



TORQUETUBE

Newsletter of Riley Motor Club Qld Inc. July 2016

www.rileyqld.org.au



Official opening of the Queensland Riley Car Club Shed, pictured from the right is Bob Millar (retired councillor), Sheila Hill (Club Captain), Ken Lonie (Club President) and Darren Grimwade, newly elected councillor.

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Next Meeting:
Thursday, 14th July 2016.
Queensland Riley Car Club House
7.30 PM for an 8 PM start

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Editorial

A wide variety of articles were submitted for the July edition of Torquetube. All were gratefully received and are presented for your interest. An opinion article about insurance options for your Riley(s) will be included in August's edition for reasons that you will discover in an article about 'broken George' in this magazine.



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Minutes of Riley Club Qld. Inc. General Meeting
Held on 9 June 2016
Queensland Riley Clubhouse
38 Showgrounds Drive, Highvale 4520, Samford Show Grounds.

1. President Ken Lonie declared the meeting open at 2015hrs.
2. **Attendance:** as per the attendance book, including one visitor, Ron Cochrane owner of an MG TF 1500 and several other notable vehicles.
3. **Apologies:**
Phil Wyllie, Del Thomson, Dorothy Cameron, Bev Burrows, Rod Longden, Robin Hull and Di Phillips.
4. **Minutes:**
Minutes of the General Meeting held on 12 May2016 were circulated and moved for adoption as a true and correct record by Alan Hill and seconded by Simon Schooneveldt. **Carried.**

Business Arising:

Nil.

5. Secretary's Report and Correspondence:

Inwards:

Club Magazines from

- June Crankhandle;

- June Blue Diamond.

Correspondence from:

- Reminder from Kilcoy Classics, Saturday 24 September 2016;
- Registration details for Bay to Birdwood run 25 September 2016.
- Information from Fox Car Loans (Maroochydore) detailing procedures for loans for purchasing classic cars. Ph 0401 679 744 to talk to Dan Fox or 1300 665 906 to talk to a Broker.

Outwards:

Nil.

Mark Baldock moved that the inwards correspondence be received, seconded by Ray Burrows.

Carried.

6. Treasurer's Report:

Treasurer's Report for May 2016:

	BOQ	Bendigo	
		General	IF Loan
Balance as per Bank Statement, 1 May 2016	\$0.00CR	\$6195.30CR	\$994.53CR
Income			
Membership fees ‡	65.00		
Membership fees		100.00	
Interest		6.67	2.28
	\$ 65.00	106.67	996.81
Expenditure			
Regalia – Shirts - Jenscape‡		248.60	
Shed -electrical work - SAMS ‡			129.00
	\$ 0.00	248.00	129.00
Balance as per Bank Statement, 31 May 2016	\$65.00CR	\$6053.37CR	\$867.81CR
Consolidated balance		<u>\$6986.18CR</u>	

‡ 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.

Note re Advance Memberships:

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

Moved by Linden Thomson that his report be accepted Seconded by Ian Henderson.
Carried.

7. Report from Club Captain:

- Official opening of the Riley Clubhouse, Sunday 12 June.
- Static Car Display, Samford Show Grounds, 9 to 10 July, 2016;
- Thursday 14th July Monthly meeting;
- Tuesday 19 July Riley/MG breakfast run; meet at John Scott Park Samford at 0745 for departure to Jollies Lookout for BBQ. Details Trevor Taylor.
- Sunday 24 July Gold Coast Swap at Mudgeeraba Showgrounds;
- Thursday 11 August monthly meeting

8. Report from Torque Tube Editor:

While attending the National Rally, Editors of the various Clubs chatted about a number of things including a Riley Calendar. To produce a high quality product, the initial outlay would need to be shared between at least three state clubs. Sadly, it was thought that there would be insufficient interest from interstate club members to proceed with the project.

The June edition of Torquetube was published a little early to accommodate the Show Day holiday in Maleny and a brief trip to Tasmania. Due to my haste a few typographical errors occurred in the magazine. My apologies.

Thank you to those who contributed articles and news items. Thank you also to those who provided pictures of their cars that were wounded in action during travel to the 2016 National Rally including pictures of the Hill's RM broken torsion bar, the Lonie's Monaco oil pump, the Jackson's RMF tragedy and the Burrow's Pathfinder con-rod disaster. The hard luck trophy was well earned!

9. Report on the Riley Club House:

Numerous spare parts have generously been made available from both Robert Spiers and Di Phillips all of which have been picked up by club members and stored appropriately in the new shed. These spares are predominately for RMA's and have bolstered our depleting supply of 1^{1/2} parts supply.

The mulching along the side of the shed is now complete as is the paving adjacent to the shed doors, thanks to Trevor Taylor.

Two (2) fire extinguishers have been provided by Bill White and a first aid kit is available in the kitchen area. Bill has also provided some hand cleaner.

Insurance for the Shed contents was again discussed and it was confirmed that it was not considered necessary due to the nature of the contents.

The first electricity bill has been received and it has been agreed that the Club will pay a proportion of the Men's Shed total bill as it is a common meter.

10. Report from Registrar:

Di's most recent update on vehicle numbers is:

	Financial Members	Non-Financial Members
RMA	10	1
RMB	31	4
RMC	4	1
RMH	3	
RMD	6	
RME	2	1
RMF	1	

Pre-war	7
Specials	7
BMC	<u>2</u>
	73

$$\frac{1}{8}$$

11. Report from Spare Parts:

- Semi-finished RMB pistons are now available again and an engine shop capable of doing the cam grind is being sought; can anyone assist?
- Brian Jackson to negotiate purchase of Pathfinder for spares to be dismantled at the clubhouse;
- Last month's (May) 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. Any interest, please let us know?
- Ken Hooper has offered several pieces of equipment to the club including a MIG welder, grinder, shelving, and a 2^{1/2} tonne porta power: more details to come.
- Just a reminder that Robert McNeill will machine brake drums for \$20.00 with all proceeds going to the Club.
- Sales still going well with 14 invoices processed last month.

12. Report from Website Co-ordinator:

Linden advised that the "for sale" section has been updated as has the committee member's details and the Membership Application.

13. General Business:

- The formation of a Sub-committee for the 2018 National Riley Rally was discussed further and it was moved that Wendy Lonie be the coordinator and that she will call on others as required. Moved Ken Lonie, seconded Ian Henderson.
Carried.
- The issue of providing spare parts to interstate buyers was discussed and Ken Lonie will investigate this further and consider recommending changes to the Constitution if required.
- The provision of a "kitchen" was discussed and such units are available from Bunnings or similar retailers, however a demolition unit may be better value and this will be followed up at future meetings.
- As a number of non - financial members still exist it was moved by Linden that they are given the opportunity of re-joining without the usual re-joining fee and that this offer only is available until a specified date. Linden will email those non-financial members concerned with details of this offer. Seconded Trevor Taylor.

Carried.

14. Car Reports:

- Bill White has sourced 12v Halogen headlights, including relays and he can provide further details.
- Trevor Taylor has purchased the "drop head special" from the "Tuesday Boys" and pick up from Alan Hills is imminent. Trevor is considering finishing the vehicle as a woody or possibly fitting a 2 door RM body.
- Following the sale of this special to Trevor, the "Tuesday Boys" having donated time, parts, materials and storage space to its construction, donated \$1000 to the Club which was presented to the President Ken Lonie for Club use. Ken expressed sincere thanks on behalf of the Club to the spokesperson Simon Schooneveldt.

Please note that the Tuesday get together is traditionally held at the Hills and **all** members, not just the regulars, are most welcome.

15. Next Meeting:

Will commence at 8.00pm on Thursday 14 July, 2016.

16. Meeting closed:

Attendees were thanked for their attendance and the meeting closed at 2225 h

Mark (secretary)



Pictured is a panoramic view of Rileys on the right with their MG friends on the left at the official opening of the Queensland Riley Club's new home. Photo courtesy of Dulce Spiers

The Official Opening of Queensland Riley Clubhouse

Sunday 12th June 2016 heralded the culmination of a long held dream by Members of the Queensland Riley Car Club. We now have our own secure Club House to call home. Since the inception of the Queensland Riley Club, meetings have been held in Members' homes and then in a series of rented premises. Second hand spare parts were stored in various places with no cataloguing system and this has proved fairly inadequate.



Above: Ian Henderson and Alan Hill enjoying the day



Left: Members and families enjoying the opening of the new Riley car Club building

Now we have a dedicated base to hold our Meetings, occasional social events and very adequate storage for spare parts. This has largely been due to the tireless efforts of Members Bill

White and Trevor Taylor who initially worked with the local Council to obtain a sublease from the Men's Shed at the Samford Showground. This team then organised the various and numerous approvals prior to purchasing the shed. On the practical side they organised the pouring of the slab, the plumbing & electrical work and finally the erection of the shed. Other Members were more than happy to contribute when called upon. Certainly when it came to transferring spare parts from our previous shed to the new shed, the support from Members was outstanding and an entire weekend was devoted to successfully complete the move.



Ken Lonie making opening remarks. Bronwyn Fitzpatrick local Bendigo Bank representative.

To commemorate the opening of our new premises, it was decided to hold an afternoon tea and invite the dignitaries who were involved in providing approvals and finances. The day was somewhat overcast and threatened to rain, but approximately 80 people attended. Rileys and MGs were proudly parked in front of the Club House and Qld Riley Car Club President, Ken Lonie welcomed everybody, thanked Members for their involvement, particularly Ian Henderson for his outstanding efforts as the spare parts officer. He then introduced the local Councillors who had assisted in the approvals. Bob Millar said a few words then cut the ribbon to officially open the Club House. Bill White, ably assisted by his grandson was then invited to cut the special celebration cake before Members and following that guests were served a sumptuous afternoon tea.



Wendy Lonie

Roadster Rebuild - Good Clubman-ship or Retribution

Two years ago when the Assistant Parts Officer had the opportunity to acquire a dismantled RMF, I believe I was instrumental in convincing him to buy it. He argued that it would be 'far too much work for an octogenarian' and I countered with 'Yes, but I would be on hand to

help with the heavy work, and - it IS an RMF - almost a Pathfinder but without the heckling! ' So WE decided that HE should buy it.

As you can expect there were times of serious stress during the twelve months of rebuild but as you may know it all turned out well in the end.

So when I found myself Riley less again and I showed the APO an ad for a shaky Roadster for sale, he immediately saw his chance and with revenge in his eyes picked up the phone and said 'Hello, it's Ian Henderson here from Queensland and I'd like to make an offer for your Riley.' And so it happened that WE decided that I should buy it. So far I'm pleased to announce that Wilma has also accepted the purchase.



Now I had in mind that all Roadsters would be immaculately restored show cars, so to find a fairly complete unrestored example was unusual. As it turned out the car had an elderly



owner who had used it infrequently in Vic club events for a number of years then with age catching up with both owner and car it was just left in the shed awaiting serious maintenance and then deteriorated further during the next six years of inactivity.

It arrived looking very sad only a couple of days before we left for Merimbula. Sad but surprisingly complete. At the rally there were five other roadsters and my presumption that roadsters were all immaculate was not confirmed!

I started to think that it wouldn't be out of place to just 'maintain' mine rather than 'restore' it.

Since getting home I'm still evaluating the situation. It had water in the sump, ball bearings and springs dropped out of the gearbox, the brakes were locked on the front wheels, rotten woodwork of course, very poor bodywork, broken steering wheel, seat rusted away and various instruments and electrics not working.



The APO calls in regularly and we have already had it running, fixed the brakes, fitted a new wheel (thanks Alan) and have roadworthy electrics. I loaded the rotten leather and rusty remains of the bench seat



bodywork later.

And as for the APO, after a long afternoon cursing and swearing at British car designers he always seems to go home unstressed and with a wry smile on his face!

This saga will be continued.

Ian Henderson

into the new CX5 (couldn't do that in the Jaguar) and it is now with the local motor trimmer. The gearbox is out at the moment for a check over and to fix the leaking core plug behind the bellhousing. That shouldn't take long. I'm thinking that subject to a satisfactory test run it may not be impossible to register it early and worry about the



The story of RMD 6479

The first RMD I ever saw was at the 1973 National Riley Rally in Coolangatta, New South Wales. It was love at first sight for a car-mad teenager. I had to have one and I did. It just took 16 years. Just recently, thanks to Registrar Di, I discovered that it was the actual Drophead I currently own that I first saw on that freezing winter's day almost a lifetime ago.

60D6479 (body A50214) was then owned by the Allerton family in NSW (registration WA 000). A few years later, it was off the road apparently due to engine issues. Neal Brandt, who was then RMCQ President, heard about this from a NSW Club member. He grabbed a ute from work, a tandem trailer, and his cheque book.



Left: Peter Lee with his RMD

It worked and 60D6479 crossed the border in 1977. Neal quickly fixed the dead motor issue by swapping the engine (7807) and gearbox from the RMB (61S8978) he had bought a couple of years earlier (older members might remember this RMB being owned by Dr Izatt). A few other bits migrated as well including the dashboard and the number plate (Q584

422). Presumably, the latter saved Neal from having to submit to a roadworthiness inspection to re-register the Drophead in Queensland.

Esmail Brandt used the RMD as a second family car for about 10 years and it saw a fair bit of action on both local and national rallies. It was also the car Lesley and I first travelled in as a married couple on the way to our wedding reception in September 1979. Engine problems arose again and by late 1989 the Drophead was immobile and stuck in the barn at the Brandts' Birkdale property. Employing Neal's own successful strategy, I pulled out my cheque book and made him an offer he simply could not refuse.

Replacing window winders



I stripped the Drophead to an almost bare chassis (with just the floorless body tub left in position) and replaced/rebuilt just about everything mechanical. The body fortunately was largely rust and rot free (only the driver's side sill needed to be replaced). Painting and re-trimming followed and the RMD was back on the road in time for the 1993 National Rally on the Sunshine Coast.

The pressures associated with being self-employed and rearing two young boys meant that our participation in RMCQ runs was limited but I occasionally used it for work and carting kids and a Labrador to baseball and swimming events. But all that stopped in September 2005 when I had a very near miss on the south east freeway caused by an idiot who had both hands on her phone and was steering her Daewoo with her elbows. After that I felt very vulnerable in the Riley.

Right: current project – repairing the RMD brakes

The feeling did not pass so a few months later I put the RMD in a corner of our garage and covered it with a tarpaulin. Another reason for the hibernation was a slight 'knock' in the motor that



had baffled me and others, including Gordon Cameron, for a long time. The mystery noise has become a bit more pronounced over the past year or so as I have started and run the motor on a much more regular basis than when it was stored. In fact, it was sufficiently loud for Brian Jackson and Ian Henderson to make a quick diagnosis – a loose generator pulley nut! Now that an engine strip down appears to be off the agenda, I hope to have the RMD back on the road in a few months' time.

Peter Lee

Broken George

Almost everything that might have been thought about to ensure trouble free motoring for the National Rally and Victoria was considered. An electronic Mitsubishi distributor, a new timing chain and rebuilt carburettors were fitted and a spare fuel pump, fan belts and a few other bits and pieces were included in the spares box. At around mid- morning we headed off to our first stopover at Coffs Harbour and only a few bolts loosened to create annoying rattles and the trafficator got stuck in the up position. Later the clip holding a headlight gave way and the headlamp lens turned around 45 degrees. That was fixed with a bit of wire that had been put in the toolbox. These little issues were resolved without problem. The trip between Coffs Harbour and Hornsby was without issue and so was the travel to Merimbula (apart from the hair-raising trip through Kangaroo Valley). Midway through the Rally the fanbelt began to make a noise so it was replaced and following the Rally we drove down to a location called Tynong North where our youngest daughter lives. The visit over the weekend was wonderful and we departed on the following Monday to return home. At about 3 PM, with my bride at the wheel, George was accelerated up hill to overtake a car towing a caravan – bump, bump, bump, bang. No power. The car was pulled over to the side of the road and the bonnet raised. Up to that point the engine was running better and better with every kilometre travelled. A brief survey of the motor showed a fairly neat round hole in the side of the block with a con-rod big end hanging lazily out of the orifice. Let readers be assured that the first thing said were words of reassurance to my bride that the overtaking manoeuvre was only the occasion and not the cause of the engine failure. **Right: Hole in the wall**



Fortunately we were just within mobile range at about 40 KMS west of Cann River. Doreen called Shannon's and they gave us the contact number of their preferred tow truck company. We called them and John answered the phone. He asked what we were driving and I said it was a 49 RMB Riley. 'Any chance of a repair?' he asked. 'No' was the answer. So he optimistically said he would arrive in an hour. The time was passed wandering up and down the Princes Highway looking for the oil filler cap which was blown off by the sudden compression in the block. After a few laps of the 50 metres travelled after the first bang bits of the piston and block were found and Eureka; the oil filler cap was lying on the side of the Highway in the grass. Well, John arrived after an hour and a half and George was winched

onto the truck bed and we returned to Bairnsdale. He dropped us off at a motel at about 6 PM and said, 'call me in the morning and I will take you to my shed where I will leave your car.'

Next morning we called Shannon's and asked about the details of our comprehensive policy. We were told by a young man that Shannon's provided no coverage for mechanical breakdown. Ouch (In an article in the next edition of Torquetube there will be a little discussion on insurance policies. Opinions about your preferred insurance and why you chose it would be most welcome). Later, John was telephoned and he picked us up, took us to his shed and we paid for the transport of our car. The tow truck price to Bairnsdale was expensive and later we found that it was significantly more to take the car to Melbourne and as yet an undisclosed amount to transport it to Brisbane. From Bairnsdale the Hire car cost a further significant sum and a third of that was an extra cost for the one way trip home; neither my Seniors Card nor my DVA Gold Card were of any influence over the charges. However, the truck company delivered George without damage to their Wacol shed in only four working days and to avoid further cost a car trailer was utilized to bring George home.



Over the next days the oil was drained from the sump, the engine and gearbox

removed, the head taken off and the gear box, pressure plate, clutch and flywheel separated



from the engine. After that, the engine was attached to a purpose built engine stand, the engine was rotated and the sump removed. Immediately it could be seen that one of the con-rod big end bolts had snapped off at the top of the threaded end and the other bolt was twisted in the big end cap and snapped off at the middle of the bolt. The piston was in many pieces leaving the top of the piston in the bore and the con-rod twisted where it had encountered the bottom of the bore prior to

attempting an exit via the side of the block. My inclination was to attribute the engine failure to the piston but when the piston pieces and con-rod were taken to Ken Lonie he could make no clear determination about the cause of the engine failure as none of the parts showed prior cracking before disintegration. In the end it is thought that one of the big end bolts failed leading to the twisting of the other bolt, separation and the con-rod big end breaking out of its home.

Fortunately, I had another block under the house and in the next few days the crank, con-rods, pistons and camshafts were removed from it. On the Tuesday after our return home a

visit was made to the Riley Car Clubhouse to buy gaskets and on the way a visit was made to the group that meet in Alan Hill's garage. The group examined the piston fragments and con-rod and made their own judgements on the cause of the engine failure. Later at the spare parts shed Ian Henderson, Queensland Spare Parts Officer provided a head gasket, sump gasket and rocker cover gaskets. With these in my possession consideration was given to replacing the single piston or fitting a completely new set. After some thought it was decided to replace the single piston as the remaining three had only done 2000 miles. But after still further consideration it was decided to renew everything that could be renewed.

Possible causes for the engine failure

A significant point of consideration was the cause of the engine failure.

Previously no thought was given to the possibility of faulty big end bolts prior to assembly and now that the horse had bolted consideration was given to possible reasons for their failure. First the torque wrench was tested to see if the big end bolts had been over-tensioned. This was a simple procedure. First five



house bricks were weighed individually on my bride's electronic kitchen scale and their total weight came to 35 Lbs then the torque wrench was set at 35 Ft Lbs, the half inch drive was fastened in a bench vice so that the wrench extended from the bench horizontally and then the 35 Lbs of bricks were hung in a shopping bag 12 inches out from the half inch drive. Click! After that the tension wrench was set at 40 Lbs. Click!! Then 45 and 50 and 60 and then 65 Lbs and finally the tension wrench didn't click. The tension wrench was then reset at 64 Lbs with an audible click and a single pound was added causing the tension wrench to provide no click. The significance of this finding was that the tension wrench consistently over-estimated the torque setting by a whopping 100 %. Ouch! Not satisfied with the initial test a phone call was made to Ken Lonie asking for a comparative test to be made with his torque wrench. His wrench metred within a few pounds of the actual weight but mine metred



consistently about twice the actual weight. The result seemed to indicate that the big end bolts were not over tensioned but vastly under tensioned possibly allowing a development of chatter in the big ends resulting in a big end bolt stretching until reaching breaking point.

This considered, the next thing done was to line up the big end

bolts. Each was measured for 'stretch' and sadly, it was discovered that they had various amounts of stretch. The bolts had a tensile strength of grade 8 and the nuts were rated at 6. Apparently if they have the same tensile strength they tend to weld together so there needs to be a difference in their tensile value. In consultation with Jack Warr each time the nuts are torqued there is a slight stretching. His advice was use twice and then throw them away otherwise they could give way under load and that is what they did. Likewise, if you obtain an engine with an unknown history change the bolts just in case. With this understanding it was accepted that the one thing that wasn't considered prior to the Merimbula rally was what failed. The new engine will now have new mains and big end shells, a reground crank, new big end bolts, timing chain etc. and the engine builder will never use parts of unknown history again or re-use critical bolts more than twice. **About an 1/8th of an inch in length from the longest to the shortest of the remaining big end bolts can be seen with a brand new one on the left**



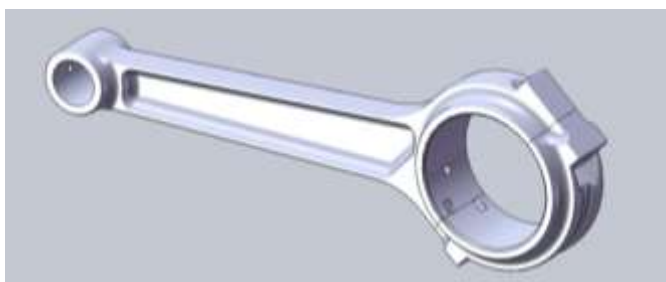
A little wiser but poorer Phil
Wyllie

RMB CON RODSGet In Early for Yours

Most two and a half owners are aware of the shortcomings of the original Riley designed white metallised con rods. After all, the design is basically unchanged since the first internal combustion engine. Apart from failing white metal itself (re-metalling seems to now be a lost art) the design did not allow removal up through the bore, the bolts were prone to failure and they were bulky and heavy compared to a modern design. Newer con rods run steel on steel little ends, have steel on steel end thrusts and the better ones use high tensile ARP twelve point con rod bolts. And of course if required the slipper bearings can quickly and easily be replaced without the need for re-metalling and re-machining.

A couple of years ago after engine problems with his RMB, Ken Lonie found a manufacturer on the Sunshine Coast who routinely builds NASCAR race engines for the US series and has designed and manufactured fully machined con rods for race engines for many years. Ken decided this was a new way forward and commissioned eight sets of new con rods to suit his RMB. The new design incorporated all of the modern features and upgrades mentioned above and of course included modern replaceable slipper bearings.

Those eight sets sold out to Queensland club members and are now well proven in operation. New enquiries from both local and interstate members mean it may be time to reorder some more.



Note that the offset big end (like the Pathfinder) allows removal up through the bore

This is a far superior design but quite costly. We will be able to make these available for about \$2000 a set locally and are asking for expressions of interest before placing the order.

If you can help with a deposit of say \$1,000 we will put your name down for a set from the next batch. This will mean that the Spare Parts Fund is not completely depleted of operating capital in one order. Please contact the Spare Parts Officer, Ian Henderson if you are interested.

Although referred to as RMB they will also fit RMC, RMD, RMF and RMH engines.

Ian Henderson

2016 EVENTS PROGRAM

July 9th 10th Samford Show Static Display at Showgrounds

14th Thursday Monthly meeting

17th Sunday Breakfast Run

It will be a re run of the June event that was cancelled due to wet weather. We will meet in Samford at 0745 to leave at 0800 for the trip to Jolly's lookout at Mt Nebo. The BBQ's are working and it is BYO breakfast. I hope you can join us.
Any questions call Trevor Taylor on 0407 717 853.

24th Gold Coast Swap at Mudgeeraba Showgrounds

August 11th Thursday Monthly meeting

14th Around the Houses Details to follow

September 8th Thursday Monthly meeting

October 13th Thursday Monthly meeting

November 10th Thursday Monthly meeting

December 8th Thursday Monthly meeting

? Christmas Party

January 2017 Presidents Run

February ? AGM.

THE 2016 RILEY MOTOR CLUB QLD ELECTED COMMITTEE

PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
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For Sale: Workshop Equipment

Club member Ken Hooper has had an illustrious career in car restoring. Some may have visited his excellent museum in Tasmania which he has since sold and he is now retired on Queensland's Sunshine Coast. His once three hundred car collection is now reduced to one only Riley/Hudson Special and his workshop and equipment have been proportionally reduced.

Ken has some surplus equipment which he is prepared to donate to the club with the hope of resale and with the proceeds going into the club coffers. We are therefore seeking offers from club members first before going public on the following:

1. Compac 240 volt welder, helmet, gloves, pick, rods, leads – needs work on handpiece.
2. Porta Power 1.5 tonne complete in case with accessories – needs o-ring.
3. Large Stilsons
4. Tool Box with six drawers.
5. Three adjustable Jack Stands.
6. Two drawer Filing Cabinet.

For more information/details of the above items please contact Ken direct on 0402 126014, 5450 5481.

Some pictures taken at the Queensland Riley Car Clubhouse

Right: Birthday cake for the Queensland Riley Car Clubhouse



Left: Lyn Jackson, Simon Schooneveldt and friends

Right: Chris Reynolds,
Robert McNeil and David
Sawtell



Left: Ken Lonie
and Brian
Jackson

Right:
Di Phillips
Maureen
Perryman,
Helen
Schooneveldt
Anne
and Lyn
Jackson



The Last Word

Over some time a RMA special was being built by a group of Senior Riley enthusiasts who met at Alan Hill's shed on Tuesday mornings. The car had a running engine, body and working doors. It was well on its way to completion. One day Alan Hill referring to the car and the group who were building it said to me, "do you know that thing called, 'get up and go? Well it got up and left us'." So the group thought about what they would do with the car. What follows is a quote from a note written by Simon Schooneveldt:

"To the President and treasurer

A \$1000 donation to the Queensland Riley Motor Club from the group of members known as the Tuesday boys.

The group meets at the clubhouse on Tuesdays and its members have donated time, car parts, materials and storage space enabling them to produce a Riley 1 ½ Drophead Special to drivable stage. This car has now been sold to a member and the \$1000 represents a significant donation.

This note and presumably a speech that went with it was presented to the the June monthly meeting of the Queensland Riley Car Club".

Thankyou guys.