

TORQUETUBE

July 2007



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc.

July 2007



Next Meeting: 7:30 pm Thursday, 12th July
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, 14 June, 2007.

In absence of President, meeting was chaired by Linden Thomson and opened at 8.20pm with 20 members and guests present.

Apologies: Alan & Sheila Hill, John & Eve Romer, Ken & Wendy Lonie, Jack Warr, Dianne Phillips, Pat & Betty Elliott, Matthew French, Peter & Bonnie Young, David Schoch, Dick & Earla Self.

Minutes from previous meeting:

Moved, Gary Britton, seconded by Robin Hull that minutes be accepted. Carried.

Business arising from minutes:

1. Nil

Inwards correspondence:

1. Membership fees from Doug & Glenda Bowen, Mountain Creek;
2. Membership fees from Jeffrey Harris, Minden;
3. Membership fees from Graham McPherson, Chermshire;
4. Membership fees from Graham Proctor, Gympie;
5. Invitation to Summerland Sports & Classic Car Static Display, Sunday 5th August 2007, Lismore;
6. Invitation to the Historic Racing Car Club Meeting, Morgan Park Raceway, Warwick, 11th & 12th August 2007;
7. Invitation to Triumph Sports Driver's Association, All British Swap Meet Saturday 23rd June 2007;
8. Letter from OAMPS Insurance outlining their Insurance products;
9. Copies of Blue Diamond, Riley Gazette, Riley Newsletter WA, Riley Rattles.

Outwards correspondence:

1. Auditors Report & Cheque forwarded to Office of Fair Trading;
2. Letter to Combined Council RE: support of a campaign to achieve tax exemption status for car clubs;
3. Membership application to Doug & Glenda Bowen, Mountain Creek;
4. Membership application to Jeffrey Harris, Minden;
5. Membership application to Graham Proctor, Gympie.

Moved by Ray Perryman, seconded by Brian Jackson that the inwards be received and the outwards be endorsed. Carried.

Treasurer's Report May 2007:

Balance at	30/04/07		\$5,459.79
Incoming	Membership Fees	\$165.00	
	Interest	<u>\$ 0.67</u>	
	Total	<u>\$165.67CR</u>	

Outgoing	Room Hire	\$110.00	
	Submission of Audit Report	\$ 37.00	
	Newsletter Production	<u>\$163.25</u>	
	Total	<u>\$310.25DB</u>	
Balance as per Bank Statement 31 st May, 2007			\$5,315.21

Moved by Ross that his report be accepted, seconded Lyn Jackson. Carried

Ross advised the meeting that the investment account was due to be renewed. He suggested that \$1,000.00 be taken out of the investment account and used to provide suitable spare parts for the club. Ross put forward his motion to take \$1,000.00 from the investment account and use for spare parts; and reinvest the remainder at the best possible rate. Seconded by Ray Perryman. Carried.

Club Captain's Report:

July outing Sunday 15th to Gold Coast Hinterland. Details in next Torquetube.

August will be Lunch followed by visit to Jeff Jones.

September run to Botanix at Wellington Point.

October Saturday 13th Maidenwell Astronomical Observatory. Details will be given in future Torquetubes.

Ray Perryman gave a brief outline of the June Combined Council Caboolture Rally. He and Maureen enjoyed the weekend together with Pat & Betty Elliott. Ray & Bev Burrows dropped out at the last moment due to a neck problem and being grounded by both Physio and GP. Linden will print Ray's report in the July Torquetube.

Spare Parts Report:

As Jack Warr was sick, Graham Mackay give his report. Joe Sperka and his wife are visiting from America to dispose of his house. He has kindly donated some more Riley Pathfinder parts to the Club. Graham, Jack and Mike Bramwell spent a Saturday loading up spare parts on Graham's trailer and taken to Graham's hideaway. Anyone seeking Pathfinder parts should contact Jack Warr. Many thanks to Joe Sperka for the donation and Mike Bramwell for his helping hand.

Registrar's report:

Nil.

General business:

Neal Brandt brought along a number of interesting manuals for discussion and a number of photos of various pre-war cars including one of Ken & Wendy Lonie's Monaco.

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

Meeting closed: 9.40pm.

Next Meetings:

Thursday, 12th July, 2007

Thursday, 9th August, 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:

JULY: Sunday 15th

Gold Coast Hinterland. Meet at 10:00 am at The Strawberry Farm for morning tea (take exit 49 off Pacific Highway). Further details will be provided there. The plan is to meet Arthur Rizzo, so a good Riley rollup would be appreciated.

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

AUGUST: 11th - 12th HRCC National Historic Race Meeting, Morgan Park, Warwick.

18th - 19th Historic Leyburn Sprints, Leyburn.

Swap Meets

JULY: Saturday 28th Nambour Swap, Nambour Showgrounds

Combined Council Rally 2007

(organized by Classic and Historic Car Club of Caboolture Inc.)

Ray and Maureen Perryman report:

We had a pleasant run up to Rally base at Caboolture Showgrounds, registered our 2.4 and received the Rally pack, very impressive. Said 'Hello' to Pat and Betty Elliott in the 1½, had a look at the cars and socialised. There was a short run around the blocksand then morning tea. We had a ride in a Morris Six 1934 owned by Les Arnold, and did the parade around the Showgrounds oval. Maureen practised her Queenly wave and I watched Les's feet – the car had the accelerator in the middle of the brake and clutch.

After lunch we adjourned to the Historical Village. There was a questionnaire but with so much to look at and do, we were too late to lodge it – no problems, we didn't get all of it right in any case. An excellent afternoon followed by dinner at the Sports Club and excellent live entertainment.

Sunday beautiful weather and an observation run to Kenilworth, approximately 120 km each way, very well thought out, great scenery and nobody got lost. Morning tea at Beerwah School, lots of home cooking -cakes and slices and scones – need to go on a fast beforehand. Lunch at Kenilworth, look around town and return to Caboolture at will. Dinner at Golf Club and more live entertainment.

Monday run to Caboolture Airfield via Godwin Beach and scenic route. Shared the day with Ulysses Motorcycle Club and a rather grand old plane, a Rapide I think. The Warplane Museum was very informative with great exhibits. One note that caught my eye was a copy of a notification of an intended bonfire of 550 Kittyhawks and Spitfires at Oakey Airfield in 1947. It was entitled '*The £6,000,000 Bonfire*'.

There were approximately 60 cars over the weekend of all types and ages. Many thanks to Pat and Betty Elliott for their company on the weekend – theirs was the only Riley there. Full marks to the Caboolture Club for an excellent Rally. Next year's is at Bayside and promises to be one not to be missed.

An Out-of-Barn Find

Ray Burrows forwarded copies of some faded photos taken in the '70s of the Downing V8 Adelphi. I've made a start at enhancing the images.



An Oldtimer's Story, Part 2

(as written by Arthur Rizzo to Ray Bell for *National Historic Newsletter*)

Posted under the heading "An Oldtimer's Story" on The Nostalgia Forum of the Atlas F1 Bulletin Board (<http://forums.autosport.com>) by Ray Bell, 8 December 2000.

I started on a tubular chassis made up of 3" chrome moly tubing fitted into an MG TD crossmember and held together by 3" crossmembers which were machined to fit the main rails. A standard TC rear axle fitted with a 3.7:1 crownwheel and pinion (a very close fit) was used, the braking surfaces were machined off and cast iron drums from a Wolseley 4/50 fitted. The front assembly took a lot of time to figure out. The brake drums we made up with an alloy plate and a cast iron braking surface, each having to be machined and rivetted together. The brakes were 12" twin leading shoe, 10" conventional at the rear, and during a practice run at Orange we found the front wheels could be locked at 136mph without much trouble.

The rest of the car was pretty straightforward. I had fitted a Wade supercharger, and on their advice regarding power to drive it contacted Fenner Belts in England. They suggested three 'A' section wire-cored belts, so I machined up a 4" crankshaft pulley and a 5" blower pulley, and these could be interchanged when I wanted to surprise someone. Three belts proved useless, and I never finished a race without losing all three belts. I then made up a new set of pulleys to take the heavier 'B' section belt and had no more trouble. The firm was having a rough time and decided to sell the car. I left shortly afterwards. Alec Mildren raced it at Orange and I have movie of Brabham leading him by a few inches, and on the third lap the Riley was in front of the Cooper Bristol. Alec had an oil cooler fitted in front of the crossmember, and while driving around in the pits at Southport in 1954 punctured the cooler and ran the bearings. He sold the car as was to Stan Mossetter, who had sold the first car.

At this time I had my own garage and made about a dozen chassis for various people, one going to New Zealand. These had either a TD or a Holden front crossmember. The fibreglass Buchanan body sat too high on an MG chassis, but my low tubular chassis was ideal for them.

I also changed a few cars over from LH to RH drive, most notable of these being a Mercedes Benz 300SL Gullwing, the first one in the World to be converted. I was waiting for a steering part and received a visit from a factory engineer (whom I had previously met) and he asked me how I had done certain jobs (all difficult), and after many diagrams in chalk on the floor he asked how I was going to do the interior of the car. At the time he was sitting on the door sill, and - much to his embarrassment - I pointed out that the car was finished. He lost no time in giving me the part I needed and left. I firmly believe that, because he spent half his time in Europe and the other half in England and Australia, he was confused between left and right. I converted several other

300SL roadsters over the years. At the end of 1966 I gave my business to the staff and retired to live on the Gold Coast.

This is the advertisement in *Australian Motor Sports* offering the first Rizzo Riley for sale in July 1952. It couldn't have sold immediately, because second owner Stan Mossetter ran it on 3rd August 1952 in the Darling Downs Championship at Leyburn, winning the five lap Under 1500cc Handicap race, and having a DNF in the 12 lap Championship race.

LT

FOR SALE

ex-Rizzo Riley

Since this car arrived in Queensland in 1950 it has won every under 1,500 c.c. race, and last year won the Jubilee Championship held at Strathpine; it has also won the Queensland Road Racing Championship Handicap section two years in succession, 1951 and 1952.

Last year Doug Whiteford ran second to the Riley from a handicap start (Leyburn). This year I was second to Doug from a scratch start (Lowood) both Queensland Road Racing Championships and, of course, winning both on handicap.

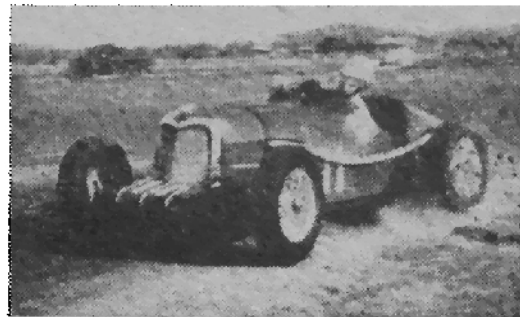
In 1950 this car was a dual winner at Lowood and in 1951 it also was a dual winner at Strathpine and Leyburn, and started this season by winning a double at Lowood this month. Actually this car has practically won every race held in Queensland since 1950—a remarkable record.

This car is fully developed and easy to tune and has reliability plus, complete with a large quantity of spares and all-steel trailer.

Price and particulars to bona fide buyers only.

S. C. Mossetter, 212 Margaret St., Toowoomba, Queensland

Phone Toowoomba 1656.



Auld Lang Syne

(no, not Brian J's ringtone, but an update on old friends, past members)

Ken and Wendy Lonie write:

On Sunday 3rd June, Ken and I visited well known past Riley Members Ken and Joyce Baker at their home in Mapleton. We had contacted them previously to ask if they wished to join us on the recent combined Blackall Range Horseless Carriage Club and the Riley Club Run. Unfortunately Joyce is not able to leave home anymore, so that wasn't possible. However Ken was happy for us to visit him and look over his 1932 Riley Kestrel. This car is well known to many Riley Club members, but for newer members this short story may be of interest.



This vehicle was originally built for the 1932 Olympia Motor Show in the United Kingdom and was originally black with green wheels, carpet and upholstery. After the exhibition, it was bought from the Riley distributor in London, Boon and Porter, by a Major Clarke who was killed in action. Ken and Joyce went to look at the car and found it covered in Vaseline to preserve it. They purchased it from Major Clarke's wife when the car was 12 years old and were in fact its second owners. Ken and Joyce brought it out to Australia in 1984 when they emigrated from the U.K. Ken replaced the

original hood with aircraft fabric as in 1944 this material was the only suitable fabric available. It has since been replaced in Nambour. The Kestrel went on its first major Riley rally in the 1985 National Rally in Ipswich. The motor of this Riley Kestrel is 6 cylinder, 14 horsepower, single carburetor and has 2x6volt batteries, one on each side in the rear compartment.

Ken and Joyce were founding members of the Blackall Range Horseless Carriage Club. Ken regrets not having the car in tiptop condition, but finds all of his time is devoted to caring for Joyce. He regularly turns over the motor and keeps the battery charged, and a friend of his who is in the local fire brigade, promises to alert him of any pending bush fires in the area, so as Ken can get his much loved Kestrel to safety. He started the car for us and it fired almost immediately and then ran smoothly. Ken says that the engine is in good condition, but the gearbox is a little noisy.

It was a very pleasant visit, with Ken's stories keeping us enchanted. He said



he would love to hear from or see any Riley enthusiasts at his home.

Second Reconstruction

(Philip Wyllie continues his story)

Harold's Darkest Hour

A bad thing happened! It occurred during a previous posting to SE Qld. I was coming home from Enoggera and had turned onto the Ipswich Highway off the Centenary Highway. As they do, an interstate truck was travelling too close to my rear bumper travelling out of town and all of a sudden another interstate truck overtook the vehicle behind me and moved into the space that Harold was occupying. Fortunately or perhaps unfortunately we were passing over the Wacol creek and a safety rail on my left stopped Harold from going bush. The fortunate part could have meant that I avoided a head-on crash into a tree. The unfortunate part was that the truckie kept moving into the space Harold and I were occupying. I braked hard and the truck moved forward as I squeezed out the back. Harold had been sandwiched!

Then I noticed it. He wasn't stopping! The beggar must have noticed but he kept going. Well I wasn't going to let him get away with that. I banged the gear stick into third and accelerated after him. Fortunately I had my mobile phone with me so I called 000 and told the police that I was in pursuit of a hit and run truck. They advised me to back off, but it wasn't their Riley that had been smashed. Even in that condition no interstate truck could compete with a '48 2½ Riley. By the time we were adjacent to the weigh station I had caught up, overtaken him and braked immediately in front of him. The truckie moved off the highway and into the parking area adjacent to the weighing platform. As I got out of my car a police vehicle arrived, I immediately headed for them and briefed them about what had happened so they took the truckie's details. Now, I won't bore you about the time and effort it took to get the insurance to pay out a pittance on a car that wasn't listed but I will tell you about the sad state of Harold and how I went about a rebuild.

The worst damage occurred as a result of the truck pulling the right side of the body forward and the safety rail pulling the left side backwards. The body was slightly twisted on the chassis and I assumed the timberwork had been splintered. The fact that the mudguards were now flattened and the rear driver's side door pierced and door handle bent back was a more minor issue. A further inspection under the car revealed that the left rear spring was broken as well..... Oh, for those of you who are interested in my state of mind let me assure you that I did drive the car home. I was in a state of keen annoyance and so I did not say any swear words but there were dark clouds forming over my head.

After the visit of the insurance assessor and acceptance of a very inadequate offer of compensation I set to work. The first thing that I did was strip the mudguards and running boards off the car. I removed the right rear door and the springs from under the car. The springs were taken to a spring maker to

duplicate, the guards to a panel beater to reshape and I decided to replace the rear door. The body was a different matter. After releasing the bolts that attached it to the chassis I thought that the body corrected itself slightly so I pushed it about for awhile and found that it was settling into around about the right shape. In fact it was not in as bad a shape as I had first imagined. I did, however remove the headlining, the quarter panels and inspected the timbers. The door posts were not damaged (Jack calls them 'A' posts, but I have got no idea why). Many of the joins were loosened around the ceiling and behind the quarter panels but these I managed to tighten without a complete disassembly. It did require the making of a few special tools but that was OK.

I think that it must have been July because at the most inconvenient moment during the reworking of Harold, I received a posting to Keswick Barracks, Adelaide. This necessitated a hasty reassembly of quarter panels, replacing of the door which was not yet repaired and mudguards that were undercoated but at least back into their original shape. All of this happened in just enough time for the removal to Adelaide. On the day designated a towie arrived at our house and dragged Harold onto the tray. That done we went about the business of packing up the rest of our house and moved to Adelaide.

Now, after we set up our house in Adelaide, I called the people who were storing Harold and asked them to deliver the car to our address. On the day of the delivery my bride called me and said that the towie was going to arrive in 10 minutes. I left work and arrived at our house just as the towie was arriving. My wife was looking at the car and she called out, 'you're not going to like this.' At this stage I had not got out of the work car and could not see what she could see.

(To be continued in the next edition.)

Riley Resurgence?

This was posted on a Riley mailing list, taken from the AutoWired news digest (<http://www.autowired.co.uk>). Reproduced here with acknowledgement.



Riley car production to start again in Blackpool

by Barry Hook

WILLIAM RILEY'S plans to revive his old automotive family name has shot further forward this week.

As reported in AutoWired in March, he is coming-out of retirement to build sports cars in Blackpool.

He is to rent the former TVR factory at Bristol Avenue, Bispham as a short-term measure and hopes to receive the first chassis from Italy by July 1.

He said he has already hired a number of former TVR staff. "We will start work as soon as we have the chassis," he said.

In the long-term, however, he has paid Blackpool Council £400,000 for land at the Technology Park and will be investing around £1.5m on a new factory on the site.

"For the time being, however, I will be producing two cars from the former TVR factory at Bristol Avenue."

Riley logo

The cars produced will carry the Riley Motoring Company logo if he can reach agreement with BMW over the badge rights.

"It has been an exhausting few weeks, but thanks to Blackpool Council, I've been able to sign a deal which will bring classic car production back to Blackpool," he said.

Alan Cavill, head of corporate policy at Blackpool Council, said: "We've worked closely with Mr Riley to secure this deal and look forward to production starting up again soon."

Riley said he has already been in talks with Price Waterhouse Coopers, the receivers of MG Sport and Racing over buying the rights to the brand. MG Sport and Racing was left in receivership when Nanjing Automotive of China bought out the MG name.

barry.hook@autowired.co.uk

D A T E : Tuesday, June 19, 2007

CC News.....24TH May 2007

Queensland Transport Liaison Report

Meeting scheduled with Qld Transport Tuesday 10th July. The purpose of the meeting will be:

- to introduce Transport Inspector and contact for compliance issues;
 - to introduce Policy Officer who has researched the SIV schemes operating in other states and is interested in any comments we may have on more club involvement, the use of log books, restrictions of use by days per year;
 - to discuss the recommendations listed in the report to the Director;
 - to discuss the legal advice received and the "what now" on the club membership issue;
- We are to ask if a Stat Declaration would be sufficient for a vehicle that has been registered previously, to for proof of prior registration.

It was reported re Log Book that somebody reported that 90 days would not be sufficient as he uses his car more than 90 days per year. We were also advised that SA scheme is not working well in SA.

Will QT Liaison Office will be making decisions or bringing back info to the meeting?

Answer – bringing back into to the meeting only.

Interstate members registering vehicle when members of Qld Club – Who would be an acceptable person to certify?

QCCHVC meetings change from monthly to Bi-monthly commencing July 2007

A Committee meeting will be on the other month (and no meeting December). This gives the committee time to work on issues between meetings. David James spoke in this and there were discussions.

National Motoring Day – 20th May 2007

Reports in writing to be provided by clubs that had events (*please*). This to be provided by July General Meeting so delegates can present at AHMF Meeting. Also, if there are any Newspaper articles please supply a copy of the article.

QCCHVC Poster

The following was agreed regarding these posters:

- a) 5 x A2 (large) and 10 x A4 (small) Posters to be made available to member clubs, *upon written request*, for promotion their club event, e.g. Invitation Rally, Vehicle Display, Swap Meet, etc
- b) Clubs to apply in writing for the posters to be supplied. In this application they should advise details of their event. Also, they are to advise if they wish for the posters to be posted or organise for them to be collected.
- c) If Clubs require more posters than the above "standard" they should advise this in their letter and the reason they require more, e.g. there are 9 service stations in the town and they wish to have a large poster at each.
- d) Posters to be posted to club or collected. Postage will be in a Cardboard tube costing QCCHVC approx \$5 for the tube + approx \$5 for postage.
- e) Greg Stevens will store and administer the posters. Greg is available in business hours if

clubs wish to collect their posters. He also has a Trade Stall at the majority of the larger Swap Meets in South East Queensland if they organise for him to take them to the Swap for collection. Greg also goes to the Post Office daily so can easily post the posters to clubs. (Greg Stevens – ph 3260 6197 or 0418 873233. Email info@ftrs.com.au PO Box 246 Nundah 4012)

- f) QCCHVC will cover the cost of any postage to the clubs. This could be reviewed at the end of 12 months or at the 2008 AGM



For Sale



1954 RME Saloon, Chassis No. RME 22169 Engine No. RMA 12365. Full registration RM 054.

The car, metallic blue body with grey leather upholstery, is in excellent condition following an extensive restoration several years ago. Work carried out included an engine rebore, new pistons were

fitted and bearings re-metalled. All engine components were reconditioned. The body was resprayed, the vinyl roof and carpets replaced and chrome components were re-chromed. Heater and radio in working order.

Concours d'Elegance results include:

Best 1½ in 1993, 94, 95, 96, 97, 98, 99, 2000, 2001, 02, 03, 05, 06.

Most Original Riley in 2000, 2005 and 2006.

Current owner since 1985. Restoration completed 1993. Usage since restoration mainly confined to Riley Club annual rallies and club outings, (around 27,000 kms).

Price is \$16,000.

Contact Frank Phillips (03) 9580 4818 (Parkdale).

Note: Body parts - doors, mudguards, spats, and engine block also available.

N.O.S. SPEEDO showing just 2 miles 'on the clock'. This is identical with the speedo that is in my RME and is in working condition. The chrome ring is a little tarnished otherwise the unit is in new condition. I have no idea what it is worth so will consider offers.

Phone: Bruce Vine 0409 468 230.

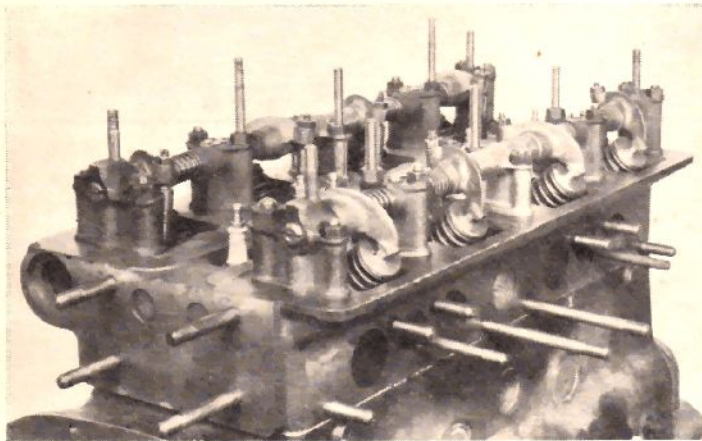
Neal Brandt brought a collection of Riley Sales and Service Bulletins to the June meeting. Here are two pages from the August 1947 issue (more to come)



SALES FEATURES OF THE 2½ litre CAR

ENGINE

Four cylinder O.H.V.
Hemispherical head with straight-through inlet and exhaust ports.



● PUSH ROD OPERATION OF VALVES VIA LIGHT ROCKER GEAR

Balanced crankshaft. Scientific design achieves lightness and rigidity.

T-slotted pistons, provided with two compression and two oil control rings.

Patent P.R. cylinder head with cross-flow cooling.

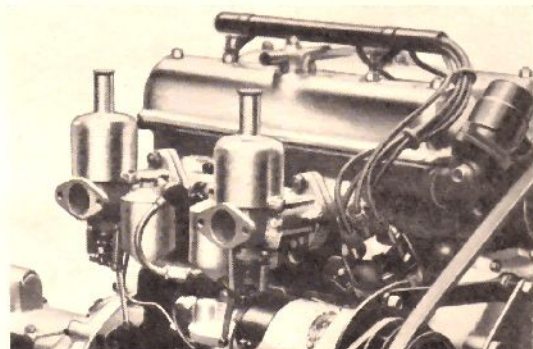
Twin camshafts, mounted high in block.

Full-flow Tecalemit oil filter.

Large oil pump, supplying copious quantities of oil to all moving parts.

Chain-driven timing gear, with automatic tensioning device.

● TWIN S.U. CARBURETTORS





Air silencer and intake filter.

Aluminium sump ribbed internally and externally to assist oil cooling.

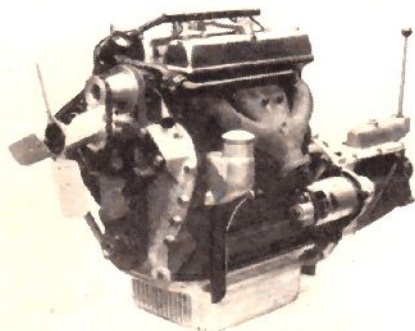
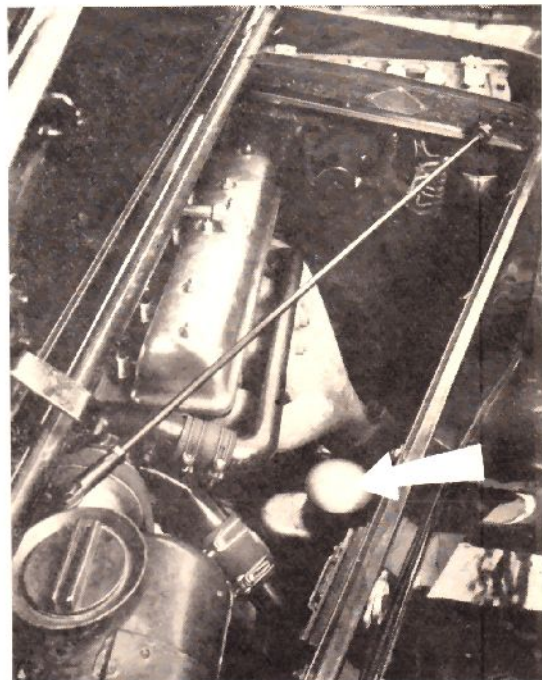
Thermostatically controlled cooling by pump, fan and thermo-syphon action.

Polished aluminium rocker gear covers.

Engine unit mounted on rubber at four points to eliminate vibration at all speeds.

Engine individually assembled with all bearings hand fitted, and cylinder heads, ports and valves highly polished.

● ACCESSIBLE OIL FILLER AND BREATHER COMBINED, LOCATED ON THE EXHAUST SIDE OF CYLINDER BLOCK



● 90 B.H.P. AT 4,000 R.P.M.

2007 Committee Contact Details:

President

Alan Hill
4 Mahdeen Place
Samford 4520
Telephone: (07) 3289 1063
Email: alshe@bigpond.com

Vice President

Peter Young
53 Cosmos Avenue
Banksia
Bribie Island 4507
Telephone: (07) 3408 6194
Email: petertec@bigpond.net.au

Secretary

Ray Burrows
14 Lynch Crescent
Birkdale 4159
Telephone: (07) 3822 1366
Email: Red_Path@bigpond.net.au

Treasurer:

Ross Phillips
34 Blackwood Street
East Ipswich 4305
Telephone: (07) 3281 3807
Email: dphillips@prescare.org.au

Editor

Linden Thomson
39 Third Avenue
Sandgate 4017
Telephone: 3269 6426
Email: lindenthomson@optusnet.com.au

Club Captain

Sheila Hill
4 Mahdeen Place
Samford 4520
Telephone: (07) 3289 1063
Email: 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 French
152 Old Northern Road
Everton Park 4053
Telephone: (07) 3353 0532
Email: mgwfrench@optusnet.com.au

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