



TORQUETUBE

Newsletter of Riley Motor Club Qld , Australia Inc. July 2017

www.rileyqld.org.au



An Aerial view of Albert while on display at his re-launch Party on June 4th 2017. It was a great day for his Riley friends and Riley enthusiasts who came to celebrate his re-appearance.

Editorial

Thank you to all of the Riley enthusiasts who shared in the re-launch of Albert. You made the day very special not only for Albert but also his present custodians. Special thanks to David Thomson and Bev Wilson and Ross McOmish from South Australia and Paul Bae from New South Wales who attended. For those Queenslanders who attended and who were unaware, Ross' three friends who attended the re-launch were deployed with him during the Vietnam War.

Readers will notice a narrow range of articles in this month's Torquetube. You are invited to contribute, advertise or send letters to the edi-

tor.

Below: Clutch operating joint re-bushed, toggle re-bushed with new pins (Workshop manual E7. 24, 31 and 30)



The editor appreciates receiving articles by the 21st of the Month

THE 2017 RILEY MOTOR CLUB QLD ELECTED COMMITTEE		
PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Trevor Taylor	0407 717 853 trevor.taylor@ymail.com
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
CLUB CAPTAIN:	Robert Spiers	0434 196 991 robertspiers36@yahoo.com.au
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 ian.wil@hendoco.com
ASSISTANT SPARE PARTS OFFICER:	Brian Jackson	0417 625 099 brianjackson15@bigpond.com
REGISTRAR:	Di Phillips	0732813807 diannephillips1@optusnet.com.au
EDITOR:	Philip Wyllie	07 5499 9826 philip.w.wyllie@gmail.com.au
WEB COORDINATOR	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
SHED COORDINATOR	Bill White	07 3289 4282 thewhitehouse7@bigpond.com.au

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JULY EVENTS PROGRAM

Tuesday 4th and 11th July: Restorers activities, friendship and technical advice at the Hills home.

Tuesday 18th and 25th July Restorers activities, friendship and technical advice at the Club House.

Sunday 9th Breakfast Run The breakfast run in July has been planned by Elizabeth and Katherine Collins to the Bunyaville Forest Reserve - UBD p118 L9.

We will meet in Samford at 0800 and leave at 0815 routing along Samford Rd, left into Bygott's rd becoming the Mailman's Track. Rt onto Bunya rd past the recycling centre and left onto the Jinker Track. Rt onto Old Northern Rd - stay in rt lane for about 2km and the rt into the Bunyaville Forest Reserve. At the first T junction turn rt down the hill and the picnic site is on the right.

Join in enroute if you wish or go direct. BYO breakfast.

Inquiries, please call Trevor on 0407 717 853

Thursday 13th at 8 PM: Monthly General Meeting of the Riley Motor Club, Samford Showgrounds

15-16th. Samford Show

Saturday 22nd July tour of Victoria Barracks Army Base: The details of this tour are described below.

The following is a list of some other activities that may be of interest to members, but are not hosted by our club -

9th Sirromet

15th coffee and cakes, mudgeereba

22,23rd Noosa classic beach hill climb

The Jumpers and Jazz in July festival is held on July 23 at Queens Park in Warwick.

Victoria Barracks Army Base tour

Please be aware that for security reasons the barracks need to know the names of the people coming, type of car and the relevant licence plate numbers by the 11th of July. Your information is to be provided to the Club Captain.

The date stated above and condition of entry is non-negotiable.

We will be joined by members of the Vintage Auto Club on the Vic Barracks tour.

The date that the Barracks have selected for this one off tour is 22nd July (Saturday) I have managed to obtain permission from Security and also from our Volunteers to come in on a non work day. Another 'vintag'.

Our tours basically follow the below format: Arrive at Victoria Barracks 9:15 for a 9:30am start. Report to Guard House which is

situated on the left hand side as you enter Victoria Barracks from Petrie Terrace. There is parking available but due to security the Barracks have to be notified in advance of the registration number for any vehicle being parked at Victoria Barracks. Once you have reported to the Guard House you will be directed to the courtyard in front of the Officers Mess. There you will be greeted by our historian and invited to take a look at the current exhibition (from February to June 2017 it will feature "Vietnam" from July to December the exhibition will feature The Light Horse "Charge of Beer-sheba" being the 100yr commemoration.

After your perusal of the exhibition you will be invited to take your seat in the ante room to view the power point presentation on the history of Victoria Barracks. Following that you will be directed to the dining room to enjoy Morning Tea. At the conclusion of Morning Tea the tour group will be assembled for a walking tour of the barracks. The cost is \$15 per head including morning tea. The tours generally take from 9:30am to 12:00. *(Be aware that there are some steep areas around the barracks –Edit)*

Robert and Dulce Spiers

COMMITTEE NEWS

2018 Queensland National Riley Rally

Wendy Lonie advised that expressions of interest were distributed at the National Rally at Phillip Island for return by August 2017 following which entry forms will be sent out. To date 53 expressions of interest have been received.

Wendy also advised that the ferry for the first day has been arranged and buses organized.

Bill White and Trevor Taylor are organizing the runs for the event and Matthew Schooneveldt is preparing the Gymkhana.

Club House

Pictures of members' cars are still being sought for display and it is requested that they be framed prior to display.

A start has been made on the outdoor entertainment area and drainage for the site has been completed.

Spare Parts

There have been some enquiries and sales from interstate since last meetings agreement to supply other Riley Clubs.

Green furlax is now available from Prostitch, Sydney and fuel tank senders are available from Holden Vintage and Classic UK. Further details may be obtained from Ian.

Our Town

– Motor Car dealers in Maleny half a century ago

Loan Brothers in Woombye set up a subsidiary distributorship in Maleny in the early 1950's. They may also have had a dealership in Gympie. They were the dealers of Nuffield vehicles and so had Morris, Worsley and Rileys, The Maleny dealership was a small motor show room in a building that is now called, 'Rather Bazr', between 'Peace of Green' and 'Maleny Arts and Crafts.' The building still has the four folding glass doors and in its day there was a single car displayed behind the glass doors or perhaps one other car behind it. Mostly they sold Morris Minors, Morris Oxfords, Morris Cowleys (Utes) and Worsleys but they did sell at least three Rileys.

Across the road a double story building at number nine Maple street, now a bakery was built for Austin Manitzsky. You can still see the 1953 inscription above the parapet; and that was his Austin motor dealership – Austin for Austins he called it. Opposite Cook Parkin Park in the same street was Maleny Motors. It was the Ford agency. At the time Witnalls Garage opposite the old

Police Station sold Hillmans, Hummers and Commer trucks. Wilson's Garage built in 1946 at the top of the town, now a café was the General Motors Dealer. All of these dealerships competed for the business of the locals who were mainly farmers or trade workers.

The first Riley RMB that I noticed in Maleny often parked outside Miller's café. It was dark green.



Gordon in his garage with one of his favourite cars—a Vauxhall

The second Riley that I remember was a Roadster. It was bought by George Gibson. He was one of five children born to the Gibson family who ran a dairy farm that was located from Stanley River Road and north of Mountain View Road that included an area that now includes Treehaven Way. There is a street off Stanley River Road that is called Gibson Road. George never married and he owned an electrical store near to where the Maleny Co-Op now stands. He purchased the Roadster from Loan Brothers. He used it as his personal and business vehicle. That meant that he carried Electrical appliances in the boot. In those days all of the roads were gravel and on Coral Street, before the bridge that goes over the Obi Obi creek just before the road becomes Stanley River Road he lost control and rolled the car. I don't know whether he ever had it repaired.

On another occasion, it was 1958 – that was the year that Buddy Holley died in an aircraft

crash - I was involved in building a house for a man named 'Pop' Packer. He owned a saw mill out at Reeceville. He supplied the timber for the house from his mill. Most of the way through building the floor we found that we were 15-20 floor boards short, they would have been 1 by 4 inch boards. We told Pop and he said he would fetch the boards and after some while he returned with them. They were laid over the roof of his RMB and tied down on the front and rear bumper bars with ropes.

The other memory that I have is about Mandy Cork. She bought an RMA from Loan Brothers in Maleny. Mandy would have been better served with a ute but Loan brothers talked her into buying a Riley. She was a farmer and when she came into town she bought fertilizer and she carried it in the boot. Later, one of my older brothers bought the car from her. The boot was rusted out so he had a job in rebuilding the tub section of the car.

Gordon Mc Kinnon

SU Carburettor Rebuild

I always felt a bit intimidated when thinking about restoring SU carburettors. They have to be just right otherwise they might suck too much air or they might not balance with each other and those bushes for the butterflies; how can you drill them out and fit bushes that are perfectly in alignment? A couple of years ago Jack Warr was asked to provide some instruction using his tools but he was not well enough to get down to his under-croft at the time and then finally his tools grew legs and just walked off the property. Finally, there was no way around it, if they were not going to be sent away to Midel for rebuilding then I would have to have a go at it. Midel was contacted and a complete rebuild kit was purchased over the phone. This included new butterflies, the butterfly shafts, grommets, needles and washers. Discussing the project with Robin Hull, he hit me with a bomb shell. He had made a tool to ream out the aluminium body of the carburettors so that a bush could be fitted and he was happy to lend it to me. Thank you, Robin.

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Picture below: the leading shaft of the reamer aligns the cutter in the carburettor



The first step was to disassemble the carburettor bodies and the float bowls. The stops on the butterfly shafts were fixed into the shafts by means of a steel peg. This was punched out using an appropriate sized punch and all of the brass and steel parts were laid aside until reassembly.

Then, one of my wife's buckets was utilised (with her permission) and filled with warm water and three cap fulls of a substance called 'Blitz' was added. The active ingredient of Blitz is acid and this made me a little nervous as I did not want my carburettors to be eaten by an acid monster. After an hour, the carburettor parts were checked for cleanliness but nothing seemed to change. So, they were emersed in the solution again and checked after another hour and then again after four hours. At that point, there was a discernible difference in the appearance of the carburettor bodies but I didn't want to push my luck so the parts were removed from the solution and the contents of the bucket was tipped out. To neutralise the acid the bucket was again filled with water and three cap fulls of another substance called 'Superwash' was added to the water. 'Superwash' is an industrial strength soap used to wash down cars and trucks. The carburettor



parts were then submerged in the mixture overnight and next day washed off. Happily, all the grime and carbon deposits came off and the carburettor bodies did not disintegrate in my hands.

These were then put outside to dry. So far so good!

My first inclination was to set the carburettor



bodies up on a face plate on a lathe but this idea was discounted as the lathe was too small for the task. Instead, the face plate was mounted on a compound table that had previously been bolted onto the base of a pedestal drill.

Alignment of the carburettor body was achieved by placing the old butterfly shaft in the chuck and raising and lowering it into the shaft of the carburettor body. Robin's carburettor ream was then set into the chuck and the carburettor bodies were reamed out to take a bronze bush. Bronze was used because Robin told me not to use brass against brass as it tended to bind. When this task was completed the bronze bushes were put into the lathe and the outside diameter (OD) was cut to 9.5 MM fit into the body of the carburettor. These were then pressed into the carburettor bodies with a little locktite to ensure a good bond.



Above: The butterfly shaft being reamed



Above: Butterfly shaft bushes being pressed into position



Above: Robin's carburettor ream.

Readers can see that the shaft fits through the carburettor body into the opposite bush to create an accurate cut. The reamed side is then fitted with a bronze bush and the Carburettor body is turned over and using the new bush to centre the ream for the opposite side the procedure is repeated and the second bush is fitted.

flies were fitted into the shafts. The stops were then fitted over the shafts and careful attention was paid to holding the butterflies closed with the stop screws set at two turns out of the stop bodies and a 3MM drill bit was passed through the stops and butterfly shafts. In this particular case, a dremmel was used in a dremmel pedestal press and this produced an accurate hole that could accommodate the steel peg to hold the stop in place. The peg is conical in shape and after fitting it into place it was punched so that a firm fitting was achieved.

All of the other parts are then assembled into the carburettor bodies and float bodies. The trick to centring the shaft to receive the needle and for the piston to move up and down without



Above: Carburettors assembled

binding is using a dummy shaft. This was explained and an example provided to me by Jack Warr about 20 years ago and I have still got it and use it when required to this day. It's overall length is 8 1/4 inches, the bottom section is 2 inches long and 1/4 inch in diameter and the remainder is a 1/2 diameter.



Above: The carburettors being assembled

The brass shaft was then inserted and after a smooth movement was confirmed the butter-

Philip Wyllie

Rockhampton Rileys by Wendy Lonie

Well a fabulous little trip was promised and that is exactly what it was. 18 Riley folk made the drive to Rockhampton, Bill and Bev Bunt drove down from Townsville and the Lonies, Hills, Jacksons, Di Phillips, Carters, Hulls, Mays & Patons drove up from Brisbane and surrounds. We met up at Gympie for morning tea where Lois Archer and Ian Henderson in his handsome RMC came to meet us. Lois is an enthusiastic long time Member from Tin Can Bay but due to distance, we see little of her and her gorgeous RMA. Talking with Lois started our adventure off to a wonderful start.



Above: Lois with her RMA

We travelled the inland route, overnighing at Biloela. The trip up was totally incident free with the obligatory coffee and lunch stops through the lovely countryside. After arriving in Rockhampton, we welcomed Bill and Beverley Bunt from Townsville, and settled into our cabins before getting together for lots of chatting and a barbeque dinner. Next day we had a leisurely start and drove off to Emu Park where we admired the excellent RSL Memorial. All agreed that the new precinct was a wonderful and fitting tribute to our war heroes. We went for a short walk to the Headland and enjoyed the music from The Singing Ship on the Tropic of Capricorn, before collecting for a pub lunch meal. Yvonne May men-

tioned at the Singing Ship which has a plaque commemorating Captain Cook, that one of the questions she used to ask her students was "Captain Cook made three voyages to Australia. On which one was he killed?"

The weather was perfect and the view of the ocean and the Islands was spectacular creating an excellent backdrop for our Rileys which attracted a lot of admiration. We then drove into Yeppoon and relaxed for a time before attending a local Theatre Restaurant for the evening.



Above: Ken and friend at the theatre restaurant (She's a bloke). Below three amigos comparing dip-sticks.



This theatre restaurant has been operating for 37 years and was a bit of a gamble but we were warned the amateur theatre had enjoyed mixed reviews. The 3 course meal was O.K. and the show was “interesting”! Certainly we had a few laughs—and a few cringes, but it was a fun way to spend an evening. On the third day in Rocky, we visited the Catholic Cathedral and were awed by the size and the brilliant lead light windows – it is world class, before driving off to visit Rockhampton’s Historic Village followed by another barbeque that night.



Through a set of amazing coincidences, we met a family who had just acquired 3 Rileys (2 from Victoria and 1 from NSW), who live in Rockhampton. The

Above: some of the ladies who attended the rally



taking two days whilst others opted for the long drive. From all reports, each and every Riley performed wonderfully with the only mechanical issue being a failed starter solenoid on the Lonie’s RMB. Believe it or not, Robin Hull was carrying a spare! The Rockhampton Riley Sojourn was enjoyed by all and a great success.

Above: Dinner group cars had just arrived two days prior by truck, so the family were keen to see our visiting Rileys

(1 x RMF, 4 x RMB’s, 1 x Pathfinder, 1 x RMC) and during the barbeque get to know us and for us to welcome them into Queensland Rileys.



Wendy Lonie

On our final day, we had our own agendas for returning home, some

Albert's re-launch party by Phil Wyllie

Not every car gets celebrated when restored but Albert was in a special category since he was deemed by many to be past restoration. All of his chromed glitter, door locks, rear window frame and windows had been utilised for other cars. There was just a few minor remnants of timber frame left. The scuttle, quarter panels, K panels were beyond redemption. Two full buckets of oxidized metal was all that was left of the tub section. The boot lid was gone. The roof frame was a twisted, mangled mess that had seized at every joint. Only an insane enthusiast would take the restoration task on. But what value is sanity if there is no joy in life?

missed out on desert as home duties required his attendance. It was a great day.



Above left to right: Wendy Lonie, me, Paul Bae and Bev Wilson

The NSW enthusiast, namely Paul Bae arrived on the morning of the 3rd June. After arriving he had a sneak preview of Albert and was carefully interrogated on the subject of rebuilding post war differentials, but that is another story. It was through Paul that many of the replacement panels for Albert were acquired. He also restored the instruments and thoughtfully left the high tide marks on the top instruments including on the face of the altimeter. Early on the 4th Paul helped me position Albert in the driveway and prepare for the party.



Above: Albert in August 2014

The date of the resurrection party was set on the 4th June because that was when David Wilson and Bev Thompson were available to attend. An email was sent to Ross McOmish, the previous owner to see if he was available on that date and with his affirmative response the date was set. In all, apart from my bride and myself, 19 Queensland Riley enthusiasts, one NSW enthusiasts, three SA enthusiasts, three Vietnam Vets who were mates of Ross attended plus my mate Doug Robinson who helped me extract Albert from the container attended. Trevor and Helen Jakkman who supplied much of the steel panel material and loaned me tools were also invited. Doug manned the BBQ but

Below: Albert looking pretty



By 11 AM Brian and Lyn Jackson, Mathew Schooneveldt, Mark Baldock, Bev Wilson and DavidThompson, Ken and Mary Hooper, Robin and Barbara Hull and Alan and Shiela Hill arrived. Soon afterwards Ian and Wilma Henderson, Peter and Leslie Lee and Robert and Dulce Spiers arrived. The initial experience was of Brian shaking his head over Albert. I think he might have been thinking about the insanity of the restorer. Mathew made some thoughtful comments and Mark made some close observations of the dash and engine compartment.



Above: Brian's bewilderment

Soon afterwards Ross and his three friends arrived. These blokes are all Vietnam Veterans and the experience of Vietnam has produced a life time bond. One of them had helped Ross put Albert into the container at Wynnum before the car had been transported to SA. But they were there because they had been soldiers together. They too shook their heads and I think some kind of consensus developed about the restorer's sanity.



Later Ken and Wendy Lonie arrived and the party was complete. Apart from these Trevor and Wendy Jakkman, local steel merchants and fabricators were invited because so much of the steel in Albert had been supplied by them and numerous tools had been loaned.

Albert had been positioned in the driveway with his hood down and hood cover in place and the host failed to invite people to observe the difficult task of removing the cover and raising the hood. This is said because even with the hood lifting springs the hood is very heavy to raise. Another thing that ought to be said is that Albert was not quite ready to start as the restorer had not had the opportunity to change the big end bolts from the old Riley bolts to the ARP big end bolts and he was just too nervous about the possibility that one or more of the bolts had been compromised. More about this

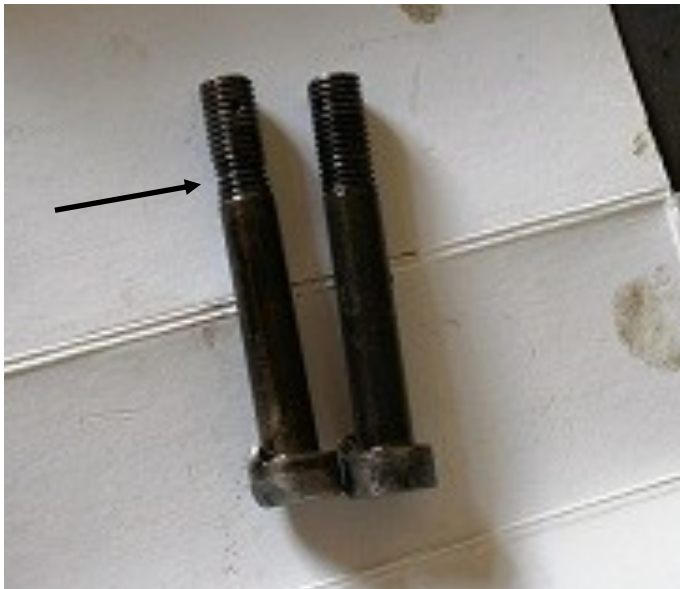


Above: Albert's dash while Mark Baldock inspects the engine bay

a little later. Also the components of the tacho drive had not been installed as these had been acquired after the engine building had been completed.

After brief thankyou's were spoken the BBQ lunch and a few drinks were enjoyed and further detailed inspections of the car were carried out besides much technical conversations about restoring Rileys. During the afternoon various members departed and finally the current custodians of Albert were left to put things back in order.

After a few days break from Riley restoring, the engine and gearbox was removed from Albert, the engine separated from the gearbox, fitted onto the engine stand and turned upside down. The sump was then taken off and the big end bolts removed one at a time and the ARP bolts fitted in their place. The ARP bolts were each greased with the substance supplied by the manufacturer and torqued to 45 foot pounds. The second last bolt is pictured below. Can you see the difference with the bolt next to it and can you imagine the relief of the restorer when the defective bolt was removed and discarded? It was significant. Some readers will recall a story about the catastrophic failure of an engine in a remote part of Victoria after the Merimbula National Rally. It was likely caused by a big end bolt failure.



Below Tacho drive fitted to inlet cam



With the engine out the inlet cam rear bush was removed and a 7/16 BSF tap used to cut a thread into the rear of the cam and a home-made dog gear fitted into it. Then a cam bush with the tacho gear thread acquired a year ago was fitted and the right-angled gear. The sump was then replaced, the gear box fitted and the assembly refitted back into the car.



Above: Fuse box and flasher units

The indicator circuit was then completed with flasher units fitted into the under bonnet tool compartment space (RMB battery compartment). A dipper switch acquired just a few weeks ago was then fitted, then the front seat covers were adjusted and finally a piece of sheet steel was fitted behind the back seat to stiffen the tub section. Earlier when thinking about the stability of the tub-section, braces had been fitted at an angle from the floor to the londowe fittings but this took more space away from what was left of the boot space after fitting the hood box. Ken Lonie provided some engineering advice and so the braces were removed and the steel sheet was bolted onto the frame behind the rear seat.

The master cylinder, clutch rod, brake light switch, tacho cable were then fitted and the floor was re-installed and the seats put back in place. All of the electrical circuits were then tested and finally a total cut out switch was fitted. The idea came from a visit to Stuart Paton who installed a cut out switch in his car within easy reach of the driver .

Philip Wyllie

Ray Perryman— loving husband to Maureen wonderful father and Riley enthusiast

Ray and Maureen purchased their RMA Riley Maureen remembers that on another occasion



Maureen and Ray Perryman

the windscreen wipers refused to work in a heavy Brisbane down pour and she was forced to reach out and wipe the windscreen by hand. Such is the life of a Riley enthusiast.

When Ray and Maureen arrived they soon contacted the Queensland Riley Motor Club and were warmly received. Gordon and Dorothy Cameron in particular helped them to settle in. At the time Gordon and Dorothy lived nearby and the two couples became great friends despite Gordon's great enjoyment of teasing everything English and English people. Maureen remembers that Peter Lee picked Ray and Maureen up from the hostel to take them to their first monthly club meeting. Gordon and Dorothy regularly attended the meetings with the English migrants. They were not able to attend many National rallies as they both held full time jobs, but monthly meetings were regularly held at their home. Maureen also remembers that once

in England on 25th September in 1969 for the sum of 150 Pounds. Ray loved Rileys and he and Maureen became regular participants in the RM Riley Rallies in England. In 1977 they migrated to Australia. Their first home here was a migrant hostel situated near the Story bridge. The car was sent ahead but it did not arrive until 1978. When the car did arrive, the couple went to Port Brisbane to take possession of the car and bring it home. It was bucketing down with rain. Ray said, 'You drive the Riley and follow me in the Modern.' Easily said! Maureen struggled to see the road ahead and the car seemed unusually hard to steer. Upon arrival, it was discovered that the car including the windcreens had been sprayed with wax and of course the tyre pressure had diminished to almost zero.

she won the Ladies gymkhana. It was not that hard she said as she regularly drove the car while the other ladies had little experience behind the wheel of a Riley.

Ray always ensured that the car was mechanically sound. Apart from regular maintenance he also tried his hand at refurbishment. Maureen said he killed her sewing machine in remaking the headlining. He chafiered lots of couples from the Church that they attended to their weddings and took particular pride in presenting the car in a pristine condition. Of special note was that when their son was born they took him home from the hospital in the Riley and then many years later, in Australia he was taken to his wedding in the same car.

Maureen drove the car regularly for 20 years. She worked as a diversional therapist at an Aged Care Home and regularly took elderly patrons for a drive in the car park.



Above: Ray and his RMA

Later, as they became established in Australia, Ray took Maureen to the monthly meetings of the club. He also took great delight in visiting Jack Warr to discuss everything Riley. Many times, he did not need any parts. He simply went to visit and talk about their shared interest in the Riley Motor Car. Ray also looked forward to receiving and reading the Torquetube. In more recent times Ray and Maureen attended Jack's 90th birthday at the old club house and early this year they attended the opening of the new club house situated at the Samford Show Grounds.



Above: a picture taken recently of Maureen and their RMA

Ray died suddenly on 29th May in Redruth in Cornwall. Their son flew out to England to support his Mum and to help in the arrangements that needed to take place. Ray's body was cremated in England and after Maureen's return to Australia a memorial service was conducted at

their Church in Rochdale. Many friends were contacted to alert them to the date and time of the memorial service but sadly many who would have wanted to attend could not because of the short notice. It has been a time of great distress and sadness and many who Maureen would have liked to have invited could not be contacted. Maureen expressed her thanks for all of the good times that she and Ray enjoyed in the Queensland Riley Motor Club. Special thanks to Shiela Hill for her phone calls and support over the past week.

Editor

Simon Schooneveldt writes the following:

We've known Ray and Maureen in the Club for over 30 years. Ray & Maureen emigrated to Australia from the UK (near Coventry) and brought Ray's 1 1/2 with them. The car spent long periods off the road, as Ray worked hard to support his family. The car was a unique "moonstone" colour which I used as a basis colour for restoring my 2 1/2. Forgotten the official name of the Riley colour.

Maureen was a nurse and we members provided a few cars for an open day at the nursing home where she worked. I used my Nine and Matt took my 2 1/2 and we gave elderly folks rides around the grounds. I think Alan Hill has his 9, which is now Matthew French's. A great day that Ray and Maureen appreciated.

On one National Rally to Canberra we were with Ray and Maureen in convoy in the rain. Helga complained she needed tissues to catch the drips from her bottom corner of the windscreen. Maureen replied she needed a large ice cream container in her car, and needed to empty it often.

In the days when we each hosted Club meetings in our homes Ray and Maureen were our frequent hosts.

Rest in peace, Ray. A well lived life (Edit)

FOR SALE

1950 RMB.



serviceable and the hood is in basically sound condition but requires a good clean as it has been coated with some sort of lacquer in the past which could be removed. The engine starts easily and sounds good and apparently it has been rebuilt, including a new exhaust.. Clutch, gearbox and differential seem good and there are no oil leaks evident. Apparently the wheel cylinders have been sleeved and the master cylinder rebuilt and linings replaced. The brakes work as well as they ever have.

With the exception of the tyres,

This car appears to have been fully rebuilt a few years ago with some items yet to be completed. The majority of the wood work has been replaced and the roof timber is still original but in good condition. The interior roof lining needs to be installed and is with the car including bows and the front seats have been recovered at some time. The rear seat is original and in a visually tired condition.



The interior requires finishing, including carpets and a general tidy up. A section of the boot floor is missing and the spare is visible upon opening the boot lid. The exterior paint is just satisfactory, but

this car seems to be roadworthy and could be purchased as a running restoration to be completed over time with no real urgency. It could best be described as untidy, with a lot of potential, as most of the major restoration work has been completed.

The owner has valued this car realistically at \$12,000 and would accept an offer in this vicinity.

Please contact either Mark Baldock or Ken Lonie for further information or to pursue the sale, both of whom have been liaising with the owner".



FOR SALE: A 1948 1.5 RILEY SPECIAL \$10,000 ONO



**IF INTERESTED CALL DAVE:
0431 054 142**



For Sale Pathfinder

It is not often that you find Pathfinders for sale. The owner is not sure what he wants for it, and it hasn't been driven since 1979.

The car is located in the Blue Mountains (west of Sydney) and the owner, Richard Bournes, can be contacted on [<rjbournes@gmail.com>](mailto:rjbournes@gmail.com) or by telephone at 02 47536622.



He is happy to provide more photos and answers to specific questions that anyone may have.

Queensland National Rileys in 2018

7th – 11th May.

In Caloundra on the Beautiful Sunshine Coast

<<...>>

Hello dear Riley Folk – it has been very encouraging to receive many Expression of Interest Forms, thank you. It certainly helps with the organising to receive early responses. Our event in Caloundra Queensland is about 9 months away and entry forms with further details and costing will be sent out in August to your Newsletter Editors and to those who have submitted Expression of Interests. I have received a few enquiries about what is happening on Friday morning, so hopefully the following Information will clarify any questions you may have. I have also attached the accommodation form again to use when booking the Oaks Oasis Resort as the original “Code” to book was a disaster! I suggest you check your booking confirmation thoroughly, dates, costs, type of room requested etc.

Now about the End of the Rally - Friday morning (11th May 2018), we depart Caloundra for a scenic drive to our Queensland Riley Clubhouse, approx 90 minutes away (north western suburb of Brisbane) for a complimentary brunch at 10.30am/11am and a look over our new Clubhouse and spare parts. I expect this will go until about 1pm when people will disperse. Some will head for the airport, some head south home, and some return to Caloundra for an extended stay on the Sunshine Coast. We will have mud maps to cover these contingencies and offer lifts to the airport if necessary. I know some folk are returning hire cars to the airport. I hope that this answers any concerns you may have and please don't hesitate to touch base if you need anything else or if there are any more problems that come to your mind.

Kind regards,

Wendy Lonie

Ken and Wendy Lonie
44 Benecke Road
Maleny, Qld 4552
0409 613 231
0417 857 075



Oaks Oasis

Accommodation Booking Form

Riley Car Rally 2018

7th – 11th May 2018

Return Completed Form To:	Email	FionaC@theoaksgroup.com.au
	Fax	07 3248 1799
	Phone	07 3248 1881

PERSONAL DETAILS

Guest First Name		Guest Surname	
No. Adults		No. Children	
Phone		Mobile	
Address			
Email			

BOOKING DETAILS

Arrival Date		Arrival Time	
Departure Date		Departure Time	

ROOM DETAILS (Please indicate the number of rooms & bedding configuration required)

Room Type	Nightly Rate	Bedding	No. Rooms	No. Guests
Executive King	\$139	1 King OR 2 Singles		
Executive Family	\$149	2 Queens		
Two Bedroom Dual Key Apartment	\$239	1 Queen + 1 King OR 1 Queen + 2 Singles		

OPTIONS (Please indicate if required)

Additional Bed Required (If this option is chosen, it will be automatically added to the total room rate based on number of booking nights)	\$44 per person, per night	Yes / No
Breakfast Required (If this option is chosen, it will be automatically added to the total room rate based on number of booking nights)	\$20 per person, per night	Yes / No
Special Requests (Please note that whilst we attempt to satisfy all requests, we are unable to guarantee prior to arrival)		

TERMS & CONDITIONS

Rates & room types are subject to availability at the time of booking. Credit card details are required at the time of booking to secure a reservation and a deposit equal to one night's accommodation will be processed within 48 hours of booking. BOOKINGS ARE NOT CONFIRMED UNTIL A CONFIRMATION HAS BEEN RECEIVED FROM OAKS.

Cancellations within 30 Days prior to arrival will incur a cancellation fee equal to 100% cancelled accommodation.

Check-in is after 2pm on your day of arrival, however should you arrive earlier luggage storage is available and you are welcome to use the hotel facilities. Check-out time is prior to 10am on your day of departure. Should you require a later check-out, please contact Reception on the morning of your departure. A late check out fee may apply. Valid photo identification must be presented on arrival. Upon arrival, a credit card pre-authorisation of \$75 is required as a security bond to cover any incidental expenses incurred during the stay. We do not accept cash as a payment for the security bond. Please note: Payment by all credit card types will incur a 1.5% transaction fee in addition to the amount charged.

CREDIT CARD

****Booking will NOT be made if this section is not completed****

VISA MCARD AMEX DINERS

Card:

Expiry Date:

Name on Card: _____ Signature _____