especially Ian Henderson both vehicles were made ready for the long trip.

(Italics added by the current Editor)

Upholstering Albert by Philip Wyllie

The front and rear seats, dash, door and quarter panel cards, seats and carpet were all long gone by the time the legless Albatross arrived at my home, all that was left was the remains of panels, hood bows, a few parts of the front seats and broken front windows. All of this was sagging over the chassis because the inner and outer sill was gone, the chassis steps that the body sat on had rotted away and none of the fabric from any part of the car still existed. But this is not a story about Albert's demise, rather it is a story about his rise from the dead. During the past three years the legless Albatross

has become Albert and now the seats, carpet, inner skins for doors and skins for the quarter panels are being made for his interior.

During the visit of Eddie Smith and Alan from the UK, Eddie told me that a friend in England had changed the seat covers in his RMD and that perhaps the old red leather ones might be available for sale. He e-mailed his friend and after some time the covers were offered for sale. After some further time the covers arrived safely to our home and the vendor was thanked for the care he had taken for their preservation and transportation to Australia.

Initially, the front and rear seats of an RMB were dismantled for remodelling as RMD seats. At this point a sub-theme to the rebuilding of the seats is worth mentioning, I was unaware that the backs of the RMD front and rear seats were shorter and narrower than RMB seats. The backs of the front seats were separated from their bases. At an earlier time, Ken Lonie had manufactured a machine that rolled sheet steel over wire and I asked him if he would role the bottom of the seat back over a wire. It was a masterful job and his workmanship was very much appreciated. Thank you, Ken. After that hinges were manufactured on the same pattern as the originals the seat backs were re-connected to their bases. A little bit of maroon paint was then sprayed over the chairs to seal them against oxidation. They were now ready for upholstering.

back. No wonder Peter Lee chose to delete the quarter panel arm rest! Only people with narrow tails can fit in-between

Above: Rear seat back cut down to RMD



size

the side and centre arm rests of an RMD. During the period of sublime ignorance the RMB rear seat back frame was completed and set aside while the base was examined.



The timber in the rear RMB seat back that had been ac-

The rear seat bottom in a RMB has round corners and the RMD has square corners so the wire frame of the RMB seat base was cut and the wire extended and welded to make right angled corners.

Square corners of rear seat shown below



quired had been eaten out by wood worms so the timber was copied with marine ply and hardwood. The centre pieces that formed the base for the chrome mechanism of the centre arm rest was still intact so this was refitted. Once again, I was unaware that the rear seat back was shorter and narrower than the RMB seat

Five ply was then cut out to the shape of the backs edges of the front seats. Where the seats had sharp bends cuts were made across the inside edges of the five ply to help them bend to the shape and they were bolted and glued to the metal frame. The glue used was Soudal T Rex Power. The front seats springs were then re-covered with the original horse hair, cotton wool and covered with hessian. Long stitches were then used to tie the edges of the horse hair, cotton wool and hessian to the wire frame. It was a simple process. After that the leather covers were stretched over the material and tied to the wire frames under the seats. The backs were a little different. After some thought and much analysing of pictures taken of complete RMDs it was realised that wide leather strips were stretched over the sides of the seat backs, nailed to a five-ply strip on the back side of the seat and stuffed with cotton wool. After that a line of glue was applied between the leather and the metal frame and clamped. The seat back covers were then stapled to the five-ply strip at the top and then stretched over the springs and stapled on the five-ply strip on the bottom rear of the seat. The seat back was then covered with vinyl and hide and bind used to cover the edges.

Below: the leather strips on the sides of the seats and further below; the rear seat cover stapled to the seat backs.



Above: Marine five-ply strips bolted and glued to seat backs

The rear seat base received extra soft woollen material on the tops and the sides were covered with hessian and sewed onto the steel frame. After that cotton wool was loosely stitched onto the hessian around the seat and the leather covers stretched over the frame and tied to the frame. The back of the seat was then assembled with the centre arm rest first and then the two sides. The sides were treated in the same way as the front seats with hessian, cotton wool and woollen material stitched over the steel wires frame and then

the leather was partly stapled to the timber frame. The assembly was then carried over to the car but it was found that the RMD frame needed to be an inch shorter and two and a half inches narrower to fit into the space. And, of course, the leather RMD seat covers were hard pressed to fit over the frame. A day of disassembly, reshaping and re-assembly produced a snug fit that seemed right so it was left at that.

At that point, it was realised that the reason why the front seat back covers didn't fit easily was because the RMD seats were shorter and narrowed than the RMB seats as well. When the front seats were fitted into their place the doors pressed up against the sides of the seats and at the time of writing this story it is hoped that there will be enough time before 4 June to remove, disassemble and re-shape the seats so that the leather covers fit more comfortably over the frames. The fourth of June, of course, is the day set for Albert's unveiling.

The draft excluder was not difficult to manufacture. Three metres of a soft rubber extrusion was purchased from Clark Rubber and material purchased from Spotlight was used to cover the moulding and this was stapled around the doors.

Below: the material for the draft excluder

The door cards were made from thin plastic covered MDF covered with thin foam rubber



and this was in turn covered with maroon vinyl. The door skins were then edged with hide and bind and the cards were screwed to the door timber. The doors were then closed to test the closeness of the fit and it was found that it did-

n't fit. Although the door cards fitted the doors the draft excluder was too close to the door and when the door was closed it was squeezed between the door and door post. A few days of incremental cutting back of the door cards and repositioning of the draft excluder was required to get a good fit so that the door closed comfortably and the draft excluder covered the gaps without being too loose or too tight.



Above: The rear quarter panel skin

The carpet was simple enough to cut to shape and vinyl was used to cover the edges but not without issues. Although a competent and experienced upholsterer would have no problems with this simple task in my case three sewing machine needles were broken, stitches went astray and in a few places it was found that the carpet was cut too generously. This was all easily corrected but it took two or three goes to get it all straight.

Below: The front seat padding and cover



The dash board was another lesson in patient revision. Yes, you guessed it. The dash that had been so painstakingly disassembled, cleaned, re-assembled and re-veneered was half an inch wider than the space available so to my great sadness the ends were cut and sanded until a neat fit was achieved.

The centre instrument cover was then fitted and it was found that with the initial sanding and reconstruction of the dashboard the space was a half a thou too small for the instrument cover. With great care a file was utilised to reduce the size of the cover until it could be fitted into the space.

Below: you can see the difference between the ends of these two dash boards



Above: the instrument cover

After that the chromed frames for the instruments were cleaned with a remarkable sub-

stance called Blue Magic and it was used to bring them back to a reasonable shine. These were fitted into their place with great trepidation as they were originally fitted into place with tiny, now nearly 70 year old very breakable extensions from the chromed surrounds.

It was at this moment that it was realised that the bolts that held the cover in place on the instrument panel were missing. Ian Henderson, spare parts officer for the Queensland Riley Motor club was then called to seek his assistance. 'Have you any dash bolts, please?' 'One set' was the reply after consultation with the parts inventory.



Above: the rear seat base and below the cover fitted



For Sale

1954 Riley Pathfinder Registration Qld. 1870

This car has been fitted with a new engine, tyres and battery. Other accessories include electronic ignition, alternator, extra instruments and reversing camera. Carburettors have been fitted with new jets and needles. A new radio is included with Bluetooth capability. Head has been re-tightened, new front brake hoses fitted, Road Worthy Certificate being finalised. Vehicle is still registered with Qld. concession registration until February 2018. I have had this vehicle since late 1988. I am reluctantly putting the car up for sale due to health reasons. Please be aware that a number of Pathfinders have been purchased and forwarded to the UK. They are becoming a rare breed.

Buying Price \$16,000.00 Negotiable.



For further details contact Ray Burrows on mobile:

0409 499 016

Email: redpath@aanet.com.au

NEVVCC

New England Vintage & Veteran Car Club



Bi-Annual Rally

9th, 10th

September 2017

NEVVCC would like to invite you to join in on our Bi annual car rally in and around the historic and beautiful areas of Tenterfield in the New England Ranges



8th September

Early arrival Meet & Greet

3-5pm

Band Hall Crown Street

(Behind Coles)

WE HOPE TO SEE YOU THERE.



- * Daily runs
- * Raffles, Prizes galore
- * A tour of the Tenterfield Saddle can be organised
- * Entry includes admission into the Horticultural Flower display, show casing the spectacular flowers of the Tenterfield region.



Please contact :
for further information or entry
forms

Warwick Frith

Mobile 0409101940

Bob Rogan

Mobile 0412261593

The PDF captured below was sent to Graham Bourne who sent it to Simon Schooneveldt and he passed it to me for inclusion in Torquetube. It is worth a look on the internet. Edit

S J Parekh

P O Box 990, Mudgeeraba, QLD 4213, Email: firmasg@bionond.com, Tel: 0435 638 528

The 14th Instalment of Cars & Coffee Gold Coast was fantastic. As with the previous meet, we had close to close to 60 cars turn up and once again ended up parking 3 fold with cars parking up till the end of the venue. Bruce Lynton showcased the brilliant new Jaguar F-TYPE Convertible. This was indeed a stunning vehicle and attracted a huge crowd. We also had a gorgeous E-TYPE parked right opposite and with the ever popular D-TYPE present and it was difficult picking the favourite out of the three. Mrs Ford brought down her beautifully restored 1938 Triumph Dolomite Sedan. With its Art Deco radiator grill and artistic Hood Ornament it was the star of the show and won the Car of the Meet. It was such a unique car that it left many attendees scratching their heads as to its true identity with many never having seen one and left many with smiles on their faces. Again another crown favourite was Paul Creighton's 1913 Pink RR Silver Ghost and both all the children, both young and old enjoyed blowing its Airhorn. A group of Hot Rod enthusiasts added some deep rumblings with their highly modified Edelbrock Supercharged engines in their chopped up Chevy & Ford buckets. A personal favourite were the Porsche's parked in a group adding some much needed sports car pizzazz. There were a total of 6 of them with 1 being a 996 GTE and another a 997 Twin Turbo, both very powerful and very capable automobiles. We had a beautiful smattering of colour with the multi-coloured Vauxhalls and bring yellow Bug Eye Sprite. Much more beautiful to behold than the plain white, silver or black which are ever so popular today. Who can forget the Martini livery Marcos and the British Racing Green Scimitar. Of course we had the usual suspects in the Citroen Traction Avant, RR Cloud III, Rover 3800, 39 Ford Coupe, Corvette ZR6, MGB and Holden VK Calais. Unfortunately we only had 2 RR's in attendance today, but this always means that we have room for improvement next time around. To view all the beautiful vehicles visit our facebook page <https://www.facebook.com/carsandcoffeegoldcoast>

The Last Word

According to Ian's article about the history of the Riley Motor Club of Queensland in 1983 the birth of the club could be 12 March 1965. But we are told that this group ceased meeting after only a short period of time. Alternatively, if you consider that the current club commenced in 1971, maybe in March and has been meeting continuously since then that would mean the fiftieth anniversary of the RMCQ will be in March 2021.



Above: The opening of the RMCQ Club House and below the celebration cake

From the editors point of view that is as good an excuse as any to hold the fiftieth anniversary celebration of the club during March 2021. Another aspect of this thought might be that the fiftieth birthday of the club could be celebrated as close to the Military Jetty, Caloundra as possible.

Following the National Rally in 2018, maybe the next big event of the RMCQ would be the fiftieth anniversary of the club. What do you think about this?

