

TORQUE TUBE



NEWSLETTER OF THE RILEY MOTOR CLUB QUEENSLAND INC.

MARCH 2026



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From the Archives (Rileys & Isle of Mann)

NEXT MEETING

Tuesday 10 March | 38 Showgrounds Drive, Highvale

MARCH

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FROM THE EDITOR

This issue is quick, dirty and late as work gets the better of what spare time I have. It is for that reason I regretfully inform you I have not nominated for the Editors position for 2026 and it currently sits vacant. Hit the committee or I up if you think you can help out – I'm happy to provide what guidance I can to the incoming Ed, transfer the email address, etc. Thanks to those of you who've offered support and sent photos and stories along the way – this job is all the better for your help!

Fortunately this month I've had a couple of emails come through, or had some items in reserve, so there's still a bit to read!

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 H
Retired Editor

UPCOMING EVENTS

Tuesday 3 March

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

Tuesday 10 March

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

Friday 13 – Sunday 1 March

Black Stump Run.
8:00am 13 March dept Darling Downs
Vintage and Veteran Club. Weekend via Bell, Gayndah (overnight), Yarraman.

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.

Tuesday 31 March

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

Friday 3 – Monday 6 April

 EASTER 

Tuesday 7 April

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

Tuesday 14 April

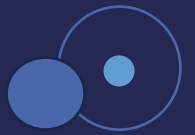
Ordinary General Meeting 11am
Enthusiasts at Samford Clubhouse. BYO lunch and drinks. Tea and Coffee provided.

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.



ANNUAL GENERAL MEETING

The 2026 Annual General Meeting was held Sunday 8 February at the club shed. A new committee has been elected, with some new faces amongst the veterans. Check out the updated list on the last page!

BIRDSVILLE TRACK RALLY

The Riley Motor Club Victoria is seeking **Expressions of Interest** from parties who may be interested in participating in an event to celebrate the 60th Anniversary of the historic adventure by Rileys in 1967 on the Birdsville track.

The proposed event will be held in the same time frame July and follow a similar route (see below for 1967 notes)

If you are interested in participating send your name and email address to Keith M - president.rileyvic@gmail.com

JULY, 1967 BIRDSVILLE TRACK RILEY RALLY

Saturday, July 15 Leave Adelaide at 7.30 a.m. Hindmarsh Square (Channel 9 TV. in attendance. Drive to Beltana (near Maree) distance 300 miles, good roads.

Sunday, July 16 Beltana to Cooper's Creek, 200 miles on well graded beef road. Points of interest - Ochre mines at Lindhurst, ruins of Lutheran Mission at Cooper's Creek.

Monday, July 17 Cooper's Creek to Birdsville, 290 miles on well graded beef roads. p.o.i. world's largest cattle station, boiling artesian bores, homestead ruins.

Tuesday, July 18 At Birdsville and around. Burke & Wills historical sights, teeming bird life on the Diamantina River.

Wednesday, July 19 Birdsville to Clifton Hills; 90 miles visit to homestead, inspect cattle station.

Thursday, July 20 Clifton Hills to Maree, 290 miles.

Friday, July 21 Maree, Lake Eyre, Maree, 90 miles, vast bird life on inland water way at Muloorina, drive on surface of Lake Eyre.

Saturday, July 22 Maree to Blinman in the Flinders Ranges, 180 miles, open cut coal fields at Leigh Creek, magnificent

gorge scenery at Blinman, typical Australian ranges of mountains.

Sunday, July 23 Blinman, return to Adelaide

WAY BACK WHEN...



When cars had both the GPS and the Sound System in the boot.

AGE IS NO BARRIER

Eagle-eyed members may have caught this story recently of past-member Stuart Paton (previous owner of Wayne S's RMB) published in the Sunshine Valley Gazette 3 February:



1928 Lancia Lambda Vehicle Proves Age is No Barrier for an Adventurous Spirit

During December Stuart Paton and Brian Eastwood, members of the Sunshine Coast Antique Car Club, flew to



Melbourne to purchase a 1928 Lancia Lambda Model 8th Series Weymann Saloon 6-Seater Long Model.

The vendors met them at the airport and drove them to a specialized storage site to inspect the vehicle. Stuart thus became the owner of this Lancia still proudly displaying its' iconic Italian 1921- 2016 Fobello Varallo Rally plate.

Brian was advised to drive it at its' 'sweet spot' and to 'keep an eye' on the gauges due to the long drive. They ventured north through Seymour, Albury and on to Wagga Wagga where their GPS proved useless. They parked up, then noticed the Police Station and two young officers approaching them. The officers were keen to admire and photograph the car.

On explaining their navigational dilemma Stuart and Brian were then kindly given a police escort through Wagga Wagga, shown a shortcut to Coolamon and told to turn right to West Wyalong at the major intersection. From there they 'cruised the Newell' to Forbes.

An early start from Forbes enabled travel through Parkes, Dubbo, Gilgandra, Coonabarabran and concluded at Narrabri. This section posed some issues due to the terrain, the car's 'comfortable' speed and the need for careful observation of the gauges. Semi-trailer drivers courteously accommodated the Lambda's capabilities, and they made a point of pulling off the road, where possible, allowing trucks and other vehicles overtake them.

Accommodation proved to be scarce in Narrabri but with assistance from a family-owned motel group this was overcome. This family was delighted to view the Lambda and eager to be photographed with it. Next morning a gentleman from the Narrabri Antique Car Club was found closely inspecting the car. This long, dark, regal vehicle covered in a leather like fabric, with red metal mudguards, a shiny nickel-plated radiator cowl, flip back second row seats, deep red leather upholstery complemented by red fabric window blinds with tassel pulls and crystal vases positioned at the rear windows, is certainly capable of arousing intense interest.

Back on the road north, the mighty Lambda travelled the long stretches through Moree and Goondiwindi before turning onto the Gore Highway and resting overnight at Pittsworth.

This intrepid adventure concluded with the car arriving on the Sunshine Coast. A total of 1,359 miles had been travelled. As the travellers admitted the noise from the vehicle was constant and tiring, and of course, ventilation was provided the old-fashioned way by winding down the windows!

This challenging trip taken by a vehicle manufactured in 1928 shows that age is no barrier to machine or man. The new owner is aged 99 and the vigilant driver is aged 86 and we're sure that if Vincenzo Lancia was still alive, he would have been very proud of them all.



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.



FROM THE ARCHIVES

David M has been a wonderful source of information over the past 12 months contributing plenty for your reading pleasure!

He notes “The Riley Archive in Coventry is doing a fantastic job of digitising and cataloguing Riley history and has so much online already. We have 2 great articles from J.B .Mylchreest from 1947 & 1948 about his time as Track official at the Isle of Man, who was able to drive Rileys at speed on the closed circuit. So here are some Riley related stories & pictures just on the subject of the Isle of Man mostly from the ‘The Riley Record’.”

OPEN THE ROADS, RILEY (AUGUST 1947)



There is sometimes so great a time-lag between the genesis of the idea and the achievement that the first thought becomes quite overlooked.

In my own case things worked out rather differently.

The story begins in 1942, when I was Adjutant of our local 7A Regiment, the 15th (Isle of Man) L.A.A. Regiment (T.A.), when

I was suffering from a surfeit of experiences with Army Transport, and when I fell to day-dreaming of my ideal car. It would be fast, comfortable, and would hold the road like leech—and how it would corner!

But it was later, in 1944, when I was commanding a L.A.A. Regiment in Germany, that my dreams of real motoring



began to look like a possibility, and all those experiences of the war years began to fade into a background that had been interesting, exciting, and at times, even boring.

In the Western Desert

In 1942, in company with many of my fellow countrymen, I was “existing” in the Western Desert of Libya, near Tobruk, and in spite of certain occasional excitements, some of us did not really object to the life. In fact, looking back now, I realise that we got quite a kick out of it; we were fit, and although perhaps things were a little monotonous, it was quite an interesting experience. I used to smile, though, as I drove over the desert in my 15-cwt. Canadian-built Chevrolet truck, being thrown all over the place, hitting the roof frequently, and using not altogether polite language, and I would think, “Oh, for a well-sprung car and a not-so-rough road.” It was amazing what those army trucks would stand up to, and, provided you had a good supply of new road springs, you were reasonably sure of getting to your destination. The sand and a lot of low gear work used to play havoc with the engines, but an efficient replacement scheme worked quite well, and we used to change engines round about every 5,000 miles.

24,000 miles in Germany and France

After the desert I graduated to a “jeep,” an interesting and remarkable little machine, in which I covered some 24,000 miles in Germany and France before the war ended. Then, as the end finally approached, I began seriously to consider real motoring again; something comfortable and fast was indicated after the “bone-shakers” of the army.

Now, as I appreciated at last, I was approaching the realisation of my desert dreams, the fulfilment of my hopes—the discovery of the 1½ h.p. 2½ litre Riley.

It was not by chance that I became the owner of one of these new cars, nor was it entirely an accident that I managed to get permission to use it for some of the official car duties on the course during this year's T.T. races. I had taken delivery in sufficient time before the races to be able to “run it in” thoroughly and to become familiar with “Torsionic” suspension, and what I could do with it on corners. I also wanted to get to know the steering, and very soon found myself completely at home with the car and ready to put it through its paces on the closed roads of the T.T. course.

A Delightful Experience

It certainly was a most delightful experience to be able to drive the Riley on this course, and I was able to put up some very good times over different stretches and at no time felt that I was asking more of the car than she was willing to give. The only parts that suffered were the tyres, and with continuous cornering on this granite-surfaced road, I burnt up a considerable amount of rubber.

For the benefit of those who do not know the T.T. course, it would be advisable for me to explain that the circuit is 37¼ miles in length, over comparatively narrow main roads which twist and turn continuously. The surface, though good, undulates considerably, contains several good “bumps,” and in the last fourteen miles you climb to 1,500 ft. in three miles and then drop down gradually to sea level again and the starting point.

My duties as one of the official cars—incidentally, another was also a post-war Riley 1½ litre—involved several “opening the roads” runs after practising in the ten days prior to the races and several closing runs during evening practices, and on race days. On race days it was arranged for two cars to open the roads, one from Douglas, and the other from Ramsey at approximately the same time.

Interesting Results

Some of the results in timing, speeds and general performance, achieved with the 2½ litre car are interesting. My best time for a complete circuit was 38 min. 20 sec., an average speed of just under 60 m.p.h., which I think you will agree is quite good motoring for a saloon car on a circuit like this. There was a lot in hand even so, and I believe it would be possible to average 60 m.p.h. without taking unnecessary risks. The first 23½ miles from the start to Ramsey were covered in just over 21 min., which gives an average speed of over 60 m.p.h. On Sulby straight, the one and only level run, and that is only three-quarters of a mile long, the car travelled at 97 m.p.h. “plus” before I had to start slowing up for a right-angle bend. My speedometer, I am told, is an accurate one and on one occasion I did just touch 100 m.p.h.

The mountain climb is a definite test, and I found myself wishing for an intermediate gear between top and third. As it was, the car was happy climbing at 65 m.p.h. in third or just short of that in top. On at least two of the bends I had to go down to second and it is very easy to make the driving



wheels spin with the tremendous power waiting to push the car on again.

On the Highest Point

After my ears have “clicked” a couple of times I realise that I am just about at the highest point of the course, and we can push along very fast on the evenly cornered mountain road. Then the rapid descent down to Creg-ny-baa, where it is necessary to keep a weather-eye on the speedometer, otherwise a “too fast approach” to the right-angle bend at the bottom is all too easy. And so with another two fast runs, the final bends at Governor’s Bridge, we are home again after a wonderful run.

The T.T. course has made the British motorcycle what it is to-day, and certainly the new 2½ litre Riley has proved that it, too, has been designed to straighten out the corners in a most comfortable and safe manner. Fast motoring has illustrated the efficiency of “Torsionic” suspension; it certainly was fun, and magnificent motoring.

“I was approaching the realisation of my desert dreams, the fulfilment of my hopes . . .” and, as this photograph shows, Mr. Mylchreest has been the means of passing on “the fulfilment of his hopes” to other fortunate I.O.M. motorists.

RILEY AND THE T.T. (OCTOBER 1948)



By J. B. Mylchreest

Readers of the *Record* may remember my efforts in the August issue last year to describe experiences on the Isle of Man T.T. course with my 2½ litre Riley. Well, this year we have done even better, had a lot more fun, and you may be interested to hear about it.

In the first place, I am still the owner of the same 2½ litre car, which has now covered some 14,000 miles, and going better than ever. Its rather hectic first 2,000 miles on the T.T. course seems to have improved rather than affected the car (contrary to our expectations, needless to say), and only proving what the factory had told me—that these

cars revel in fast motoring and can't be "killed".

Went Like Bombs

I had intended using this same car again this year, but when I mentioned the venture to my very good friend Jack Tatlow, the Riley General Manager, he planned the scheme on a rather broader scale and made it possible for us to issue further cars.

Though appreciative of the gesture, I suspect that those two cars were given a pretty thorough "going over" in the works under the watchful eye of the Experimental Department before they were handed over to me in the Island. I

must say they looked very smart and went like "bombs," with lots of urge tucked away under the bonnets. The steering and brakes were all very excellent, too, in fact everything was so spot on for the actual job ahead.

As set for the fun that the practice days were to bring in the 27th-May we were off, flying the white Riley flag and enjoy ourselves. In addition to the two new cars, one of which was driven by myself and the other by Lt.-Col. A. H. Lough, a military officer and keen motorist who were former Rileymen used a special 2½ litre car, owned and driven by Mr. P. D. Kissack, the veteran motors and brother of the other Kissack, and the fourth car



was a Riley saloon, which was driven by another enthusiast, Dr. Letchworth, a motorist. These four cars were shown in the official photograph of the course, and the fact that they are called upon to inspect the course speaks for itself.

I will not describe the T.T. course again except to remind you that it is a most exacting road circuit of 37½ miles—part of which climbs over a mountain road—the highest point on which is about 1,400 ft. above the sea, and we imagine that when lapping in a saloon car at an average of 60 m.p.h. we are doing very nicely.

Opening the Roads

Well, the first morning of practice arrived, and it was my pleasant duty to start the ball rolling by opening the roads after the practices. As I live on the course itself, this meant climbing out of my nice warm bed at 4.15 a.m. and motoring up to the start in FKV 441, a much-travelled 2½ litre saloon with many miles of fast motoring behind it. Fortunately it was a nice fine morning. So I looked forward to a good run or two.

Practising begins at 4.30 a.m. and goes on till 6 o'clock. After the first 10 or more machines are allowed to start, and the official car then does not, and mine which left the last man on the way. This did happen twice!

I started to warm up the Riley engine a few minutes to six, and watched the clock, which seemed to creep up to six o'clock. During these first few minutes the car, which was warming up there pits, anxious to complete as many laps as possible on their first morning.

Suddenly the road fogs up to stop any more machines, and I am signaled out to do the course. Making the most of the gearbox, I seem to get up to 80 m.p.h. very quickly. In the first few hundred yards of the course and very soon we are descending Bray Hill, a very sharp piece of road with a slight right bend at the bottom.

From here on to Quarter Bridge, where we hit a bad corner and a bend with the camber all the wrong way. Tyres inevitably scream through this stretch with the utmost strain. Then we can really get weaving—on through Union Mills, Glenvine and Greeba through Ballacraigne, up the hill at Balligarraghan Bridge, which we must negotiate to get out of this section into the air, testing suspension and the car response to nerves when the decision comes back to earth again.

Straightening out the Bends

Through the twisting Laurel Bank and Glen Helen section we climb Creg Willys Hill to Cronk y Voddy, and speed from here right into Ramsey, through Kirk Michael, Ballaugh and Sulby, where the going is really perfect. You can open up the taps in a big way, and by using all the road carefully bends in that area most out of the bends in the normal way. Sulby Straight is the fastest flat stretch on the circuit, and FKV 441 was moving along here at about 100 m.p.h. She seemed to revel in this speed, all the time greedily asking for more. We had covered the first sixteen miles at an average of about 65 m.p.h.

Climbing the mountain out of Ramsey yields 65 m.p.h. in third gear always gives you a thrill, and I remember one of our "course inspection" milestones

where twenty-two machines motoring. The mountain climb slows you up a little, but you retain "mile" about three miles out of Ramsey.







The Bungalow, Windy Corner and so down the hill to Creg ny Baa—a right-hand bend with no treat watched with great respect. Having reached here a little faster I went over a very small bridge and ran home a few slow bends ahead, and running well inside a minute.

Governors Bridge, the nasty corner, a final sprint and so into the area. The six minutes and 40 seconds had to be verified, and we had covered a wonderful run, with an average of over 60 m.p.h. My first thought was to remember the brakes, clutch and cool. Full marks for the brakes, quite good driving.



















This was one among similar runs, Ramsey drive, FKV 441 went as well as FDU 741, and the others all in their own cars, taking turns on a carefully worked-out schedule, and thoroughly enjoying ourselves. The cars all went very nicely, and apart from some fuel trouble there was no trouble at all. The cars were used in race practice, and the two inspection cars were used most consistently. The public, who saw the cars in action, were impressed, and thousands of spectators all round the course, seeing performance like this, must have been impressed by the cars, their leech-like road-holding qualities, amazing speed and grand appearance.



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 Alderling	 
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