



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

October 2010



Next Meeting: 8:00 pm Thursday, 14th October
Brisbane Sporting Car Club
206 Montague Road
WEST END 4101

Editor: Linden Thomson (07) 3139 1524 lindenthomson@optusnet.com.au
Club Website: www.rileyqld.org.au

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Club, West End Thursday, 9th September 2010

Meeting opened by President Simon Schooneveldt at 8.03pm with 24 members and guests present.

Apologies: Lyn & Brian Jackson, Dianne Phillips, John & Eve Romer, Bonnie Young, Dick & Earla Self.

Minutes from previous meeting:

Moved, Gary Britton, seconded by Matthew Schooneveldt, that minutes be accepted. Carried.

Business arising from minutes:

In the Previous minutes, the taxable amount threshold should read \$416.00 not \$461.00.

Inwards correspondence:

1. Letter from Riley Motor Club Victoria;
2. Invitation to Gold Coast Hinterland Autorama 16-17 October 2010;
3. Membership Application and Fees from Greg Kimlin, Toogoolawah;
4. Membership Application and Fees from Bill Westerman;
5. Invitation to 5th Custodian Rally 2010, Friday 29th, 30th and 31st October 2010;
6. Wheels of the Century Auto-Show Redcliffe, 14th November 2010;
7. Tru' Brit Magazine;
8. Copies of Riley Blue Diamond, Riley NZ.

Outwards correspondence:

1. Membership Application to Stuart Baird, Timberwah;
2. Membership Application to Greg Kimlin, Toogoolawah;
3. Membership Application to David Cox

Moved by Sheila Hill seconded by Dorothy Cameron that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report August 2010

Balance as per Bank Statement, 31 st July 2010		\$1900.51CR
Income		
Membership Fees	\$100.00	
Interest	<u>\$ 0.20</u>	
	<u>\$100.20</u>	\$2,000.71
Expenditure		
L.Thomson N/Letter August 2010	\$371.47	
Brisbane Sporting Car Club Room Rental	<u>\$ 55.00</u>	
	<u>\$426.47</u>	\$1,574.24
Balance as per Bank Statement, 31 th August 2010		\$1,574.24CR

Moved by Ross Phillips that his Report be accepted, seconded Bill White. Carried

Club Captain's Report:

The All British Day at Tennyson was discussed. A suggestion was made to have a table with voting slips on it for people to judge the best Riley on display. A trophy was presented at the last one to Neal Brandt for his Riley Falcon. Trevor Judd has mailed the Riley Banner to Alan Hill. Ray Burrows to purchase trophy and take a table to Tennyson, also membership application forms and contact cards. Alan Hill will bring the voting box and voting slips.

Spare Parts Report:

Jack has plenty of parts. Parts List available on request.

Registrar's report 2010

Matthew has provided a concessional registration letter to John Holmes.

General business:

Simon Schooneveldt advised the meeting that the Rally committee would be chaired by Ross & Dianne Phillips, with Ken and Wendy Lonie, Bill & Maria White and John & Eve Romer as committee members.

As mentioned in business arising from the previous minutes, the paragraph in question should read *"The question of Club income tax was raised at the meeting as a result of the article in the QHMC CC News in that any motoring club earning more than \$416.00 in earnings other than those covered by membership fees and for services provided to members, are taxed under "the principle of mutuality"*.

Ross Phillips is still investigating the Club's situation and will advise.

Secretary to write to the Riley Motor Club Victoria in response to their request for information regarding insurance cover for Queensland Entrants in the 2011 National Riley Rally.

Bill Westerman has re-joined the club and provided a photocopy of his Cadillac engined special on a Pathfinder chassis and 2½ frontend.

This followed with a discussion of the Keith Jones Redex Riley being auctioned on eBay. Feeling in the group was that this was a car of interest and should be in a car collection some where.

Secretary's Email: Redpath@aanet.com.au

Meeting closed: 9.05pm.

Next Meetings:

Thursday, 14 October, 2010.

Thursday, 11 November, 2010.

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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

On the Cover:

The eight Club cars that ventured out to the All British Day at Tennyson.

Club Captain's Report:

Alan Hill



Last month's All British Car Day saw a good turn out of Rileys despite the threat of rain, which held off just long enough for us all to get home. The day got off to a bad start for myself on the way to Tennyson, with the Lynx preselector putting itself into neutral and refusing to continue forward motion (or reverse for that matter !!) After removing all the carpets, floorboards, and the top cover of the gearbox it appeared that the first gear selector was sticking in and it had to be released by a good prod with a screwdriver. Throwing everything back together progress was resumed with care being taken NOT to engage either neutral or first. This got us to the venue somewhat late, and the trip home was made in the same fashion. The problem is still not fixed, as I cannot get it to stick again !!!

This month's run will be along the Bay from Wynnum to Redland Bay. We will meet at Greene Park, Oyster Point, Wynnum (UBD map 143, H15) at 10.00am. The entrance to the parking area is from Fox St. We will have morning tea here, either BYO or from Wynnum Seafood which is at the end of the car park.

Depart around 10.45 for a 50 km run following the Southern Bay Tourist Route to Redland Bay, calling in on Wellington Point on the way. Lunch will be at the Redland Bay Hotel.

At All British Day



Above:
Captain Alan receives the coveted Most Popular Riley Trophy from V-P Bill



Right:
The Trophy posed on the winning Lynx

Club Events Program—2010		
October	Thursday 14th Sunday 17th	Club Meeting Run—Wynnum to Redland Bay; see Club Captain's Report for details
November	Thursday 11th Weekend 13th/14th Sunday 21st	Club Meeting Historic Noosa Hill Climb Run
December	Thursday 9th Sunday 12th Thursday 16th	Club Meeting Run—maybe Xmas Picnic ? Annual/Xmas Dinner—invitation with TorqueTube
2011		
January		President's Run
February	Thursday 10th	Annual General Meeting
May	Sunday 15th	Macleans Bridge at Lakeside

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.

Footnote: Nothing Riley really....

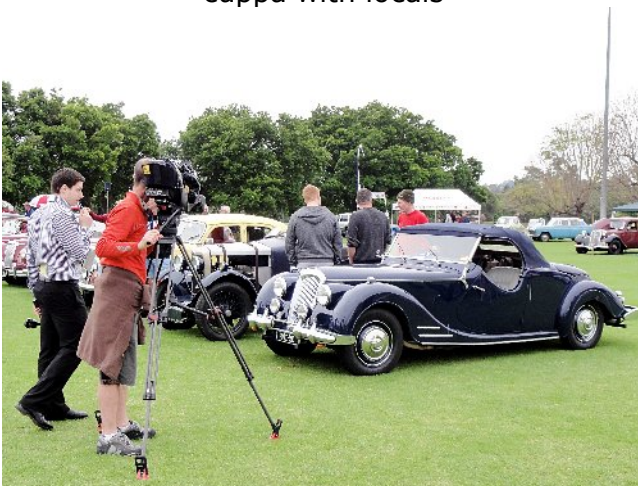
Seen on rear window of a hot hatch—

God created turbo lag to give V8s a chance

Cars on Display—Pictures from All British Day 2010



English visitors feel right at home sharing a cuppa with locals



ABC team doing the rounds. Footage appeared on the 7pm News (editor taking a photo), and also on ABC2 News Breakfast next day in a item on licensing older drivers (Alan Hill seen in this.)



Ray Burrows is very proud of his new dress rings



Distinctive A90 Atlantics



Highly patinated Citroen Big 15. Yes it is British—it's got a wooden dash!



In fact, there were two of them! Spot the differences.



Cousins—MG Y Tourer and TD shared front suspension



Even on a dull day you needed sunnies to view this magnificent Alvis. Not a smear of oil in sight!



RACQ Careflight helicopter. Careflight is one beneficiary of the day.

Technical Tip—Look Out for the Curve:

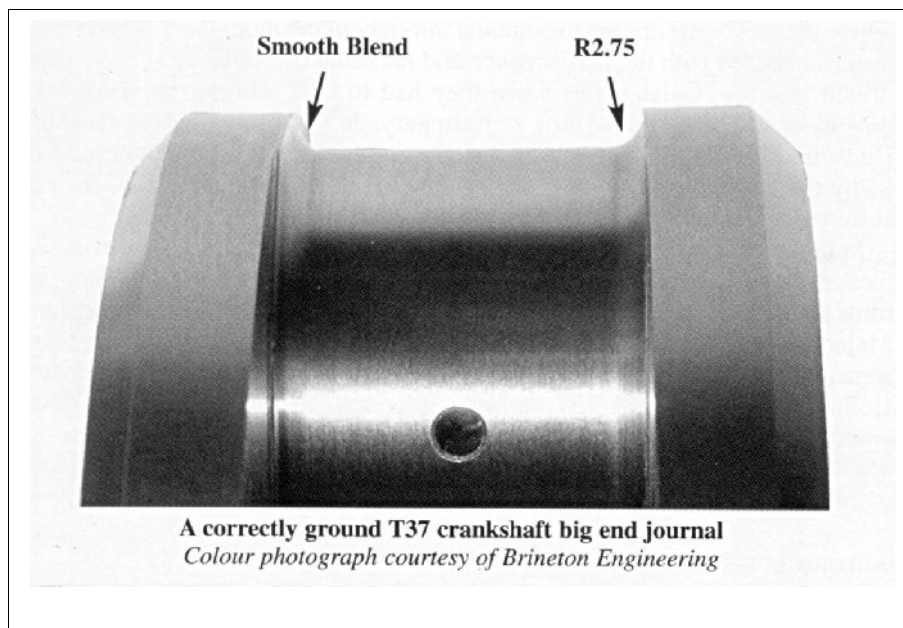
LT

The Winter 2000/1 issue of *Bugantics*, the magazine of the Bugatti Owners' Club, contained an article by one M J Hope that I thought might be of interest to anyone involved with an engine restoration or reconditioning, or who may become so involved in the future (and isn't that all of us ?)

LOOK AFTER YOUR CRANKSHAFT

M J Hope

So many times, over the years, I have come across crankshaft failure, which can only be attributed to poor grinding of the big end journals. Size, roundness, surface cracking and fillet radius are all critical and any one of these will almost certainly lead to premature failure.



The most common fault and maybe the most critical, is fillet radii. Most crankshaft grinding companies will not bother with this detail since it can double the time taken for the regrind and hence reduce the profit margin. I once asked an operator, who was grinding cranks at an alarming rate, why he was not dressing any radius on the wheel. Oh, he said. "I get £2.00 bonus for every crank I grind". In the half an hour I was watching him, and before I was hastily ushered out of the building, he had ground the big ends of some six crankshafts, all no doubt, totally ruined.

If you are having your crankshaft reground, ask the regrind company what type of grinder they have. The type that offsets the crank will produce a rounder journal than the type that follows the journal. Like a fifty pence piece, it may

measure round but obviously it is not. Insist that they grind the fillet radius correctly - 2.75 for most Bugatti crankshaft big end journals. Simple radius gauges are not expensive and it is worth showing that you have a set, together with a suitable micrometer and that you intend to inspect the crankshaft at the time of collection. A good magnifying glass is worth taking along also, to look for any grinding cracks. A note here on grinding cracks. At the point of contact between the grinding wheel and journal the metal is very hot, hence the sparks. This very hot surface will be cooled quickly by the machine's coolant, thus hardening the surface and producing cracks. To minimize this, metal removal should be gentle and the grinding wheel regularly dressed with a sharp diamond.

One answer to all this is, of course, do not let your crankshaft get to the stage where it needs regrinding. A good, unworn oil pump, a modern filter with adequate flow and a modern engine oil is a small price to pay by comparison.

Obviously, Riley cranks are not Bugatti cranks, even though the RM has been called the poor-man's Bugatti, but the correct fillet radius on the crankshaft journals is just as important for us as for Bugattists or any other vehicle owner.

But what should the radius be? The Nuffield/BMC workshop manuals for the RMs, including Pathfinder, are silent on the issue. Fortunately our Australian Scientific Publications manual includes radii specifications for the 1½ and 2½ litre cars, but an even better source is Haddleton (*Riley Maintenance Manual 1930-1956*) who includes specs for the Pathfinder as well. I've tabulated them below:

Journal Fillet Radius (inches)		
Engine	Crankpin	Main
2½ litre to Oct. '52 (RMB)	0.079±0.002	0.079±0.002
from Oct. '52 to Nov. '53 (RMF)	0.079±0.002	0.079±0.002
from Nov. '53 (RMH)	0.093±0.006	0.079
1½ litre to '52 (RMA)	0.109±0.002	0.125±0.002
from Nov. '52 to Dec. '54 (RME)	0.109±0.002	0.125±0.002

As you can see, one size doesn't fit all.

So far, I haven't found information for pre-war engines, apart from the dimensioned drawings of various Nine crankshafts in Styles' *Sporting Rileys*. I'll keep looking, unless someone already has the information and would care to pass it on.

From *Old Car*, Volume 1, Number 1, November 1988:

CLASSIC WAY TO EARN A LIVING



Mark Hickling's 1951 Ford Prefect was his first restoration project and took him two and a half years to complete but the result speaks for itself.

Take an embryo of an idea, two classic cars of the 1950's and a car enthusiast, but very astute young businessman, and you have the recipe for making a classic living.

Mark Hickling, a 27-year-old refrigeration engineer, first purchased his 1951 Ford Prefect in 1985 not even knowing what a Ford side valve was. But with enthusiasm, hard work and help from friends, Mark, after two-and-a-half years, had his own little collector's car on the road – the final part of the childhood dream come true.

The car arrived, as do most, in bits, with wings missing but nevertheless reasonably sound mechanically. The main problem was the replacement of the rear wings and, since he had never seen a Ford Prefect before and the one that he had got was minus the wings, you can imagine the hard work and research that went into tracing from books and making templates just to get new wings.



Restoring the Riley RMF proved to be a much more difficult task than the Ford.

Mark joined the Ford Side Valve Owners' Club who he said could not have been more helpful and soon it started to look something like a Ford.

A tailor friend of his re-made the interior trim to pattern but mark had great difficulty in fitting it and admits to being almost in tears at times. When the car was finally finished he swore never to attempt any form of restoration ever again. But we all say that don't we?

Mark took the car after the restoration to Herne Bay, on the south coast, where he had discovered the original owners, who had retired and were still living and, to his delight, they were pleased with the result and told him they had christened the car "Annie".

Mark has entered Annie twice into the Sandwell Historic Vehicle Parade, a 26-mile parade around the perimeter of West Bromwich, which is quite fitting really because the original owner was a police Traffic Inspector from West Bromwich.

Several of his friends in the Ford Side Valve Club suggested that now the car was fully restored he should use it as a wedding car but Mark argued that he couldn't operate a wedding car service with only one car and since his "never again" declaration there was little point in thinking about it.



That was until one fateful day whilst on a service call he found, covered in sheets, a Riley R.M.F. 2½ L at the side of a house in Walsall (it seems there is an abundance of old cars in and around Walsall at the moment). One look at the classic style and flowing lines was enough to convince Mark that this was going to be his. After months of badgering the owners he eventually took possession on the 17th June 1987 but this presented a few problems on the home front (familiar tale eh?). His fiancée Bernadette had just qualified as a nursing sister and they had set the wedding date for 17th June 1988, exactly 12 months hence. A

compromise was made: he could have the car provided that she could be the first bride to travel in it. Now could it be done, a full restoration in 12 months by an amateur?



Although virtually the same age the Riley and the Ford offer a marked contrast in style, quality and complexity.

Mark set to work, every spare second spent on the Riley, even to the extent of investing in a mobile phone so that he could be contacted by his office should a service call come in (sort of like "Drop the Riley, mend a fridge" and vice-versa).

The ash sub-frame on the roof was one point he was worried about as other owners in the Riley Owners Club had warned him that this was a potential problem, but fortunately on this occasion it was perfectly sound.



Even from the rear the Prefect is instantly recognisable to anyone who grew up, in the fifties.

Having obtained a workshop manual from a neighbour who had owned the same model in the 50's he tackled the problem of the seized-up engine. After removing the engine it took two full days to free the pistons. Since the car had literally been run into the ground he decided to do a complete rebuild from crankshaft up. The crankshaft had to be white-metalled, new pistons and rings were needed, the block was already 10th oversize and was re-bored to 20th over.

All this rebuilding took place in the kitchen of his future father-in-law's house and as the engine was re-assembled it just got bigger and bigger, so much so that it took about six men to move it. In fact, it was so heavy it broke the trolley they put it on, so it had to be pushed out along on steel sheets to the car.

The next problem was the bodywork, which was a disaster. Having prepared the body for spraying it was duly sent away to a "professional" body shop but shock, horror was to greet Mark when he called to collect it. The boot and bonnet had been stolen and a law suit is currently in progress.

It was about three weeks before the wedding so things had to move fast. An avid collector in Saffron Walden, Essex, had just the parts to fit so a long and tedious drive down the motorway was undertaken and the parts collected. After fitting them and repairing the botched spray job the car was ready three days before the wedding, a complete restoration in 363 days.

Now surely this must be a lesson for anyone considering any type of professional help in restoration. To actually entrust your favourite possession to a complete stranger and then to find bits missing and the standard of workmanship poor must be a shattering experience. So check up before you make that mistake: join a club, ask for help, it is your car and you want the best. Although Mark was working against the clock on this project, it does make sense to wait a few more days or even weeks to ensure a good job.

With his own wedding over and the restoration project completed, the young business-brain came to the fore. Although Mark enjoyed taking Annie to shows and meets, his aim was to prove that a car made in the 1950's could still earn a living in the 1980's, as much as a tribute to the engineers who designed the cars in addition to making the cars pay for themselves, so "1950's Wedding Cars" was formed. Mark offers a complete 1950's theme even down to his demob style suit and trilby hat. Bookings are flooding in and the car hire starting to take priority over the other firm.

What a classic way to earn a living.



Acting the part, Mark dons fifties dress for his wedding outings with his cars.



Most owners fitted spotlights to their Ford Prefects because the standard headlamps were next to useless.



COUNCIL NEWS

RACQ HMC Rally: RACQ HMC Rally Queens Birthday weekend in June 2011 at Toowoomba. Expect Darling Downs Veteran and Vintage Motor Club to commence promotion quite soon and a flyer and information will then appear on the QHMC website.

Seat Belt & Child Restraint Laws: New Queensland Road Rules (QRR) were introduced earlier this year. Seat belts and child restraints are in Sections 266 (rules) and 267 (exemptions).

Website link:

<http://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TrantOpRURR09.pdf>

Qld, NSW, Vic and SA have each now legislated their road rules, and WA is about to do so. Road rules for all States and Territories are legislated individually and are virtually identical to the 2009 Australian Road Rules (ARR). All jurisdictions have a seat belt exemption for passengers in vehicles not required to have seat belts fitted from new (unless since fitted) and this includes 'our' vehicles. The exemption however does not apply to passengers under **7** years of age in any vehicle. Queensland has further denied the exemption to all children under **16** years of age. There is significant opinion in the old car movement in Queensland that this will disenfranchise successive generations from growing up in a collectible vehicle environment with their Mums and Dads and could well mean the end of historic cars for countless families. QHMC supports the ARR however it is advocating for exemptions to QRR for 'our' vehicles. QHMC has approached DTMR in order to have the rules re-examined to bring QRR into line with ARR and the other States. General exemptions for parades and processions are also strongly on the QHMC agenda. At its AGM a few weeks ago AHMF decided to lobby Canberra to amend ARR for a blanket exemption to apply to all ages when travelling in 'our' cars. South Australia has already given historic club vehicles driven in that State a blanket exemption and the other States and Territories should follow its lead. QHMC continues to deal DTMR on the matter.

AHMF Survey: Surveys are still being received by QHMC and if you haven't sent yours, would you please do so on the website at www.qhmc.org.au by following the survey prompt on the first page.

No-cost registration for 100 year old vehicles: QHMC has formed a sub committee to consider no-cost registration for very old vehicles, perhaps using a 100 year rolling date. For a meaningful cross section of opinion, QHMC especially needs the input of clubs and members with pre 1931 vehicles for this project at email secretary@qhmc.org.au

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 the website www.qhmc.org.au/news Old news articles can be found on the 'Archive' page.

Historic square number plates: QHMC has received a question regarding these plates from a member. These plates cannot be customised or personalised. When the vehicle is deregistered, the plates are withdrawn from use. This DTMR policy is cost-driven and may be reviewed, but no promises can be made at this stage.

Toll transponders and toll accounts: If you are having difficulty with toll recognition infrastructure not recognizing your SIV vehicle number, ensure that your toll provider has recorded your number plate in exactly the same format as DTMR has it recorded. It is important that your registration number is recorded in correct format when setting up your toll road account otherwise when travelling interstate your photographed plate will not match an incorrectly formatted plate number recorded against your account and you may be charged excess costs despite having a transponder and interoperable account in Queensland. For vehicles with the S series plate, the format S12345 should be used and historic plates should be entered in the format HS1234, VET123 or VN1234. Tolls are charged according to the vehicle type and whether they are used for private or commercial purposes. SIV commercial-type vehicle operators should especially note that it is important that the correct (private) purpose of use is recorded for their vehicle.

Victoria's new log book scheme: Victoria will soon have a new club permit scheme for historic vehicles based on a logbook system. The adoption of nationally consistent SIV schemes across all States and Territories has been informally floated at government level for comment. Each club should send its comments to QHMC at email secretary@qhmc.org.au or via its QHMC delegate

Robert Shannon Trust Foundation: Four young applicants were successful this year. Each received a grant of \$1 000 to assist in their restoration project. One of the four grants went to QVVA member Peter Truskinger of Gold Coast for the restoration of his 1953 Fargo pickup.

Cash for Clunkers: The ALP made a pre-election announcement of a 'Cash for Clunkers' scheme. Following strong advocacy by AHMF, the plan has been withdrawn.

Attracting young people to our movement: We are the custodians of our historic vehicles for only a limited time. We are getting older and we need youth to take over where we leave off. QHMC is seeking information from any of our members who have been involved in taking our older cars into schools so that the younger generation can gain an appreciation of our older cars. By involving them early they will come to feel comfortable with an historic vehicle and then get involved in the hobby at a later time. QHMC would like to hear suggestions for such a proposal either through your delegate or direct by email secretary@qhmc.org.au



1376 Old Cleveland Road Carindale QLD 4152
Website: www.qhmc.org.au



QUEENSLAND HISTORIC MOTORING COUNCIL (Inc)
(affiliated with Australian Historic Motoring Federation)

QHMC INFORMATION BULLETIN 1/10

To: QHMC Club Delegates and interested Veteran, Vintage and Historic vehicle hobbyists and collectors everywhere.

Subject: Seat Belt & Child Restraint Laws (Section 266 & 267 Queensland Road Rules)

This bulletin has been prepared in the interest of all who drive vehicles in Queensland not fitted with seat belts or child restraints and who intend to carry children under 16 years of age in their vehicles. Be warned - new Queensland Road Rules (QRR) do not allow it.

From emails and QHMC GM Minutes you may already be aware that this bulletin is as a result of the new QRR introduced in March 2010 and in particular reference to Sections 266 and 267. The Queensland historic vehicle movement has come off second best to all other States & Territories through lack of consultation on the part of Qld Govt agencies. The Australian Road Rules (ARR) and all States and Territories including Qld have prescriptive Child Restraint rules for ages 0 **to under 7**. Queensland has prescriptive rules for 0 **to under 16**. Bearing in mind the careless and unchecked driving habits of many drivers in the general community, QHMC supports the new seat belt and child restraint legislation as a general rule. However, we believe that appropriate exemptions as provided in ARR and other States have not been fully considered here in Queensland. Indeed, children from age 7 to under 16 in Queensland have been specifically discriminated against in QRR when it comes to enjoying club outings with their Mums and Dads in the old vehicle movement. These kids are the future custodians of our vehicles and our transport history and they can't even travel in a standard specification old vehicle (pre seat belt era) until they are 16 years of age. QHMC has commenced negotiation with TMR to redress this. Depending on the outcome of these negotiations, action in the political arena may become necessary.

The QHMC TMR (Dept of Transport & Main Roads) Liaison Officer, Rod Graydon, has done some liaison work with Qld Police Service (QPS) re exemptions for Seat Belts & Child Restraints under certain circumstances (parades and processions). Rod's liaison with QPS is an interim measure in order to inform you all about what you have to do in Queensland - at club or event level - to obtain an exemption to carry under 16s for the duration of your parades and processions. It is only a narrow-based exemption but an important interim one until we can make some broader headway on the issue with the Qld Govt.

This information is for widest dissemination throughout the historic vehicle movement in Queensland. It even impacts on our interstate friends while driving in Queensland. For that reason, I have also sent this notification out through AHMF channels the national committee of which we shall be supporting with regard to national advocacy on the overall issue. Please do your bit and get the information out through your own email address groups. QHMC needs the support of its affiliated clubs on this issue.

When the new QHMC Secretary is settled into position, queries can be sent to secretary@qhmc.org.au as per our website www.qhmc.org.au

In the meantime please send any queries to me at president@qhmc.org.au and I will get answers to you.

David James

President QHMC

From: Rod Graydon [mailto:automarineconsulting@hotmail.com]

Sent: Thursday, 9 September 2010 11:02 AM

To: David James

Subject: Seat Belt and Child Restraint clarification for processions / parades / events

From Qld Police Major Event Planning Unit Phone 3364 6272

A Special Event Permit can provide exemption from the new Seat Belt & Child Restraint legislation by the following:

Ensure the request for exemption is added to the Event Permit application

The exemption is only for whilst the particular procession is in progress and not to and from as the exemption is relevant to the speed restriction placed on the event (up to 20 kph).

If the vehicle in question is travelling between venues then the child must alight from the said vehicle and be carried in another vehicle fitted with appropriate seat belts / child restraints.

The permits may be obtained from:

Local Police Station for local area events.

For cross district or annual events or major events apply to Major Event Planning Unit at Police Headquarters 3364 6272.

It is understood that the permits can be obtained for various style of events including charity rides, provided the speed restriction is applied (Model 'A' Ford Club, please note for your Kids Respite Day coming up soon).

Regards

Rod Graydon

TMR Liaison

QHMC

Riley Parts For Sale – Post War

2 ½ L	Toyota Supra 5 speed gearbox conversion. One of three made by John Bramwell some years ago	\$600
1 ½L, 2 ½L	Water pump body undamaged	\$20
2 ½ L	Genuine new old stock water pump pulley	\$70
2 ½ L	Water pump housing, very little corrosion	\$40
1 ½ L	Early and late brake drums. Last few available	\$10ea
2 ½ L	Distributor	\$30
2 ½ L	Flywheel	\$30
2 ½L	Short engine	\$100
2 ½ L	Crank handle	\$20
2 ½ L	Starter motor	\$80
1 ½L, 2 ½L	Rear springs	\$30ea
1 ½L, 2 ½L	Grille and surround assembly in excellent condition	\$180
Roadster	Steering reduction box. Possibly only spare one in existence. Extremely rare item	\$400
Roadster	Complete set of rare Selangor pewter items based on the Riley Roadster and made in the 1980's. Key Ring, Letter Holder, Letter Opener and Book Mark. Mint	\$120
Books	Several hard to find reference books on Rileys in as new condition. Enquire for titles.	



Contact Mike Bramwell on **0437189538**

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