



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

June 2007



What is the connection between these cars? See Michael Bramwell's article inside.



Next Meeting: 7:30 pm Thursday, 14th June
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 Club, West End Thursday, 10 May 2007.

Meeting opened by President Alan Hill at 8.05pm with 24 members and guests present.

Apologies: Graham & Shirley Ellwood, Gary Britton, Pat & Betty Elliott, Brian & Lyn Jackson, Sheila Hill, Kiara Rizzo, David Schoch, Dick & Earla Self.

Welcome: New Members, John & Eve Roma.

Presentation: President Alan Hill presented the Jim Andriesse Trophy to Jack Warr for his contribution to Club Spare Parts and keeping Riley cars on the road.

Minutes from previous meeting:

Moved, Bill Short and seconded by Dorothy Cameron that minutes be accepted. Carried.

Business arising from minutes:

1. Australian Historic Motoring Federation, National Motoring Day 20th May. Item carried over from previous meeting. Brief explanation on who the AHMF were and that each state equivalent of the Combined Council had a representative who attended National meetings. The National body would like every State Car Club to have an activity on that day to demonstrate the strength of the motoring enthusiasts' movement in Australia.

Inwards correspondence:

1. Haines Norton Auditor's Report;
2. Membership fees from David Schoch;
3. Email from the Office of Fair Trading and Wine Industry Development;
4. Letter of Invitation to join the Bayside Vehicle Restorer's Club Inc on the National Motoring Heritage Day 20 May 2007;
5. Email from the Secretary of the Combined Council to request that Affiliated Clubs complete and return the attached form.
6. Minutes from the Combined Council and Club Events 2007;
7. Letter from BMC Leyland Heritage Group advising of BMC content DVDs and other material being available;
8. Letter from MG Car Club Qld Inc inviting Clubs to a "Cavalcade of Classic Cars" at Sirromet Winery, Mount Cotton, 27th May 2007;
9. Copies of Blue Diamond, Riley Newsletter WA, Riley Rattles, Riley NZ and The All British Car Club Magazine.

Outwards correspondence:

1. Nil.

Moved by Ken Lonie, seconded by Graham Swan that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report December 2006:

Balance at	31/03/07		\$4,646.99
Incoming	Membership Fees	\$965.00	
	Interest	<u>\$ 0.57</u>	
	Total	<u>\$965.57CR</u>	
Outgoing	Newsletter April (L.Thomson)	<u>\$ 152.77</u>	
	Total	<u>\$ 152.77DB</u>	
Balance	30/04/2007		<u>\$5,459.79</u>

Moved by Ross that his report be accepted, seconded Wendy Lonie. Carried.

Auditor's Report: (Business carried over from AGM)

**INDEPENDENT AUDIT REPORT
TO THE MEMBERS OF
RILEY MOTOR CLUB QUEENSLAND INC.**

Scope

We have audited the financial report, being a special purpose financial report, of the Riley Motor Club Queensland Inc. for the year ended 31 December 2006 being the Profit & Loss Statement, Income and Expenditure Statement and Notes to and forming part of the Financial Statements. The Committee is responsible for the financial report and has determined that the accounting policies used and described in Note 1 to the financial statements which form part of the financial report are appropriate to meet the requirements of the Associations Incorporations Act Queensland and are appropriate to meet the needs of the of the members. We have conducted an independent audit of the financial report in order to express an opinion on it to the members of Riley Motor Club Queensland Inc. No opinion is expressed as to whether the accounting policies used are appropriate to the needs of the members.

The financial report has been prepared for the purpose of fulfilling the requirements of the Associations Incorporation Act Queensland. We disclaim any assumption of responsibility for any reliance on this report or on the financial report to which it relates to any person other than the members, or for any purpose other than for which it was prepared.

Our audit has been conducted in accordance with Australian Auditing Standards. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report and the evaluation of significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial report is presented fairly in accordance with the accounting policies described in Note 1 so as to present a view which is consistent with our understanding of the Association's financial position, and performance as represented by the results of its operations and its cash flows. These policies do not require the application of all Accounting Standards and other mandatory professional reporting requirements in Australia.

The audit opinion expressed in this report has been formed on the above basis.

Qualification

As is common for organisations of this type it is not practicable for the Club to maintain an effective system of internal control over fund raising activities until their initial entry in the accounting records. Accordingly, our audit in relation to income was limited to amounts recorded.

Qualified Audit Opinion

In our opinion, except for the effects of such adjustments, if any, that might have been determined to be necessary had the limitation referred to in the qualification paragraph not existed, the financial report presents fairly in accordance with accounting policies described in Note 1 to the financial statements, the financial position of Riley Motor Club Queensland Incorporated as at 31 December 2006 and the results of its operations for the year then ended.

HAINES NORTON
Chartered Accountants

UHY Haines
Norton
M. Doyle
30 *March 2007*

**Riley Motor Club QLD Inc
Balance Sheet
as at 31 December 2006**

CURRENT ASSETS	2006	2005
	\$	\$
Cash at Bank - Subscriptions	2,839.41	14,058.83
Cash at Bank - Spares	3,164.27	5,297.68
Cash at Bank - Term Deposit	<u>6,973.98</u>	<u>6,764.77</u>
Total Current Assets	<u>12,977.66</u>	<u>26,121.28</u>
 NON-CURRENT ASSETS		
Shed	-	390.00
Cutters	<u>504.00</u>	<u>504.00</u>
Total Non-Current Assets	<u>504.00</u>	<u>894.00</u>
 TOTAL ASSETS	 <u>13,481.66</u>	 <u>27,015.28</u>
 CURRENT LIABILITIES		
Income in Advance - Rally 2006	-	12,438.40
Total Current Liabilities	<u>-</u>	<u>12,438.00</u>
 TOTAL LIABILITIES	 <u>-</u>	 <u>12,438.40</u>
 NET ASSETS	 <u>13,481.66</u>	 <u>14,576.88</u>
 MEMBERS' FUNDS		
Retained Profits	<u>13,481.66</u>	<u>14,576.88</u>
Total Members Funds	<u>13,481.66</u>	<u>14,576.88</u>

**Riley Motor Club QLD Inc
Profit and Loss Statement
for the year ended 31 December 2006**

INCOME	2006	2005
	\$	\$
Membership Fees	3,334.00	3,195.00
Interest Revenue	219.33	316.50
Dinner Proceeds	1,221.00	-
Sales	28,091.29	29,016.36
Rally Deposits	36,942.35	-
Sundry Income	702.00	-
Donations	381.00	362.70
Total Income	<u>\$ 70,890.97</u>	<u>\$ 32,890.56</u>
 EXPENSES		
Annual Dinner Expenses	1,370.00	875.00
Bank Charges	249.60	257.54
Fees and Permits	111.00	35.10
Hire of Plant and Equipment	490.00	572.00
Insurance	645.15	693.50
Loss on disposal of asset	390.00	-
Postage	900.00	1,849.45
Purchase Spare Parts	24,722.92	24,914.08
Rally Expenses	32,610.14	-
Refund of Rally Deposits	2,746.50	-
Stationery and Printing	2,024.10	1,467.01
Subscription	-	479.00
Sundry Expense	5,726.78	120.00
Total Expenses	<u>\$ 71,986.19</u>	<u>\$ 31,262.68</u>
 NET PROFIT	 <u>-\$ 1,095.22</u>	 <u>\$ 1,627.88</u>

**RILEY MOTOR CLUB QUEENSLAND INCORPORATED
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 December 2006**

Note 1: Statement of Significant Accounting Policies

This financial report is a special purpose financial report prepared in order to satisfy the financial reporting requirements of the Associations Incorporation Act Queensland. The committee has determined that the association is not a reporting entity.

The financial report has been prepared in accordance with the requirements of the Associations Incorporation Act Queensland and the following Australian Accounting Standards:

AASB 1031: Materiality

AASB 110: Events after Balance Sheet Date

No other applicable Australian Accounting Standards, Urgent Issues Group

Interpretations or other authoritative pronouncements of the Australian Accounting Standards Board have been applied.

The financial report has been prepared on an accruals basis and is based on historic costs and does not take into account changing money values, or except where specifically stated, current valuations of non-current assets.

The financial report and the accounting policies adopted are consistent with the previous year unless otherwise stated.

Club Captain's Report:

As Club Captain wasn't present, Alan Hill delivered her report.

May – Sunday 20th May – Sunshine Coast Vintage & Classic Car Show;

June – 9th, 10th and 11th of June – Combined Council Rally at Caboolture;

July – To be advised;

August – Jeff Jones at Scarborough;

September – Botanix at Wellington Point

October – Maidenwell Astronomical Observatory.

Further details in June Newsletter. Also refer to May Newsletter.

Spare Parts Report:

Jack has plenty of spare parts available to members. Parts listings are available to Club members on request.

Registrar's report:

Nil.

General business:

Members congratulated Linden on the standard of his Newsletter.

Discussion on the form forwarded by the Combined Council regarding Clubs paying income tax.

Meeting decided to support the request by way of agreeing to collect signatures pending further information from the Combined Council. Secretary to forward completed form to the Combined Council. Bill Short provided two components manufactured from polycarbonate materials using very expensive laser equipment. One component (a round ratchet knob) was manufactured layer by layer in one piece and a working sample shifting spanner made from individual layers of material and glue. Very impressive. Neal Brandt produced a number of early Riley pistons and other components for members to look at.

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

Meeting closed: 9.05pm.

Next Meetings:

Thursday, 14 June, 2007;

Thursday, 12 July, 2007.

BRISBANE SPORTING CAR CLUB

Unit 1, 206 Montague Road

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

Club Events Programme:

JUNE: 9th, 10th, 11th (Long weekend)

Combined Council Rally at Caboolture.

Organized by Classic & Historic Automobile Club of Caboolture Inc.

Important Note: Final day entries will now be accepted at \$100 per car (two people) for the full day, including morning tea, lunch, Rally Dinner, entry fee and Rally bag.

Contact John Embleton on 5497 6941 or 0412 056 455 a.sa.p.

For non-participants, cars will be on display on Saturday 9th at Caboolture Show

Grounds at 8.30am, in the Grand Parade at midday, and Caboolture Historical Village

at 1.30pm; and on Monday 11th at Caboolture Aero Club at 10.00am (including classic motor bikes and classic aeroplane fly-overs).

JULY: Sunday 15th

Gold Coast Hinterland date saver; details in next Torquetube.

AUGUST:

Lunch followed by visit to Jeff Jones at Scarborough.

SEPTEMBER:

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

More info later.

OCTOBER: Saturday 13th

Maidenwell Astronomical Observatory, staying overnight at Pub (3 double rooms at \$40 per room) or Bunyip Springs Farmstay (has Cottage with 3 rooms – 2 double, 1 twin, and Lodge with 2 queen rooms, 3 singles in sleepout).

Other Motoring Events

JUNE: Sunday 24th

R.A.C.Q. Motorfest at R.N.A. Showgrounds.

Pre-registration until June 8th is \$15, then \$20 on the day. Registration forms at www.racq.com/motorfest .

Swap Meets

JUNE: Sunday 3rd Caboolture Swap, Barr Oval

Sunday 17th Mudgeeraba Swap

JULY: Saturday 28th Nambour Swap, Nambour Showgrounds

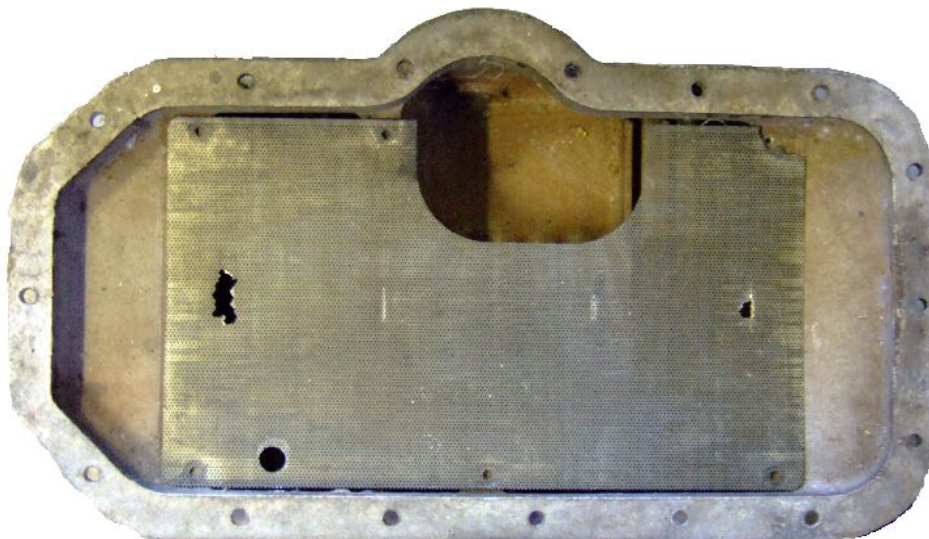
Things You Learn The Hard Way (still awaiting your contributions - Ed.)

RMH rods in RMB blocks - not a perfect fit

Some years ago, Brian Jackson fitted Pathfinder conrods to a 2½-litre motor and installed it in the Red Car. All seemed well apart from an unexplained light knocking occasionally until, after a year or more and many miles (and many a poor chap taken to his doom), there was a bang and a fractured block. The noise was explained – the hard way! Apparently this problem has been known for some time but neither Brian nor I have seen it described anywhere.

Next time around, Brian relieved the block (below rear cylinders, exhaust side I think) of the car's original motor sufficiently to clear the rotating/reciprocating bits. This was the motor that was in the car when I bought it, and is famously the motor that used eight gallons of Shell Helix for Older Engines on the trip to the WA Rally in 2003 without blowing smoke or leaking more oil than the Riley norm. Near the end of the return journey, mostly by train, the motor went off song and a compression test showed a blown head gasket, so it was swapped for the spare that came with the car (poured bearings – there's another story there).

With the motor out of the car and the head off, showing blown gasket between cylinders three and four, I decided to strip it to see if the cause of the oil usage could be found and hopefully corrected. The bores were extremely shiny (glazed?); but it was the bottom end that was more disturbing. The white metal in the bottom shells in the Pathfinder rods had softened and puddled leaving large voids, as had the white metal mains – the old story of these engines running close to the limit for the bearing material. However, it was the perforated metal sump strainer (see photo) that was quite attention grabbing, with two holes and two witness marks produced by the conrod bearing caps and bolts striking the surface. I hope all the metal fragments were trapped in the filter!



So not only is it necessary to relieve the block when installing Pathfinder rods in a 2½ motor, the sump strainer must also be modified. I think I'll fit a dished aluminium plate with a central longitudinal slot. You live and learn!

Ginger Nuts Ain't Ginger Nuts

Recently Treasurer Ross P purchased a packet of one of his favourite biscuits, Arnott's Ginger Nuts, and lost his composure somewhat on finding it contained smaller, paler and much harder biscuits than normal. This seemed to pose a threat to one of life's little pleasures and caused dire imprecations to be issued against the aforesaid biscuit manufacturer. However, a phone call to the Arnott's helpline elicited the information that the company makes four different types of Ginger Nut for different markets. Apparently a batch of NSW Ginger Nuts found their way to IGA at Ipswich (barcode ends in 3021 for NSW, 3045 for Qld) and our way of life is not really under attack by an uncaring multinational. The Arnott's website has the explanation:



Ginger Nuts are one of Arnott's most unique products. That's because we make four slightly different Ginger Nuts to suit the tastes of people in different states. There's a story behind this.

We used to have different bakeries in different states, each making a Ginger Nut biscuit that the locals loved. When Arnott's became a national company we looked at the possibility of selling one Ginger Nut nationally. But each time we tested it, people told us that they preferred their homegrown variety. So now in Queensland, Ginger Nuts are thin and sweet, with a dark colour. In New South Wales they are small, thick and hard, with a light colour. In Victoria and Tasmania, they are bigger, softer and sweeter. While in South and Western Australia, the biscuits look similar to their Victorian cousins, but taste sweeter.

No matter what State you are in, Arnott's Ginger Nuts have to be the best biscuits to dunk in your cuppa. And they have been since 1906.

So if you like dunking or using Ginger Nuts as comfort food, remember to take a packet with you when travelling interstate.

THE ULTIMATE RILEY MONACO OR THE ULTIMATE ROLLS-ROYCE ?

Mike Bramwell



Perhaps when I first saw 65GX, a 1931 Rolls-Royce Phantom II Continental, I was drawn to her through some obscure Riley link without realizing it. Was this the Rolls-Royce that Stanley Riley would have built or was it the Riley that Henry Royce would have built? There are obvious styling cues that appear to belong to Riley's Monaco although on a vastly different scale.

Ownership leads to the desire for history and as it turns out the link is proudly referred to in several eminent works on R-R that I have acquired. The Rolls-Royce designer of the time, Ivan Evernden, recorded the origins of his design in a number of articles. 'The Rolls-Royce 40/50hp' by W J Oldham (1974) contains the most comprehensive information.

Mr Royce became impressed by the intelligent thought which had led to the design of the new close-coupled body and the most outstanding British example of this type of motor car at the time was the Riley 9. He decided to build a performance version of the Phantom II chassis by reducing its wheelbase and bringing the rear seating in front of the rear axle line. With continental-type springing and extra shock absorbers he intended to produce a model suitable for sustained high speed continental touring for the owner driver.

Before starting on his own designs, he decided he would like to have a Riley Monaco of his own, so he asked Ivan Evernden to purchase a car for him from the Riley agents in Guildford in Evernden's name and not to mention Royce at all. Ivan returned with a Riley 9 Monaco saloon bearing the registration number GW3226. They evidently had a lot of fun with this car pulling it to pieces and thoroughly examining the chassis and seating accommodation.

So apart from the obvious external similarities, 65GX has recessed rear footwells and a lower more sporting build compared with more usual Phantom IIs. Of the 281 Continentals built, only a few wore this body style of the prototype; the vintage style quickly becoming superseded by heavier styling of the thirties.

The Riley legacy is indeed far reaching.

Posted under the heading **"An Oldtimer's Story"** on The Nostalgia Forum of the Atlas F1 Bulletin Board by Ray Bell, 8 December 2000.

From the pages of the Newsletter I publish, directly as written to me by Arthur Rizzo, and prompted by a request for details on pre-selector gearboxes:

MY FIRST CONTACT with the motor trade was in the mid-1920s at the age of ten. Maroubra Speedway had just been built and we used to catch a tram on weekends to watch the likes of Phil Garlick, Hope Bartlett, Charlie East and many others circle the concrete saucer at speeds of 100mph - on a circuit originally designed for a top speed of 90mph.

My first job in the motor trade was with Armstrong Siddeley Motors from 1932 until they closed down in 1938. While there we became very familiar with the pre-selector gearbox, and during this time we had a call from a Mr Reg Light and Rex Marshall, his mechanic. They wanted to know whether we would assemble a gearbox out of an MG K3 which they had dismantled and couldn't reassemble. Much to their surprise, we delivered it back the same day, completed and tested.

1938 saw us at Canberra (on Northbourne Avenue! Different days.Ed) to watch the attempts on the Australian records. Peter Whitehead's ERA sounded terrific and was hand timed at around 150mph (the timing gear refused to record his time) and Frank Kleinig removed all the gears from his gearbox prior to attacking the flying quarter mile. Later the same year we saw the ERA at Bathurst on a circuit that was all dirt. We were at the top of Conrod looking up to the Esses, and I remember the ERA coming down into Forrest Elbow in the deep wheel tracks, the fixed crank handle digging in to the mound between the tyre tracks and making a noise like a machine gun.

Towards the end of the war, about 1944, I started work with Rex Marshall of Monza Service in the same building where I had started my apprenticeship. Up until that time I'd owned a Singer Le Mans 4-cyl, Le Mans 6-cyl, several Riley tourers including an Imp and a 1.5 Sprite roadster, which was an Imp type body. In 1945 we began building a monoposto MG for Alf Najar, and at the same time I started on a Riley Special for myself. John Snow had a Riley 1.5 in which the auto clutch had blown up and smashed the alloy bellhousing, so he fitted a Ford V8 and offered me the redundant engine and box for 150 pounds. After I paid for it he told me that no bellhousing was available in England - his wife had been Lord Nuffield's secretary and had made enquiries, but to no avail.

My wages at the time were seven pounds a week, which didn't leave much to waste, and I was newly married. I wrote to Nuffield in England and enquired re a new or second hand bellhousing, only to be told there were indeed none available, and the pattern store in Coventry had received a direct hit during the war and the patterns not damaged had been burned out. I contacted a pattern maker in Sydney and borrowed a sample for him to work from, and I'd just collected it and paid 30 pounds when I received a cable saying they'd located one in England. They wanted me to confirm my order and send five pounds to cover costs and freight. It gave me great pleasure to show Mr Snow the

assembled unit!

My next job was to get a chassis. I bought a Riley Nine tourer with a blown engine and dismantled anything of use, dumped the body and chassis, which was of no use to me, and started looking around. At that time the wrecking yards had many old vintage cars, and I eventually settled on an early Austin 12 for the front end and a Standard rear section. The front was turned upside down and bolted and welded to the Standard rear end. For a fuel tank I brazed two cad plated four gallon drums end to end.

I had decided on a 2-seater, as I intended to use it as a road car. Over the next year or so I competed with the bodywork in various stages of completion due to lack of money. The whole car was built on a shoestring, the cheapest way possible, but nothing ever broke or let me down. Even the speedo and rev counter were originally Chrysler speedos, and I made little gearboxes running Meccano gears for each of them to get the ratios right, and I had the numerals repainted. The Riley Nine rear axle was used, as were its front and rear brakes, and the front axle was a Bullnose Morris turned upside down and with the kingpin eyes reversed, which gave the car a wheelbase and track the same as the P3 Alfa which we had stored in the garage through the war years.

I was approached by Peter Lloyd in 1948 advising me that he was starting up a company in his own name, and they were handling Wolseley and Riley cars. Would I be interested in joining the firm as Service Manager (subject to Rex Marshall's blessing)? On bringing this up with Rex at lunch time, he said to grab it. Had it been offered to him he ". . . would have accepted it and kicked us out," he said, and added: "If it doesn't work out your job will still be waiting for you." A good bloke.

I drove down to Victoria in 1949 to compete at Rob Roy's Hillclimb Championship, practised on Saturday and almost beat the 1.5-litre record. We went back to Lex Davison's property, where we were staying for the weekend, and removed the quarter inch decompression plate, changed the fuel and the carby needles, lapped the valves and on Sunday went out and lowered the record. We then refitted the decompression plate, changed the fuel and carbies again and drove home to Sydney. The car had been fitted with cyde-type mudguards and had been registered for some time, it being used as transport to and from work.

In 1949 I decided to have another go at Bathurst, having failed the previous year with a broken fuel line. As the motor was showing signs of age, I had the block bored and the crankshaft ground, the conrods re-metalled and a spare set made ready. This was done by a club member who was breaking into the reconditioning business. I also replaced the diff unit with a 2.5 litre. The car wasn't started until we reached Bathurst, and you can imagine my surprise to hear the bearings collapse down Conrod Straight on almost no throttle on the first practice lap. Back to Bathurst we went and dismantled the motor, pistons out the top, conrods out the bottom, and fitted the spare conrods. The following day, on the first lap of practice, the bearings went again. This time I was driving very slowly and was prepared to give it away. Jack Murray and others talked

me into having a look at least, and we lifted the car up onto 4-gallon drums.

I took the rods out and they were all shot. One showed signs of bright polish approximately an eighth of an inch from both ends of the white metal bearing. Examining the crank, I found that when the crank had been ground a grinding stone with the wrong radius had been used, leaving almost an eighth of the original journal surface untouched. This had the effect of concentrating the bearing load on two narrow strips of bearing, and while it was still free to turn, it effectively stopped oil from flowing out. Collapse was inevitable.

A chap who was well under the weather came into the garage and I tried to explain to him that I'd had it both mechanically and mentally. He said that an engineer in the next street would remetal the bearings for me (this was Easter Sunday!) and I shooed him off. He came back a few minutes later with a micrometer to measure the shaft and took back the spare rods. I later found out he'd left a 20 pounds deposit on the micrometer! Where have that sort of people gone?

Alec Hargon and his wife had the rods back late on Sunday afternoon, she remetalling, he machining, and as I had spent my time blowing out the oilways in the block and crankshaft we began to assemble. Surviving on pills to keep me awake, I had to hand fit each bearing to the uneven shaft, a lost art today, and I finally had the engine ready to start at 4:00am on race day and fell into bed for a few hours sleep. We towed the car up to the track and I drove it around the back of the pits with my goggles on, as it was dusty. Suddenly I got a call that the under 2-litre 6-lap race was ready to start, I pulled my crash hat on and just made the starting line. On lap four, comfortably in front, I undid my crash hat to get my goggles over the back of my helmet, as it had been pulling my goggles down my face. As I dropped down the Esses my hat blew off and rolled into the bush. I was blackflagged into the pits and Maclac ran out with his hat, about four sizes too small, and off I went holding it on with my hand.

On the way up the mountain I got hold of the side flaps and gave it a good pull, only to find that my rubber goggles were caught under the front of the hat and stuck out from my face like a visor. I passed Harry Mann, who had gone by while I was in the pits, and won. These days you couldn't have a pit stop in a 6-lap race and still win.

Up until now it hadn't been my weekend, and someone had to stand above me and yank hard on the crash hat to get it off - together with most of the skin off my forehead. The all-powers race in the afternoon was an anti-climax. The car ran like a clock and won easily. I was so tired that I packed up and went back to Sydney directly the race finished, not waiting for the presentation.

My firm naturally got quite a shock, and after expensive advertising asked whether I could build a better car, as they would meet the cost of parts. I sold the first car to Stan Mossetter of Toowoomba, who raced it for some time with some success.

(to be concluded in next Torquetube)

One Member's Cars

David Garlick of Eudlo has sent photographs of some of his cars, shown here, with a description of the background of the two Rileys in his stable.



The Elf is a Mark 2. It was owned by Frank Airey in Canberra and sold to a young married couple who moved to the Sunshine Coast. When the car was reassembled, some engine components were incorrectly installed, so they put it on the market and I purchased it approximately 3 years ago and completely rebuilt the motor. Just last year it had a new paint job.

The Kestrel was purchased from Adelaide from the second owner's nephew. The car was purchased new in New Zealand in 1967, then shipped to Australia in 1968, and has been in the same family since. It hasn't been registered since 2000. I received it on Friday 4th May and have now got it registered. I am driving it for about 500 miles, then taking it off the road for a tidy up.



In my stable I also have: 1967 M.G. 1100, 1965 Morris 1100, 1994 Rover Mini, 1965 B.M.C. Mini and 1969 Leyland Moke.



(*Trivia Time:* The Morris 1100 was Wheels Magazine's Car Of The Year in 1963 or '64, and also the only new car I have ever purchased, trading in a Pathfinder – tut, tut! I remember once averaging exactly 60 m.p.h. on a drive from Ayr to Mareeba via the Kuranda Range with one passenger to get us both to work by 9:00am. - Ed.)

For Sale

1954 Pathfinder, complete. All sensible offers considered.
Graham McPherson 07 33599904 or PO Box 302, Chermside 4032.



The National Roundup of Rileys Easter 2008
Thursday 20th to Monday 24th March.

40

WEEKS
TO GO

We've brought the start date forward to Thursday 20th March so that you don't have to travel on Good Friday. Booking forms and accommodation details will be sent out in September.

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