

# TORQUE TUBE

NEWSLETTER OF THE RILEY MOTOR CLUB QUEENSLAND INC.

SEPTEMBER 2025



## IN THIS ISSUE

### PG. 2

Upcoming Events and From the Editor

### PG. 3

Small bits

### PG. 4

Feature Story: An Englishman Abroad

### PG. 6

Dag Pub Run

## NEXT MEETING

9 September | 38 Showgrounds Drive, Highvale

## SEPTEMBER

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
29	30					

## OCTOBER

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	29	30	31		

### FROM THE EDITOR

As always, many thanks to the contributors who've make this newsletter possible! For this month that list includes Club Captain Karen, Spare Parts Maestro David, Brian and Ian for photos, and the incomparable Tom Finnis!

If Tom's name isn't one you're familiar with, check out the article on page 4 to get to know him better! He's been a wonderful sport as we've swapped emails over the past month and is a true character!

As always, if 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 2 September

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

#### Tuesday 9 September

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

#### Tuesday 16 September

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

#### Tuesday 23 September

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

#### Tuesday 30 September

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

#### Tuesday 7 October

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

#### Tuesday 14 October

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

#### Tuesday 21 October

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

#### Tuesday 28 October

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



## FAREWELL VICTOR RILEY



Victor Riley, grandson of William Riley Jnr and a passionate Riley advocate and storyteller, sadly passed away on 12<sup>th</sup> August 2025 aged 90.

Victor was known as a wonderful gentleman, always smiling, and so enthusiastic about promoting and continuing the heritage of the Riley marque and a key part in the establishment of the [Riley Cars Archive Heritage Trust](#).

Victor travelled to Australia several times, and a number of our members and interstate friends had opportunity to meet him and hear him speak. I'm sure they'll remember him fondly.

There's also a wonderful video of Victor providing an overview of the Riley story for a podcast only nine months ago on YouTube. If you'd like to check it out look up [Vintage Velocity with Victor Riley](#). Farewell Victor, and thanks for everything you did preserving and promoting this wonderful marque!



## OPEN DAY

Planning is well underway for the upcoming Open Day on the long weekend in October. Promoted as the Samford Valley Classic Car Show, we invite club members and other enthusiasts to join us at the Samford Showgrounds between 10:00am and 2:00pm. More details can be found on the flyer page 13 of this newsletter.

## FROM THE ANNALS!

David Maudsley has been going through a collection of magazines and books donated by former member Ken Hooper and found a gem or two! Like this one!

from THE AUTOCAR January 30 1953

Ten Rileys entered the 1953 Monte Carlo Rally, out of just over 400 entries. The best result for a Riley was 21st (J Bremmer & A Oldsworth). Rileys also finished 38th, 57th, 85th, 93rd, (a Riley engined Healey 94th) & 179th, as listed in the provisional results list. (234 places listed)

The rally was won by a Ford Zephyr with Jaguar 2nd (Ian Appleyard) Citroen 3rd.



The Sutherlands' Riley taking the icy Col des Lèques in fine style. Below : A Henry J. Kaiser on a French col—the Lucas crew, J. and P., climbing the Col de Luens.

## LAIDLEY SPRING FESTIVAL

A reminder, as mentioned last month's newsletter, the Lockyer Valley Council will be hosting the Laidley Spring Festival and Show 'n' Shine on **Saturday 13 September** 9:00am – 1:00pm. The Show 'n' Shine will again be raising money for local charities with all entrants asked to provide a donation of their choice (gold coin or higher) as an entry fee. More details can be found on their website here: <https://www.laidleyspringfestival.com/register-for-the-show-n-shine>

## AN ENGLISHMAN ABROAD

This month I'd like to introduce you to Tom Finnis our most remote club member! For those unfamiliar, Tom lives in the great state of Texas, over 13,000km away!

Tom owns an RMC Roadster, which he has lovingly restored in the time he's owned it, with many a familiar or funny story along the way.

In 1970 Tom decided it was time to get a Riley. Like many, he was sold the dream, "No, no fiber glass or fillers!", but after only a few weeks of ownership, investigating water in the boot the truth started to emerge... in his words "When I removed the carpet - what a surprise!! Some rust... I started to scrape and

bingo! My scraper went through the metal revealing the rotten wood which just fell to the ground like raffle tickets!" Removing the mudguard "and all the wood just sprinkled down like snow"! 🗑️

"I noticed the wood where the running board met the mudguard was also in bad shape – so off came the running board. Surprise, surprise! Where the running board met the front mudguard – you guessed it! That was rotten too."

From there, it didn't take Tom much to figure out what the other side looked like and off came all the bodywork on that side too. "Before I knew it, the whole bodywork was off the vehicle".



Tom's RMC Roadster



Frame restoration

Tom served his apprenticeship on aircraft, and after joining another company, as a designer on aircraft manufacturing. In his own words though after "looking at the woodwork, I thought 'No! Don't even think about doing it yourself!'" He found a company that specialised in coachbuilding and wooden framing for old vehicles (UK-based [Clanfield Coachbuilding](#)) and was very impressed with the contours and rebbet-ing (rebate) and thought the job they did was incredible.

He also managed to find an electrical specialist who made the three electrical looms with original loom boards direct from Riley, and had the hood done by someone down in Devon. As we can see, he did an excellent job on the final restoration!

Tom's career took him all over the UK (including London where he hails from, and down to Felpham in 1983) before he ended up working in the USA in 1998. He went back and forth for a few years between the UK and US, before getting the chance to move to the US. In 2002, the Riley also made the move, being shipped from England to the Port of Houston!

# TORQUE TUBE

Newsletter of the Riley Motor Club Queensland Inc

Tom and his mate “Cowboy” (who I’m reliably informed is called that by everyone – including his wife!) went down the port with Cowboy’s trailer to get it home. When they arrived, the Riley was stored in one of the hangers, and they were high up loading bays. One of the loading personnel said he didn’t know how they were going to get the car to the slope as they couldn’t start it.

Tom says “I asked for the keys (ignition), opened the bonnet, turned on the ignition, then turned to Cowboy and asked for his knife.” Cowboy always carried one of those long knives on a sheaf on his belt. Tom held it upside down (so the blade was sticking up) and banged the base on the petrol pump a couple of times. Those assembled all heard a ‘glug glugging’ noise and “I pressed the starter button and broooooom”! The shipping guys just looked at each other dumbfounded and Cowboy and the boss man said ‘well it’s got to be his car, we tried everything to start it’! Tom’s quick assessment was that it had been on a ship, with a damp atmosphere, and the points in the electric pump had stuck together. Banging on the pump successfully released the stuck points.



*Leaving Old Blighty*



*The Roadster arriving in the US with Cowboy*

While there is a Riley Club in the USA, when he needed a part a few years’ back, they couldn’t help and Tom was stuck. Not even the UK guys were able to help! Some internet searches one night, and Tom stumbled upon the Riley Motor Club of Queensland! Through our spare parts store, Tom was able to get what he needed (a 2½ gearbox layshaft) and before long was back in business! Grateful for our assistance, and loving receiving the magazines from the clubs all over Australia, Tom has remained a member of our Queensland club ever since.

Tom has lots of stories and anecdotes and loves chatting all things Riley, and would be happy to hear from you if you’d like to swap stories. Like the time he walked out of

Home Depot and saw an RMA parked there – he chatted to the owner, Derek Allnut, who turned out to also have an RMB, be Secretary of the South of England Riley Club and only lived a few miles from him! Or the confused looks he gets from regular motorists when he pulls up at the lights in his right-hand drive Roadster and they can’t find the driver!

Tom continues to enjoy driving his RMC and says “it is running so well - it starts the first time the starter button is pushed”. Another satisfied Riley owner!



*Top to Bottom, Left to Right: Tom's immaculate engine bay, passenger-side profile, interior and door trim, interior of cabin.*



## 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](mailto:TorqueTube@outlook.com).

## DAG PUB RUN

On Sunday 17<sup>th</sup> August a small group of members did a run out to the Dag Pub (formerly D'Aguilar Pub) at Woodford. Three cars met in Samford (Trevor, Peter, Karen and Sean) and climbed up over Ocean View and Mt Mee down to D'Aguilar. Known as a rustic country pub with "old school charm for locals and tourists alike" it was a great opportunity to get the cars moving and catch up with some friends. Karen also noted the food was delicious – and rates it has the best Parmy she's ever had!

Some also stopped by the Woodford Railway Museum ahead of lunch, where one the trains was running that day. Check out some of the photos of the day in the following pages!

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## MEMBER CARS FOR SALE



### 1951 Riley RMA Saloon | \$21,000

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.



### 1951 Riley RMA 1½ litre | \$24,750

This lovely car, "Beatrice" has benefitted from a complete body - off restoration, finished a few years ago by the previous owner. The extensive work included: Complete engine rebuild, new clutch and pressure plate, fully rewired, bare metal respray in ivory, new upholstery including hood lining and carpets, new radial tyres. Since owning the car, we have overhauled the brakes including relining the shoes and machining the drums, installed seat belts and refurbished the starter motor. We have done many club runs with her, including the Riley National Rally to Bundaberg in 2024, weddings and formals. Beatrice will come with her personalised plates if sold in QLD. Presently on club registration, and with a current RWC. In excellent condition throughout, fresh as a daisy - nothing to do but enjoy. Contact Karen on 0407 127 997.



### RMB Project | \$5,000 ONO

Please call Richard on 0407 565 844

Vehicle located in Pearamon Qld (near Atherton)

## 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**  
1956 Riley Pathfinder  
\$30,000  
VIC



**carsales**  
1951 Riley RMB Saloon  
↓\$25,500  
VIC



**carsales**  
1950 Riley RMA Saloon  
\$19,000  
NSW



**carsales**  
1950 Riley RMC Roadster Special  
\$45,000  
VIC



**carsales**  
1950 Riley RMA Saloon  
\$18,600  
WA



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



**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  
\$24,750  
QLD



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



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



**JUST CARS**  
1951 Riley RMA Saloon  
\$17,500  
QLD



**JUST CARS**  
1956 Riley Pathfinder  
\$30,000  
VIC



**JUST CARS**  
1950 Riley RMA Saloon  
Project  
\$7,000  
VIC



**JUST CARS**  
1930 Riley Monaco Project  
\$6,000  
WA



**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

**\$17,500**

📍 QLD



Facebook Marketplace

1950 Riley RMA Saloon

**Project**

**↓\$5,000**

📍 QLD

## A RILEY IN BRAZIL

CORRESPONDENCE - from The Autocar 1952 (a Riley in Brazil)

CARS FOR EXPORT – *Experiences in Rough Country*

As an owner of an English car, and having had many others of like origin, I would like to express my opinion, particularly in connection with their adaptability to our roads.

Our Government is now in the midst of big projects for better highways, for hitherto our roads have been most primitive, and, I think travelling on our corrugated surfaces cannot be experienced anywhere in North America or Europe, where cars are made & where you have no "proving ground" that can compare with our roads.

No car can cover our dusty, corrugated or muddy roads with out something breaking. They are horrid to drive over, with the car going along in a sort of juddering float, and one feels that something is sure to break in the next moment. Dust pours in through all openings, so that the inside of the car is thick with dust at the end of the first hours run. We observe that the bodywork of the American cars are best sealed against dust & mud.

After I sold the Jaguar 1 ½ -litre that I referred to in letter (June 10,1949) I bought one of the cheapest cars made in Britain: a Ford Prefect , which despite the suspension system, does not allow such smooth riding as is offered in other cars. It is , nevertheless, the best of all cars to drive over inferior roads „since the inimitable four cylinder 1929 American Ford .

After the Prefect , I bought a Jowett Javelin , and can assure you that it is a car offering comfort in City use but is rather inadequate for rough roads . In city use or on our few concrete highways , the Javelin has startling performance, with easy steering, good brakes , a fast engine plus armchair comfort for 4 adults.

Now I have a 2 ½ - litre Riley . Essentially masculine in its character, the Riley possesses the power of gaining rapidly the friendship of its owner especially those people who value a car displaying a willingness to be driven hard. Besides this it boasts of very good looks, and its long bonnet is impressive in its classic lines. The driving position is very comfortable, but the steering wheel requires good deal of muscular effort for manoeuvring in town or when parking, But when speeding on the open road the precise steering makes its great appeal.

I have made several trips on various types of roads, always with complete control & confidence in the car, feeling only a slight reaction on the & suffering a little the effects of the hard suspension on rough roads. Whatever the circumstances it overtakes easily all cars, including Mercurys & Buicks and only Cadillacs can compete with it on paved highways. Now my Riley has covered 20,000 miles & the performance did not vary a hair's -breadth, oil consumption being virtually nil, & engine temperature always at 70 deg C.

The only trouble has been a broken front pulley in the water pump, because the fan belt always slips & wears out the aluminium pulley: this only stops the fan & the thermometer goes up to 90 deg C. but the car keeps going because the generator belt drives the water pump.

M.C. Bacellar.

Rio de Janeiro , Brazil.



# **You are all invited to the Samford Valley Classic Car Show**

**Sponsored by the Riley Motor Club Queensland. All proceeds to  
support the Samford Rural Fire Brigade.**

**Sunday 5<sup>th</sup> October At the Samford Showgrounds 40 Showgrounds Drive, Highvale.**

**Display vehicles in from 9am**

**Public from 10am to 2pm.**



**Bring your classic cars, trucks or motorcycles and spend a  
few hours with fellow enthusiasts.**

**Food & drinks available on site.**

**Display vehicle \$5 donation per car inc.**

**passengers to S.R.F.B.**

**Visitors \$5 donation per car inc.**

**passengers to S.R.F.B.**

**Walk-in visitors \$5 per head.**



**CASH ONLY**

**ALL PROCEEDS TO SAMFORD**

**RURAL FIRE BRIGADE**

















**Contact Trevor 0407 717 853 or Michael 0407 759 634**



## MANAGEMENT COMMITTEE

POSITION	NAME	CONTACT DETAILS
President	Trevor Taylor	 
Secretary	Brian McMillan	  rileymotorclubqld2025@gmail.com
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	