



# TORQUETUBE

**Newsletter of Riley Motor Club Qld Inc. June 2016**

**[www.rileyqld.org.au](http://www.rileyqld.org.au)**



**Rileys outside the Seahorse Inn at Boydtown**

**Editor:** Philip Wyllie  
philip.w.wyllie @gmail.com  
07 54999826

**Next Meeting:**  
Thursday, 9<sup>th</sup> May 2016.  
**Queensland Riley Car Club Shed**  
**7.30 PM for an 8 PM start**

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



## Editorial

The National Rally was an exceptional experience for Riley enthusiasts from all over Australia including the Queenslanders who took away two trophies. The Hard luck trophy was presented to the Club president and the trophy for the longest distance travelled was presented to Brian Jackson. I hesitate to express congratulations as you will find from the story which begins on page 6. It may require a tissue for the soft hearted.

Not all is gloomy however as the Spare Parts Officer will be doing a lot of business over the next weeks

Thank you to all of those who contributed articles. Please send all contributions as Word Docs. The editor reserves the right to condense or change the grammar and spelling to suit the magazine size.

Editorial and Special announcement about the shed opening	Page 2
Minutes of the May General Meeting	Page 3
Our Eventful Trip to Merimbula – a Story of Fortitude	Page 6
The 2016 National Rally of Riley enthusiasts and their cars	Page 9
Members news	Page 13
Club Activities	Page 14
Committee contact details and Circuit for indicators – a technical article	Page 15
For Sale/wanted advertisements	Page 17
The 2017 National Rally advertisement	Page 19

## Official Opening of our Riley Club Shed

38 Showgrounds Drive, Highvale. (Samford)

Sunday 3PM 12<sup>th</sup> June, 2016

We are hoping for a good turnout of Members and their cars for this auspicious occasion. Guests have been invited and after our cars have been parked up and admired, the official opening will take place followed by afternoon tea.

Members are requested to wear Club shirts and name bars and are welcome to bring friends and family.

BYO alcohol and RSVP to Sheila Hill, 0408 295243 by 30<sup>th</sup> May – essential for catering please.

Contributions of cake/slices would be appreciated.

Ken Lonie

**Minutes of Riley Club Qld. Inc. General Meeting  
Held on 12 May 2016  
Queensland Riley Club Shed  
38 Showgrounds Drive, Highvale 4520, Samford Show Grounds.**

1. President Ken Lonie declared the meeting open at 8.30pm.

2. **Attendance:** as per the attendance book.

**3. Apologies:**

Del Thomson, Dorothy Cameron, Bill White, Mark Baldock, Greg Mehwa and Di Phillips.

**4. Minutes:**

Minutes of the General Meeting held on 14 April 2016 were circulated and moved for adoption as a true and correct record by Brian Jackson and seconded by Alan Hill. Carried.

**Business Arising:**

- Nil.

**5. Secretary's Report and Correspondence:**

**Inwards:**

**Club Magazines from**

- The Spoke, Sapphire Coast;
- The Riley Crank.

**Correspondence from:**

- Invitation from Kilcoy Classics, Saturday 24 September 2016;
- Welcome letter from Bendigo Bank;
- Email from Aaron Butterworth applying for membership;
- Membership form received from Aaron Butterworth.

**Outwards:**

- Nil.

Ken Lonie moved for Mark Baldock that the inwards correspondence be received, seconded by Robin Hull. Carried.

## 6. Treasurer's Report:

Treasurer's Report for April 2016:			
	BOQ	Bendigo	
		General	IF Loan
Balance as per Bank Statement, 1 April 2016	<b>\$7958.61CR</b>	<b>\$2780.87CR</b>	<b>\$4487.83CR</b>
Income			
2016-2019 Membership fees in advance		200.00	
Membership fees ‡		115.00	
Membership fees		200.00	
Raffle proceeds		39.00	
Transfer from BOQ		7958.61	
Transfer from general account			5000.00
Interest		1.82	5.68
	<b>\$ 0.00</b>	<b>11195.50</b>	<b>5005.68</b>
Expenditure			
Transfers to IF Loan Account‡		5000.00	
Transfer to Bendigo	7951.68		
Shed – sundry expenses – T. Taylor‡			386.24
Shed -electrical work - Connect4 ‡			7837.74
Shed – sundry earthworks – Edwards Earthmoving‡			275.00
	<b>\$ 7951.68</b>	<b>5000.00</b>	<b>8498.98</b>
Balance as per Bank Statement, 30 April 2016	<b>\$0.00CR</b>	<b>\$6195.30CR</b>	<b>\$994.53CR</b>
Consolidated balance		<b><u>\$7189.83CR</u></b>	

‡ EFT/BPay

Note re Bendigo Community Bank Accounts:

Two accounts are operational: -

Riley Motor Club Qld Inc. BSB 633000 A/c No. 156635229

Riley Motor Club Qld Inc. Council Loan Account BSB 633000 A/c No. 156635728

The latter account is for the shed project and servicing the IF Loan only.

Balance of BOQ account was transferred early April, and account will be closed.

Note re Advance Memberships:

To 31 April, \$8280.00 has been advanced by Members.

Moved by Linden Thomson that his report be accepted Seconded by Rod Longden.  
Carried.

## 7. Report from Club Captain:

- “Hillbilly Run” to Toowoomba, Friday 3 to Sunday 5 June, 2016. Details available from Graham & Susan Porter, [graham@cpmetal.com.au](mailto:graham@cpmetal.com.au), or phone 0407 257 437;
  - Thursday 9th June, Monthly meeting;
  - Official opening of the Riley Club Shed, Sunday 12 June. This will be an Afternoon Tea at 3.00pm, with drinks for guests and BYO for members. Please RSVP by Monday 30 May for catering purposes;
  - Static Car Display, Samford Show Grounds, 9 to 10 July, 2016;
  - Thursday 14th July Monthly meeting;
  - Tuesday 19 July Riley/MG breakfast run;
  - Sunday 24 July Gold Coast Swap at Mudgeeraba Showgrounds;
  - The Riley Club did win the “Hard Luck Trophy” (combined effort) and Brian Jackson won the “Furthest Travelled Trophy”.
8. **Report from Torque Tube Editor:**
- Torquetube was distributed without any significant issues or feedback.
9. **Report on Riley Shed:**
- There will be a meeting at the Men’s Shed 17 May to discuss the issue of power connection between the Men’s Shed and the Riley Club Shed. Bill White and Trevor Taylor have been authorised to finalise details.
10. **Report from Registrar:**
- Nil Report.  
Di still needs many Riley owners to pass on information regarding their Riley’s so she can update the Register. Please assist Di in her quest for vehicle information for the Register.
11. **Report from Spare Parts:**
- Some members have returned bought items to stock;
  - A suggestion was made to charge a restocking fee of 10% in future;
  - Semi-finished RMB pistons are now available again and an engine shop capable of doing the cam grind is being sought;
  - RMA parts donated by Robert Spears will be picked up by Bill White when he can;
  - Brian Jackson to negotiate purchase of Pathfinder for spares to be dismantled at the clubhouse;
  - Members with parts out for “appraisal” to either return or pay for these ASAP;
  - Last month’s operating figures were presented to the meeting;
  - Consideration is being given to another batch of RMH type con rods after interest from local and Victorian members at the Merimbula Rally.
12. **Report from Website Co-ordinator:**
- Linden will be working on the site shortly.
13. **General Business:**
- New membership application form has been finalised. Procedure for admission of new members to the club to be put on the website;
  - Sub-committee for the 2018 National Riley Rally to be formed and discussed at the next general meeting. So far volunteers for this committee are Ken Lonie, Robin Hull, Sheila Hill and Di Phillips. Anyone wishing to volunteer to be part of this committee should contact Ken Lonie on 0409 613 231.
14. **Car Reports:**



- Nil except for the commiserations for those who had problems on the way to and return from the National Rally.

15. **Next Meeting:**

- Will commence at 8.00pm on Thursday 9 June, 2016.

16. **Meeting closed:**

- Attendees were thanked for their attendance and the meeting closed at 10.20pm.

### **Our Eventful Trip to Merimbula – a Story of Fortitude**

The Saga commenced with lots of laughs & some tears, mainly of frustration with our treasured Rileys.

The group who travelled together met at Gatton and this included the Hills (RMB), Lonies (Monaco), Bill White (RMB), Schooneveldts (Elf), Burrows (Pathfinder), Jacksons & Anne (RMF), Di Phillips (Modern) with Mark Baldock and Rod Longdon as passengers. The Hulls, Wyllies, Patons & Mathew Schoonevelt travelled down separately.

At the start of the rally, Alan broke a rear spring and had to limp home and change into a modern. (It turned out to be a torsion bar Ed.)



Between Gatton & Warwick, an ominous and loud clacking noise started in the engine on Ken's Monaco. The diagnosis was a big end fail



Fortunately not a big end or mains but a lack of a spacer allowed a peg on the idler gear to escape from the oil pump piston gear creating the sound of scoring.

This required a trip back to Maleny on a truck where a quick changeover into the RMB took place followed by a drive to Inverell for the overnight stay. Ken & Wendy got into the motel about 2am, trying not to disturb the others until Wendy burst into the wrong room with some baggage! Poor Rod & Bill were most startled, but admitted they had not locked the door. Next morning on recounting the previous events, Wendy said she was just doing her hospital Matron duty, checking on all her charges! Bill said they were hoping for a gorgeous blond to visit, hence the unlocked door- bad luck boys!

After the Monaco's mishap, Ray & Bevs Pathfinder came to an abrupt stop shortly after – a fatal conrod through the block! and suffered the embarrassing trip back on the recovery truck.

The first day and 3 major problems necessitating them to “not proceed”. The disappointing thing was all the vehicles were in top mechanical condition, Ken, Ray & Alan having tweaked them for the long trip. Unfortunately Ray and Bev decided not to continue to Merimbula.

Ray's hole in the wall (top right)

and conrod tragedy (bottom left)



Day 2. We are all optimistic that our bad luck was behind us – things happen in 3's don't they? Well obviously not in Riley world! Brian & Lynne's RMF decided it was its turn to be difficult. About 12 months ago Brian bought the car and has been restoring it since. It appeared to be a fuel pump blockage, so the car limped along at about 30klms per hour, a great frustration as we had 532 kms to drive

on day 2. The problem was vexing all the Riley “brains”.

The second night, most of us stayed at the Hermitage Hill in Wellington, a wonderfully restored old hospital oozing with character and old world charm. Take away pizzas and comaraderie were just what the Doctor ordered for a great night. Next morning we were taken on a tour of the facility before setting off to Gundagai.

Seeking fuel flow (picture right)





Convoy of cars “crawled” up The Kosciuszko Way, shepherding the RMF. At one stage a huge truck, piggy backing another truck starting blaring its horn in his frustration to get past, which didn't help. At the summit, 1250mts, we pulled into a safe area to try another solution. It was bitterly cold and blowing a gale. Old fashion mechanical genius came to the fore! A plastic fuel container was strapped into the engine bay with a fuel line & pump attached, thereby bypassing the fuel tank.



Asked about a potential fire hazard, Brian was heard to say “let the Bastard burn”! However, the system works like a dream, though aesthetically it leaves a lot to be desired – the bonnet of the RMF was lashed down with a rope! We all headed off to Merimbula at an acceptable speed which was a welcome relief after the previous crawl speed of 10-30 klms per hour. The only downside now was the 1 gallon petrol receptacle had to be refilled every 30klms! It seems nothing could dampen our spirits now!.....



until Brian's RMF hit a kangaroo! Ken had just swerved to miss a fairly big roo when it doubled back straight into the front of Brian. Almost the last straw for Brian who at this stage loathed the car & felt it was jinxed. It was fatal for the roo of course but not too bad for the. RMF – a stove in grill and a bit of bruising to the front of the car.

The scenery was spectacular enroute with a lot of the trees

displaying their autumn colours and we passed a herd of wild horses in the high country. Generally the countryside was dry with lots of cattle being managed on the “long paddock”.

The wonderful Riley women with the patience of Job who support their men & their passion. L-R: Sheila, Wendy, Helga, Anne, Di, Lynne





Our morning tea and lunch stops were great opportunities to regroup and discuss all manner of things including the difference between deer scat & kangaroo scat (poo)! That was prevalent at one of our stops. Even though the sun is shining, it is freezing and the wind is brutal.

The friendship & support of “the Riley family”, both mechanically & emotional was never more apparent on this 2016 challenging trip to Merimbula for the 2016 ACT National Rally.

Wendy Lonie

### **The 2016 National Rally of Riley enthusiasts and their cars**

Like everyone else who drove a Riley to the ‘Sapphire Rally’ a lot of preparation went into getting our car ready for the event. A new timing chain was purchased from the Qld spare parts officer and fitted, a spare negative earth SU fuel pump was purchased from Midel, two spare fan belts were set aside, the SU carburettors were exchanged for rebuilt ones and the Chinese distributor was exchanged for a Mitsubishi distributor with an electronic coil. It must be admitted however that the Chinese distributor was taken just in case it was needed. After that everything was tweaked to run at optimum performance which is saying something as the timing and carburettors were set by ear and everybody who has heard me sing can attest to my profound tone deafness.

Mechanically, the trip down was uneventful and the worst mishaps simply involved a few rattles; the nuts holding the front mudguards unscrewed themselves just south of the NSW border producing one rattle and were fixed at the next fuel station, the left hand trafficator decided to stay up after a left turn and an alternator nut slightly unscrewed producing an extremely annoying rattle. This was found and fixed at Merimbula. We were committed to return tools borrowed from Paul Baee (NSW Spare Parts Officer) and RMD parts borrowed for copying to Neil Patrick. Thank you to you both. So the trip involved overnight stops at Coffs Harbour and Hornsby. For those interested in statistics the trip to Merimbula involved 972 miles, 58 gallons of fuel resulting in nearly 20 miles to the gallon or 7 KM to the Litre. That has more to do with my inaccurate tweaking than the car’s potential performance but I will be interested to hear about other people’s experience. The distributor behaved faultlessly as did the engine which is running on Jack Warr’s slipper shell prototypes. It has now clocked up 2026 Miles.



One other thing occurred about the trip south that is worth mentioning. Neil Patrick invited us to visit at their holiday home at Orient Point on the way south. They both knew that we planned to pass through Berowra and from there they both knew that our trip involved a drive through Nowra but they chose not to tell us about Kangaroo Valley. It is an almost sheer drop from the Southern Highlands of about 1000 feet to the coastal plains. There are several hair pin bends requiring almost three point turns in a Riley and warning signs about Trucks cutting the corners. Smoke followed us from the brakes and I was fearful that the brake fluid would boil dry and we would both die. When this frightening experience was

reported to Neil from the bottom of the hill he just laughed – can you believe that? Later Paul said, ‘welcome to NSW.’ I think they were trying to murder me so a salutary lesson was learned; never trust New South Welshmen! They will play tricks on you and laugh about it afterwards.



Cole's car park, Merimbula

We deliberately chose to arrive a day early to refresh and orientate ourselves before the Rally so day one included purchasing stores, going for walks, finding the venues and giving George a bath. Thankfully we had booked ‘Coast resort, Merimbula’ because it provided cooking facilities, and secure undercover parking so we enjoyed the sleep of the exhausted on the first night. On one of our walks we met a New South

Welshwoman who asked if we had seen her teeth. She said that she had only recently purchased them and they were uncomfortable so she took them out of her mouth and put them in her pocket. But alas they fell out. Hearing this I decided to cheer her up by telling her a story about a person who lost their teeth and later found them. I said I had heard the story on the ABC news so I knew it must be true. Apparently a New York man who was sick threw up in his toilet, his teeth came out and he accidentally flushed the teeth down the toilet. Alas the teeth were gone. Some long time later another person was fishing and he caught a large fish. Later when gutting the fish he found a set of teeth. He shared this with the media and they reported it. The first man heard the story, claimed the teeth and proved that they were his by putting them in his mouth. They fitted perfectly. With this the woman took heart and went off in search of her teeth hoping to recover them just like the man did in my story. It was good to help a New South Welshwoman even if some of her male counterparts were mean to me.

On day two, the first day of the rally, we went out for a walk and across the road saw Queensland Rileys so we went over to investigate and found Brian Jackson looking downcast and standing in front of his car. What we saw made us feel downcast as well. A kangaroo had bounced off the middle of the rare RMF grill and one side of the bonnet was raised revealing a fuel container with its own fuel pump. The trip was a disaster he said. He had a fuel blockage necessitating the bypass of the fuel line and then later the car was struck by a Kangaroo. But the car did make it to Merimbula and by noon the fuel blockage was sorted and the driving lights straightened.



The rest of the day involved photographing cars, mingling and catching up with friends from around Australia. Early in the day we saw fiends from Tasmania; Chris and Wendy Gilbert. Later we met up with some of the South Australian contingent; Bev and David Wilson/Thomson and then there were people from Victoria, including Rob and Anne Russo

and many from NSW including Phil and Pam Soden/Harding and Jim and Glenys Runciman from WA. There were of course many others but the whole contingent numbered about 90 cars including a few moderns and 180 humans. Later that evening a very nice meal was served at the Pambula-Merimbula Golf Club for about 180 Riley people. During the proceedings there was a session featuring hard luck stories. Queensland members gained the most notoriety and Brian Jackson won the golden duck award for the most horrendous trip south but it has to be said that the entire group shared the pain.



and Miriam Paton and our car. There were also pre-war cars including Mat Schooneveld's Riley

Tuesdays activity included a group photograph; not of the human participants but the cars. There was a BMC group that included Simon and Helga's Riley Elf, RMs that included the cars of Robin and Barbara Hull, Ken and Wendy Lonie, Brian and Lynn Jackson with Ann Franklin, Bill White, Stuart



9. There was also Alan and Sheila Hill, Ian and Wilma Henderson in moderns and Di Phillips and Mark Baldock in support. The day included a tour of the town that was orchestrated as a search for particular highlights of the town and Dinner at the golf club. At the dinner awards were made for the most highlights

discovered and embellishments about the highlights. Sadly the embellishments were not announced as a part of the award ceremony but we did hear that some people sat up late thinking of things to write about the landmarks.

At some time during that day one of my NSW friends shared with me a sure cure for the cigarette habit. He said that a NSW member was smoking while driving. The driver's side window was wound down and as cigarette smokers do he was taking a puff and flicking the ash out of the window. Unfortunately one of the ash flicking actions caused the live cigarette ember to fall down alongside the window and into the bottom of the door cavity. The leaf and old timber splinters that accumulate in that space caught light and a fire commenced in the



driver's side door. Being a quick witted Riley man, he pulled up quickly and found himself opposite a flower shop. He quickly dashed across the road, grabbed a full vase, discarded the flowers, ran back to his car and doused the flames. Of course he took the vase back and paid for the flowers. Thereafter, he gave up the smoking habit to preserve his Riley. Isn't that a wonderful story of sacrifice in the cause of Riley preservation?

Wednesday involved a trip north, a viewing of a black smith at work, and later in the evening dinner at a Wharf restaurant where we ate fresh oysters. The drive took us along the coastal scenic route past Tura Beach and on to Tathra, a beautiful seaside town and then onto Bermagui where we stopped for a fish and chip lunch. From there we went inland to Cobargo and a little further inland to watch Filippé, a French blacksmith produce ornamental pokers for an open fire. One of the interesting things about the trip was that for a while we drove behind a pre-war 12/4 which danced around the road at speeds ranging from 40 MPH uphill to a breath taking 55 MPH downhill. Afterwards we spoke with Mike and Pat Osborne who told us that the car could do 60 MPH on the flat with a tail wind. Mike also mentioned that he was the president of the Victorian Vintage Radio Club and pretty soon we found out that he knew our next door neighbour who is also a Vintage Radio Club man. One of the unique things at the Wharf Restaurant was its down stairs aquarium where we enjoyed Hors-d'oeuvres and viewings of many local fish.



Group photo of the Queensland cars

Thursday included a trip south to Boydtown, another group photo of the cars and a return trip through Eden, a coastal town where we ate muscles for lunch. As on the day previously we assembled at the Merimbula Boat ramp, just outside the Black Dolphin Motel. At Pambula we turned left onto the Princes Highway and onto Mt Darrough Road, Back Creek Road and then back onto the Princes Highway to Boyd Park. This is the location of Boydtown where in 1843 a Scottish entrepreneur, Benjamin Boyd sought his fortune by running a steamship company. His business operated with the use of paddle steamers between Sydney, Twofold Bay and Hobart. The building where we had lunch was originally built as the 'Sea Horse Inn'. After that he erected houses for his workmen and their families and a Church. At its peak the town boasted a population of 200 people. Sadly, however, the story ends with bankruptcy in 1848. Post World War 2 Alan Whiter and his sons completed the restoration of the house to the splendorous building that it is today. On the way home we visited the local vintage car club





house with a display of cars and their workshop. The display included numerous classic and vintage cars; perhaps 20 in number and the workshop boasted hoist and a wide variety of hand tools. Afternoon tea was then enjoyed by those who could fit just a little more in after the magnificent lunch enjoyed at Boydtown.

The presentation dinner was held at Oaklands Event Centre, off the Princes Highway at Pambula. It was a very large shed with open fire, bar and tables on two levels. We sat on the higher level close to the lectern so we could see and hear the presentations. The whole event was well



organised, not too busy and at a beautiful location. All the accommodation was close to the headquarter building and the food was magnificent. Thank you to the ACT club, particularly Ian and Sue McNair and Ian Thompson who did a magnificent job of organising and running the event.

Philip Wyllie

## Members News

**Dave Sawtell** has tried his hand at vacuum moulding interior light lenses with excellent results. How about making a few spares for stock Dave?

**Bill Barlow** has decided to sell his very original RMB. This car has been in RACQ storage for many years, is still registered with original Q plates and drives and looks very well. Very good buying at \$16,000. Phone 3868 1862.

**Alan Hill** has already repaired the damage (mainly a broken torsion bar) after his attempted Merimbula journey. All now back to normal.

Not so quick for **Brian J** who is still waiting for Shannon's insurance to advise on repairs after Kangaroo Mark's crumpling of the pointy end.

Others including **Ken L, Ray B, Phil W** still licking their wounds after the same interstate attempt.

Many thanks to **Matt Schooneveldt** who ably assisted so many during that event.

Prospective member **Noel Clark** of Caloundra wants to relive his youth by purchasing a reasonably complete one and a half. Maybe someone who can't forget his advancing age could oblige? Phone 0407 026356

**Ken Hooper** continues work on his Hudson Riley and continues to support the Spare Parts Operation at the same time. Thanks for your business Ken.

**Peter Lee** is giving the Drophead a new set of Navara rims per Short/Jackson specifications. With modern tyres fitted newly skimmed brake drums (thanks to **Robert McNeil**) and soft linings, he hopes it will soon be able to stop in the garage and not progress to the kitchen.

**Norm Evans** is not in the best of health and has decided to sell his Roadster. See ad in this Torque Tube. This is the sister car to **Robert Carter's** (Bowenville) roadster. Rob's mum and dad had a roadster each back in the 50's/60's. What an awesome family to grow up in!

**Chris Reynolds** will be out of the country for a year or so and is leaving his Drophead in the caring hands of **Trevor Taylor** until his return. Check the speedo before you go Chris, the next National rally is at Phillip Island you know!

**David Schock** is already away working, this time in .... wait for it .... Mongolia! Not many Rileys there but it's good to hear he keeps abreast of things with a regular monthly reading of 'Torque Tube'.

**Stuart Paton** had an uneventful national rally with his faithful old two and a half performing perfectly. He enjoyed it so much he has already invited Miriam on a date at Phillip Island next year.

**Robert Spiers** has generously donated surplus RMA parts to compliment the Club stock.

Similarly **Di Phillips** is slowly sorting through Ross's collection to the Clubs benefit.

**Colin Clark** is working to get the ex-Jeff Harris RMB up to scratch. This is the old cream RMB so prominent around Wynnum during the sixties, then owned by Cec Woodford of Woodfords Furniture.

Ian Henderson

## Club Activities

### MG / Riley breakfast

The next run will take place on Sunday 19th June 2016. (Delayed by 1 week due to the opening of the shed on the 12th.)

We will meet in Samford at 0745 to leave at 0800 and travel up to Jolly's Lookout at Mt Nebo for 'Breakfast on the mountain'. We have checked out that the gas BBQ's work ok.

Contact Trevor Taylor if you need more details on 0407 717 853.

## 2016 EVENTS PROGRAM

May	12 <sup>th</sup>	Thursday	Monthly meeting
June	9 <sup>th</sup>	Thursday	Monthly meeting
July	14 <sup>th</sup>	Thursday	Monthly meeting
August	11 <sup>th</sup>	Thursday	Monthly meeting
September	8 <sup>th</sup>	Thursday	Monthly meeting
October	13 <sup>th</sup>	Thursday	Monthly meeting

November 10<sup>th</sup> Thursday Monthly meeting

? Gold Coast Autorama

December 8<sup>th</sup> Thursday Monthly meeting

? Christmas Party

January 2017 Presidents Run

February ? AGM.

TUESDAY MAINTENANCE AND WORKING BEES !!!

(Playgroup) Held most Tuesdays commencing with morning tea, (provided) BYO lunch if you are staying. Usually at Alan Hills, but sometimes at the Club Shed.

NOTE ALL CLUB MEMBERS VERY WELCOME.

It is best to ring Alan at 32891063 to confirm arrangements.

THE 2015 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 <a href="mailto:kenlonie@bigpond.com">kenlonie@bigpond.com</a>
VICE PRESIDENT:	Alan Hill	07 3289 1063 <a href="mailto:alshe@bigpond.com">alshe@bigpond.com</a>
SECRETARY:	Mark Baldock	07 5491 5409 <a href="mailto:norest1@bigpond.com">norest1@bigpond.com</a>
TREASURER:	Linden Thomson	07 3139 1524 <a href="mailto:lindenthomson@optusnet.com.au">lindenthomson@optusnet.com.au</a>
CLUB CAPTAIN:	Sheila Hill	07 3289 1063 <a href="mailto:realshela@bigpond.com">realshela@bigpond.com</a>
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 <a href="mailto:ian.wil@hendoco.com">ian.wil@hendoco.com</a>
ASSISTANT SPARE PARTS OFFICER:	Brian Jackson	
REGISTRAR:	Di Phillips	0732813807 <a href="mailto:diannephillips1@optusnet.com.au">diannephillips1@optusnet.com.au</a>
EDITOR:	Philip Wyllie	07 5499 9826 <a href="mailto:philip.w.wyllie@gmail.com">philip.w.wyllie@gmail.com</a>
WEB COORDINATOR	Linden Thomson	07 3139 1524 <a href="mailto:lindenthomson@optusnet.com.au">lindenthomson@optusnet.com.au</a>
SHED COORDINATOR	Bill White	07 3289 4282 <a href="mailto:thewhitehouse7@bigpond.com.au">thewhitehouse7@bigpond.com.au</a>

### Circuit for Trafficators

I have one of these circuits on my own RMB and it's been good. The modification on the front original mudguard parking lights is not so good. It is too small to see clearly. It would be better with the same 2 inch (approx.) round Lucas orange lights on the guards themselves or bumper bar fittings made at the front.

I placed the two flasher units out of sight inside the glove compartment on the fire wall, using

One must keep the wigwams in good order or they become sluggish when activated. The light inside is not very bright but if I remember correctly, the filaments need to be intact as part of the wigwam operating circuit.





## FOR SALE /WANTED ADVERTISEMENTS

### For Sale

1949 Riley Roadster  
Owned by Norman & Pearl Evans, Gold Coast

Body Number A34647  
Chassis No. 59SS4804

Selling Car Unregistered, Last Rego 2014  
Car will be sold with RMC-49 plates

Car has had 3 modifications, 5-speed gearbox,  
front disk brakes, power steering (not  
hydraulic)  
All of which can be reversed.

Car has had ground up restoration over 5 years,  
drives and runs beautifully  
\$50,000 ONO

Phone: 0755721673  
Mobile: 0410272541



## 12/4 'Special Status' 1937 Riley FOR SALE

A pre-war 1937 12/4 Riley 2 seater sports car, professionally re-bodied in aluminium. The photo tells the story; most period features retained from the original Riley saloon version. Comes with a Letter of Approval from Queensland Transport for the re-build.



This Riley 'Special Status' 1 ½ litre Super-Charged motor (S27K6157) and wide axle chassis comes mechanically fully overhauled, including Wilson Preselector gearbox. Knock-On spoke wheels. Rebuilt 1 ½ SU carburettor but original Zeniths also included. Differential now a post-war Riley 1 ½ ratio 4.89 for modern highway speed. Lu Vac central oiling pump system piped to all suspension points. Telescopic front shocks fitted, hidden behind the original casings. New radiator core professionally soldered into original frame. Alternator fitted for improved headlight performance. Reset springs all round. New British replica water pump. Refurbished and new shoes on brakes. New wiring harness supplied but not yet fitted. (Currently hot-wired.) Steel bucket seats installed, awaiting upholstery. Old tyres hold air but new ones required for registration. Aluminium foot-well plates are provided to be finish fabricated. Last registered N.S.W in December 1973. This brilliant **"Brooklands"** style sports machine just needs finishing off. Sensible offers considered but not necessarily accepted. Several Past Presidents of the Queensland Riley Club are available to confirm this project's quality. *If you are not a "tyre kicker" you may contact the owner direct:* D. Phillips, East Ipswich. Phone: **07 3281 38**



Queensland men at work staving off starvation in the wilds of NSW during the Sapphire Rally

Numbers may be limited due to capacity of some venues to accommodate us.

To express your interest, complete the details below today and hand to a Victorian Committee Member, or email your details to:  
marghamara@gmail.com or

Post to:  
Riley Motor Club  
c/- M & G Harman  
2 Hope Street  
Warragul  
Vic 3820

I am interested in the 2017 National gathering - "Rileys at the Island"

Name .....

Number attending) .....

Address .....

State .....

Postcode .....

Email .....

Phone .....

## Riley Motor Club (Inc. in Vic.) A0014052N

Web - <https://rileymotorclubvic.wordpress.com>



Ramada Resort Phillip Island

## "RILEYS AT THE ISLAND" 2017

Hosted by the  
Riley Motor Club  
of Victoria



Some of the locals



## RALLY HEADQUARTERS

will be at -



2128 Phillip Island Road, Cowes

[www.ramadaphillipisland.com.au](http://www.ramadaphillipisland.com.au)

Situated on 26 hectares with natural flora and fauna in abundance, the resort is around 2 kms from Cowes.

There are 7 kms of walking trails around the resort for you to enjoy.

Accommodation consists of 211 self-contained, fully equipped cottages, varying in size from Studio to 3 bedrooms, all with their own outdoor decking and set amongst native gardens.



Ramada Cottage

PHILLIP ISLAND - known to motor racing fans as "The Island" - is situated off the south coast of Victoria and accessed by a bridge. The north shores front Westport Bay and the southern shores face the magnificent Bass Strait, with some excellent surf beaches.

Approximately 140 kms from Melbourne, the drive takes around 2 hours via the Monash Freeway, South Gippsland and Bass Highways.

Once on the island you can relax in the knowledge that there are no freeways, trucks or traffic lights - just flat, relatively quiet roads, as we have lined the event to avoid weekend tourists.

Most evenings will be spent on site at the Resort with meals at the function centre or self-catered in your cottage.

We will spend one day off the island, touring the hills and coast of South Gippsland. One evening you will have the opportunity to visit the world famous Penguin Parade, with buses provided for transport.



## DATES FOR THE RALLY ARE:

Check in  
SUNDAY 10th MARCH, 2017

Check out  
THURSDAY 23rd MARCH, 2017

(Easter is 14th-17th April)





