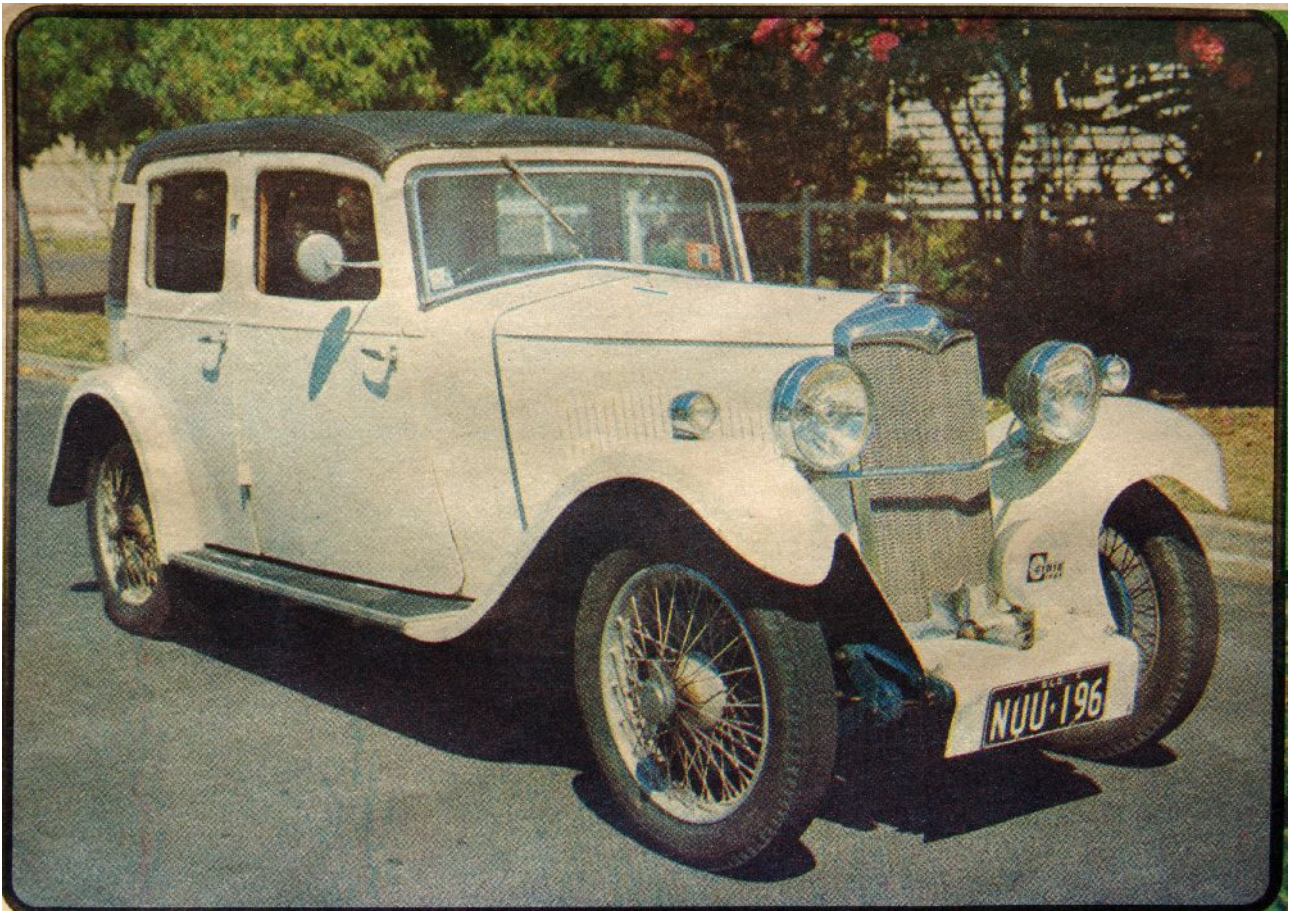




TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

September 2007



Next Meeting: 7:30 pm Thursday, 13th September
Queensland Sporting Car Club
206 Montague Road
West End 4101

Editor: Linden Thomson (07)32696426 0419175083 lindenthomson@optusnet.com.au

Minutes of the OGM of the Riley Motor Club, Qld., Inc. held at the Brisbane Sporting Car Club, West End Thursday, 9 August 2007.

Meeting opened by Linden Thomson at 8.22pm with 12 members and guests present.

Apologies: Alan & Sheila Hill, Jack Warr, Graham Mackay, Pat & Betty Elliott, Trevor & Wendy Judd, Brian & Lyn Jackson, Neal Brandt, Shirley Ellwood, Peter & Bonnie Young, Graham & Betty Swan, Jeff Jones, David Schoch, Dick & Earla Self.

Minutes from previous meeting:

Moved, Gary Britton, seconded by Graham Ellwood that minutes be accepted. Carried.

Business arising from minutes:

1. Nil

Inwards correspondence:

1. Membership fees from Peter & Denise Willis, Toowong;
2. Affiliation Fees for Combined Council (Receipt);
3. Club Insurance from Ausnet (Receipt and Certificate);
4. Gympie Swap Meet, Saturday 8th September, 2007;
5. Invitation to Inaugural National Salad Bowl Vintage Rally, Easter 2008;
6. Report from Combined Council meeting with Transport Department;
7. Invitation to Noosa Beach Classic 23rd September;
8. Invitation from Clontarf "The Century Automotive Show" Redcliffe, 11th November, 2007;
9. Brochure from Auto Glass;
10. "The Running Board" Newsletter from Townsville Veteran, Vintage & Historic Motor Club;
11. Copies of Blue Diamond, Riley Gazette, Riley Rattles.

Outwards correspondence:

1. Cheque to Ausnet Insurance;
2. Cheque to Combined Council for Affiliation Fees;
3. Membership application to Peter Willis, Toowong;
4. Membership application to Graham Hack, Brassall

Moved by Dorothy Cameron, seconded by Bill Donovan that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report July 2007:

Balance at	30/06/07		\$4,944.81
Incoming			
	Interest	\$ 0.55	
	Redirection of Refund (R Burrows)	<u>\$55.00</u>	
	Total		<u>\$ 55.55CR</u>
Outgoing			
	Expenses R. Phillips	\$ 20.75	
	Ausnet Insurance	<u>\$640.06</u>	
	Total		<u>\$660.81DB</u>

Balance as per Bank Statement 31st July 2007 **\$4,339.55**

Moved by Ross that his report be accepted, seconded Bill Short. Carried

Ross advised the meeting that the investment account was renewed for one month as he required three signatures to change the investment to another account to attract a higher interest rate.

Club Captain's Report:

August will be Lunch followed by visit to Jeff Jones.

September run to Botanix at Wellington Point.

October Saturday 13th Maidenwell Astronomical Observatory. Details as per the Torque Tube.

Spare Parts Report:

Nil as both Jack and Graham are sick.

Registrar's report:

Nil.

General business:

Robin Hull raised the question of using oil seals on the inlet valves of Riley engines. There does not appear to be much information on this and if any member has used oil seals on inlet valves, please contact Robin on telephone 5496 4953. Bill Donovan asked the treasurer whether the Club was able to cover the costs for hiring the meeting room each month; and should the membership fees be raised to cover same or subs be paid by those attending meetings. Meeting was assured that Club fees were sufficient to cover costs at present.

Secretary advised meeting that the Combined Council had met with the Transport Department on Tuesday 10th July 2007. Items discussed at this meeting included 39 issues that have been raised with the Transport Department over the last few years including the Special Interest Vehicle Concession Scheme. A standard procedure will be written to reduce problems in registering vehicles that have not been registered for some years. Other issues in the review are: Retention of membership for owners of SIVs; Joy-rides in buses on SIVs; Additional unlimited use on weekends and holidays; Free registration for veterans – up to 1918. Other information to hand was the claims record of Class 5 vehicles from the Motor Accident Insurance Commission. In 1999 to 2000 there were 5 claims with a payout figure in the millions. From 2000 to current there have been 15 claims equating to approximately \$70,000 in claims. The claims breakdown between historic registration and street rods is 9 to 6. The MAIC advised that the increase in CTP in class 5 has been underpriced historically and subsidized by other classes and also due to claims. Members will be advised when further details regarding the review are available.

Secretary's Email: Red_Path@bigpond.net.au

Meeting closed: 8.57pm.

Next Meetings:

Thursday, 13th September, 2007

Thursday, 11th October, 2007

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 *Sunday Mail* Color supplement of 24th October 1976 included a three page coverage of "When Mum and Dad went driving", with "Story by a Special Correspondent" and "Photographs: Karol Gawlick".

The caption to this photo reads:

This Riley 9, owned by a Mr. P.A. Redgrave, of Hawthorne, is an excellent example of one of the fine English sports saloons of the 1930s. Riley earned an enviable name for its racing cars in the 1920s, and went on to build saloons that have today's equivalent in Jaguar. The pointed radiator was a Riley trade-mark.

This is the car now owned by Ken and Wendy Lonie.

Club Events Programme:

SEPTEMBER: Sunday 16th

Botanix at Wellington Point is a garden centre with a great licensed restaurant.

We will meet at Mott Park (UBD map 180 K11) at 9:30 am to travel to Botanix for morning tea. Run sheets will be handed out at Mott Park. Stay on at Botanix for lunch if you wish.

Please come along and support Club Captain Sheila.

OCTOBER: Saturday & Sunday 13th-14th

A great run to **Maidenwell Astronomical Observatory**, staying overnight at Pub (3 double rooms – all taken) or Bunyip Springs Farmstay (has Cottage - \$175 per night - with 3 rooms: 2 double, 1 twin - \$58 per room; and Lodge - \$220 per night - with 2 queen rooms, 3 singles in sleepout). Sheila has paid a deposit on Farmstay in anticipation of a good attendance.

Other Motoring Events

SEPTEMBER:

- 22nd All British Brisbane Run 2007 (changed -see elsewhere in TT)
- 23rd RACQ Batteries All British Day – 8:30am to 2:00pm, St Josephs College sports Ground, Vivian Street, Tennyson; \$15 entry for display vehicles
- 23rd Noosa Beach Classic Car Show – Lions Park, Noosa Heads
Exhibitor's entry 6:00am to 9:00am, \$15 incl two adults
www.noosacarclub.com.au or phone Ken 0437 649 192

Swap Meets

SEPTEMBER:

- 16th Beaudesert Swap – Beaudesert Showground

All British Brisbane Run 2007 – Saturday 22nd September

Austin Motor Vehicle Club of Qld is conducting the All British Brisbane Run on Saturday 22nd September 2007. For family reasons the owner of the classic car collection to the north of Brisbane we had arranged to visit has cancelled the visit. Instead, we have arranged a visit to another unique collection of memorabilia on the Gold Coast. Therefore the run will go south this year. Meet as already planned at St Joseph Playing Fields at Vivian Ave Tennyson at 8.00am for an 8.20am departure, then on to Jabiru Island for morning tea and then to Burleigh Heads, all without using the M1. Options are available for the return trip for motorway or non-motorway driving. We hope you can join us.

A detailed run sheet will be provided for your convenience. There is no need to register, just turn up on the day. BYO morning tea, lunch and chair. This is a SIVS sanctioned event appearing on the events calendar of AMVCQ and club-registered vehicles are encouraged to attend. If you have a British car, come along anyway – all welcome.

Enquiries for All British Brisbane Run to AMVCQ or email to allbritishrun@optusnet.com.au for a prompt response.

President's Report:

Having survived 11 weeks away, it is a marvellous feeling to be back in our wonderful country.

Dubai was 47° C. Hot, hot, hot! England was much cooler. Wet, wet, wet!!!

Highlight of the trip (Riley-wise) was Gordon Thomas's "International Autovia Rally" for Autovias (obviously), Rileys and "interesting" cars. We were lucky in being invited to stay with Gordon and Jill; others were in tents, caravans, pubs and assorted B&Bs.

Proceedings began on Friday night with the broaching of the keg, much talk, wine, food and good company. Saturday morning dawned fine (for a change) and saw more arrivals in time for a full-house English Breakfast with bacon, eggs, sausages, beans, mushrooms, tomatoes, toast, etc, etc. This was followed by the handing out of of an Observation Run sheet and a photo competition on previous Rallies.

The run was through delightful narrow lanes, and a series of superb old English villages. Definitely what Rileys were designed for!! We all returned safely to base later that afternoon, to once more attack the keg and swap stories of the day's adventures.

During the night it rained, but Sunday morning was again fine, thank goodness. A repeat of the previous day's breakfast drew even more people, and we lined

up all the cars in Gordon's field (*Alan wrote 'paddock', but this is the U.K.! - Ed.*) for photo opportunities and viewing. Among the cars were three Autovias, various Riley examples including Lynx, Brooklands, Sprite, Adelphi, Kestrel, Falcon, Monaco, Sidevalve, RMA, RMB and RMC, and also Ford Model T, Rolls and Aston Martin.

Lunch followed, and the presentation of prizes for the run and competition. The whole Rally was a great, relaxed and enjoyable event, and the result of much hard work by Gordon and his wife Jill.

On our return home (to Australia) we put jetlag on hold, and managed to stay awake long enough to do the run to Jeff Jones' the day after. It was good to get back behind the wheel of our own Riley, and the RMB ran as well as ever.

Look forward to catching up with as many of you as possible at the next Club meeting!

Alan Hill

Coventry Rally pics



TORQUETUBE

September 2007



Autovia Rally





August Run:**Linden Thomson**

Another marvellous Queensland winter day, blue sky and bright sunshine, to welcome our travelling President and Club Captain home; but it was only a small group of members doing likewise. After waiting for any possible late-comers, we motored via the Sandgate beachfront, currently being refurbished, the Hornibrook Highway and the scenic route around the Redcliffe peninsula to Scarborough where we met up with Jeff Jones in the Nine.

On Jeff's advice, we didn't join the long queue at Morgan's, but chose instead the nearby Bay Boats for our takeaway fish-n-chips, then went to a picnic pavilion overlooking Deception Bay.

After lunch, it was just around the corner to Jeff and Margo's for inspection of cars and china. Jeff showed us the mighty FIAT and his spare engine (remember, some mad Pom installed one of these in a Riley chassis – see earlier TorqueTube), discovered water in the sump of the FIAT, and tried to sell Brian an Austin Seven project. The water-in-the-sump problem must be quite dispiriting since all the water passages (as also the inlet and exhaust passages) are formed internal to the block and crankcase, so it's more than just bang in another welch plug!

After commiserating with Jeff, we enjoyed afternoon tea from some of Margo's china, before heading home. Thanks Jeff and Margo for a very pleasant outing.



75 Years On – Resonances of 1932

Linden Thomson

On 31st July last, the Australia Post contractor dropped a package on the verandah. It was the bound volume of *The Riley Record* for 1932 that I had won on eBay. 1932 was a very good year for the Riley Company, and there is some wonderful stuff in the *Record* for that year, as revealed by a quick scan through the pages – many hours of good reading in prospect.

The very same day, the August *Blue Diamond* from Victoria arrived in the normal post. It included the article by Doug Andrews that is reproduced in large part here (thanks to Doug for a copy of the original document source, and to Noel Wyatt for the photos on CD). On reading Doug's article, I thought I recognised one of the photos (the head-on shot), so I went back for a more thorough scan of the *Record* and there it was, and some supporting text as well! Calculate the odds on that – on the same day, 75 years on, in my hands!

So I put the information in an email to Doug and sent it off, with a cc to Lyn Wyatt, which was fortunate because the spam filter at Doug's office swallowed my email and he only learned of it via Lyn (the subject line was "Mystery Pre-War Riley" and the filter objected to the "Mystery", not a very objectionable word I would have thought. If you have a spam filter, you may still receive emails flogging little blue pills and unknowingly miss out on useful ones – it's a very imprecise technology). I've included the email here, and the illustrations from the *Record*.

From The Blue Diamond, August 2007

Mystery Pre-War Riley**Doug Andrews**

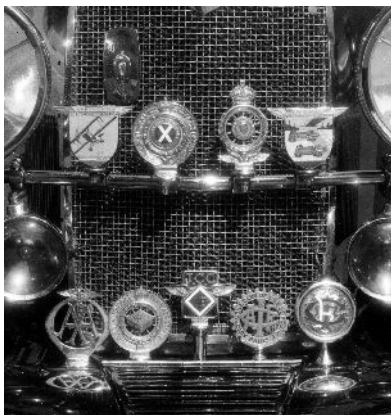
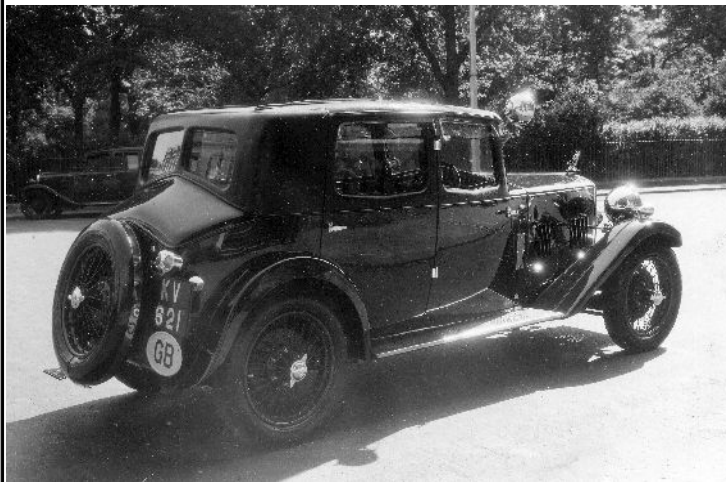
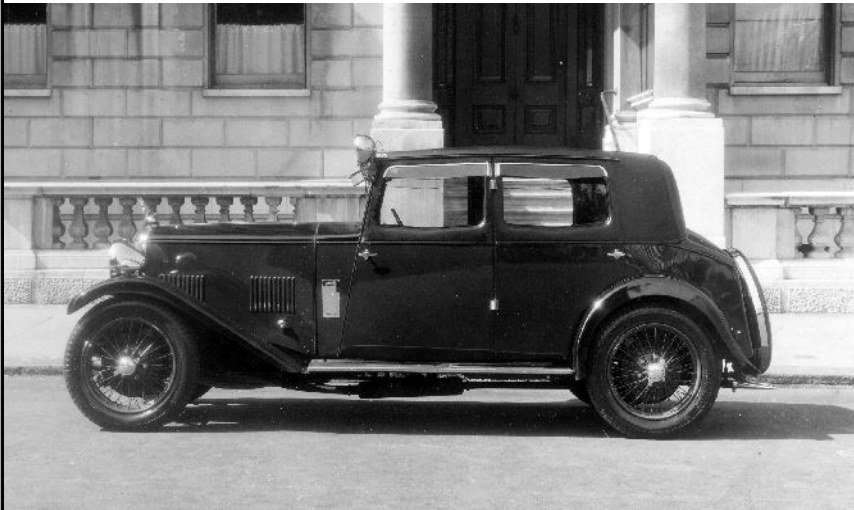
A colleague of mine was clearing out his office at La Trobe and came upon these photographs of a Riley KV 621. He said that he has had these photos for many years, receiving them in the same way that he was now passing them on to me (and myself on to Lyn) – from an enthusiast who knows absolutely nothing about the car.

There is just something almost magical about these photos. Obviously taken of a beautiful car by/for a proud owner, but they also portray a street scene and atmosphere of days gone by; clean, well maintained city streets and buildings with no passing traffic. The shadows indicate that that they were not taken at the customary time of very early morning, although early enough to cast a long shadow. I think the photos may have been professionally taken as all have been stamped on the back "Scripps Advertising Agency South Molten Street W1" which is in Westminster/ Mayfair area, pretty pricey on my Monopoly board and the reason why I guess they may have been taken in London. All have a hand written record: "G M Carey, Newman College Parkville" which of course is in Melbourne.

Does anyone have any knowledge of this particular Riley or indeed of G M Carey, if he/she was an owner?

Noel has checked the Riley Register records and there is no mention of this registration number. In the meantime here is a fun competition to work through.

1. Identify the model Riley (don't be too hasty).
2. List the standard accessories fitted to the car.
3. List the non-standard accessories fitted to the car.
4. Identify the nine club badges adorning the front of the car.
5. Identify the rectangular badge on the radiator.



Re: Mystery Pre-War Riley

Have just received a copy of the August *Blue Diamond* as editor of the Queensland *Torquetube*. By pure happenstance I also received today a bound volume of *The Riley Record* for 1932. I read the *Blue Diamond* first and had a fairly good idea of some of the answers to your questions. Almost all the other details are available in the Riley Motor Club Notes in the July and August 1932 issues of *The Riley Record*, and there is a front-on photo of the car in the August issue as well, with the caption 'Major Carey's much bedecked Riley "Alpine" Saloon. (See R.M.C. Notes).'

In the July Notes, the R.M.C. Hon. Sec. Writes:

Looking backward, too, we note another of our members, Major Carey, has been taking all before him at the Bristol Concours.

Of course, every Riley Club Member will admit the "handsomeness" of the car he drives, but the Major seems to take particular pride in the care he bestows on his vehicle, and in its "gadget and badge adornment" is really weirdly wonderful.

Evidently it impressed the powers that be at Bristol for the list of prizes he appropriated is remarkable.

Good luck and more prizes to him!

And in August:

I referred in my last notes to Major Carey's success at Bristol and on looking back I find that I described "the gadget and badge adornment" as "really weirdly wonderful."

On page 33 is reproduced a photograph of the front of this particular car and I think most of my readers will, with this illustration before them, bear me out in that description.

I also reproduce a picture of the trophies which the car has won - a really dazzling array!

In loaning me these pictures for reproduction the Major gives me many details as to specification, equipment, etc. Lack of space prohibits my enumerating the whole of these, but the chief points of interest are - the car is a standard Alpine Saloon with three carburetter engine and Salerni hydraulic transmission. Among its special features are an ingenious telescopic tool locker and a spare petrol container.

Its equipment includes Stelvio-type headlamps, two powerful spotlights, two Desmo fog lamps, stop and reverse lights, all of which are chromium plated. A special clock light, two spare bulb carriers, revolution counter, two electric petrol lifts, Radio stone guard, three electric horns, etc., etc.

And the gadgets it carries include a Riley Ski-Lady Mascot, the badges of no less than nine automobile clubs (including, of course, the R.M.C. badge) and a remarkable array of Rally and Trial plaques.

Major! - it is a really wonderful equipment. We doubt if you could add thereto - but if you do please let us know.

So the answers to your questions are:

1. Alpine saloon
2. Body appears to be standard; ventilation panes to windows are standard, Alpine 6 badge is standard but should be fitted centrally on badge bar/headlamp brace
3. See above (not all visible in photos, of course), plus spare wheel cover is not standard, I think.
4. Top row (L-R): Brooklands Aero Club, R.A.C. Scotland, R.A.C. Life Member, Brooklands Automobile Racing Club
Second row (L-R): A.A., Riley Motor Club R.A.C. Associate, Junior Car Club, ?, ?.
5. Alpine 6 badge.



1932 resonated again within two weeks of the above, when a few Saturdays ago, I was browsing through the weekend papers and came across the following in the *Sydney Morning Herald*:

Memories of an unstoppable force



A first ... Joan Richmond and Elsie Wisdom in their Riley in 1932.

Steve Meacham
August 11, 2007

THEY are poignant mementoes of an extraordinary Australian sporting life. Thirteen lots in all: trophies, cups, numberplates from the Monte Carlo rally, hundreds of photographs, letters and diaries.

Before Joan Richmond died in 1999, aged 94, she gave her collection to a friend, David Price, who wanted to use them as source material for her posthumous biography.

But after five years of trying to interest publishers he has given up. Richmond's collection will be auctioned in Melbourne tomorrow.

Even the dogged Price accepts few Australians today have heard of Richmond. Yet before World War II she was a motor racing legend, a female

pioneer in a sport regarded as a male preserve.

Born in Cooma in 1905 and raised in Victoria, she trained and rode her own racehorses until authorities banned women jockeys. Furious, she took up motor racing and in 1931 she finished fifth in the Australian Grand Prix at Phillip Island, racing against men.

Soon afterwards, at a party, she, two female friends and two male friends decided they would race in the Monte Carlo rally. They drove overland, via India and the Middle East – with a chaperone.

In Britain Richmond found fame. In 1932 she and her co-driver, Elsie Wisdom, won the international 1000-mile (1600 kilometres) race at the legendary Brooklands racetrack – the first time women had won a major international motor race against male competitors.

In 1937 Richmond became engaged to a London stockbroker, Bill Bilney. They teamed up in an endurance race at Donnington racetrack. Bilney was killed.

“When I asked her about him she burst into tears and said, 'Dear, I don't want to talk about it,' “ Price said.

During World War II Richmond worked in the aircraft industry. Shortly before the end of the war she met a British Army officer who proposed. “Then someone told her he was already married,” Price said. “She was devastated.”

Richmond's collection is expected to raise \$30,000 at Bonhams & Goodman's auction.

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(Note: Joan Richmond on right.)

Wow! It was late in the day, so it was off to the computer and onto the Bonhams & Goodman web site. The auction was scheduled for 12.00 noon the next day in the company's Prahran rooms, and a quick look at the online catalogue (there were actually 23 lots of Joan Richmond memorabilia in the sale) led to a much closer perusal. You can see the lot descriptions with images and auction results at

www.bonhamsandgoodman.com.au/auctions_results_view.php?auction=152&year=2007

There were a couple of lots that particularly took my eye (and for which I made absentee online bids, above estimate but ultimately way below hammer price):

A collection of photographs documenting the Riley Overland Tour from Australia to London 1931-32

Lot No. 5

approximately eighty black and white photographs taken during various stages

of the trip, including taking delivery of the Rileys in Melbourne, Sydney, N.T., Queensland, Java, Burma, India, Iraq, Syria, Isael, Sicily for the start of the Monte Carlo Rally and arrival in London, the majority annotated by Joan Richmond, in a brown leather photograph album and loose, some duplicates; Joan Richmond's handwritten diary chronicling the trip, stamped in gilt on the front cover 'RILEY OVERLAND TOUR AUSTRALIA TO ENGLAND 1931-1932 DIARY J.M.R.';

Monte-Carlo Rally 1932

Lot No. 7

a red and cream printed embossed aluminium 'Monte-Carlo Rallye' car plate with white painted competitor number '223'; and four black and white photographs of Joan Richmond's Riley Nine at the 1932 Monte-Carlo Rally with same number plate

Among other lots were a 1931 letter from Victor Riley congratulating her on her performance in the Australian Grand Prix, the 1932 Brooklands 1000 Miles Race winner's trophy, and her British Racing Driver's Club member's car badge number 179. There was even a gold cigarette case in the shape of the Riley logo inscribed with Victor Riley's signature, presented to her following the 1000 Miles Race win.



One of Australia's most famous women motorists, Miss Joan Richmond, admiring a 9 h.p. Riley similar to the car she drove in the 1932 Monte Carlo Rally. The car was among 96 vehicles at the national rally staged by the Riley Motor Club of Australia in Toowoomba at the weekend. (Toowoomba Chronicle, April 12, 1982)

Twenty-five years ago, Joan Richmond was guest of honour at our National Rally in Toowoomba which had the 50th anniversary of the three Australian Rileys competing in the 1932 Monte Carlo Rally as a theme. Now, 75 years after her *annus mirabilis* her memorabilia was being sold. From 1933 on, she had little or no competitive involvement with the Riley marque, but she remained active in motor sport until the war, including driving a P-type M.G. at Le Mans in 1935, and a Triumph in the 1936 Monte-Carlo.

The 1932 issues of *The Riley Record* contain many references to Joan Richmond. I plan to use them and other material I have as the basis of future articles on the resonances of 1932, 75 years on.

CC NEWS JULY 2007

Queensland Transport Liaison Report:

Val Sharp reported that Qld Transport are still not ready to release the SIVS review for club comment. As soon as it is released copies will be sent to each club.

Australian Historic Motoring Federation:

No additional items have been added from Qld to the agenda for the national meeting on 24th & 25th August 2007.

Public Liability Insurance:

Nothing new to report; all clubs should have paid their insurance by now, any clubs who have not paid should do so NOW or advise Austnet that they are not continuing with insurance.

Publicity:

The Combined Council management committee are looking at ways to both publicise the old vehicle movement and clubs as well as the Combined Council. Look out for a possible future article in Leaded magazine.

PLEASE NOTE – Next Bi - Monthly General Meeting Thursday 27th September 2007

We are now holding Bi-monthly meetings with the Committee Meetings on the alternate month.

For Sale

Riley RME – Professional ground-up restoration; needs some interior finishing. New maroon and black paintwork, rechromed brightwork.



Make me a sensible offer.

Bill Short 07 3886 7236 williamshort@aapt.net.au

1949 RMB, new battery, registered, runs well. Ex-Shellshear, ex-Phillips car, but don't have time anymore to treat it as it deserves. Asking \$11,500.

Mike Olive mobile 0412 766 199 home 07 5498 3303

2½-litre, fully restored by Bill French, with photos of restoration. Carbs rebuilt by Jack Warr, new electronic distributor.

Paul Kennedy 07 3272 0640

1951 RMA, maroon and silver, motor sound, needs completion (rear window, dash). Asking \$6,000.

Debbie Yelcich on 0428 713 637 for next three weeks.

1952 1½ RILEY SPECIAL - Chassis No. 42S 20074. Engine No. 18013.

This is an unfinished project and has been built from the ground up.

The roof has been removed making the car into a soft top drophead style. The engine has been reconditioned and has twin SU carbies. New woodwork, wiring loom, all bumpers and strips chromed. Most of the hard work done.

Spare engine parts, gearbox, radiator, workshop manual and many other parts.

Regrettable sale due to poor health.

Price \$6,000.00 ono.

Contact Ken Simons, Lara. Phone - 03 5282 1813.

Email - kengsimons@primusonline.com.au



1956 PATHFINDER - Chassis No. MAD23/3794.

Dark blue, Complete, unregistered, not going, generally good, always garaged. As it where is - moving sale - Yackandandah nr Albury-Wodonga.

Price \$2,500.00.

1956 PATHFINDER - Chassis No. MAD 24/1496.

Light blue. Complete, unregistered, was going, good project, always under cover. As is where is - moving sale - Yackandandah nr Albury-Wodonga.

Price \$1,850.00.

Phone John Roberts (02) 6027 1952

1949 RILEY ROADSTER (RMC) - Chassis No. 59SS 4204.

Blue/Gold. Runs well but currently unregistered. Needs steering wheel repair. White wall tyres. Restoration in the early 1990s. Includes extra parts.

Reluctant sale.

Price \$23,000.00.

Phone John Roberts (02) 6027 1952

(Yackandandah nr Albury-Wodonga).



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