

# TORQUE TUBE

NEWSLETTER OF THE RILEY MOTOR CLUB QUEENSLAND INC.

NOVEMBER 2025



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## NEXT MEETING

11 November | 38 Showgrounds Drive, Highvale

## NOVEMBER

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## DECEMBER

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### FROM THE EDITOR

Bumper issue this month with a little bit of something for everyone!

Pete Schwenderling shines a light on his indicator mods, Mike Bramwell provides some insight into a passionate Riley-man's google searches, and Dave Maudsley highlights a piece of automotive sporting history! Bill also gives us a little history of his RMB.

Please, keep it coming! It's wonderful to have all the content coming through! If you think you'd like to contribute, please send your content and ideas to email [TorqueTube@outlook.com](mailto:TorqueTube@outlook.com) by the last weekend of the month!

Ange Henderson  
Editor

### UPCOMING EVENTS

#### Tuesday 4 November

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Tuesday 11 November

Ordinary General Meeting 11:00am  
Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Sunday 16 November

Rover Club Run  
10:15am from Samford Showgrounds  
12:00pm Marburg Hotel, 69 Edmond Street, Marburg. RSVP Thursday 13 November to Karen please.

#### Tuesday 18 November

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Tuesday 25 November

Enthusiasts at Samford Clubhouse. BYO Lunch & Drinks. Tea and coffee provided.

#### Sunday 30 November

Christmas Lunch. Sonya's Greek Café, Samford. SOLD OUT!

#### Sunday 14 December

Proposed run to Pitstop Café. More details to come.



## ONE GOOD DEED...



Proceeds from our Open Day, the Samford Valley Classic Car Show, were donated to the Samford Rural Fire Brigade this year. Over all we're pleased to announce a \$3,000 donation was made, with President Trevor presenting the cheque on the 8<sup>th</sup> of October. Outstanding effort by all involved, the event couldn't have happened without the hard work of our team of volunteers and willing participants! Well done!



## NATIONAL RALLY 2026

A reminder to not forget about the upcoming National Rally in Murray Bridge South Australia! Located on the main highway 75km south east of Adelaide on the Murray River (as its name suggests) it is centrally located for a lot of what the region has to offer, including:

- Monarto Safari Park
- Paddle boating
- Motor museums and motor sport parks
- Gardens
- Scenic drives
- Etc!

The program is fuss free, with plenty of time available to explore the region outside the schedule. Speaking of which, looks like this!

Monday 11 May	
3:00 – 5:30pm	Registration
6:30pm	Welcome Buffet Dinner
Tuesday 12 May	
Morning	Show & Shine and Riverbank Photos
Afternoon	Conrod Trophy Events
Evening	Safari Night Dinner
Wednesday 13 May	
Day	Observation run to Monarto Safari Park
Evening	England in the 40s & 50s Dinner
Thursday 14 May	
Day	Free day to explore the region
Evening	Presidents Dinner, Awards, etc.
Friday 15 May	
7:00 – 10:00am	Farewell Breakfast

Your registration fee will include dinners for four evenings, breakfast on the Friday and entry into the Safari Park, all other drinks, meals and activities are at your own discretion and expense.

There's also a post-rally tour for those interested in making the most of the journey – an 8 day slow trip along the River Murray from its mouth to the border through Goolwa, Mannum, Waikerie, Barmera and Renmark.

Sounds pretty good to me!

More information is available from the South Australian Club's website here: <http://rileysa.org.au/the-2026-national-rattle-of-rileys/> with all registrations to be in by **30 November** for those interested in attending.

## MY RMB

*By Bill White*

"In 1988 I used a business trip to Adelaide to look for a black Riley RMB and found one owned by an elderly lady. She would not allow me to drive the car, but I decided to purchase as the condition was very good. Returning home, I arranged purchase and returned soon after to pick up the car and drive home to Qld. The trip took three days with only minor problems.





A couple of days after returning, fate brought me in contact with fellow postcard 4520 resident, Alan Hill who convinced me to join the Riley Car Club.

This car was used regularly including National Rally's in Canberra, NSW, Victoria and Qld.

The engine was overhauled in 2012. Four years ago, after cleaning the car prior to the All British Day, a brake hose split causing complete brake failure. Steering the car against a tree stopped me from rolling. The damage meant the roof structure had to be replaced. Mountain ash and stainless steel fastenings were used. The club President advised me to do the work myself and not trust it to a restorer. With help from Trevor Taylor and John Hansford we fitted a replacement punched metal roof and a new black fabric hood. Club member Brian Jackson helped me fit a new wiring loom. I added a second fuel pump close to the fuel tank.

The 70 year old paint was now showing its age so I took the panels off one at a time and had them repainted before replacement. The interior (not including the seats) were reupholstered by postcode 4520 resident Adam Turnell. Great job. Before replacing the right front mudguard and with the advice of club member and MG expert Barry Evans, I fitted a brake booster. What a transformation, a Riley that stops when the brakes are applied. Trevor Taylor and John Hansford helped me remove the gear box and replace the clutch. Finally, an electronic ignition system, an improved air filter, and Barry Evans tuning, improved fuel economy from 20 MPG to 24 MPG.

With one owner and the same club membership for 37 years, this car continues giving me fond memories of my father's Black RMB."

## ARTHUR HOSKING RMB FOR SALE

From Phil Soden (RMC Australia):

There is a terrific Riley for sale in Canberra, and it may not appeal to some of our members. But if you want reliability then the extensive mechanical make-over

(Holden parts) make it worth looking at, and the price is terrific for the work that has been done. Have a look at the attached. The car looks great, goes better than a standard RMB and has readily available parts.



This Riley is in Canberra and is registered, usable and for sale! Fitted with a 3 litre 6-cylinder Holden 186 motor, 5 speed Toyota gearbox and 3.08:1 Holden diff. This RMB has four-wheel hydraulic brakes and 15-inch Holden wheel rims. The wheels make the car sit slightly lower and help with handling. It has boosted hydraulic brakes all round.

The handbrake lever has been moved between the seats, plus telescopic shocks locate the Holden rear axle. Cheap Holden running gear and lighter steering!

It has radial tyres, sunroof and full ACT registration - this is a great club car! The reliability and simplicity of the Holden engine, combined with effortless touring, through the 5-speed gearbox and high diff ratio. It also has a sunroof, inertia reel seatbelts and cloth seats. An enthusiast could have a wonderful time developing this project.



Find out more by calling Ian on 04xx xxx xxx.

Asking price is only \$9,000!



## UNDER THE HAMMER | PART I



Sold at auction last month was the ex-Bill Short Roadster special. A unique looking Roadster with a lot of non-original features, after being advertised for sale for a long period, it was sold under the hammer for \$27,000.

## RILEY INDICATOR MODS

*By Peter Schwenderling*

Lighting is the easiest modification you can do to ease the load on the Riley generator, here's a few things that I've incorporated.

Firstly, overhauled my semaphore indicators so that they operate about 80% of the time. (100% when on a bumpy road). Semaphore indicators normally extend and then illuminate a steady light, but we all know that a flashing light attracts a lot more attention so the first thing I did was replace the semaphore bulbs with self-flashing LEDs, meaning that no extra circuitry was needed bar inserting the new bulb into the semaphore arm. Presto, flashing semaphore indicator.

My second modification was to feed the forward indicator wires through to the parking/town light assembly sitting on top of each front mudguard. The bulb receptacle also needed to be upgraded to accommodate a twin filament bulb. I experimented with a few different LEDs and found a great solution in an off the shelf item. While my parking lights were on, the bulbs would light up a nice bright white, if you then activated your indicator, the white light on that side would automatically shut off and a bright amber light would flash on and off. When the indicator was turned off, the white light would automatically resume. The trick here was finding a LED bulb that would fit inside the light assembly.

For the rear indicators, I have retained small discreet (possibly motorcycle) indicators that mount on the bumper overriders (also fitted with LEDs). While at the rear of the car, I should mention that I have installed a reasonably discreet high mount stop light, low in the rear window. It's a great little unit, putting my stop light right in the middle of following traffic's field of view.

Although all systems worked fine, I found that I was not totally happy with the semaphore indicators coming out at any speeds above 60-70 kph (they would struggle to extend and then not retract once out). This required a speed switch to isolate the power wire to the semaphores when above a certain speed. An air conditioning differential pressure switch was the perfect solution, able to detect the low ram air pressures found at 70kph. A pitot tube was discreetly installed under the front bumper to sample the air pressure while in motion and the switch set to isolate the semaphores at speeds above 70kph, then as the vehicle slowed to below 70, the semaphores would resume operation complimenting the other indicators.



I love incorporating modern technology into the Riley, it dramatically improves original systems however it's all hidden right in front of you (with the exception of my rear window stop light). My fog lights are also LED.

## DOWN THE RABBIT HOLE

*With Mike Bramwell*

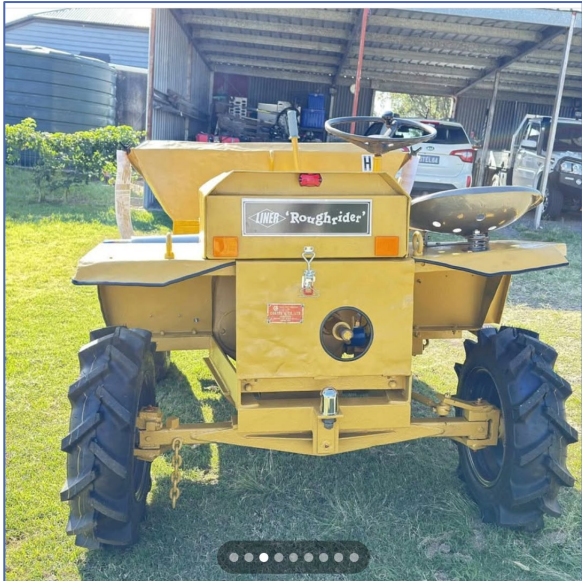
At the risk of qualifying for membership of the Dull Men's Club I have to admit to a passing interest in dumpers, those odd, motorized wheelbarrows that, as a child in the UK in the late 1960's, were often seen chugging around building sites. In a recent idle moment or two of trawling through Facebook Marketplace I spotted an advert for a Liner Roughrider dumper for sale at Kilcoy. [Facebook Marketplace | 1962 Liner Dump Truck](#)



**1962 Liner Dump Truck**

\$8,000

Listed 19 hours ago · Kilcoy, QLD



**1962 Liner Dump Truck**

\$8,000

Listed 19 hours ago · Kilcoy, QLD

The Liner logo interestingly incorporates a diamond which prompted a vague recollection that the Riley company may have had something to do with dumpers. Consulting the Classic Machinery website forum, I found a post describing the Liner make and some of the components they were constructed from.

Newage transmissions were used by Liner and a number of other makes of dumpers.





www.classicmachinery.net



## Re: Liner ???

#2 Fri Jan 04, 2013 2:08 pm

Did a lot of work with Liner dumpers in the early 1980's, the company I worked for were Liner agents. Liner were based in Gateshead Newcastle. these dumpers were fitted with Listers and Petter diesel, the larger dumpers had a three cylinder Lister fitted. The dumper in you photo is of the larger ones, Petter PH 2 engine, Newage gear box and 4 wheel drive via a transfer box. ( looks like 2500 KGS dumper ). Bad design for engine access but were rugged machines. The main trouble points with Liners were frame and skip cracks, steering wear in steering ram bush and pivots. Engines could be a pig to start in cold weather, none of ours had electric start. When Liner stopped trading we had S & P dumpers with electric start. I gave all my Liner workshop manuals away, wish I kept them

now  
Martyn



XS650



## Re: Mystery Dumper, possibly Liner

#3 Sat May 30, 2020 1:32 pm

Found it, I cut this out from 'Carpenter and Builder' mag about 1973 !

Looks like the 1250 model.



62843\_2IQYSZQ9V9M081527091462 (2).jpg

Googling Newage took me to the PRM Newage company which is still making transmissions and proud of their history noting their link to P R Motors and Riley Motors.



World acclaimed power transmissions equipment

CONTACT US

+44 (0) 24 7661 7141  
mail@prm-newage.com

search:





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## OUR HISTORY



**1903** Riley Cars owner William Riley set up a business for his son Percy to manufacture engines and transmissions for the Riley bicycle and powered motorbikes. This was called the Riley Engine Company and developed and produced transmissions for his father's motorcycle business. It was based next to Cook Street Gate, Coventry.

**1906** Riley Engine Company moves to larger premises in Aldbourne Road, Coventry.

**1912** Percy Riley set up the independent Riley Engine Company and developed several successful models of Riley cars over the next 25 years.

**1938** Riley cars was sold to Lord Nuffield who turned the business around making big changes to the old Riley structure. The Riley marque took off and was successful through the next decades through to 1969.

**1938** Percy Riley retained the independent engine and gearbox plant and renamed it PR Motors Ltd.

**1941** After Percy's untimely death, PR Motors continued to make transmission systems for the construction industry and it prospered and grew over the next few decades remaining on the site at Aldbourne Road, Coventry.

**1966** PR Motors was sold to Newage Engineers where it became the transmissions division.

**1974** Newage Transmissions Division was relocated into a new purpose built factory in Barlow Road, Coventry

**1980** The Newage Transmissions division was re-acquired by PR Motors and became Newage Transmissions Ltd.

**1986** The company became Newage Transmissions PLC following a senior management buy out.

**1988** The PRM marine gearbox range was redeveloped.

**2006** CommaTECH bought the company.

**2008** The company is subject to a corporate buyout and becomes PRM Marine.

**2011** PRM Marine develops a new range of NEWAGE Ground Support Equipment axles.

**2014** The NEWAGE range of Ground Support axles grows with the addition of three new products.

**2014** Company changes it name to PRM Newage to reflect the 2 brands of product.

**2016** A new range of PRM mechanical gearboxes introduced.

**2018** NEWAGE 216 range of belt loader drive and dead steer axles introduced to expand the range of Ground Support Equipment axles.

Grace's Guide to British Industrial History also outlines the evolution of Riley Motors to P R Motors and PRM Newage.

## P. R. Motors

of Coventry

Later known  
as **Newage**



1970.

## Transmissions

1938 Private company. The [Riley](#) car business was taken over by the [Nuffield Organisation](#) but [Percy Riley](#) and his associates retained control of the [Riley Engine Co](#) which they subsequently re-named **P. R. Motors**.

The original intention was to produce a small car, but the outbreak of war, followed by Percy Riley's untimely death, put an end to this project.

After the death of Percy Riley in 1941, the company began producing transmission components. Percy's widow, [Norah Riley](#), ran the company for many years and was Britain's businesswoman of the year in 1960.



# TORQUE TUBE

Newsletter of the Riley Motor Club Queensland Inc

So if someone is keen to own a last tenuous link to the Riley Motor Company for a mere \$8,000, jump onto Facebook Marketplace before it goes. Could be the most interesting vehicle at the next National Rally.

Or at least members of the Dull Men's Club might think so.



## UNDER THE HAMMER | PART II



Those with a keen eye (like Dave Maudsley) may have noticed a 1948 award-winning, Riley-engined Healey sell at auction last month. The car, formerly owned by Count Lurani and winning both the 1948 touring car class of the Mille Miglia and the 1948 touring car class in the Targa Florio, sold for £201,250 GBP (approximately \$410,000 AUD), almost double its estimated selling price.

At the time, the Count detailed his adventures for The Autocar magazine as follows:



## Count Lurani's race with a Healey Elliot

*(Adapted from The Autocar for 14 May 1948)*

The only foreign team was the British Healey entry, with two Elliot saloons competing in the Standard Touring Category (a sort of stock car category) in which 61 cars started, mostly Fiats and Lancias and the third Healey was a normal roadster competing in the open sports category. The drivers of the saloons were myself together with the motorcycle ace G. Sandri (my original co-driver Serafini had been taken seriously ill a week before the race) and Nick Haines and R. Haller. Donald Healey, partnered by his son, drove the third car.

It had rained for days and days, but now the night was calm and the sky filled with stars. The Healeys all sported the Scuderia Ambrosiana badges and the Union Jack. On the 'Rebuffone Alley' where 15 'Thousand Mile' races have

*Donald Healey's Healey Motor Company was a stalwart supporter of the Mille Miglia throughout the post-war years. Count Lurani, partnered by Sandri, drove this Elliot saloon in the 1948 race. They won the over 1,100cc Touring category, despite sustaining a broken Panhard rod, which meant that the rear axle was moving and the rear tyres rubbed against the bodywork. (Author's Collection)*

started, the lights were shining bright and gay bunting added festivity to the scene, while huge crowds watched the proceedings. Punctually at midnight the first car, an 1,100cc Fiat, was dispatched and the race had started.

Our car, carrying the same number 76, as it had in the Targa Florio, duly started at 1.35am on the Sunday morning. Sandri was driving for the first section on the fast roads towards Verona and Padua. It was a glorious run. The engine hummed perfectly. We had added an extra and powerful light to help us on the night run and we knew the road well. We soon passed some of the cars that had started in front of us, all Lancia Aprilia entries in our class, and among these was Bracco, the daredevil driver who had beaten us in the Targa Florio. When we passed him, we felt that we were doing well.

Soon came the outskirts of Padua and the Healey had averaged over 78mph [126kph], beating the previous best speed by a big margin. From Padua, still in the dark, we drove on to Ferrara (all towns and villages were crowded with thousands of enthusiasts and were brilliantly lit) and through Ravenna, finally reaching Forli, the first control and pit stop. We were glad to have reached Forli because for some time we had been running on reserve and were getting nervous about our petrol supply. A quick stop, a hasty refilling and off we went towards Pesaro and the Adriatic coast.

It was still dark and only near Fano, where we left the sea and pointed towards the heart of Italy on the Rome road, did we start to see the first lights of dawn. Up to now the car had gone splendidly and we were in high spirits. But suddenly came trouble. An ominous clatter at the back and a sudden swerve showed that something was wrong. Before stopping and jumping out of the car to inspect the trouble I realised what it was – the fracture of the brake





torque rod between the rear axle and chassis, the same trouble as had marred our run in Sicily. So, after only 280 miles [450km], and with over 850 miles [1,370km] of fast and slow, straight and winding roads to cover, our car was badly maimed.

On the Terni-Rome section at last the battered rod broke away completely and the hammering ceased. We reached the Rome control and filling station still thinking of retiring from the race, but by now it was morning, the sun was shining and we felt more optimistic. We learned that we were among the leaders and that we had broken the previous touring record by 26 minutes. When we were leaving, we saw that Bracco, driving his Lancia, had caught up with us.

On I drove on the winding road towards Civitavecchia and somewhat to my horror I suddenly saw in the mirror the Bracco car right on my tail. Immediately I pushed the Healey hard. The car responded well and we drew away. But it was a long fight. On and on we pushed towards Grosseto, often reaching 100mph [160kph] and then we lost precious time on the twisty road near Leghorn where our car was almost undriveable, but at the Leghorn control we were still in front of Bracco and he arrived at the pits only just when we leaving towards Pisa.

What a race! By then we knew that we were leading our category, that the fight was a very close one and that we might win the touring category if the car could take it for the full distance. We reached Florence, the first entry to pass the control, and with no Bracco in sight. Then we started for the dreaded Futa and Raticosa passes towards Bologna, the twistiest section of the whole race and the most difficult one for the Healey in the circumstances. I tried to get the most out of the engine on the steep hills, pushing it to boiling point and Sandri kept looking back in case Bracco should catch up.

Instead it was a red car, a sleek Cisitalia driven by Bonetto, the first and only car to pass us in the whole race. On the Futa pass the red car overtook us, leaving black tyre marks on the concrete road as it accelerated away. After a painful and dangerous drive we reached Bologna where it was pouring with rain. The mountains were behind us and Bracco arrived at speed at the control while we were hastily refuelling the Healey. We thus had five minutes' lead again (on time) when we left Bologna level with the Lancia.

But it was raining, the road was very slippery and we could not take immediate advantage of the greater power of the Healey's engine. We kept level with Bracco, but our alligator bonnet opened (it had not been properly closed) and we had to stop twice to fix it. It was enough for Bracco to vanish in the spray and Sandri had to drive very fast, skidding on the wet road, before catching him up and passing him near Parma.

For almost 450 miles [724km] we had been fighting this ding-dong battle with the game Lancia. Steadily we drew away, nursing the Healey, which was getting worse

and worse, until we safely reached Piacenza, Tortona and Asti, where we had a control stop. The showers were now developing into minor cloudbursts and slowed our speed considerably. The last winding corners of the Pino hill near Turin were negotiated with great care and we finally reached the control and refilled for the last time.

Then we saw Bracco and another Lancia reaching the pit area almost on our tail. So once more, 120 miles [193km] from the finish and after 16 hours of gruelling racing, we were all together. At Turin our Healey had a lead of four seconds over Bornigia's Lancia, followed at four minutes by Bracco, also with a Lancia. But now came the final fast section on the Autostrada, over 100 miles [160km] flat-out on which the Healey would come into its own.

Almost at once we reached the 100mph [160kph] mark and realised that we were actually (on the road and not on time) the first car in the race. Since the Healey is quiet and normal-looking, the thousands of spectators who lined the Autostrada did not find out until the very last second that we were a racing car in a very great hurry. The Autostrada was also packed with unruly cars and buses and the going was very dangerous indeed. We sped along at almost 105mph [170kph] in quite heavy traffic with people and cars missing us by fractions of inches.

We knew that we had not a second to spare and we pushed very hard. It continued to rain and the road was skiddy. Now and then we felt as if we were in a traffic block, but we extricated ourselves and pressed on. Near Milan we had to slow down among a bunch of cars and go down to second gear to get away. How long are the last miles! We left the Autostrada having covered the last section in 1hr 33min under bad conditions at an average of 87.4mph [140.6kph]. With our gallant Healey saloon our time on this section was among the best six of the race.

Now we were in Brescia, the crowd cheering, and we were strained and nervous, but finally saw the coveted finishing straight, the stands and the chequered flag waved by the corpulent Castagneto, the famous Mille Miglia organiser. We slowed down, were stopped amid thunderous applause and were literally dragged from the car. One by one the other cars finished and we learned of the fortunes of the other Healey drivers.

After a good start Haines and Haller with the other saloon Healey had the same trouble as us at almost the same spot: the torque rod broke. They took the Healey to a garage and the rod was welded and refitted in less than 50 minutes. They then restarted at full speed, but the repair was useless because after another 50 miles [80km] the rod broke again. The battered Healey carried on gamely to beyond Florence, where on the Futa pass a leak in the gearbox allowed all the oil to escape and the main-shaft seized, so they had to retire. In the unlimited sports class, the failure of the Alfa Romeos allowed Donald and Geoff Healey to finish second [in their class] with their standard-looking Westland roadster.



## 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 Pearamon Qld (near Atherton)

For more photos, visit the 'Qld Cars for Sale' page of the website: [www.rileymotorclubqld.org.au](http://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**  
1950 Riley RMB Saloon  
\$18,000  
VIC



**carsales**  
1951 Riley RMB Saloon  
\$24,500  
VIC



**carsales**  
1950 Riley RMA Saloon  
↓\$15,000  
WA



**carsales**  
1956 Riley Pathfinder Project  
\$11,000  
TAS



# TORQUE TUBE

Newsletter of the Riley Motor Club Queensland Inc



**carsales**  
1954 Riley RME Saloon  
**\$20,000**  
 QLD



**JUST CARS**  
1952 Riley RMB Saloon  
**\$12,500**  
 VIC



**JUST CARS**  
1949 Riley RMA Saloon  
**\$19,900**  
 NSW



**JUST CARS**  
1959 Riley 4/68 Series Nine  
**\$16,000**  
 NSW



**JUST CARS**  
1951 Riley RMA Saloon  
**↓\$14,000**  
 QLD



**JUST CARS**  
1950 Riley RMB Saloon  
**\$19,500**  
 SA



**JUST CARS**  
1951 Riley RMB Saloon  
**\$22,500**  
 WA



**JUST CARS**  
1950 Riley RMA Saloon  
**Project**  
**↓\$6,000**  
 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**  
1951 Riley RMA Saloon  
**\$21,000**  
 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	  rileymotorclubqld2025@gmail.com
Treasurer	Lynne De Groot	 

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