



# TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

August 2010



**Next Meeting:** 8:00 pm Thursday, 12<sup>th</sup> August  
Brisbane Sporting Car Club  
206 Montague Road  
WEST END 4101

**Editor:** Linden Thomson (07) 3139 1524 [lindenthomson@optusnet.com.au](mailto:lindenthomson@optusnet.com.au)  
Club Website: [www.rileyqld.org.au](http://www.rileyqld.org.au)

## Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club, West End Thursday, 8<sup>th</sup> July 2010

Meeting opened by President Simon Schooneveldt at 8.01pm with 19 members and guests present.

**Apologies:** Lyn & Brian Jackson, Del Thomson, Dorothy Cameron, Helga Schooneveldt, Matthew Schooneveldt, John & Eve Romer, Pat and Betty Elliott, Bonnie Young, Dick & Earla Self.

### Minutes from previous meeting:

Moved, Trevor Judd, seconded by Alan Hill that minutes be accepted. Carried.

### Business arising from minutes:

Wendy Lonie's and Eve Romer's and Helga Schooneveldt's names were missed on the National Rally Committee List.

### Inwards correspondence:

1. Affiliation Fees from QHMC;
2. Email from Linden Thomson Re: "Stop Press";
3. Triumph Sporting Car Club announcing new "Macleans Bridge Lakeside";
4. Membership Fees from Perry and Glenda Childs, Toowoomba;
5. Membership Fees from Concetto Pollicina, Annerley;
6. Invitation to Historic Warwick, 24 and 25 July;
7. Email from Scruffy Thomas Re; 2½ Oil Filter;
8. QHMC Meeting Minutes for June;
9. Tru' Brit Magazine;
10. Copies of Riley Blue Diamond, Riley Gazette, Riley Rattles, Riley Crank, Riley Newsletter WA, Riley NZ.

### Outwards correspondence:

1. Membership Application to Perry and Glenda Childs, Toowoomba;
2. Membership Application via Email to Concetto Pollinia, Annerley;
3. Thank you note to Ian Jefferies, Bundaberg Club from Simon Schooneveldt;
4. Concessional Registration Letter from Matthew Schooneveldt to Concetto Pollinia.

Moved by Sheila Hill seconded by Dianne Phillips that the inwards be received and the outwards be endorsed. Carried.

### Treasurer's Report June 2010

Balance as per Bank Statement, 31 <sup>st</sup> May 2010		<b>\$4,374.23CR</b>
Income		
Membership Fees	\$605.00	
Interest	<u>\$ 0.32</u>	
	<u>\$605.32</u>	\$4,979.55
Expenditure		
Returned Cheque (A/c Closed prior to presentation Cheque has been re-issued)	\$ 45.00	
Cheque Phillips Floral Tribute	\$ 70.00	
L.Thomson N/Letter June	\$ 163.74	
Brisbane Sporting Club Room Rental June	\$ 55.00	

## TORQUETUBE

August 2010

Withdrawal and Deposit to A/c 20537815		
Investment A/c	<u>\$2,000.00</u>	
	<u>\$2,333.74</u>	\$2,645.81
Balance as per Bank Statement, 30 <sup>th</sup> June 2010		<b>\$4,374.23CR</b>

Moved by Ross Phillips that his Report be accepted, seconded Alan Hill. Carried

### **Club Captain's Report:**

RACQ Motorfest is on Sunday July 11<sup>th</sup> at Eaglefarm Racecourse.  
Trevor Judd has organized a combined club outing with SWBM Club to the Pimpama Heritage Park Open Day Sunday 25<sup>th</sup> July. Details in July Torque Tube.  
Leyburn Weekend on 21 & 22 of August. The Paragon Alan Cunningham Motel in Toowoomba is booked out, should try the Jaccaranda Motel nearby.  
IGA Sunshine Coast Rally for Leukaemia on Sunday 29 August. Entry form provided for those interested.

### **Spare Parts Report:**

Jack advised the meeting that the Club has a large supply of old and new parts available.

### **Registrar's report 2010**

Matthew has forwarded a letter to Concetto Pollinia for Concessional Registration. Matthew also to write to Concetto Pollinia and Perry and Glenda Childs to welcome them to the Club.

### **General business:**

Simon Schooneveldt put forward a motion at the June Meeting that "The committee for the 2011 National Riley Rally should consist of Simon & Helga Schooneveldt, Ken & Wendy Lonie, John & Eve Romer, Bill White, Ross & Dianne Phillips."

Much discussion from Trevor Judd, Bill White, Mark Baldock, Linden Thomson regarding the promotion of the Riley to increase membership. Bill suggested that there were members who had cars which were languishing in sheds and not used. He suggested that if these unused cars were sold then that would be a source of new members as the people buying these cars would seek Club membership. Much comment was made about that the young people were only interested in the era of cars that they grew up in such as minis and Toranas. Mark suggested that the Club should hold open days at places like universities so that young people could see the types of cars that the Club was trying to promote.

Wendy Lonie advised members that the Club she and Ken were in had a Publicity Officer (Wendy) and that each week their Club endeavoured to put an article in the local paper about a particular car and its history. It was suggested that perhaps the Club should have a "Publicity Officer."

Alan Hill suggested that the Club should involve itself in more activities with other organisations such as the RACQ Motorfest, QHMC Rallies and the All British Day. Reminder to the QHMC Representatives Simon Schooneveldt and Ian Henderson that the next QHMC meeting is on 22<sup>nd</sup> July at Belmont Vintage Car Club Rooms.

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

**Meeting closed:** 9.15pm.

### **Next Meetings:**

Thursday, 12 August, 2010.

Thursday, 9 September 2010.

## Club Captain's Report:

Alan Hill



Last months RACQ Motorfest was, I understand, just as big as ever, but as we did not get there we will have to wait for the meeting to get a report.

The Pimpama Heritage Day was superb, good weather, fabulous displays with lots of noise and steaming machinery, food stalls, and best of all, lots of things for the ladies to look at!!! The sad part was that we had a very small turn out, and Sheila and I had to leave early in the Lynx. The Judds were in the RMB, Thomsons in modern, and Ian Hayward in the ex-Phillips Nine. This would be worth the effort to attend next year, it is always on the last weekend in July.

The August main run is to Leyburn for the Sprints weekend. Treasurer Ross has entered the blown RMB race car, and we hope for a good turn up to support him. Most of us have booked at the Jacaranda Motor Inn in Toowoomba for Saturday night, in fact some are going up on Friday. We have reserved parking at the Sprints on Saturday and Sunday, but you will have to ring me ASAP with your Rego No to let the organizers know so they can reserve an area for our cars. Entry costs are \$15 for one day, \$25 for the two days.

Those who want to can meet at BP Blacksoil at 10.00 am Saturday, a bit later to allow you to vote!!, and we will go via Heifer Creek and Clifton. Please let me know if you are coming.

September will be All British Day at Tennyson on Sunday 19th. We hope to put on a good display to promote the Club. Full details in the next TT.

### On the Cover:

The cover of the U.S. *Road and Track*, May 1951, featured four tourers, all L.H.D. except the Riley Roadster. The magazine includes no further mention of these cars.

## Club Events Program—2010

August	Thursday 12th. Sat 21st/Sun 22 <sup>nd</sup>  Sunday 29th	Club Meeting Leyburn Sprints, overnight Toowoomba. Details in Captain's Report this issue. IGA Sunshine Coast Rally for Leukaemia
September	Thursday 9th. Sunday 19th	Club Meeting All British Car Day, Tennyson.
October	Thursday 14th. Sunday 17th.	Club Meeting Run
November	Thursday 11th. Sunday 21st.	Club Meeting Run
December	Thursday 9th. ???? Sunday 12th	Club Meeting Xmas Dinner Run—maybe Xmas Picnic ?
January 2011	President's Run.	

### Wanted

**Help, please.** Long-time member and Roadster owner Frank Wildermast spends much time out of the country. The car is on blocks and is started regularly, but last time the carburettors flooded and the choke was frozen. Frank says, "I am absolutely no mechanic," so is seeking assistance. He can be contacted on 3287 6900 if you can help. He lives in Cornubia.

Copy of **Haddleton "Riley Maintenance Manual 1930-1956"**  
Contact Jim Runciman at [runcimans@westnet.com.au](mailto:runcimans@westnet.com.au) or at 08 9295 4592.

## Editor's Notes:



Included with this issue is the long-awaited Spare Parts List, thanks to Ian Henderson and Ross Phillips for their efforts in doing the stocktake and recording the results, and, of course, to Jack and Graham for their continuing monumental achievement. The List is also available for download as a PDF file from the Club website if you lose your copy or need another. Updates will be made to the online version as necessary.

The website content has also been considerably upgraded, thanks to Mairi, and there are more improvements to come. If you are on the Net, it is worth checking regularly. One feature that can lead to much enjoyment is to click on the 'Articles' tab and then follow the Google images link. Of course, not all the images &c are of our type of Riley, but there are enough of those to satisfy.



After last month's mention of the Commer 'knocker', I received by email a small scanned photograph from our ever-enthusiastic Tin Can Bay member, Lois Archer. It was titled 'Brutus 1967 Newport Beach'.

I thought it could have been Lois behind the wheel, so emailed her for confirmation. Her reply was very interesting, and I hope Lois will not object to it being reported here.

Gosh Linden, you certainly have an eye for detail - I look nothing like that these days, so thanks for recognising me.

One of John's things since the day we met, was insisting that I become capable of driving any vehicle that we owned (and some that we didn't). Although I never drove "Brutus" on the road (wasn't licenced to do so), I quite enjoyed moving the Commer all over the yard, washing it and helping maintain the darned thing. Have also driven a Michigan 180 rubber-tyred dozer (definitely not one that we owned), every vehicle from 4-8 cyl. along with every boat that we had. We even got so smart between us that I would launch John in a boat, then park boat & trailer and hop on board and then reverse the procedure when we got back to the boat ramp - something that every woman should be able to do - saves heaps of domestics at boat ramps, and gives the natives absolutely no entertainment at all. One of my biggest regrets is that the operator of the \$80m dragline at Blackwater wouldn't let me anywhere near the controls - darn, that thing was just like handling a joystick in front of a PC - don't quite know why he thought he should earn that much money for what he did, but no doubt the owners of the mine were more than happy that I didn't get in the "driver's? seat".

I hope that I never lose interest in things mechanical, regardless of the fact that I'm really rather useless at fixing them without the help and expertise of specialists.

LONG LIVE OLD VEHICLES AND THOSE OF US WHO LOVE THEM

Regards and best wishes to our Riley mates. Lois & Mr. Riley

# At Pimpama Heritage Park Open Day:



Clockwise from above: Judd's RMB now housed and not for sale; Hayward's Nine in mixed company; real Big Boys' toy; Triumph Super 7 in there (found near Helidon, history unknown); intriguing Douglas 600 m/c powered special (drives and brakes on offside rear wheel only) originally from Gunnedah; lots of steam and pumps and engines....



## Riley 9 Tailshaft - Replacing Front Universal with Modern Sealed-for-Life Unit     Ken Lonie

We purchased our 1934 Riley 9 Monaco in Brisbane in 2007 after we had enjoyed our 1949 RMB for a number of years. The RMB had been so reliable and had not cost us much in maintenance, so we thought the 9 might be a similar story. Not so!

All she initially needed was a new headgasket and a bit of a tuneup, but we removed the engine (the first of currently 8 times) to clean things up a bit. Well, after failed cam followers damaging the camshafts requiring rebuilding of both camshafts and the fitting of cam followers from a Perkins 3152 diesel (same diameter stem as the Riley), a rebore and new pistons and rings, we thought we had it beat. We had checked the bigend white metal bearings while it was apart and all was in order with about 2 thou clearance on the bigends.

So we get the little girl registered and on the road. However, while en route to our first rally, I was driving at about 80 kph when a loud knock erupted instantaneously – no light knock slowly developing into a louder noise. Back to the shed, up on the hoist and the sump removed. Upon removing the sump, a handful of crystallised white metal was found in the bottom of the sump. It looked like a handful of broken safety glass, all in little cubes about 2 mm square. There was no discolouration or smearing of the metal at all. It appeared that number 3 bigend had crystallised and fallen out as small pieces as soon as it had shattered.

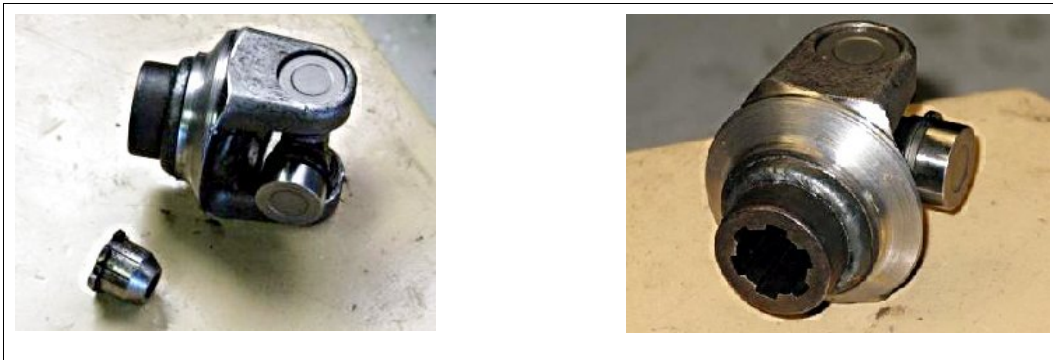
I decided to convert the engine to slipper bearings, so Trevor Brown of Advanced Metal Turning, 4 Harvest Road, Yandina, Qld (07 5446 8679) manufactured four new conrods, sized to suit available Bedford shells. This required a few thou being ground off the 1 and 11/16 inch crankshaft journals. However, upon grinding, a crack opened up on number 4 bigend journal.

Trevor Brown then manufactured a new crankshaft from EN36A steel bar. Unfortunately, the bigends now had to be made to suit the existing new conrods and slipper bearings. If starting from scratch, we would have made the bigends and conrods to suit a larger size bigend than original. However, we did have the opportunity to repair the damaged bore of the flywheel by making the taper for the flywheel oversize and then remachining the bore of the flywheel to suit.

As a separate exercise, I decided that while the engine was out, to change the front universal located immediately behind the gearbox from the fairly agricultural original unit which requires a constant drip feed of oil, to a sealed-for-life modern unit. I took the original unit, complete with splines on each end to Hardy Spicer in Brisbane. They suggested machining off both splines from the original unit and welding them onto their standard yokes with a standard sealed-for-life cross. This sounded great except for one problem. The spline is held onto the gearbox shaft with a nut which can't be accessed to fit or tighten once the universal is installed because of the bowl at the front of



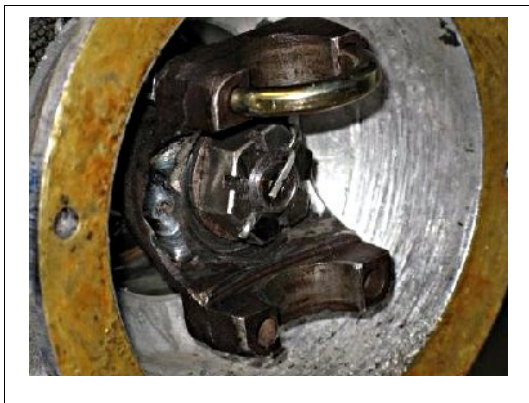
the torque tube. The universal cross is located exactly in the middle of the torque tube swivelling bowl.



This problem was overcome by a visit to a wrecking yard to obtain the yoke from the rear diff universal of a grey motor Holden (FX FJ FE FC etc). These universals used a yoke that had a pair of bolt on removeable caps on the FX and FJ models and U-bolts on the later models. Hardy Spicer welded the spline from the gearbox end of my original universal onto the grey motor Holden yoke and the other original spline onto their standard yoke and cross (which also had the same needle-roller cap size as the grey motor Holden). They also provided new U-bolts to suit the grey motor Holden yoke.

Hardy-Spicer part numbers are:

U-Bolt kit	2R Series 2R-94-10
Weldable Yoke	17R-26-330
Universal Cross	RUJ-1786R



The grey motor Holden yoke was then installed on the end of the gearbox and secured with the retaining nut and split pin. The sealed for life cross and tailshaft yoke were then fitted to the front yoke with the U-bolts. The nuts for the U-bolts were located inside the bowl, but were able to be accessed by bending a 10 mm ring spanner at right angles and slowly tightening up the U-bolts.

It should be noted that a spacer may be needed behind the gearbox end of the yoke

or a small amount may need to be machined off the rear of the spline to ensure that the centre of the universal cross is located in the centre of the bowl, so that as the bowl rotates with the rear suspension going up and down, the universal pivots on the same centre. Otherwise side loadings will be put on the tailshaft and vibration will result. A straight edge across the front of the gearbox end of the bowl should just touch the grey motor Holden yoke faces when the yoke has been fitted onto the gearbox shaft.

The front face splined bore of the grey motor Holden yoke may also need to be machined flat to provide a flat base for the nut which secures the yoke onto the gearbox output shaft.

## TORQUETUBE

August 2010

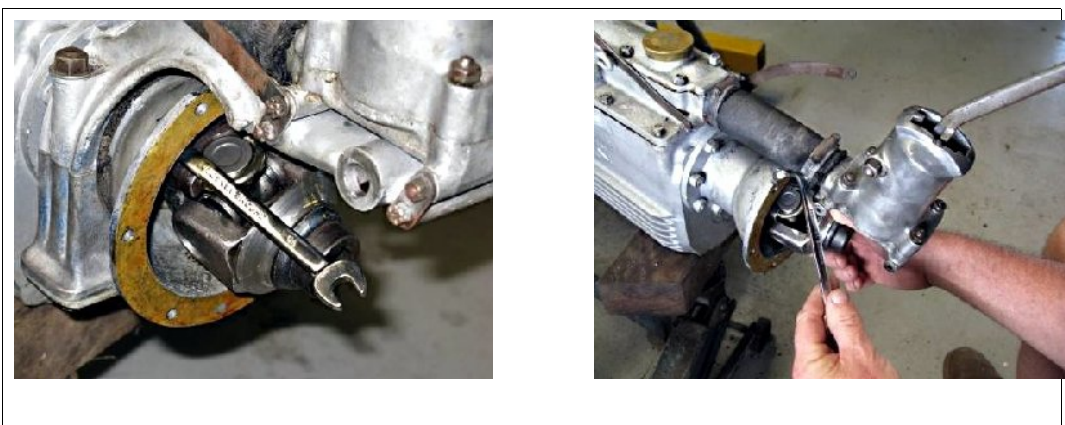
On the original arrangement, the tailshaft was prevented from floating forward out of its spline where it is located at the diff, by a spring loaded pin protruding from a hole in the gearbox end of the tailshaft. This pin pressed against the end of the gearbox shaft. With the new arrangement, the tailshaft needs to be shortened by about 19 mm to allow the spring loaded pin to now press against the centre of the universal cross.



Dimensional checks need to be made to ensure that when assembled, there is sufficient clearance between the end of the shortened tailshaft and the universal cross and that the spring is at least partly, but not fully, compressed. The hole in the end of the tailshaft also needs to be deepened so that the spring is half compressed by the pin bearing against the cross when the bowl is assembled. The 19 mm in my case may be different for others. The end of the tailshaft also needs to be machined back to root of spline for about 5 mm and a bevel machined on the end of the shaft and end of spline to assist in fitting the tailshaft and universal coupling during assembly. A small lead-in on each tooth of the tailshaft spline will also make assembly a lot easier. I did not initially make these last adjustments until after the pieces refused to go together and I noticed the same bevels etc on the end of the piece of tailshaft I had cut off.

In the final testing, the mods have proven to be most successful with no vibration and no messy ongoing lubrication of the universal. To provide lubrication to the bowl sliding surfaces which originally came from the same drip feed, I have installed a grease nipple into the bottom of the bowl. A squirt of grease here when greasing the other numerous grease nipples, seems to provide sufficient lubrication to the bowl surfaces.

March 2010



**Comment from Noel Wyatt (Victoria)—**

There is one thing I'd like particularly to draw to your attention which may cause you a problem in the future. Your universal joint mod looks fine but don't forget that the constant drip of oil to lubricate the original unit then flows down the torque tube to arrive at the centre steady bearing where it soaks into a felt ring around the propshaft and lubricates the bronze bush located just behind the felt. I have just pulled one apart and it was horribly worn.

If you have Haddleton's book this is briefly explained in Chapter IX on page176.

**A message from the Spare Parts Team—**

If you are looking for used spares such as body panels &c, always contact the Spare Parts Team (Jack or Graham) first. They may have what you need at a good price.

**Dream Car or 'In Your Dreams!' ?**

Photo: David Maudsley

Boy-racer Brian Jackson shows off his latest concept car (Leyburn, anyone?), and here, from *Practical Classics*, May 2010, is what some real boy-racers are doing with their One-Point-Five—

**RALLY PREPARATION**

# STUDENTS SEEK HELP FOR RALLY

**T**he Oxford Universities Motorsport Foundation, which provides engineering students with hands-on experience in preparing competition cars, is seeking sponsorship and spare parts to tackle the 2010 Sol Barbados Rally.

The OUMF, which has campaigned its Riley 1.5 at the event for the past two years, needs assistance to attend this year's rally, running from May 28-30.

The team would also like to track down an MGB race-



Riley 1.5 raced in Barbados's Sol Rally in 2008 and 2009.

prepared cylinder head, or an entire engine, to replace the road-spec 1800cc unit.

Ding Boston of the OUMF has high hopes that the Riley will be participating in

September's Goodwood Revival, following successful trials for the event in March.

Anyone who can help with either sponsorship or an engine can contact Ding at [dboston@oumf.org](mailto:dboston@oumf.org), or call him on 07761 823609.

[www.practicalclassics.co.uk](http://www.practicalclassics.co.uk)

MAY 2010 PRACTICAL CLASSICS 7

## Council News



### **RACQ HMC Rally**

Planning has commenced for the RACQ HMC Rally in 2011. The Darling Downs Veteran and Vintage Motor Club is well underway with the planning for this event to be held over the Queens Birthday Weekend in June next year. Ensure that you make a note of the dates 13th to 15th June next year for what will be a fantastic rally in the Toowoomba area.

### **Changed Pre-1989 Vehicle Importation Rules.**

The Department of Infrastructure has recently changed the application of the rules governing the importation of pre-1989 vehicles. Vehicles on which modifications have been carried out from 1<sup>st</sup> January 1989 onwards can no longer be imported under the 'unrestricted pre-1989 import' scheme. It is important to note that when a vehicle is converted after original manufacture, the date of manufacture is taken to be the later date of conversion. QHMC asked the department for a definition of what constitutes a 'modified' vehicle in relation to the enforcement of the scheme's rules. Specifically, we asked for confirmation of the department's definition of the word 'modified', and whether the following examples of work carried out on a vehicle would result in an import pre-1989 vehicle being assessed as modified or converted:

- replaced drum brakes with disc brakes,
- replaced mechanical brakes with hydraulic brakes,
- replaced original seats with more comfortable and safer seats from a later model,
- installed seat belts,
- replaced headlights or taillights with safer later model units,
- fitted after-market, generally safer, wheels,
- carried out a mild update motor swap,
- changed manual gearbox for an automatic.

We are pleased to report that the department determined that minor modifications such as that listed above carried out on a pre-1989 vehicle do not affect the date of manufacture.

A vehicle restoration does not affect the original date of manufacture. An older historic car would typically have many components that have been reconditioned or replaced over the vehicle's lifetime. In these cases, the vehicle is still the same product. The full text of both letters and a paper explaining the application of the rules has been placed on the QHMC website at <http://www.qhmc.org.au/Import-Rules-Clarified.htm>

This has been a pleasing outcome and the QHMC's intervention in cooperation with ASRF has brought some clarity to the pre-1989 import issue and, in general terms, the change in the application of the rules should not affect the types of vehicles we would generally import for our hobby. However QHMC recommends that members of clubs approach the Infrastructure and Surface

Transport branch of the Infrastructure department to obtain import approval before shipping a vehicle

### **Seat Belts for under 16s**

QHMC will at the AHMF AGM. One of the issues it will be raising is to try to get the AHMF to nationally approach government for a relaxation of the national road rules requiring under 16's to use seat belts and under 7s to be in child restraints, when cars are being used in an approved procession or parade such as ANZAC Day parades and other similar parade events.

### **Tax Issues.**

#### **Not-for-profit vehicle clubs are not exempt from paying taxation.**

The taxation arrangements that apply to various not-for-profit organisations can vary enormously. The tax law does not provide a blanket income tax exemption for not-for-profit organisations or membership-based entities. The key determinants of income tax exemption status is the extent to which an organisation provides a **wide public benefit**. (ie charitable, religious, scientific and public educational institutions.)

Where the purpose of a not-for-profit organisation is to provide services or support to its members in the first instance, then a tax exemption is not considered appropriate.

The fact that vehicle clubs are 'not for profit' is irrelevant as far as paying tax is concerned. However, a not-for-profit incorporated club is taxed under **the principle of 'mutuality'**. Under this arrangement tax assessable income consists only of funds raised from outside the organisation. In other words, receipts from mutual dealings with members are not income for tax purposes. This includes all membership subscriptions, raffle proceeds where tickets are sold to members and the sale of club memorabilia to members etc.

Expenditure of funds, to generate a tax deduction is also covered by the principle of mutuality, ie a tax deduction can only be claimed if the expenditure is required to generate an income from non members (ie a taxable income) or as a donation to a recognised charity.

In the case of vehicle clubs that don't run events where they charge the public, the main external income is bank interest.

External income should be totalled annually. Clubs are given a tax-free threshold of \$416.

If a club earns more than \$416 from bank interest or from non members (non mutual) then the club is obliged to submit a tax return.

External income (bank interest) could be managed in order to ensure that it remains below the threshold.

Clubs which conduct swap meetings or car displays where members of the public are charged an entry fee are seen to be generating non mutual income which is assessable for income tax, any expenditure in setting up, conducting, and advertising the swap or display etc. is considered

non mutual expenditure and would qualify as a tax deduction.

Clubs are urged to track and record all 'mutual' and 'non mutual' income & expenditure to enable them to identify if they have a tax liability. Further information on tax can be found in the QHMC Handbook or Website or by visiting the ATO's website [www.ato.gov.au](http://www.ato.gov.au)

### **AHMF Survey**

The AHMF Survey is now well underway with over 200 survey forms returned, however with over 8000 SIVS users in the state there are still lots of us who have not got round to completing and submitting the survey forms. Your club has paper copies available or you can complete the survey electronically on your PC by just logging on the QHMC website [www.qhmc.org.au](http://www.qhmc.org.au) and following the prompts. Try to get your survey form submitted by the end of August please.

### **Web Update**

The QHMC website has been updated and news articles changed to keep up-to-date with the latest news affecting our hobby. Regularly check the page at [www.qhmc.org.au/news](http://www.qhmc.org.au/news) Old news articles can be found on the 'Archive' page.

**2010 Committee Contact Details:****President**

Simon Schooneveldt  
5 Bridge Street  
ASHGROVE 4060  
Telephone: (07) 3366 6573  
Email: [spschoon@iprimus.com.au](mailto:spschoon@iprimus.com.au)

**Vice President**

Bill White  
Old Mt Sampson Road  
CLOSEBURN 4520  
Telephone: (07) 3289 4282  
Email:  
[thewhitehouse7@bigpond.com.au](mailto:thewhitehouse7@bigpond.com.au)

**Secretary**

Ray Burrows  
14 Lynch Crescent  
BIRKDALE 4159  
Telephone: (07) 3822 1366  
Email: [Redpath@aanet.com.au](mailto:Redpath@aanet.com.au)

**Treasurer**

Ross Phillips  
34 Blackwood Street  
EAST IPSWICH 4305  
Telephone: (07) 3281 3807  
Email:  
[diannephillips1@optusnet.com.au](mailto:diannephillips1@optusnet.com.au)

**Editor**

Linden Thomson  
39 Third Avenue  
SANDGATE 4017  
Telephone: (07) 3139 1524  
Mobile: 0419 175 083  
Email:  
[lindenthomson@optusnet.com.au](mailto:lindenthomson@optusnet.com.au)

**Club Captain**

Alan Hill  
4 Mahdeen Place  
SAMFORD 4520  
Telephone: (07) 3289 1063  
Email: [alshe@bigpond.com](mailto:alshe@bigpond.com)

**Spare Parts**

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

**Assistant Spare Parts**

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

**Registrar**

Matthew Schooneveldt  
2 Coolabah Crescent  
BRIDGEMAN DOWNS 4035  
Telephone: 0432 997 564  
Email: [matt@apmm.com.au](mailto:matt@apmm.com.au)

---

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

---