

TORQUE TUBE

NEWSLETTER OF THE RILEY MOTOR CLUB QUEENSLAND INC.

FEBRUARY 2026



IN THIS ISSUE

PG. 2

Upcoming Events and From the Editor

PG. 3

Bits and Pieces

PG. 5

Article: The King of Speed That Time Forgot

NEXT MEETING

AGM Sunday 8 February 2026 | 38 Showgrounds Drive, Highvale

FEBRUARY

M	T	W	T	F	S	S
					1	
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

MARCH

M	T	W	T	F	S	S
					1	
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

FROM THE EDITOR

Thanks to legends Mike B and Dave M again this month for continuing to send things through for your reading pleasure! It's very much appreciated guys!

AGM is this coming Sunday 8th February and I know the committee are keen to see you at the shed. 11:00am for the meeting with the traditional brekky run to Bullocky's Rest before.

Redlands City Council are not quite ready for the reopening of Willard's Farm (mentioned in the last Torque Tube), so we're waiting to hear about the timing of the Willard's Farm event – stay tuned! More info will be provided when available!

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!

Ange Henderson
Editor

UPCOMING EVENTS

Tuesday 3 February

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

Sunday 8 February 2026

Brekky Run to Bullocky's Rest, BYO brekkie, 8:30am from Samford Tennis Courts via Winn Road or 9:00am for those meeting there.

11:00am Annual General Meeting, Samford Clubhouse

Tuesday 10 February

Enthusiasts at Samford Clubhouse. BYO lunch and drinks. Tea and Coffee provided.

Tuesday 17 February

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

Tuesday 24 February

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

Tuesday 3 March

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

Tuesday 10 March

Enthusiasts at Samford Clubhouse. BYO lunch and drinks. Tea and Coffee provided.

Tuesday 17 March

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

Tuesday 24 March

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



MEMBERSHIP RENEWALS

Reminder that membership runs from 1 January – 31 December each year, meaning if you haven't yet processed your renewal, you are now overdue!

This is especially important for those with vehicles registered under the Queensland Government Special Interest Vehicle Concession Scheme (SIVS) whereby your club membership must be maintained where your vehicle is registered under this scheme.

Membership costs for 2026 are:

Membership Type	Cost
Annual Membership Fee	\$50
Family Membership Fee	\$75

The best way to renew is online at our [Riley Club Store](https://www.rileymotorclubqld.org.au/store) (<https://www.rileymotorclubqld.org.au/store>) where you can pay by Credit Card, Debit Card, or PayPal.

Alternatively you can also renew online and direct deposit as follows:

Account Name: Riley Motor Club Queensland
BSB: 633 000
Account Number: 156 635 229
Reference: Your Name

We'd love to see you all back in 2026!

PRESIDENT'S RUN

On a steamy Saturday of the Australia Day long weekend, a group of members travelled north to the Caloundra Air Museum for the President's Run. This included:

- Trevor T
- Mark B (RMB)
- Brian Mc
- Chris R (Riley Special)
- John H
- Ian H
- Wayne and Lynette S

VP Mark volunteers with the museum helping with the maintenance and repairs of the engines and was on hand for the highlight of the day – the starting of several of the

aircraft engines. Despite a test run, some on the day got stage fright, and in a true theatrical big finish, the last engine after 'put-puttering' for a while ended with an almighty BANG and smoke going everywhere when an oil line blew off!

The day was well attended, not just by ourselves but members of the general public, with lots of people pouring through the gate. Two members attended in their Rileys – Chris in his Special and Mark in his RMB.



Mark's RMB with Chris's Special in the background



Firing them up!



Nice view from the cockpit!



CLUB POLO SHIRTS

Club polo shirts are now available for pickup for: Greg M, Lance B and Stuart S, as ordered before Christmas . There is also one spare size M in stock. \$50 each.

Contact Ian

FROM THE ARCHIVES

From the Riley Record August 1949:

Duke of Edinburgh Samples "Magnificent Motoring"

THIS year's Senior Tourist Trophy race in the Isle of Man, was honoured by the presence of the Duke of Edinburgh.

All the official cars were Rileys and the Duke used the open three-seater sports model when he visited the Craig and Quarter Bridge to witness the racing at those two points.



EVOLUTION OF SUPERCHARGERS

1



Traditional Supercharging RMB engine in Healey Chassis

2



Duryea's latest electric supercharger is the first of its kind. High performance at 12 volts is only possible with a power-dense 9.5HP 600A Duryea BLDC motor with advanced electronics.

The Duryea 12V Electric Supercharger provides an instant boost for smaller engines, eliminates turbo lag in larger engines, and is compatible with an existing engine management system.

12 volt electric motor driven supercharger



Electric Car superchargers

3



THE KING OF SPEED THAT TIME FORGOT

Reprint from the Brooklands Bulletin | January – February 2026

THE KING OF SPEED THAT TIME FORGOT



Eldridge and Eyston made a formidable pairing for their drives at Montlhéry. The extra spotlight fitted to the Riley for the 1930 run is visible on the scuttle next to the driver

George Eyston was a prolific racer and record-breaker, and was closely associated with Riley cars that brought him and his team so many successes.

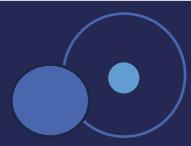
Words: Neil Mears Photos: Bonhams | Cars, Brooklands Museum Collection, French National Library, H&H Classics, HERO-ERA, RIM Sotheby's, TIGOSE

Captain George Edward Thomas Eyston was a legend in his lifetime: a highly skilled engineer and fearless driver who won at the highest level of competition. He also broke an incredible 235 records across different classes and engine sizes, including three World Land Speed records. Always immaculately turned out and with an assured presence, he was described by Phil Hill, the American Formula 1 champion, as a 'prince amongst men'. Eyston truly stands out as the archetypal all British hero and to this day his achievements remain unmatched.

Sadly, and for no obvious reason, his name has become less well known over the years. Recently, author Doug Nye commented Eyston was the 'King of Speed that



George Eyston in the number 16 Riley Nine leads Cyril Whitcroft in the 1932 Ards TT, though Whitcroft went on to win the race ahead of Eyston



time forgot'. It's difficult to understand how we've arrived at this situation. If he were a Top Trumps card, he'd be the one you'd want in your hand.

Eyston was born in the pretty little village of Bampton, Oxfordshire on the 28 June 1897. The Eystons were a wealthy family who could trace their history back to Saint Thomas More, Henry VIII's Lord Chancellor. The primary family estate is located not far from Bampton in East Hendred. The beautiful house at the centre of the of the village is surrounded by farmland and properties, and there is a stunning church and several pubs nearby, including the Eyston Arms.

George Eyston started his education at the Stonyhurst College in Lancashire in 1909. However, after just a year he returned to Bampton where he was home schooled alongside his younger brother Basil. In 1910, at the age of 13, he joined the Seafield College near Farnham. Seafield was a specialist engineering college that boasted state-of-the-art facilities and workshops. Eyston was in his element and soon developed a passion for motorcycles and all things mechanical. After four

years, he was offered a place at Trinity College Cambridge to study engineering. However, about a month before he was due to start, the First World War broke out.

Like many of his generation, Eyston signed up and received a commission in the Royal Artillery. Posted to Flanders on the Western Front, he served with bravery and tenacity. On one occasion, his group cam under intense fire and Eyston was shot in the leg. He was sent back to England to recover and in this brief period, and against advice, he used his time to learn to fly. The injury would go on to affect him throughout his life by restricting his mobility and cause pain, yet he returned to the frontline, where he was awarded a Military Cross and was mentioned in despatches on two further occasions for his actions.

Peace breaks out

On the 11 November 1918, peace was declared and Eyston resumed his studies at Cambridge. Three years later and after completing his degree, he started his career working for J Stone and Company, a shipping engineering

firm based in London. It was also around this time that he developed a passion for racing motorcycles, using a pseudonym to hide his identity from his parents, and competed in several races at Brooklands. However, ambitious as ever he also set up his own business designing and building superchargers. The Powerplus Supercharger Company was Eyston's own enterprise and he prided himself on the original designs and patterns he produced.

In 1926, Riley first approached Eyston, commissioning him to design and build Powerplus superchargers for their new models. The units were displayed in December on the Riley stand at the Olympia Motor Show. The event was a significant milestone for Riley, which used the occasion to launch their new Riley Nine range. These cars were fitted with groundbreaking four-cylinder overhead valve twin camshaft engines that would influence the company's success for years to come. In 1927, Victor Riley had just been appointed managing director and summed up its achievements by saying: "The year has established the Riley Nine high in the favour of discriminating motorists and has in 1927 justified still further its title of the Wonder Car."

It comes as no surprise that Eyston was drawn to the fine engineering of Riley. Privately, he entered a Riley Nine fabric-bodied Tourer in the Essex Motor Club's Six-hour race at Brooklands in 1928 and



Wakefield Patent Castrol is a better Oil so I use it."

George Eyston



Eyston entered a Riley Nine fabric-bodied Tourer, similar to this, in the Essex Motor Club's Six-hour race at Brooklands in 1928, finishing with an average speed of 58mph.



A Riley Nine Brooklands Special in use today. These low-slung sports cars are still much in demand for their sporting ability on and off the track.



achieved a notable average speed of 58mph. He also took a class win at Shelsley Walsh Hill Climb driving another Riley Nine the same year.

The Riley Nine's reputation continued to grow, and the company's engineers and designers were determined to improve the car. A significant breakthrough occurred in 1929 when Riley introduced the Mark IV chassis with strengthened side members that allowed for several modifications to be made, which proved popular with the racing and record-breaking community. The same year, Eldridge, Railton and Thomson first drive a Riley Monaco around the Montlhéry track near Paris. The car successfully broke the Class G (1100cc) record running at 67 mph for 1000 miles. Determined to continue, the team pushed on for the 24-hour record. Unfortunately, coming off the banking the car overturned and, although no one was hurt, the attempt was abandoned. The awaiting press were told the icy conditions had caused the incident. In fact, a broken crankshaft had forced the driver to take evasive action. Back in Britain, Elridge approached Thomson & Taylor of Brooklands asking for their help. The outcome was a re-engineered crankshaft that offered improved balance and strength, but Percy Riley

was resentful of this design and refused to adopt it. Eventually, his brother Victor, afraid the problem might cause a serious accident, stepped in and the company placed an order, so the Eldridge crankshaft was fitted to all production cars.

It's also about this time that Eyston first met Eldridge in the Paddock at Brooklands. Eldridge, himself a World Land Speed Record holder (146mph in the *Mephistopheles*), approached Eyston asking if he would be interested in joining him in his next attempt in Paris, and the two soon became close friends and business associates.

In early June 1930, recognising the potential of the Riley Monaco's

performance, Eldridge returned to Montlhéry. This time partnered by his new friend Eyston, it was the first of many records the pair would break driving Riley cars. To ensure success, the factory at Coventry had made several upgrades which included a larger fuel tank, a spotlight with a more powerful battery, and new harder wearing Dunlop tyres. The weather wasn't too kind to them, and the attempt was hampered by heavy rain. Despite the poor conditions, the drip was a success and a number of G Class records were broken. Driving at an average speed of 67.79mph, the pair smashed the 1000-mile record, and the 24- and 48-hour records were also taken at average speeds of 66.2mph



The Riley Monaco was an attractive and capable small saloon that Eyston realised had great potential. He broke several records with this model.



An early incarnation of the MG EX127 that Eyston used to set four new records in December 1931 at the French Monthéry track as Brooklands was closed for the winter.



and 64.3mph, respectively. This incredible achievement demonstrated the reliability of the Monaco and resulted in unprecedented orders for new cars. Most importantly, Victor Riley recognised the team's achievements and committed to the Eyston and Eldridge partnership.

Eyston had a huge respect for Victor, and their friendship was lifelong as the pair shared many interests outside of the motor industry. In *Safety Last*, Eyston's autobiography, Riley is given his very own subsection alongside others such as Kimber, Denley and Eldridge. Eyston writes about a cake he was presented at the end of the Second World War. On it, the inscription read 'Hunting, Shooting and Fishing'. He then goes on to reference the many happy times he spent with Riley in the pursuit of all three stating: 'I shall always be grateful to Victor for reminding me that there were other things in life besides work, particularly in strenuous times.' The pair spent many happy hours in the pursuit of

their hobbies at Riley's estate in Stow-on-the-Wold.

Later that year in July, Riley entered a team of cars into the Irish Grand Prix at Phoenix Park in Dublin. The company and management were true to their word and the cars were all standard and non-supercharged. For Eyston, it was a fantastic opportunity and he states what an honour it was to be asked to drive for the works team. Unsurprisingly, the wonder car performed brilliantly throughout the race. Eyston, driving a Brookland's Special in Class G (No 42) covered the entire 266 miles without stopping at an average speed of 68mph. This incredible achievement secured him fourth place overall and a class win. The beautiful trophy was proudly displayed back at the factory in Coventry and handed Riley the opportunity to promote their new models.

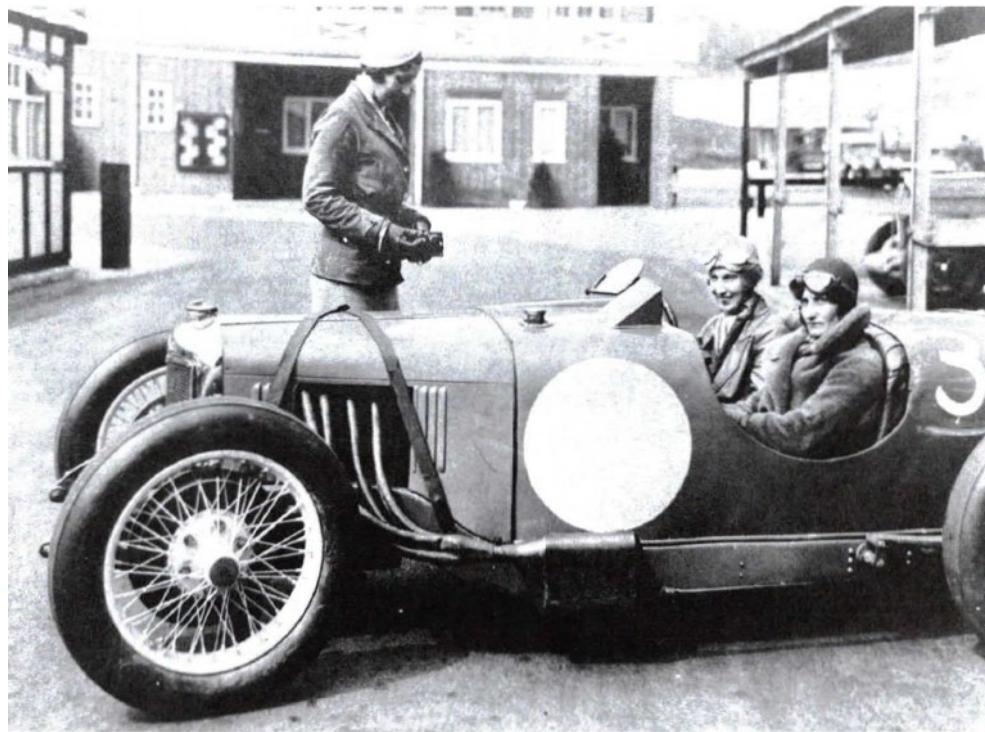
An MG interlude

Early on in 1931, Eyston's time was focused on designing and perfecting his MG 'Magic Midget' record car. Driving it, he became the first person to travel at 100mph in a small engined (750cc) car. Additionally, with the support of Eldridge and Denly, he was still able to break several Class G records driving two Rileys. The first was a standard Monaco saloon and the second a Riley nine Brooklands Special, and this was particularly impressive as it smashed the record at an average of 108mpt over one hour. In an interview following the success, Eyston stated how well the car was set up, reporting the engine ran at a steady 6000rpm and gave no problems throughout.

In May 1932, having achieved 108mph in the 'Baby MG' at Pendine Sands in Wales, Eyston and his team entered a Riley Nine Brooklands model in the JCC (Junior Car Club) 1000-mile race at the Weybridge track. The event replaced the Double 12 and was promoted by organisers as 'England's biggest race'. This gruelling challenge was set over two days and Riley cars were well represented. Overall, the results for Riley were excellent, and Elsie 'Bill' Wisdom and Joan Richmond won the race outright driving their Riley



The distinctive twin-cam design of the Riley engine, here in a Nine Brooklands Special, was also powerful and reliable for racing duties.



Elsie 'Bill' Wisdom and Joan Richmond (in the car) won the Junio Car Club 1000-mile race at Brooklands in May 1932, and Eyston was quick to champion their success.

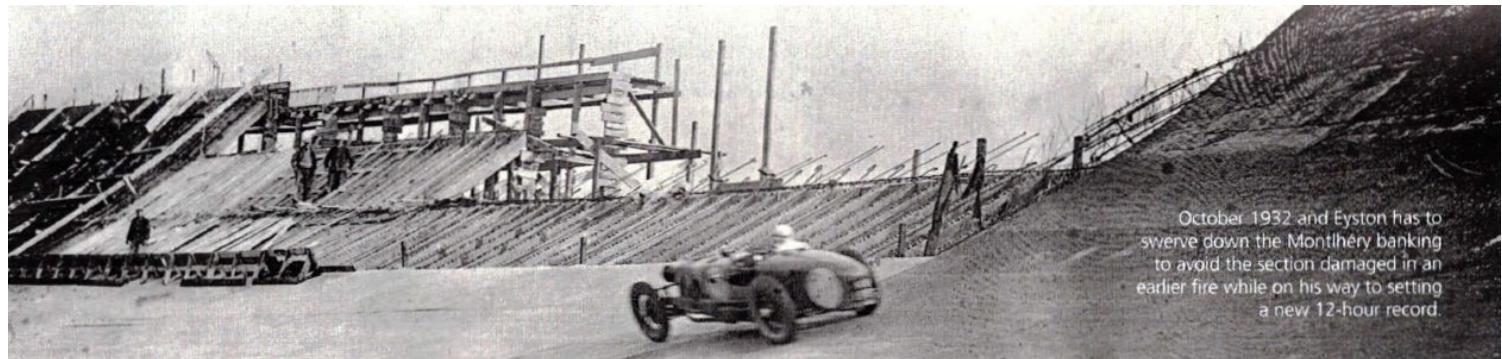
Nine Brooklands racer. This proved to be a landmark moment in racing history that put women racers on the map and was widely celebrated in the motoring press. The pair's success was championed by Eyston, who would go on to manage and promote female teams.

Later in 1932, Riley achieved further success in one of the toughest races in the calendar. The Ards TT in Northern Ireland gave manufacturers and drivers a wonderful opportunity to showcase their latest cars. For Riley this was to prove one of its finest results. The old circuit at Newtownards was a difficult course with several hazardous

corners and fast, long straights. This played to Eyston's strengths and 'added to the thrill' of the occasion. The morning of the race was windy but remained dry. Thanks to this and the newly laid non-skid surface, the track was running particularly fast. The first group of cars set out at precisely 11am. It included the handsome Riley works team cars, driven by Whitcroft (17), Eyston (16) and Staniland (18).

When the chequered flag fell, Whitcroft had won the race outright, closely followed by Eyston in second place. The following is an account of the race in Eyston's own words: 'After the fast start, my car was the first of the

Rileys to dash through the square with its difficult corners. Whitcroft was close behind me. At the second corner Whitcroft comes past me, and I stay close to his tail. Not far behind us is Gill and Dixon both driving Rileys. By the end of the second lap, I had retaken the lead from Whitcroft. It's at this point that the little wizard Dixon began his fireworks and by the time we passed the grandstand on the start of the 4th lap he had passed me and maintained a lead. At this point Whitcroft had fallen back to 4th. By 12:30, Dixon and I held the first two places with Whitcroft some way behind. Staniland had been forced to pull out with engine trouble. His retirement meant we could no longer win the team prize which was disappointing. On we went pushing our Rileys to their limits. At around 2:00pm I pulled into the pit to refuel. This took around 31 seconds although it wasn't without its problems. Denly was emptying a five gallon can into the fuel tank when a blowback splashed petrol benzo directly in his eyes. This resulted in temporary blindness and him requiring immediate attention. This pit stop had allowed Whitcroft to pass and challenge Dixon for the overall lead. It was anyone's race. Although Dixon was pushing his car hard as he entered the infamous Corey corner. His over enthusiasm meant he hit a curb and went straight through a hedge disappearing into a front garden.'



October 1932 and Eyston has to swerve down the Monthéry banking to avoid the section damaged in an earlier fire while on his way to setting a new 12-hour record.



It's easy to see why so many racing drivers were delighted to use the Riley Nine Brooklands for racing and record runs. It looked just right and went every bit as well.



At the time Dixon wrote: 'I jumped into a rhubarb patch, chopping down a few trees during the act, but the old Riley landed fairly square, and with the willing help of about 20-30 volunteers we were able to drive home with nothing more than a bent wheel.' Despite this understated account, onlookers declared the whole affair had been a miracle considering the circumstances. The race was now nearing its end, a Riley victory seemed a dead cert and Dixon commented: 'I stayed in second place behind Whitcroft who took the chequered flag in his blue Riley.'

However, Riley's 1932 campaign didn't end there and in October Eyston, Eldridge, McClure and Denly took a Riley Brooklands 12/6 (12hp, six cylinder) back to Montlhéry to take on the F Class records. This was the first run on the reconstructed track which had been badly damaged in a fire. As a result, the officials had imposed a 90mph speed restriction. The new six-cylinder model had been specially prepared by Eldridge, who fitted one of his trademark front cowlings. To avoid the stretch of track that was undergoing repairs, Eyston had to take decisive action on each lap by swerving down the centre. When darkness fell, a set of

lanterns had to be laid out to highlight the dangerous sections. By the early hours of the morning, conditions took a turn for the worse and a violent thunderstorm emptied itself onto the track. Despite this, at 3:30am the 12-hour record was broken at an average speed of 92.8mph.

Following repairs to a ruptured fuel tank, the team went on to break the 24-hour record at an average speed of 82.4mph, a truly determined result given the circumstances. Following the 1932 records, Riley said in its publicity: 'We are indebted to Captain Eyston and the Riley designers and engineers for this outstanding demonstration of reliability motoring never previously known.'

By April 1933, Eyston's attentions once again turned to MG. The company had targeted the Mille Miglia, the Italian race set over a treacherous 1000-mile course. A lot of time and resources had been put into the project and the campaign was a tremendous success for MG as it won the overall team competition and Eyston and co-driver Lurani took the 1100cc class win. This was the first time a non-Italian team had been awarded the prize.

A return to Riley

Following his success with MG, Eyston was offered a drive in one of the Riley works team cars in the 1933 Ards TT race. Surprisingly, Victor Riely announced the company wouldn't be entering any Riley nines, stating the car had been developed as far as possible. Instead, the larger 12/6 would be used and a team of three cars was entered on the 2 September, with car No. 7 for Eyston, No. 8 for Whitcroft and Staniland driving car No. 9. Held over the first week in September the mechanics at Riley had made some significant changes to the car setup. The engines had been set back in the chassis and they also benefited from a four-carb setup. The team had also reduced the overall weight of the cars making them lighter and more agile. Unfortunately, as far as the race itself went the works team was unsuccessful. Eyston driving car No. 7 was forced to retire with gearbox problems, shortly followed by Staniland in car No. 9. Whitcroft managed eighth position overall, saving some embarrassment as Dixon driving a larger non-works team Riley took the overall win.

By November that year, and with the full backing of Riley, the team were able to take the 12/6 back to



Montlhéry. Two of their drivers/engineers, the two Macs (Percy and Edgar McClure) were sent over with the car. The weather in Paris was cold and Eyston complained about the top of his head freezing when driving wearing just his cloth helmet, while Edgar chose a leather helmet to prevent this problem. The records tumbled and the team returned to Britain triumphant. Over the two weeks, they had achieved three hours at 112mph, 500 kilometres at 112.3mph and 500 miles at 110mph. Eyston was highly complementary of the two Mac's and how well the cars were prepared, specifically referring to the fine tuning they achieved – high praise coming from Eyston himself. While a good number of records were broken, the team believed the car could go faster still. Consequently, the Riley was returned to the Coventry factory with recommendations made by Eldridge and Denly on how to improve its performance.

1934 followed as a particularly busy year for Eyston and his team. Eldridge worked tirelessly behind the scenes to develop new opportunities and record attempts, while early in the year Eyston and Edgar McClure took the improved Riley 12/6 back out Paris for the final time. The pair successfully broke three international Class F records, including the 1000 miles at an average speed of 102mph, 12 hours at 100mph, and 2000km at 110mph.

Back in Abingdon, home of MG, Eyston's personal project MG EX127 (the *Humbug* or *Magic Magnette*) was ready and he was keen to use it in the up-and-coming season. From this point onwards, Eyston stepped away from actively breaking records and racing Riley cars. It's interesting to learn that he also eased his association with MG. By this time, the company had sold the

Magic Midget to a German racer, Bobby Kohlrausch, despite Eyston's total disapproval. He may have had a point, as the car found its way into the hands of the German racing teams, Auto Union and Mercedes. By stripping the car down, both teams were able to learn about the engineering that had successfully broken the world record, and soon after they launched their own world beating teams.

The association with Riley, however, was not completely ended. Later in 1937, Eyston approached his friend Victor Riley in the hope that he would support his attempt on the World Land Speed Record. Victor Riley didn't disappoint and gave his friend his full backing. By this time, Beans in Tipton near Coventry had become a public company, with Victor Riley as its Chairman. He offered Eyston the services of Beans Engineering along with their production manager, Cecil Bianchi, who was described as the company's presiding genius and had formerly been the chief engineer at Crossley. He had many years of experience in designing cars and engines and was instructed by Victor Riley to collaborate with Eyston and Eldridge in the construction of the *Thunderbolt*. The Beans engineers put all their efforts into building the chassis and streamlined bodywork. The twin Rolls-Royce-engined car would become Eyston's legacy by achieving an astonishing 357mph on the Bonneville Salt Flats in 1938. In a small gesture of gratitude to the company, Eyston agreed to take part in a publicity campaign and was photographed standing by his new Riley Twelve outside the Coventry works, the caption reading: 'It is significant that the current World Land Speed Record gives the new Twelve his personal patronage.'

Shortly after breaking the LSR, the Second World War broke out and, despite not being able to sign up to a frontline military role, Eyston felt bound by duty to volunteer his skills and leadership. The Ministry of Production recognised his brilliant organisational ability and appointed him as Regional Controller. This was a huge responsibility and involved overseeing 1500 plants and around 250,000 workers.

Later life

For his services during the war, George Eyston was awarded an OBE. Subsequently, many interviewers asked him why he wasn't awarded a knighthood like several of his contemporaries. In typical Eyston style, he simply stated that it didn't concern him and he was delighted to receive an OBE. He was also enormously proud of his Légion d'Honneur and the Sovereign Order of Malta, Which he received for his contribution as a Layman to the Catholic faith.

With regards to the car industry, Eyston continued his association with MG as a manager of several successful Class F record attempts in the USA. He also managed the fateful water speed record attempt by John Cobb in 1957. However, other than his friendship with Victor, Eyston dropped his association with Riley.

Eyston's contribution to Riley was truly unparalleled. No other racer achieved the same level of success or had such a lasting impact on the brand. Together with his team, Eyston stood out not only for his record-breaking performances but also for his unwavering support of Riley throughout his career. While Riley eventually shifted away from racing and record



ambitions, Eyston's focus latterly moved toward the *Thunderbolt* project and the pursuit of the World Land Speed Record.

There's no doubt that Eyston played a pivotal role in shaping Riley's

reputation and aiding its global expansion. His remarkable achievements with breaking 24 records

and competing at the highest level of motorsport stand as a powerful testament to his influence and ability.

Riley developed the Nine Brooklands into a superb racing machine, and Eyston played a major part in how that work was informed by pushing the car to its limits.



BUY, SWAP OR SELL

Got something you think others will be interested in? Or have you been searching for something hard to find?

Try listing it here! Email the Editor at TorqueTube@outlook.com.

TORQUE TUBE

Newsletter of the Riley Motor Club Queensland Inc



CARS FOR SALE VIA RMCQ WEBSITE



1951 Riley RMA Saloon | \$18,000

Very good condition and with full history back to the original owner in 1951.

Restored in 1997 by a Queensland Riley Club member and has done very few miles by subsequent owners. Believed to be very low original mileage on speedo.

It has been professionally detailed recently to bring its external appearance up to equal that of the very sound wood coachwork. Very sporty and well-balanced car to drive.

Currently fully registered in Queensland on personalised plates 'RLY 51'

Please contact Raneet on 0406 900 664.



RMB Project | \$5,000 ONO

Please call Richard on 0407 565 844

Vehicle located in Peeramon Qld (near Atherton)

For more photos, visit the 'Qld Cars for Sale' page of the website: www.rileymotorclubqld.org.au.

SEEN ONLINE

Note: Cars and items available at the time of publishing – vehicles and items listed here may be sold or delisted at any time



carsales
1951 Riley RMB Saloon
\$22,500
VIC



carsales
1950 Riley RMA Saloon
\$15,000
WA



carsales
1954 Riley RME Saloon
\$18,000
QLD



JUST CARS
1936 Riley Falcon Saloon
\$18,000
NSW

TORQUE TUBE

Newsletter of the Riley Motor Club Queensland Inc



JUST CARS

1950 Riley RMB Saloon

\$35,000

📍 QLD



JUST CARS

1933 Riley Special

↓\$44,999

📍 SA



JUST CARS

1951 Riley RMA Saloon

\$14,000

📍 QLD



JUST CARS

1952 Riley RMB Saloon

\$12,500

📍 VIC



JUST CARS

1949 Riley RMA Saloon

\$19,900

📍 NSW



JUST CARS

1950 Riley RMB Saloon

\$19,500

📍 SA



JUST CARS

1951 Riley RMA Saloon

↓\$18,250

📍 WA



JUST CARS

1959 Riley 4/68 Series Nine

\$16,000

📍 NSW



JUST CARS

1950 Riley RMA Saloon

Project

↓\$5,000

📍 VIC



JUST CARS

1950 Riley RMA Saloon

\$15,000

📍 VIC



JUST CARS

2 x 1950 Riley RMB Saloon

Project

\$5,000

📍 QLD



JUST CARS

1967 Riley Elf Project

\$4,500

📍 TAS



Facebook Marketplace

1950 Riley RMB Saloon

\$14,000

📍 QLD

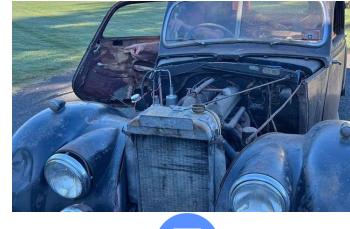


Facebook Marketplace

1951 Riley RMA Saloon

\$14,000

📍 QLD



Facebook Marketplace

1950 Riley RMA Saloon

Project

\$5,000

📍 QLD

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	Angela Henderson	  TorqueTube@outlook.com
Webmaster	Peter Schwenderling	 
Assistant Spare Parts	Mike Bramwell	 
Registrar & Membership	Ian Henderson	 
Librarian	John Hansford	 
Shed Coordinator	Trevor Taylor	 



www.rileymotorclubqld.org.au



Queensland Riley Motor Club