



RILEY MOTOR CLUB

THE RILEY MOTOR CLUB OF WESTERN AUSTRALIA (INC) MONTHLY PUBLICATION

February 2009



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MONTHLY PUBLICATION

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Vice President:	Jeff Cox	10 Barque Mews, Safety Bay	9528 7447
Vice President:	Rowland Palmer	65 Fauntleroy Avenue, Ascot 6104	9477 3078
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The Riley Club meets on the first Tuesday of the month, 8.00pm at a member's home. BYO drinks.

FRONT COVER

The very first photo of a Riley and Peter Hocking together, taken in Peter's last year at Wesley – read Peter's story "Why Did I Buy A Riley" in this magazine.

MONTHLY MEETINGS

March 3rd	Anne & Roger Gillbanks, 12 Boonooloo Road, Kalamunda	☎: 9293 2762
April 7th	Greg Morris, 85 Swanview Road, Swanview	☎: 9294 1259
<i>Many thanks to all members who make their homes available for meetings.</i>		

COMING EVENTS

Sunday, March 8th
(Change of Date)

Drive, Garage visit and morning tea at the Runcimans. Meet at Centrepont Carpark Midland at 8:30am for a 9:00am start for a drive and morning tea. For those who cannot make the start morning tea will be from 10:00am at 1445 Victoria Road, Hovea. Phone 9295 4592 if you are lost.

Saturday, March 28th
(Change of Day & Date)

Autumn Drive & “Dinner Under the Stars” – Meet at Parliament Place (at the Harvest Tce end), West Perth at 5:00pm for a 5:30pm start. Short early evening drive followed by “Dinner under the Stars” on South Perth foreshore at the river end of Hurlingham Drive. A fun evening is assured with formal dress above the waist, informal below. The dinner will cost approx. \$30 per head (fully catered) and bookings and prepayment are essential. We require a minimum of 30 attendees for the evening to proceed. Please call Jeff or Norma on 9528 7447 or 0438 884 739 to confirm your attendance. Final details next newsletter.

Wednesday, April 8th

Pre-Rally Function for all rally entrants at 6:30pm at the home of John & Elizabeth Picton-Warlow. “Strathearn”, 16 Kings Park Avenue, (not Kings Park Road) Crawley, (Kings Park Ave is a short street running from the river to Park Avenue near the University of WA. Local members are asked to advise Elizabeth on 9386 1165 or John at john@picton-warlow.com.au of their intention to attend. All food, cutlery, plates, glasses, chairs etc will be provided but please bring your own drinks.

Saturday, April 4th

Goodman Wedding. Mortimer Rd, Casuarina travelling to Meadow Springs Gold Club, Mandurah. (Details to follow).

**Thursday, April 9th –
Monday, April 13th**

Riley Motor Clubs of Australia National Rally, Mt. Barker

Tuesday, April 14th

Commencement of Antill Run

Sunday, May 18th

British Car Day at Gin Gin. (subject to confirmation).

Tuesday, June 2nd

Annual General Meeting

President's Report

As always the St Valentines Day event was a great success, despite Elizabeth and I forgetting where it is held on the South Perth foreshore! We called Peter Galvin on his mobile and sorted out our errors.

The Rally Committee has been hard at the work of organising the event. All is going well We have 59 Entrants with people from every State. I want to give special thanks to all of the Committee members Wendy Gilbert, Peter Withers, Georgie Bennett, Roland Palmer, Greg Morris and Elizabeth Picton-Warlow.

Last week Wendy and Elizabeth went shopping and bought the prizes we will need for various events during the Rally.

The Program will star with a pre-rally bar-be-que at Strathearn on Wednesday night. On Thursday we all drive to Mount Barker. Morning tea or lunch can be found at the Williams Wool Shed. Registration will take place at the Plantagenet



Hall in Mount Barker that afternoon. The Welcome Dinner will be at the hall Thursday evening. The Regularity Trial for the Con Rod Trophy will be held on Friday and all Rally participants will be involved in this year's competition. There will be a dinner at the Hotel that evening. Saturday will divide the Rally into three groups, each in turn going to various events around Mount Barker; Sunday will see us touring around the area to Denmark and Walpole followed by a Farewell Dinner at the Hall. After a breakfast on Monday morning everyone will go home.

John Picton-Warlow.

Porongurup Party Easter 2009 UPDATE

Dear All,

Just to update everyone on the progress of the Porongurup Party, entries closed with 58 vehicles and 117 people, a good turnout for WA in these hard times!

In the next few weeks you will receive a note from us in the mail with some more details plus a regalia order form. We will have tee shirts, jackets etc available with the rally logo and we invite forward orders for those , for collection by you at registration in Mt Barker.

For those of you who have now paid your entry fees in full, our thanks. If you have not yet sent your second and final payment please can you do so asap, by mail to PO Box 368 Guildford, WA 6935, or by EFT. There was an incorrect account number on the early version of the entry form, the correct number is BSB 066 128 a/c 00904217.

John and Elizabeth Picton-Warlow (WA Club President and his Wife) are hosting a Pre-Event BBQ at their home in Perth on Wednesday 8th April at 6.30 PM. All food ,tea/coffee provided, BYO drinks. Their address is 3E "Strathearn", 25 Kings Park Avenue, Crawley 6009. You are all most welcome. More details and a "Mud-Map" will be in your info pack.

We look forward to seeing you all at Easter, meantime if you have any questions please contact me. Many thanks and kindest regards

Peter Withers
Entries Secretary

Smoke

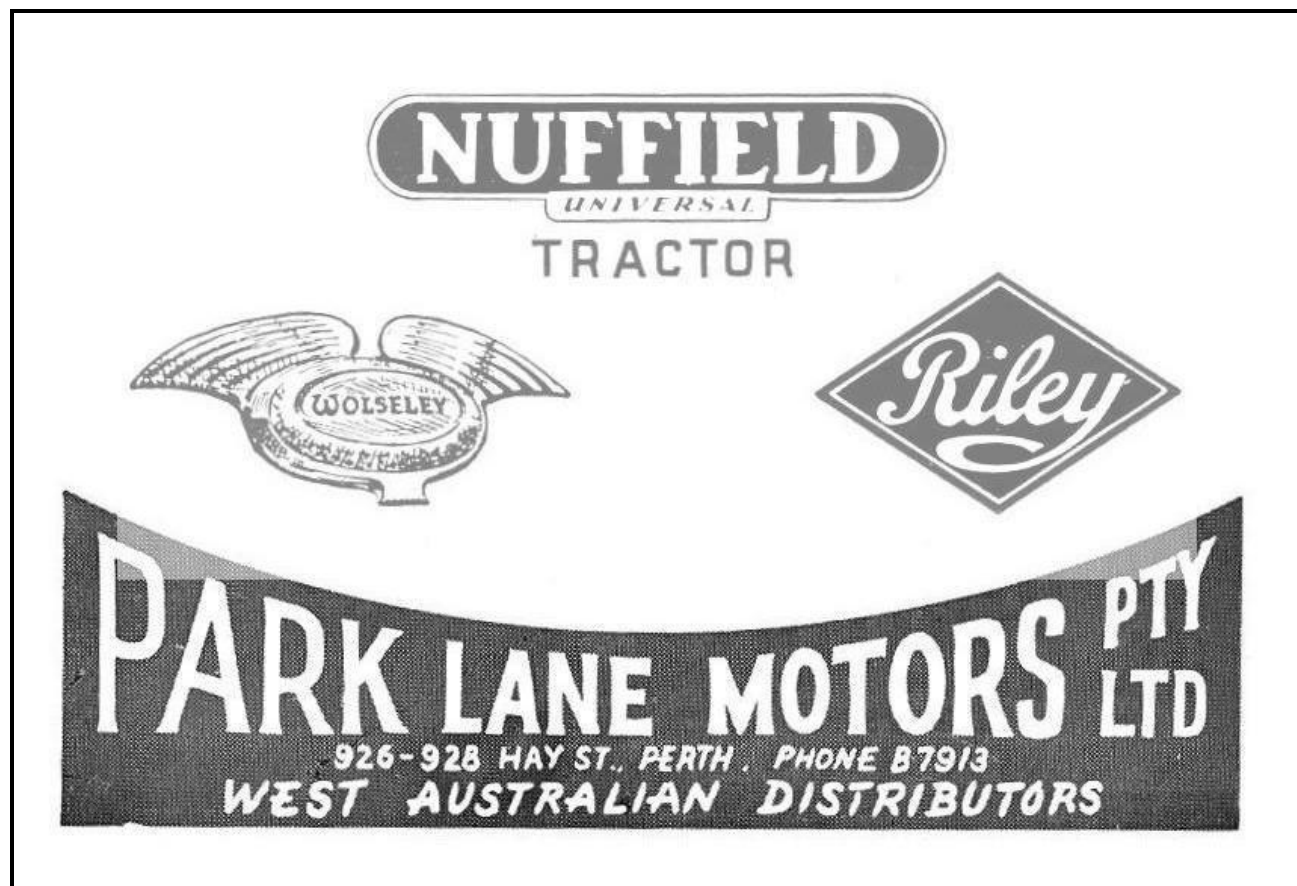
Electricity isn't caused by cold fusion, that's nuts, and forget all that nonsense about magnetic fields and the flow of electrons along a conductor, for it is just that; nonsense, a myth put about by auto electricians to support their lavish lifestyle at your expense. The reality is ... smoke! When you think about it, it all becomes startlingly obvious ? Smoke makes all electrical things function. If smoke escapes, the component stops working. For example, the last time you had to grovel under the car to replace the starter motor, didn't it start smoking before it ceased working? Of course it did!

The wiring loom on your bike carries smoke from one device to another, pumped around the system by the dynamo, and when a wire springs a leak, it lets all the smoke out and everything stops. Starter motors require lots of smoke to work properly, so they have very thick wires going to them.

The battery stores up lots of smoke dissolved in battery acid, which is why they were once called accumulators, until it became apparent that we unwashed home mechanics would twig to the secret. Naturally, if you try to dissolve too much smoke in your battery, it will escape through those little holes in the top, which is why those batteries with sealed tops explode when they get too much smoke in them.

With regard to Joseph Lucas (showing my age?) and his wrongfully sullied reputation, why is he so maligned? Why are Lucas components more likely to leak smoke than, say, Bosch or Marelli? Because Lucas is British, and British things always leak. British motorcycles leak oil, British sports cars leak rain, British hydrolastic units leak fluid, and British governments leak military secrets. So, naturally, British electrical components leak smoke.

(unidentified source from the internet)
(submitted by Peter Hocking)



This advertisement was found by Peter Hocking in an early 50's St Ildephonsus College (New Norcia) magazine.

January Quiz Answers

What type of Riley's are these?

- (1) 1 ½ 12 HP Victor Saloon
- (2) 1 ½ 12 HP Kestral Saloon
- (3) Riley Nine

The Riley Club of Western Australia (Inc)

Minutes of the meeting held on Tuesday, 3rd February 2009

Meeting Hosts: Bob & Lee Naa Shanks

Chairperson: John Picton-Warlow

Apologies: Peter & Jackie Hocking, Glenys Runciman, Martin Egan, Greg & Jill Axford, Jenny Frean

Members Present: Jeff & Norma Cox, Peter Withers, Richard Creed, Rowland Palmer & Georgie Bennett*, Elizabeth & John Picton Warlow, Brian Gannon & Val Keddie, Colin Lee, Lee Naa & Bob Shanks*, Bob Frean*, Dominic Bones, Chris & Wendy Gilbert, Peter Galvin*, Peter Wells, Jim Runciman, Greg Morris & Nancy Huam*.

Previous Minutes: No meeting December or January

Matters Arising: Nil.

New Memberships: James Morley from Harvey. Moved to accept Jeff Cox, seconded Wendy Gilbert. All in favour. Welcome James, we look forward to seeing you soon at a meeting or an outing.

Treasurers Report:

DATE	DESCRIPTION	DEBIT	CREDIT	BALANCE
	CLUB ACCOUNT			
	opening balance			\$6,099.12
	outgoing cheques	251.33		5847.79
	incoming deposits		75	5922.79
<u>31/01/2009</u>	bank statement			<u>\$5,922.79</u>
	SPARE PARTS			
	opening balance			\$3,852.93
	outgoing cheques	2104.62		1748.31
	incoming deposits		985.1	2733.41
<u>31/01/2009</u>	bank statement			<u>\$2,733.41</u>
	RALLY ACCOUNT			
	opening balance			\$19,734.92
	outgoing cheques	45.9		19689.02
	incoming deposits		2127.25	21816.27
<u>31/01/2009</u>	bank statement			<u>\$21,816.27</u>
	PETTY CASH			
	opening balance			\$32.30
31/01/2009	closing balance			<u>\$32.30</u>

Correspondence In:

- Various newsletters from other Riley clubs.
- CMC Minutes.
- Notification from Wesfarmers that insurance is due. Norma to obtain quotes.
- Information from Lumley Special Vehicles – insurance will now come through Lumley as they are now part of Wesfarmers.
- P Sanderson change of address details, passed onto treasurer to update membership list.

Correspondence Out: Sent out various items of regalia.

Moved Jim Runciman Seconded Peter Withers

Events: See report provided by Jim Runciman in newsletter. **Events write ups:** Pre rally BBQ – Bob Frean, Valentine night – Jim & Glenys; Garage visit – Peter Galvin; Dinner under the stars - Norma

Rally Report: 58 entries, 117 people. BBQ before the event to be held at Picton Warlow's. Peter Withers reminded everyone that the balance of fees for the rally are now OVERDUE.

C.M.C. Report: Rowland spoke generally about the meeting.

Regalia Report: Pins and key rings now available.

Product	Colors	Price
Biz Collection Polar Fleece Jackets	Royal Blue only	\$40.00
Biz Collection Polar Fleece Full Zip up Vests	Royal Blue only	\$40.00
JB Warm Up Jackets	Royal & White	\$40.00
Caps (4013)	Royal & White	\$10.50
Tablecloths	White	\$35.00
Key rings leather		\$15.00
Riley Pins		\$8.00
Name badges		\$8.00
Scarves – hand knitted	Navy & White Blue & White	\$35.00
Scarf polar fleece	Navy	\$15.50
Scarf acrylic	Navy	\$15.50
Car Badges		\$25.00
Car Blankets	Blue & White	\$18.00
Polo Shirts	Blue & White	\$20.00

Parts Reports

New Parts: Going well. Have purchased a number of items to keep in stock.

Second Hand: No report

Riley's & News:

- Georgie reported that Peter Kesterman's roadster now lives at Rose and Glenn's.
- General discussion regarding a newspaper article relating to gentleman that visited Australia many years ago and his son wants information about the trip. Very little was known about this.
- Bob Shanks UK visitors have a Riley Hill time in UK. His son may join us here in the WA Riley Club. He has a 37 Kestrel and his wonderful wife has authorized for him to spend one day a week to work on it.

Registrar's Report: Nil report.

Archivist's Report: Nil report.

Future Meetings:

3rd March - Roger and Ann Gillbanks. 12 Boonooloo Road Kalamunda Ph: 9293 2762

7th April – Greg Morris. 85 Swanview Road, Swanview 9294 1259

General Business:

- Robert Bodkin was at the January breakfast at Manners Hill. PLEASE NOTE....THIS IS THE FIRST EVENT THAT ROB HAS BEEN TO FOR MANY MANY YEARS. Well done Rob, let's see you at some more, they are really fun aren't they.
- Thank you to Bob and Lee Naa for their hospitality in holding the meeting and for all those who attended.
- Norma asked anyone who could think of anywhere that the club has it's details to let Norma know so that each time we change committee members we can automatically let the organisations and publications know. This is to ensure that we always have current committee member details out and about for anyone wanting to contact the Riley Club of Western Australia.
- Jeff thanked everyone who helped at the Manners Hill Breakfast BBQ

Meeting closed at 8.45 pm

Why did I buy a Riley?

Peter Hocking



I have often been asked why I bought a Riley and I usually reply that I couldn't afford an old Holden. This was a convenient answer and undoubtedly true, but it wasn't actually the reason why I bought a Riley – the reason, I think, was that I had been programmed!

It all goes back far further into the mists of time when DNA programming insisted that Rileys were creatures of grace and beauty, beings to be treated with differential and holy respect, particularly as the local vicar had a black RM. My earliest recollection of a Riley was probably when I was eight or nine and living in a small village outside Stratford on Avon in England. In those days, my father owned a pre-War Wolseley which was prone to the occasional localised fire. I remember, one hot summer's day being sent to the local shop to buy some ice creams and stepping out of the shop – a proper one where the bell tinkles as the door opens or closes – and being confronted with the most exciting, the most beautiful and, particularly when compared with the old man's Wolseley, the most stylish car I had ever seen. I now realise that it could have been none other than an RMB or RMF; it was also painted British Racing Green.

Shortly after that, the local vicar is remembered as having a black Riley. I recall that one ever so well crunching its way up our gravel drive one summery Saturday afternoon; my sister, then aged six, had bumped into the vicar in the village one day and had invited him and his wife to afternoon tea but had omitted to tell mum or dad of the invitation. My very nonplussed father handled it extremely well as he stood up from weeding the rosebed whilst the beaming vicar thanked him for his hospitality.

We moved into Stratford itself later and, by then, I was attending secondary school in Warwick and taking a far greater interest in cars. The Riley, to me, was still a car of staggering beauty but I was hooked on the large Triumph razor edge sedans, the 1800's and Renowns of the late forties and early fifties. I have no idea why I was so keen on them – I still think they are a very elegant car but, apparently, dreadfully slow, or so I am told. I have owned two, but neither car worked, so I can't comment on their performance (but there is currently one for sale in Adelaide!). It was possibly the sight of one advancing majestically and, without doubt, most sedately, through Lyme Regis on the south coast one summer, that inspired me to the possession of one. After that, I began to notice these Triumphs around quite a bit, though they were never very common – the black one parked at the end of our road, the other black one that the parents of one of my schoolmates owned.

And so, the urge to own a Triumph Renown blossomed and grew until the summer of 1967 when the love affair was cruelly shattered. I clearly remember that it happened during one of those school torture sessions called a Cross Country Run; I was strolling along a country lane with a mate of mine, whose parents were terribly well off and seemed to own dozens of cars including pre-War Alvises and the most gorgeous Bentley R Type Continental. We had just got to the point in our cross country run where we got to a rise and were actually obliged to run because it was a long straight stretch at the end of which stood the games master ticking all the poor victims off on his games list. Just as my mate and I breasted the rise and began to run, a low shape was seen in the distance speeding towards us; it had a black roof, it was painted a pale metallic blue and, as it approached, we could see it had a vertical grille which seemed to be higher at the front of the bonnet than at the back, and it had a mass of spotlights across the front. This apparition passed us at a very fast pace with merely a whoosh of tyres on the tarmac. I said to my friend: "What was THAT?" but he replied most disdainfully, "Oh just an old Riley – my mum's nuts about them". So, from then on, it had to be a Riley and this was confirmed just a month or so later as my father and I travelled south on the then new M1 motorway to London and I saw a black Riley in the outside lane, travelling north. My father said rather enviously that he must have been doing at least 90 (mph) and therefore quite a lot quicker than his Volkswagen Karmann Ghia coupe, of which he was immensely proud, having progressed from ancient Wolseleys via elderly Austins to a succession of frightful Volkswagens.

When I turned seventeen, my father offered to buy me "an old banger" as he called it as a reward for having passed various school examinations; we looked at a very nicely kept Rover 75 (P3) which was being sold by the VW agents for £75 but, to my relief, as I wasn't all that keen on a stodgy old Rover, the fuel pump packed up on the way to school and the VW agents had to come and retrieve it. Then we looked at a very shabby Renown for £10 less, followed by a very nicely kept mid thirties Humber 16 with side mounts and luggage rack for a very reasonable £100, but it needed a valve regrind and new king pins which sounded like the death knell to my very unmechanical father.

Inevitably, a Riley turned up in the local paper one evening and I remember asking my father, who had promised to enquire about the car, to find out if it had a divided windscreen and running boards. Unfortunately, or perhaps fortunately, the car turned out to be 1947 1½ riddled with rust, for which they were asking £85; that too went the way of the Rover, the Humber and the Triumph.

Shortly after that, we moved to Sweden where I had a brief love affair with a Volvo PV 544, and then on to Australia. About a month after we arrived (or, in my parents' case, returned) and with no Triumph Renowns in the offing, I decided to look for a Riley. During one week in November 1969, I saw a Riley every day of the week and by the time Saturday had arrived, I had seen my sixth black Riley (only one car had I seen twice). I knew it was definitely a good omen; sure enough, on the Sunday, a black 1948 RMA was advertised and, since it had running boards and a divided windscreen, actually worked and didn't have any rust, wobbly king pins or burned out valves, I became the proud owner of my first Riley. That car (38 S 15418) served me well for eight years but was finally sold to Elisabeth Wallwork at a believed mileage of 425,000 (on its second engine). In 1973, or thereabouts, it won the award for the best 1940 – 1949 saloon at the Combined Car Clubs Concours; sadly, today, it languishes, unloved, under a tarpaulin in Nedlands.

COMMON WORKSHOP TOOLS DEFINED (Peter Withers)

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted vertical stabilizer which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "OH S**T!".

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the dust bin after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

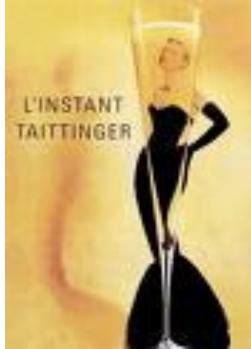
PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling 'DAMMIT!' at the top of your lungs. It is also, most often, the next tool that you will need.

Breakfast at Manners Hill



Would you believe it, the weather bureau threatened us with rain and a storm. Did they really think that the Riley club would allow that to happen on the morning of our annual champagne breakfast? The answer, quite simply, **NO**.

The numbers were higher again this year and we saw some of our members that we have not seen for a long time. Welcome back and hopefully we will see you at a few more outings.

As for the regulars, so glad you could make it and the weather turned out just fabulous.

Congrats to the team of cooks this year lead by head chef Jeff. The food was scrumptious. As usual no one went hungry.

The outing allowed Georgie and Rowland to show off their new picnic set that they received from Santa. (real plates inside) not sure if they will continue to mix with the plastic fantastics. Bo Cox and Taggart Withers came along and were fed by everyone as they looked like they had not been fed for a week (not). Thanks to Wendy for taking Bo for a walk, he really did enjoy it.

The conversations were varied and the problems of the world solved.

A special hello to John Hamsworth and his daughter. It is always lovely to see you both.

Accompanying Wendy and Peter was Wendy's sister Jan, great to meet you.

Bob and Lee Naa had the pleasure of introducing Lee Naa's mum and nephew. Wonderful to meet you and glad you could join us.

Also we had the pleasure of seeing Neil, Diane, Gavin and Lorinda Jones who we hope to see as new members very soon. Welcome to all of you.

Present at the breakfast were:

Jeff & Norma Cox with Bo, *Brian Gannon and Val Keddie, *Judy and Vince Bauch, *Greg Morris & Nancy Huam, Rob Bodkin, *Richard, Kay & Michelle Creed, *Peter Galvin, Wendy Esslemont and Jan, *Lee Naa & Bob shanks and Lee Naa's mum and brother, *Bob & Jenny Frean, *Peter & Jacquie Hocking, Bob & Val Smillie, *Peter Withers and Taggart, Elizabeth & John Picton Warlow, *Rowland Palmer & Georgie Bennett, Steve & Bridie Higgins, John Hamsworth, Jim & Glenys Runciman, Neil, Diane, Gavin & Lorinda Jones, Greg Oxford (minus Jill).

Norma Cox

*Taggart
Withers and
Bo Cox*



Valentines Night 14th February 2009

What better way to spend Valentines Day evening (when you're in the 50's plus age group as most of us are) than to gather with a group of friends relaxing beside our beautiful Swan River.

As an added bonus, the traditional fish and chip night means no preparation and because the event fell on a Saturday we had a good turn up.

Jeff and Norma (RMD) saved a superb spot for us on the foreshore and were joined by Peter Galvin and Wendy Esselmont in the RMA. Jim and Glenys and John Harmsworth (from South Africa) went to the original meeting point and were joined by Cliff and Beryl (RMB), Greg and Jill (RMB), Bob and Val (One Point Five) and Steve and Bridie. Other friends to arrive were Greg Morris (Blue Streak Kestrel) representing the true spirit of the evening with three roses in a blue Riley vase (red bucket) which were much appreciated by Nancie. Brian and Val (Falcon), Bob and Jenny (RMD), Richard, Kay with daughter Michelle (Kestrel), and John and Elizabeth were also in attendance.



Jeff Cox had made arrangements with the local Fish and Chip shop to place our order which was duly collected and enjoyed by all.

Over the dinner the clouds cleared and we were treated to superb views as the evening colours lit up the city. A most enjoyable event.



HAPPY 16TH BIRTHDAY TO MICHELLE CREED

Pictured at our Riley Valentines Night. Michelle has been a member of the Club since her birth and has regularly attended events over the years. It has been a pleasure to watch Michelle grow into the lovely young lady she is today.