



TORQUETUBE



Simon Scheerfeldt's Riley Elf at home, at the Merimbula National Rally and at the club house opening

Editorial

Welcome to the November edition of Torquetube, the monthly magazine of the Queensland Riley Car Club. This month's magazine includes an experiment in layout design. One feature it provides is more space for your Riley stories. I trust that you will enjoy it.

This month's featured article is about Simon Schoonevelt's Riley Elf. Also included in this edition is a special article about Percy, a Riley 9 that belonged to Bill French and is now back in the family and is being restored to its original condition by his current owner, Mathew French.

Thanks to Simon and Mathew as well as the other contributors.

An apology: In a recent edition of TT I wrote that the slipper shells obtained from Jack Warr were Nissan. In

fact they were Mazda S2. In the same article I wrote that they were replaced by Toyota slipper shells because that is what the engineer told me. In fact they were Mitsubishi Fuso 6D15T. Thank you to Linden Thompson for picking up the errors and I hope that clears up your confusion.



The Editor appreciates receiving articles by the 21st of each month.

THE 2016 RILEY MOTOR CLUB QLD ELECTED COMMITTEE

PRESIDENT:	Ken Lonie	0409 613 231 kenlonie@bigpond.com
VICE PRESIDENT:	Alan Hill	07 3289 1063 alshe@bigpond.com
SECRETARY:	Mark Baldock	07 5491 5409 norest1@bigpond.com
TREASURER:	Linden Thomson	07 3139 1524 lindenthomson@optusnet.com.au
CLUB CAPTAIN:	Sheila Hill	07 3289 1063 realsheila@bigpond.com
SPARE PARTS OFFICER:	Ian Henderson	07 5448 8317 ian.wil@hendoco.com
ASSISTANT SPARE PARTS OFFICER:	Brian Jackson	0417 625 099 brianjackson@iinet.com.au
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

Contents

Editorial, contact details for the Committee and disclaimers	Page 2
Spare parts and What's been happening	Page 3
The Story of '67 ELF Simon Schooneveldt ,,,,,,	Page 5
The Life and Times of Percy – a 1928 Riley 9 Mathew French	Page 8
Bakelite in your Riley	Page 10
Hooding Albert (part 1).....	Page 11
Minutes of the previous meeting	Page 13
RACQ SQ rally entry form	Page 16
For Sale	Page 17

Next Meeting:

Thursday, 10th November 2016, 7.30 PM for an 8 PM start.

Queensland Riley Car Clubhouse, Samford Showgrounds

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*

SPARE PARTS

**PARTS ARE AVAILABLE FOR PURCHASE EVERY TUESDAY AT THE CLUBHOUSE: 38 SHOW-
GROUNDS DRIVE, HIGHVALE, 4520**

TEL:

IAN HENDERSON 0407 129 640

BRIAN JACKSON 0417 625 099

Recent acquisitions include choke cables and speedometer cables. Also pictured are engine support rubbers, air filters and top radiator hoses. Postal orders are welcome.



Sirromet Wineries: Club Captains Report

The 16th October 2016 run to Sirromet Wineries looked bleak on Thursday night ,with no takers, but I had to go regardless as it was advertised. When we arrived the place was packed with hundreds of classic cars.



After enquiring what was going on I was informed that the 3rd Sunday of every month is open to all classic cars for free.

As it happened 2 more Riley's turned up, Greg May in his Pathfinder and Frank Wildemast in his Beautiful White Roadster.



Apparently he has been a member for many years and decided to come along as it was close to where he lives. We invited him to come to the Christmas party at the Samford shed, Greg took his phone No. and will get in touch with him nearer the day so that they can travel in convoy.

All was not lost for me as I got in touch with my extended family to meet at Sirromet for lunch, and we had a splendid day all round.

Sheila Hill

3

EVENTS PROGRAM

November 6th Sunday Run to Old Petrie Town Live Steam Day

November 10th Thursday Monthly meeting

Note 6.30 pm for burgers!!!

December 8th Thursday Monthly meeting

December 18th Sunday CHRISTMAS PARTY and gymkhana at the club shed at 10.00am

January 2017 Presidents Run

February ? AGM.

OLD PETRIE TOWN LIVE STEAM DAY. NOV 6th

Our run on Nov 6th is to Old Petrie Town, when the Steam Engines are running.

Meet at the Council Depot Service Rd near Roundabout on Route 58 Dayboro Rd, Beeville Rd. UBD map 88 Ref G20 at 8.30am to move off in convoy at 8.45am.

We have to all go in together at the Old Petrie Town Gate and will park on the Village green.

Queensland Riley Car Club Christmas Party.

This year our Christmas Lunch will be held at the Clubhouse and will be preceded by a gymkhana onsite. We are hoping for a high participation rate in the Gymkhana by Members. It should be a lot of fun and there may be a trophy for the best performance! It promises to be a wonderful day enjoyed by our Riley family and friends.

Sunday 18th 10 am start – morning tea & gymkhana followed by lunch

The Club will supply the Christmas Ham and we ask that you supply a salad and/or sweet. BYO Drinks.

RSVP's are necessary for catering purposes – please contact Wendy Lonie prior to December 10th – Mob: 0417857075

MADE IN ENGLAND; BROUGHT UP IN NEW ZEALAND; MATURING IN AUSTRALIA.

THE STORY OF BMC 1967 RILEY ELF SALOON "67 ELF"

In January 2008 my son Matthew alerted me to an advert on eBay for an unregistered 1967 Riley Elf available in Clayfield, Brisbane near to my home. The bidding had stalled and closed at \$5000.00. For fun, as you do, Matt and I went to inspect the car, as there are not many Riley Elfs in Australia, much less in a next door suburb. Clearly the owner wanted more than \$5000.00.

The seller was an interesting Young Lady. She was from Singapore, here as an exchange university student. She had spotted the Elf in New Zealand, while on holiday in early 2005 and she fell in love with it, even though it was not running and the owner had advised her it was for sale because it could no longer pass New Zealand's Land Transport Safety Authority's roadworthy for registration. The car had been 'resting' for some years.

It must have been quite a blush of first love, as the lady had never even owned a car before, but she had to have it. She bought it on the spot and undertook the minor activity including steam cleaning, fumigation, windscreen replacement (oddly) and other paperwork in order to comply with the import requirements of Australia's National Department of Transport and Regional Services and of course, Customs.

The Elf had had major engine work done in NZ (see detail later herein) so after some effort it was able to be driven to the Wharf in Auckland. A Vehicle Import Approval, no 78452/1 was issued by the Australian Authority on 27th May 2005 under *Regulation 17 – Motor vehicle built before January 1989*. The conditions state the vehicle had to be more than 15 years old, the export application had to be before 1st January 2006 and the purchaser had to have made a financial commitment to purchase said vehicle prior to 7th February 2005.

At this point, before the car had even arrived in Australia, the Young Lady purchased a Queensland Transport personalised number plate: **67 ELF**. The car's original and only New Zealand registration number was **DF 5034**. Not only is that number present on all the NZ documentation that I now have, but it is engraved on every glass window on the car, except the windscreen which was compulsorily replaced in NZ before export was permitted. Presumably the windscreen had a crack, and one or other country would not accept that.

An immediately obvious anomaly about the appearance of the car when I first saw it was that it did not have the customary *Old English White* roof, but was painted all over in a colour close to but not the original 1967 Riley

Florentine Blue. From then on the car has simply been named "ELF".



At this point it is worth discussing what it is that made, and still makes, the little *ELF* such an attention getter? As the owner/driver of several restored Riley RM saloons and a pre-war "9" Drophead Coupe, I can attest to the reality that far more heads look around when I drive little *ELF* compared with my other very stylish Rileys.

The Riley **ELF** and Wolseley **HORNET** were badge engineered versions of the world famous little squarish transverse drive **MINI** designed by the esteemed Alex Issigonis. However the ELF and HORNET were intended to have up-market points of difference honouring their distinguished Marques. Polished timber dashboards and carpeting were standard, as was the Elf two tone roof colour. Badge engineering was common in car manufacturing in the sixties. Still is.

But the biggest point of difference over the standard MINI is that the Riley ELF has a short luggage boot, giving a more bespoke sedan like look than the drop down blunt end of the MINI. I have a theory that the later years of manufacture also contribute to this recognition.



Younger people know the MINI from their youth, so they can identify with it. The older, earlier model Riley cars were around before most people today were born, thus they are harder for most people to identify with. 5



Above: The Elf Grill close up

Returning to the story of **67 ELF**, I have the complete, very detailed history of the car in New Zealand, including all of its owners, when and at what mileages they sold the car, as well as what and when the major mechanical interventions were made. The details are very long and is fairly typical of the life, times and longevity of cars built in the 1960's. It also gives insight into why some car makes survive abandonment and become collectors items, often of greater value than comparative new cars today.

My son *Matthew* and I purchased *ELF* in joint names, but of course I paid in full, as fathers do, on 8th February 2008 and we towed it home to Ashgrove on a flat-bed trailer with a 4WD. The first close inspection resulted in several definite items for refurbishment, getting the motor inspected and running and repainting the roof, bonnet and boot lid in a closely matching blue acrylic paint.

To my surprise, amongst the pile of documents that came with the car was a fresh Australian Queensland Transport compliance Modification Plate. A "Blue Plate" which must be "permanently affixed" in a visible place in the engine bay, and is "not to be removed". I would have thought "permanently affixed" meant don't take it off, but then I remembered this stuff is the *raison d'être* of bureaucrats the world over. This plate must have been issued at the time the Young Lady purchased the Qld personalised number plates and organised *ELF*'s importation because it is date stamped 18/08/2005.

The Blue Plate identifies the issuing officer by number, the reference no. 512406, the VIN/Chassis No. R-A252 936238 with the all important Mod Codes: 'LO2 Only' Seating 4 Only. 'LO 2 Only' turns out to mean that an A.D.R (Australian Design Rule) has been affected, thereby requiring a specified code number to be recorded (e.g. LA1). Therefore an "Approved Person" had to be engaged for a fee, to duly complete the 'Certificate of modification form.

Certificate No. 512404 was duly completed by *Bruce Hartwig* of *Sapid P/L*, West End on the 19/08/2005. The description of the modification ('in detail') was entered as: "Check on imported vehicle. Import approval 784452/1 seats 4." (sic). In effect, **LO2** therefore means **Look Only Twice**, firstly at the 4 seats in the car and secondly at the Import Approval Certificate. Nice work if you can get it!

So son *Matt* spray painted the necessary panels while I discovered to my horror that while we knew and could see that some rust repair welding had occurred on the RHS, the LHS sill and floors were a masterpiece of disguised wellness. Whole sections consisted of tar paint over bog over newspaper filling over rusted remains! Some serious work now had to be undertaken.

Finally, after six long months, on the 2nd July 2008 *ELF* acquired Queensland Transport's Safety Certificate LV-I 039522 X, thus complying with bureaucratic requirements and enabling much more money to be handed over to Government coffers for Stamp Duty, Registration and Compulsory Third Party Insurance. Away I went, poorer but happy to be on the road at last.

The reader may have noticed that what used to be called a "*Roadworthy Certificate*" by Qld Transport is now called a "*Safety Certificate Label*". Poor little *ELF* turned out to be not roadworthy at all. I had been hearing strange clunking noises coming from the front universal drive area, especially on turns with the power off and on downhill hill overruns.

A fellow Riley Club member, friend and Elf owner, the late *Ross Phillips* knowingly told me that the front universals were going. To test for this, he advised, drive the car backwards in an open area on a full circle steering lock and "you will soon see, hear and feel!" And so I did and so it was. Frighteningly, on each side one of the 'U' shackle bolts of a pair had been worn clean through



That I and others did not see the obvious problem visually, (the car is too low to get under and too little to put on most hoists safely) plus the fact that I drove over 2000 miles to an interstate National Riley Rally embarrasses and mystifies me. Fortunately I have obtained and fitted a new and improved version Mini Universal Joint set which should prove safer and longer lasting. (Less rubber, more roller bearings).

The wake up call prompted me to have a more careful look at the hydraulic brakes, which seemed to stop ok in the manner of all old Rileys when applied early and hard! After all I did have receipts for a complete brake overhaul. More surprises! A rear RHS slave cylinder piston had seized in its bore housing and did not expand at all. Little wonder I did not think much of the handbrake on hill starts.



Above: The classic spacious Riley boot

The front LHS brake slave cylinders were also in an inefficient clogged up mess, so I painstakingly replaced the entire braking system. Thankfully, because *ELF* is really a MINI in disguise, parts are readily available throughout the country. Now the car is capable of 360 degree fast turns when you pull on full steering lock and the handbrake simultaneously. I say you, because now I am too old and wise to do such a thing.

Speaking of old, I try to use *ELF* as my day car still, forgoing the air conditioned comfort offered by our modern "Japanese Rice Burner". Sadly my arthritic old bones find it ever more difficult to drop my bum down enough to fall into the little car to get that wonderful feeling of scraping oneself along the bitumen. Oh, the hydro elastic suspension has sagged a bit as well, heightening that bitumen sensation and the difficulty of egress.

To finish what will otherwise be a never ending story, I'll share with you my current *ELF* driving problem. Because I tend to 'move it along' when driving my Rileys, especially the zippy *ELF*, I find other motorists are constantly drifting sideways into me trying to get a better look at this mysterious car.

Worse, showing no respect, they try to outpace me on

take off from the lights and even on the open road. I can read the thinking expression on the driver's faces... "Hell, that old fart in that old car can't beat me, I'll show him!" Little do they realise just how good Rileys were, and still are!



Above: Surprisingly roomy interior and timber dash

To finish what will otherwise be a never ending story, I'll share with you my current *ELF* driving problem. Because I tend to 'move it along' when driving my Rileys, especially the zippy *ELF*, I find other motorists are constantly drifting sideways into me trying to get a better look at this mysterious car.

Worse, showing no respect, they try to outpace me on take off from the lights and even on the open road. I can read the thinking expression on the driver's faces... "Hell, that old fart in that old car can't beat me, I'll show him!" Little do they realise just how good Rileys were, and still are!



Above: Simon with his Elf

Simon Schooneveldt, QLD
October 2016

The life and times of Percy – a 1928 Riley 9 by Mathew French

The first record of Percy during my Dad's ownership was in 1963. You can see Dad with his Riley 9 in the picture below. Dad sold Percy to Alan Hill sometime during the latter part of the 20th century and Alan later sold the car to Mike Hawthorn. In 2013 following the urgings of my sister, Kathryn and mother, Gloria the car was purchased back into the family. At the time, I thought I could save a lot of work and time by purchasing Percy as I was at the planning stages of restoring another Riley 9 and as yet it did not have a body and many other essential components. With the parts I had and this car, I thought it would be an easier option. After purchase, the car was driven for about 9 months and during this time many mechanical and construction problems came to light.



Above: Bill French in the Riley 9

The flywheel was loose, the gear box needed restoration as the thrust ball was missing and that allowed the input and output shafts to move independently. The petrol tank leaked. When checking the kingpins, it was discovered that the passenger side stub axle had been broken and poorly repaired. Other challenges included the differential, the original Riley 9 differential had been replaced with a Morris Minor diff. At the end of 9 months of driving Percy the Morris Minor diff began creating noises to the point where the car could not be driven until the whole drive train was restored. Another issue was the brackets that supported the rear ends of the running boards had been removed.

At this stage, most of the components have been and they only need to be re-assembled onto the car. This includes the brake components. The front brake back-

ing plates have been machined for bushing the brake cams. The footbrake and handbrake assemblies have been completely restored and assembled into place and one of the brake drums needed to be straightened. To do this it was placed in a press and pressure was exerted until the drum was restraighened. Of course, the brake shoes have been relined as well

The front axle has been rebuilt with new kingpins,



bushes and the bearing retainers have been modified to receive lip seal. The front axle beam required straightening as did the tie rod. The steering gear was then looked at and new pins and bushes were fitted.

A delightful surprise was made with the springs. The front ones were forged and the eyes had no wear. The springs were all separated, linished and fitted with new shackles and bolts and mounting plates. The old ones



Perhaps the biggest challenge was the wheels. These were completely dismantled including the removal of all the spokes. The rims and centres were then sent away to be powder coated. New spokes were then purchased and the wheels were rebuilt with new stainless spokes with nickel plated nipples. The wheels were then rebuilt, aligned and spokes tightened using a homemade alignment tools and hub.



Yet to be attempted is the rebuilding of the hood. Unfortunately, when the car was transported on the back of a tow truck the wind tore the fabric and bent the hood bows. So, that is the last challenge prior to Percy getting back onto the road again. Hopefully soon another article will appear in Torque tube about the completion and first outing of Percy on the Queensland roads.



Matthew French

Postscript: Percy is named after Percy McClure, a racer of Rileys.

Bakelite in your Riley

Have you ever seen a sticker on a classic or vintage car that says, 'classic not plastic? Maybe that is not

altogether true. At least it is not true about post war Rileys. Polyoxybenzylmethyleneglycolanhydride or Bakelite is an early plastic that is used in many post-war Rileys. It is a thermosetting phenol formaldehyde resin formed from a condensation reaction of phenol and formaldehyde. It was discovered and developed by the Belgian- American chemist Leo Baekeland in New York in 1907.

It is one of the first plastics made from synthetic components. It was used for its electrical non-conductivity and heat resistant properties so in Rileys it was used in the horn push, petrol pump cap, fuse box, connectors and distributor cap. It is one of the world's first synthetic plastics and in classic and vintage cars such as the Riley it could be termed as, 'classic and plastic'.



Leo Baekeland initial experiments was to find a replacement for shellac, a varnish like substance that was in short supply because it was made from insect excretions. By controlling the temperature and pressure applied to phenol and formaldehyde he produced a hard, mouldable material which he named, 'Bakelite'.

It was the first synthetic thermosetting plastic ever produced and he patented the product and its manufacture in 1907. By 1910 he was producing an increasing amount of material for electrical insulators. By 1926 the product was being produced commercially in England. And sometime during that period English car manufacturers including the Riley Motor Company began to utilise the material in the cars they manufactured

Bakelite was produced in a range of colours including black, brown, red, yellow, green, grey and blends of two or more of these. Thankfully Mr Riley was conservative in nature and stuck to a colour that suits many Riley drivers including me.

Sourced from Wikipedia encyclopedia

Philip Wyllie

10

A delightful surprise was made with the springs. The front ones were forged and the eyes had no wear. The springs were all separated, lished and fitted with new shackles and bolts and mounting plates. The old ones



were all cracked and pitted and worn so they were unusable. After that the rear spring front mounts were replaced and as the originals had been modified by removing the running board mountings. These were then fitted with new shackles, bushes and pins.



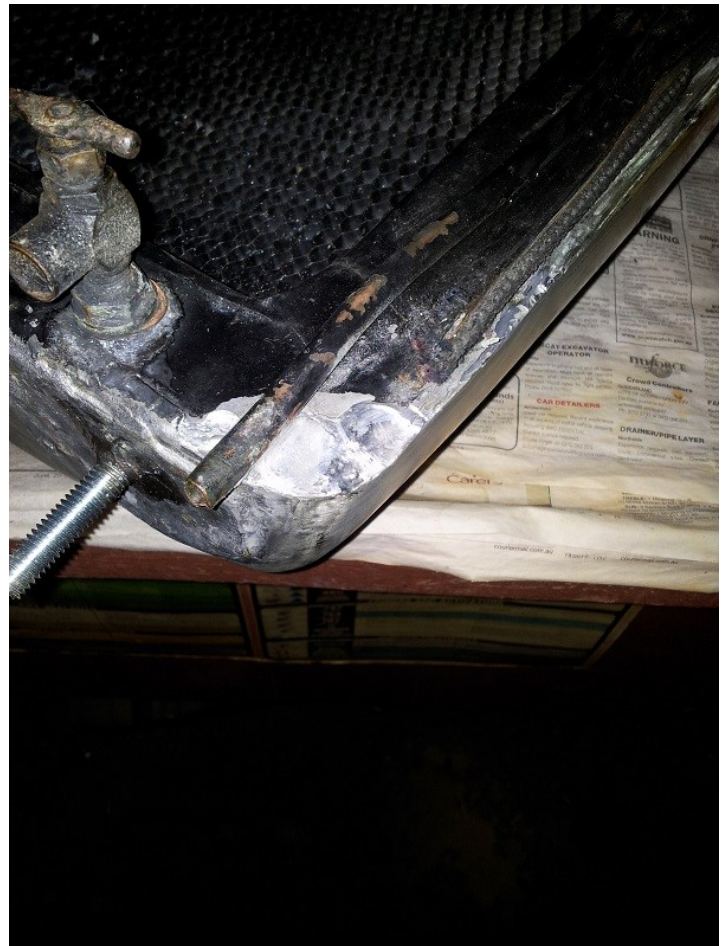
During all this time, it was intended to use a pre-war diff stamped 41-8 and this would have given a 5.125 to 1 ratio. Unfortunately, though the diff turned out to have 48 teeth resulting in a 6 to 1 ratio. In the end a RMA crown wheel and pinion was used with the RMA crown wheel carrier providing a 4.89 to 1 ratio and this seemed to be a good result from my perspective.

The rear hub bearing retaining plates were also modi-

fied to receive lip seals and sealed bearings were fitted to the rear axles.



Other issues included a leak in the radiator but this was fixed with soldering, the steering box was replaced with a better rebuilt unit from stock and the magneto housing needed to be repaired.



Hoarding Albert (part 1)

The material chosen for the headlining was an off white felt and for the hood a maroon stayfast material. Some people in the automotive industry have told me that the stayfast cloth is a copy of the far more expensive Mercedes hood material used on their current crop of convertibles. To fit with these colours the intention was to cover the seats with red leather, carpet the floor with a dark maroon loop pile edged with a smart patterned dark red vinyl and cover the door cards and rear quarter panels with the same dark red patterned vinyl. Fortunately, English Riley friends, Alan and Eddy visited the East Coast after the National Rally in WA two years ago and they told me about John who had changed the seat covers on his RMD to suit a new paint scheme. Eddy e-mailed Barry Hyam for me and asked about the discarded seat covers. After some time he contacted me and offered them for a very reasonable price. In due course they arrived complete with a fair bit of trim material. They are the original red leather seat covers from his RMD and are in remarkably good condition.

Seat covers



Earlier, visits had been made to Chris Reynolds and Peter Lee who very kindly allowed me to measure the width and length of their headlinings. Then on a trip to Sydney, Neil Patrick loaned me his old RMD hood to copy. And some time ago an industrial sewing machine was purchased to sew the material to headline and hood Albert. So, armed with the sewing machine the material for the headlining was purchased and in a sublime state of ignorance about the complexity of the task I set about making the parts for headlining Albert. Hopefully my Riley friends will be kind when they comment on the outcomes.

First the shapes for the headlining were cut out of the material purchased. The first sewing attempts were to make the loops for the hood bows. Unlike the sedans a



Pictured above: The headlining roughly set out with loops or sleeves for the rods and the cut outs for the screws

thin bar is passed through the loop and screwed to the Main Stick and metal bows. The loops from the header stick were made at 16 inches, 21 inches, 9 ½ inches and 9 ½ inches. The width of the material at the hood header was 44 inches, main stick 45 inches and first bow 47 inches and then 46 inches and at the back 45 ½ inches. This was sewed to a side piece that ran the full length of the headlining and I cut it at 9" wide for the first 36 inches and then 48 inches wide for the rear. The material was then fitted to the tub timber using a few staples, the loops were threaded with predrilled and countersunk steel rods and screwed to the bows and main stick. The front piece with stapled to hold it in place. The result was then measured against the bows and the sides were measured against the hood frame and using my bride's safety pins the side pieces were pinned to correspond with the side retaining wires. The outside edges were then sewed to provide a loop for a retaining wire and then the outside pieces were sewed to the centre piece following the carefully pinned lines that had been pinned previously.



Above: The headlining draped for further measuring.



Above: The headlining is a bit loose on the drivers side and not pulled over to the passenger side sufficiently. Small but necessary corrections.

This was then removed, all of the alterations made and the end product refastened to the bows. From this it was determined that the correct distances were achieved and the bottom end was fastened to the tub ring timber and the top end fastened to the header stick with staples.



Above: The rear of the headlining. From this picture you can see that the rear corner sides need to be adjusted further.

It looked fairly taunt and straight at this point so the locking catches and centring pin were removed and the previously covered aluminium hood cap was fitted and the locking catches and centring pin refitted. After that the side tensioning wires were attached to main stick axis point, the other end was wrapped in masking tape and it was threaded through the sidepieces where the designated channels had been sewed. This was then tensioned to the header stick and attached.

The last thing done to make the headlining was some slight alteration to the passenger side to bring the headlining further over to cover the hood frame and the rear quarter pieces needed to be re sewed to make them a little more taunt. For those interested the headlining material and the padding material was pur-

chased from Spotlight, a popular Manchester store that has Australia wide outlets. The cotton padding material was originally intended for quilting. The tensioning wire is made of multiwire stainless steel and this was purchased at Bunnings Hardware store. For those with deeper pockets than mine an expensive wool material can be purchased to make the headlining

Above: You can see Neil Patrick's original padding lying over the padding that was used on Albert.



Finally hood padding was purchased, cut to size and sewn along the edges. Other material was sewn in as well to provide strength to the material and connections to the hood header, main stick, bows and tub ring timber. Apart from Neil Patrick special thanks to Peter Lee, Chris Reynolds and in his absence Trevor Taylor who allowed me to crawl about in their cars to measure distances and look at the shapes for the materials used.

Philip Wyllie



Above: A picture of Percy's dash. From the picture you can see that Mathew has a while to go to complete the restoration of his Riley 9

**Minutes of Riley Club Qld. Inc. General Meeting
Held on 13 October 2016
Queensland Riley Club Shed
38 Showgrounds Drive, Highvale 4520, Samford Show Grounds.**

The President Ken Lonie declared the meeting open at 2010hrs with 13 members in attendance

Attendance:

as per the attendance book.

Apologies:

Del Thomson, Di Phillips, Rod Longden, Ray and Bev Burrows, Dorothy Cameron, Simon Schooneveldt and Phillip Wyllie

Minutes:

Minutes of the General Meeting held on 8 September 2016 were circulated and moved for adoption as a true and correct record by Robin Hull and seconded by Alan Hill.

Carried.

Business Arising:

Linden is progressing the discount strategy for currently non-financial members and will email those concerned. With regard to sales of spares to interstate clubs, Ken intends following this up further with other State Presidents at the Phillip Island event. Following an inspection of the RMB (special) and parts at Gym-pie an offer for purchase was made, and accepted, and all now reside in the club shed. Linden is still working on the Auditors Report for 2015/16 and will advise further.

There was no other business arising from the minutes which is not covered elsewhere.

Secretary's Report and Correspondence:

Club Magazines from

Blue Diamond

Gold Coast Antique Auto Club-Crankhandle September/October.

Correspondence from:

Email from Simon Schooneveldt suggesting that the Club be on Facebook, which was discussed and it was unanimously agreed that it was not necessary, considering the ease of current access to all details.

QHMC 2017 Rally details, which have been forwarded to the Club Captain.

Flyer from Old School Screens offering services for glass replacement.

Annual Morris Minor Display 16 October 2016.

Bay to Birdwood, wrap up of the 2016 event.

Flyer from Noosa North Shore Retreat detailing facilities available.

Details on the above are available in the first instance from the Secretary, Mark Baldock.

Membership Form Received from:

Barry and Annette Sparks of Upper Kedron, which was accepted, and the Secretary will notify and welcome them to the club.

Outwards: Nil

Moved by Mark Baldock that the inwards correspondence be received and the outwards endorsed. Seconded by Matthew French

Carried.

Treasurer's Report:

Linden presented the following report:

	Bendigo	
	General	IF Loan
Balance as per Bank Statement, 1 September 2016	\$6739.60CR	\$395.50CR
Income		
Interest	4.56	0.26
Total Income \$	4.56	0.26

Expenditure

Electricity – Samford Area Men's Shed ‡	83.00	
Total Expenditure	83.00	0.00
	\$	

Balance as per Bank Statement, 30 September 2016 **\$6661.16CR** **\$395.76CR**

Consolidated balance **\$7056.92CR**

‡ EFT/BPay

(Presented at OGM 13 October 2016)

Note re Bendigo Community Bank Accounts:

Two accounts are operational: -

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 30 September, \$8380.00 has been advanced by Members.

Moved for acceptance by Linden Thomson

Seconded Wendy Lonie

Carried

Report from Club Captain:

Sheila Hill presented a report on recent and proposed club runs.

The club run for September was the Kilcoy Car show on 24th September and Sheila will provide a report for the next Torque Tube.

A breakfast run to Sirremet Winery is planned for 16 October (BYO and meet at 0930 at the Cafe.

23 October combined MG run. Trevor Taylor will be providing details to likely attendees.

6th November – A visit to Old Petrie Town on their Steam Day. Meet at Young's Crossing, north side of the creek at 0830hrs.

*** Report on the 2018 Queensland run National Riley Rally** - Wendy Lonie informally provided details of the work undertaken so far and indicated a possible destination and date for the National Riley Rally to be held in 2018. A further outline will be provided at the November meeting but will not be published yet in accordance with convention.

Report from Torque Tube Editor:

Phil Wylie submitted a report which is included hereunder:

Windows 10 has been playing havoc with my aged computer (it is only 8 years old). It demands a muscled up brainer version of computer so I have given in, bought a new computer with the current software including Mi-

Two recent TT articles have been sent to community newspapers. One newspaper has declined the request to write a story. Glasshouse has just responded positively. With numerous such articles in local papers it is hoped that community interest in Rileys may develop.

Every effort is made to provide accurate details for the stories presented in Torquetube, including follow up visits or emails to contributors of articles to ensure accuracy. Errors do occur however and it is hoped that readers will offer helpful corrections for inclusion in the following Torquetube rather than e-mailed rebukes.

Report on Riley Shed:

A big effort has been put in recently by attending members with new shelves being purchased and installed which has resulted in a lot more available room as the storage of engines and doors have now been rationalized.

The vehicle purchased from Gympie is now residing in the shed until it is removed by its prospective purchaser within the next few days.

In all respects, the clubhouse is operating well.

Report from Registrar: Nil

Report from Spare Parts:

Ian Henderson once again presented a comprehensive report on sales during the month indicating 9 invoices for the period.

An offer is to be made for the Pathfinder at Zillmere and Brian Jackson will approach the owner and make an offer.

The special from Gympie has been purchased which has provided a source of some parts.

The NSW and VIC clubs have settled all outstanding debts.

Report from Website Co-ordinator:

Linden Thomson advised that the latest Torque Tube is now available and the events Calendar is now up to date until November.

General Business:

Linden has prepared a Concessional Registration Form (SIVS) which now includes the Riley Insignia.

Phil Wyllie's suggestion of additional activities to enhance the Club's exposure was discussed, however while it has merit, due to the logistics of such and known restrictions on charity type activities, such as 'Blue Cards', it was considered impractical. Never the less we will watch for suitable opportunities and suggestions are welcome.

Car Reports:

Brian advised that his RMF has 2 or 3 broken rings on #1 piston which he is about to repair.

Graham Bourne is chasing a handbook for his RMA.

Bill white is chasing a square (rectangular!) fuel gauge if anyone can help.

Next Meeting:

Will commence at 8.00pm on Thursday 10 November, 2016, preceded by a BBQ for \$2.50 at 1830hrs.

Meeting closed:

Attendees were thanked for their attendance and the meeting closed at 2120 hrs.



RACQ

2017 RACQ QHMC Southern Queensland Rally



9th – 11th June 2017

Entries close Friday 26th May 2017

Entries may be accepted after this date, Please call to confirm.

Driver: _____
First Name _____ Surname _____

Passenger: _____
First Name _____ Surname _____

Additional Passenger Names: _____

Address: _____ Suburb: _____ Postcode: _____

Phone: _____ Mobile: _____

Email Address: _____

Vehicle Make/Model: _____ Year: _____

Registration Number: _____ Club Name: _____

Special Needs / Dietary Requirements: _____

Rally Entry Fee:	@ \$25.00 per vehicle	\$25.00
Friday Lunch & Museum:	No. Adults: _____ @ \$21.00 per person	\$ _____
	No. persons aged 9 & under: _____ @ \$15.00 per person	\$ _____
Friday Dinner:	No. Adults: _____ @ \$18.50 per person	\$ _____
	No. persons aged 9 & under: _____ @ \$11.00 per person	\$ _____
Saturday Lunch & Museum:	No. Adults: _____ @ \$17.00 per person	\$ _____
	No. persons aged 9 & under: _____ @ \$13.00 per person	\$ _____
Saturday Dinner:	No. Adults: _____ @ \$22.00 per person	\$ _____
	No. persons aged 9 & under: _____ @ \$11.00 per person	\$ _____
Sunday Lunch:	No. Adults: _____ @ \$5.00 per person	\$ _____
	No. persons aged 9 & under: _____ @ \$3.00 per person	\$ _____
TOTAL:		\$ _____

INDEMNITY:

I/We agree that the Beaudesert Motoring Enthusiasts Club, its committee and members will be in no way responsible for the loss or damage to a participating vehicle and accessories and personal effects, or for any damage caused by any such participating vehicle and any participant by entering in this event or driving in this event or a passenger taking part shall thereby waive the right of action at law against the committee, its organisation, their representatives or agents.

Signature: _____

Date: _____

PAYMENT:

Please make Cheques or Money Orders Payable to: Beaudesert Motoring Enthusiasts Club Inc.

Address: PO Box 65, Beaudesert QLD 4285

Email: Secretary.bmec@yahoo.com.au

Bank Deposit: Bank: ANZ BSB: 014-509

Account Number: 405267686

Please use your name as the reference



FOR SALE

1937 15/6 Kestrel. Restored to as near original as possible. Leather seats, Mechanics, framing, carpets and paintwork have all been professionally done. Has won numerous concours prizes with the NZ Riley Car Club and VCC. Sliding sunroof for hotter days. Always gets attention and is a lovely comfortable car to drive.

More information and photos available on request. \$70,000au or near offer. Ph Brian 0064 7 829 7166 or email

brian-barb@actrix.co.nz



Local sale

Personalised plates 25 RIL cost \$495 sell for \$450

Complete reconditioned front suspension crossmember with new kingpins, swivel pins and bushes to suit 2 1/2L. Absolutely no rust in crossmember. Selling for cost of king pins \$280.

RM steering rack reconditioned, no play anywhere. Originally from a roadster but will fit all RM ABCD models. \$320.

RM steering rack tube brand new. These have not been made for many years. Less than cost \$120

Steering rack gaiters new from Alpha Romeo. These are virtually identical to original Riley and extend and compress correctly. \$40 pair.

2 1/2 L piston ring set +0.040. \$60

Set of push rods for 2 1/2L. \$80

Set of push rods for Pathfinder. \$80. Cheaper than buying the tube to repair bent ones.

Set of new old stock camshaft bearings. \$70

Sedan dash parcel shelf wood trim perfect condition \$10

Instruments pre 1950 round. \$40 each.

I have other small parts which I am yet to unpack and can pass on details later. Hopefully these parts may be of help to members.

Mike Bramwell

e:mail: mbramwell@stpatricks.qld.edu.au