

TORQUE TUBE



NEWSLETTER OF THE RILEY MOTOR CLUB QUEENSLAND INC.

APRIL 2026



IN THIS ISSUE

PG. 2

Upcoming Events and From the Editor

PG. 4

Oil Baffle Mods

PG. 6

Millmerran Trip Report

NEXT MEETING

Tuesday 14 April | 38 Showgrounds Drive, Highvale

APRIL

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MAY

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FROM THE EDITOR

Thanks to Peter S and Bill W for the content contributed this month, as well as those of you sharing photos in Facebook groups which I've pinched to add some interest to the stories!

The club is still looking for volunteers for the Editor, Treasurer and Publicity Officer roles so if you're interested please get in touch with one of the committee members. I'd be happy to spend any time needed with the incoming Editor (should they desire) to accommodate a smooth transition.

Fingers crossed for those heading to the National Rally with the current uncertainty of the fuel situation! Thanks Don!! 🌟🍷🎉

Per normal, if you have any items you'd like to see included in a future edition please drop an email to TorqueTube@outlook.com by the last weekend of the month! This will be handed to a new Editor in due course.

Cheers,
Ange H
Yet-to-retire Editor

UPCOMING EVENTS

Tuesday 7 April

Enthusiasts at Samford Clubhouse. BYO lunch & drinks. Tea and coffee provided.

Sunday 12 April

Samford Garage 100 Years. 10:00 – 2:00pm.

Tuesday 14 April

Ordinary General Meeting 11:00am
Enthusiasts at Samford Clubhouse. BYO lunch and drinks. Tea and Coffee provided.

Tuesday 21 April

Enthusiasts at Samford Clubhouse. BYO lunch & drinks. Tea and coffee provided.

Tuesday 28 April

Enthusiasts at Samford Clubhouse. BYO lunch & drinks. Tea and coffee provided.

Tuesday 5 May

Enthusiasts at Samford Clubhouse. BYO lunch & drinks. Tea and coffee provided.

Monday 11 – Friday 15 May

National Rally – Murray Bridge, SA

Tuesday 12 May

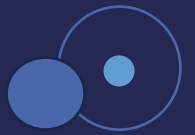
Ordinary General Meeting 11:00am
Enthusiasts at Samford Clubhouse. BYO lunch and drinks. Tea and Coffee provided.

Tuesday 19 May

Enthusiasts at Samford Clubhouse. BYO lunch & drinks. Tea and coffee provided.

Tuesday 26 May

Enthusiasts at Samford Clubhouse. BYO lunch & drinks. Tea and coffee provided.



COMMITTEE POSITIONS REQUIRED

Since the AGM in February, a number of positions have either become vacant or been established and require filling. These are:

- Editor
- Treasurer
- Publicity Officer

WATTS BRIDGE AIRSHOW

By Bill White

On Sunday 15th March, club members made the drive through the Brisbane Valley to the Watts Bridge Memorial Field Fly In.

What a great day with a large and impressive aviation lineup, fine weather, the background of the former WW2 dispersal airfield, a super breakfast, and a large and enthusiastic crowd made for a memorable and enjoyable day.

Photographs include Trevor Taylor beside a Yak, club cars MGA and Jaguar, and the famous WW2 fighter the Spitfire.

Highlight of the day was the look on the face of a young boy who had drawn a ride in the P51 Mustang.



Editor's Note (or ramblings!)

Club member and Toogoolawah old boy, Troy G, notes that Watts Bridge washed away in the 1974 floods and was never replaced. It originally linked Silver Leaves Road and Cooeimbardi Road and ran from the Bunyip Hole through Lower Crossbrook to Fulham Road. As a result locals now have to go via either O'Shea's Bridge, at the confluence of the Stanley and Brisbane Rivers, or via Barney's Rocks. As a result the locals now call the airfield

WHAT BRIDGE!

RACQ MOTORFEST

Despite earlier communications, the RMCQ will now no longer be involved with this year's RACQ Motorfest. Thank you to those who had volunteered to be involved.



SAMFORD GARAGE 100 YEARS

The Samford Garage is set to celebrate its 100th anniversary on **April 12, 2026**. This event will mark a significant milestone in the garage's history and the community's long-standing relationship with it. The

celebration will include special activities throughout the year, such as monthly giveaways, to honour the garage's legacy and its role in the community. The garage's commitment to its customers and the community is evident in its sponsorship of local clubs and organisations, ensuring that it remains a trusted and valued service provider in the region.

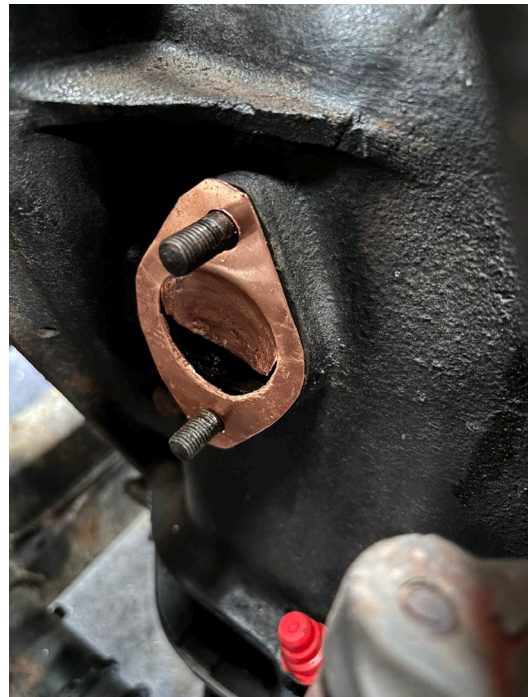
OIL BAFFLE MOD (INSPIRED BY KEITH J)

By Pete S

While searching for performance/improvement data for the Riley, I discovered an article by Keith J in a '97 Riley Gazette magazine detailing a modification to the oil filler/breather assembly. Keith explained that he was losing a considerable amount of oil through the breather pipe during trips. He reasoned that the opening in the engine block for the filler/breather assembly was directly in the path of oil thrown by the crankshaft balance weights. As these weights spin, they splash oil toward the breather hole, resulting in oil mist escaping through the pipe.

To address this, Keith installed a baffle plate inside the oil filler/breather assembly. The plate is curved so that it faces inward toward the engine block, effectively deflecting oil away from the breather hole while still allowing oil to be poured in easily during filling. This simple adjustment significantly reduced oil loss in his experience.

Inspired by Keith's results, I decided to try this modification myself. I used a piece of .8mm copper sheet for my baffle plate, although .5mm would have been easier to shape and install. Below, I have reproduced Keith's original article and included photos documenting my own modification process for clarity, showing the placement of the baffle plate inside the filler/breather assembly to assist others interested in making this improvement.





ORIGINAL KEITH J ARTICLE

Originally published in the Riley Gazette (RMC Australia) in 1997

FOR RILEY OWNERS WHO WISH TO REDUCE THE COST OF RUNNING THEIR CAR.

As a long time owner of a 21/2 RMB car I have had over the years many problems to overcome with my car but the one that baffled me most was the consistent overuse of lubricating oil in the engine.

In the Easter 1996 Rally I drove to Perth and back and as you can imagine there were many hours when the old girl was

sitting on 120 km/h across the Nullarbor..

There was no smoke at all coming from the engine or leaks, so when I got home and added up the amount of oil I had used I was very unhappy. It was then that I set about trying to find an answer.

Like many of you I have always noticed a smattering of oil on the torsion bar under the filler-sump breather unit, so I decided to take this unit off the engine and examine it. I then realised that the hole in the block is opposite that terrific long crank throw belting two gallons of oil about into an oily mist.

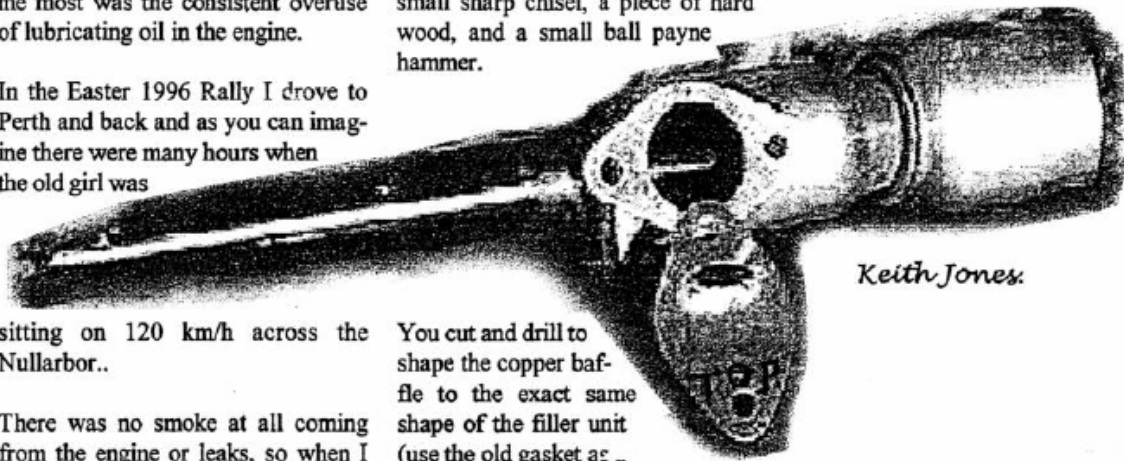
Some of this mist gets into the filler breather unit under pressure and jumps the baffle plate in between the filler and sump

breather, so some of your expensive oil finishes up on the road.

I decided to build a another baffle plate to fit between the hole in the block and the filler assembly. All you need is a piece of 16 gauge soft copper sheet, a pair of tin snips, an small sharp chisel, a piece of hard wood, and a small ball payne hammer.

not effect the filling or breathing operation of the engine.

Gentlemen, it has cut my oil usage in half and reduced my bank overdraft!



Keith Jones.

You cut and drill to shape the copper baffle to the exact same shape of the filler unit (use the old gasket as guide).

Now using a small sharp chisel and the hard wood, cut a slot in the copper baffle approximately 1/3 of the way from the bottom.

This slot should be exactly as wide as the hole in the block. Then with the ball payne hammer, create a dome inwards as far as you can by stretching the metal above the slot.

When assembled, this bulge protrudes into the block. The opening is at the bottom or sump, end.

The result of this is that any oil or mist hitting the dome must run back into the sump instead of going over into the breather and then down to the road.

The addition of this baffle does





GAYNDAH MILLMERRAN TRIP MARCH 2026

By Pete S

What a fabulous turnout for an overnighter trip, thank you guys for trusting me with your weekend! It was about the Wednesday prior, when my research via QLD traffic app confirmed that Gayndah was not going to be reachable for the weekend. Too much water!! Millmerran appeared to be the next best location, and it wasn't until I dove deeper into the locality that I found a few interesting places to visit. A bonus was that I could still salvage the first half of the Gayndah trip, and weave in some new adventures. Yes I think I can still save the weekend.



Friday afternoon was scheduled to be a visit to Len, a good friend of mine, and his many cars. A severe thunderstorm was also scheduled for about the same time, and I watched the radar in dismay as I approximated where my fearless crew might be in their journey to Toowoomba, right in the middle of the red! (A work colleague told me on the next Monday that he had been caught in it too, just west of Ipswich, where he spied a beige Riley blazing onward through the torrential rain, driver's eyes squinted straining to see, wipers going in slow motion battling the traffic's tyre spray. That was our

lan.) Anyway, Len's tour of his vehicle collection was quite amazing and everyone had a great time there. A quick return to our rooms to freshen up, then off to Zack's restaurant for an enjoyable evening.

Saturday had us all assembled by 0800 at the Darling Downs Vintage and Veteran Motor Club, where we were greeted by the club President and shown through the entire complex. Everyone agreed it was quite amazing for the club to have created these outstanding facilities. (Courtesy of having created and run the Toowoomba Swap). A few DDVVMC members had come out to view our cars, and we took the Obligatory Riley & Jenson Lineup (ORJL) photograph in front of the clubhouse. Following a quick trip briefing and radio assignment, we were off, on schedule, to our next stop.





As if on queue, the radio crackled with a desperate plea for a convenience stop, just as we pulled into the Canberra Bomber Park at Brymaroo. We explored the well presented bomber, then another ORJL pic and off to meet Rob and Beth for lunch. After a tense short stretch of single lane bitumen we enjoyed the good wide roads all the way to Bell. Rob and Beth met us at Pips n Cherries, where the ladies put on a magnificent feed for us.



On schedule still, our next stop was the mystery location, which was indicated as head north out of town, just follow me. It was at this point that my belief in my finely tuned convoy exploded, apart from 2 cars following me, the others had been reported to me later, as having peeled off like a banana, in all directions! The expression "herding cats" came to mind. The Jenson (Tail End Charlie) was on round up duties and was pedal to the metal trying to catch the Riley Special that had speared off to the East, others waited for their return as my mini convoy carried on North. We regrouped after about 20 kms and continued in a much more orderly fashion to the Coopers Flat Wind Farm. I had discovered this area a few

years back and was amazed that the road weaved its way through the wind farm, coming as close as 80 mts from one tower.



We pulled over at a lovely homestead which provided a great photo opportunity of multiple turbines and of course the ORJL. Brian decided to leave us here, to explore the wetlands to the North, while we backtracked through Bell towards Dalby for a refuel. Rob and Beth had kindly offered a tour of their farm so I had let Rob lead the convoy via the local back blocks to his farm. No shortage of excitement here either as an irate neighbor tackled us mid convoy to ascertain what we were doing on his property. Nerves rattled, we regrouped a little further down the track and continued on to the farm. Rob fired up the Bentley for us, revealed the Lancia Flaminia and gave us a fantastic tour of their farm and tranquil creek camping area. And of course the ORJL pic. Thank you so much guys. Rob led us out another way so as to avoid any more drama, but alas it was not to be... (I'll be gentle Ian!) Sneaking along the dusty blacksoil tracks, we were making good ground to be on time to Millmerran. The dusty track eventually gave way to a small damp section, disguised in such a way that only a long time cotton growing native could recognise, whereby he performed a barely distinguishable swerve to avoid the soft stretch and continued on. Those of us behind were indulging in the vastness of the fields so were not fully aware of the damp patch and the 'barely distinguishable swerve' which unfortunately claimed the axles of the very next Riley in line. The wheels had hardly stopped spinning when well-meaning country folk in high clearance farm utes appeared from every corner of the field, snatch straps at the ready. A well-coordinated retrieve had us all mobile again although there was a fair bit of mudslinging (both physically and over the airwaves) happening for the next few kms :-). The sun was getting low and we had a long way to go, so we kept a close formation and using Rob's driving lights on the roadster to light up the way, fortunately avoided any roos. We were all glad when the bustling metropolis of Millmerran came into view. Our cabins located, meals ordered and a refreshing drink in hand, we recounted a very, very full Saturday. Lots of laughs.



Sunday began with breakfast at the local bakery, where we met with the local museum curator. He had been very kind to agree to open the museum for us on the Sunday (not their normal day), and all I can say is about the museum is wow, just wow, for a small town it was a magnificent collection of items. The whole crew were quite immersed in it for at least a couple of hours, it did not disappoint. It was about 1pm when we took the final ORJL pic and selected individual routes to take us home. I think everyone had a good time on the weekend, we had a few adventures, a few drinks and sorted a few mechanical issues out too.

Hope to see you for next year's tour.





Celebrating 100 years
APRIL 12, 2026
10am to 2pm

ENJOY A
SAUSAGE
SIZZLE

COME & CELEBRATE WITH US

- ▶ Car show from 10am
- ▶ Official Presentations starting at 11am
including 100yr presentation to
100yr old Chevs by Moreton City
Councillor Ellie Smith









Ph: 3289 1229
4 Mount Glorious Rd,
Samford Village



















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MANAGEMENT COMMITTEE

POSITION	NAME	CONTACT DETAILS
President	Trevor Taylor	 
Secretary	Brian McMillan	  secretary@rileymotorclubqld.org.au
Treasurer	Lynne De Groot	 

SUB-COMMITTEE

POSITION	NAME	CONTACT DETAILS
Vice President	Mark Baldock	 
Club Captain	Karen Heffernan	 
Spare Parts Officer	David Maudsley	 
Editor	Vacant	  TorqueTube@outlook.com
Webmaster	Peter Schwenderling	 
Assistant Spare Parts	Bill White	 
Membership Secretary & Dating Officer	Marc Alderding	 
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Shed Coordinator	Trevor Taylor	