

THE BLUE DIAMOND

Newsletter of the Victorian Riley Motor Club



Issue 707
SEPTEMBER-2025

Note: The editor appreciates items for publication by 8th of the month.
The Blue Diamond is now published each month except December.

Front Cover Riley Sprite Prototype 1935

Back Cover. Riley Trade Marks

CLUB PERMIT SCHEME MANAGEMENT INFO

Applications for a new Club Permit must be supported by:

- A current roadworthy certificate
- A document of proof of ownership or management of the vehicle.
- Five photographs: front, driver's side, rear, driving position, (side-on with driver's door open) and any identifiers such as chassis number and engine number

The Club is be required to complete a Vehicle Eligibility and Standards Declaration form declaring that the vehicle is an eligible vehicle, and safe for use on the road (this is evidenced by the Roadworthy Certificate)

Applications will not be accepted for "Modified" or "Hot Rod" Permits for vehicles other than Riley.

Applications for "Modified" Permits only for Rileys must be considered for acceptance at a Committee meeting.

A Club Permit application may be accepted from a member for a vehicle other than a Riley provided that:

- The member has been current for a minimum of five years; or
- The member is an owner of a Riley

Graeme Miles is the Club Permit Officer, he, Keith Morrison, Doug Andrews and Bruce Dobney can sign new applications and annual renewals.

See Club website <https://rileyvictoria.org/> for updated details on the processes available for handling new permit applications and renewals.

The Riley Motor Club (Inc in Vic) is a member of the
AOMC and the **Federation of VVCVC**.

Our AOMC delegate is Brian Graham and
Federation delegates are Brian Graham and Peter Flavell

The Riley Motor Club (Inc in Vic) does not necessarily agree with the advice contained herein nor does it endorse products or services referred to.

VALE VICTOR RILEY Jnr

Victor Riley jnr. Passed away on Tuesday 12th August 2025.
Aged 90 years

Victor was the son of Victor Snr one of the five sons of William Riley, the founding family of Riley cars.

He had not been well for some time but vigorously defied doctors' expectations through his spirited love of family and work for the Riley marque. A lovely gentleman who seemed to me to have come from a kinder, gentler era than the present.

Our sympathies to Elizabeth his wife and their family.



Victor and his wife Elizabeth attended the Centenary National Rally held in Ballarat, also in attendance with them was his cousin Victorian member Rosalind Scott (Percy Riley's daughter) (See Footnote).

Victor also attended the 2005 National Rally in Tasmania where many of us enjoyed his company on the daily runs.

Victor was also a keen reader of the Blue Diamond and often rang the editor to discuss articles. He was somewhat old fashioned as he used only a land line phone and hand written letters to communicate.

Victor spent many years as Chairman and patron of the UK Riley Clubs but in the latter years his focus has been the Riley Cars Archive Heritage Trust, which is dedicated to preserving and displaying historic documents, cars and artefacts relating to the various Riley car manufacturing companies between 1898 and 1969, and their endeavour to build a replica of Percy's first Riley, however his legacy with, and for, preserving the Riley name and its heritage is legendary. We will never see his like again.
Rest in Peace Victor

Foot note: Rosalind Scott who was a long time member of the Victorian Club member, Victor's cousin, died just 11 days before Victor passed. She was also 90

Photo from Tasmanian Rally provided by Lyn Wyatt

COMING EVENTS

SUNDAY 21st SEPTEMBER Kerrisdale Mountain Railway & Museum

[7523 Goulburn Valley Highway, KERRISDALE Victoria 3660](#)

A Narrow gauge tourist railway with spectacular views of the entire Upper Goulburn Valley run by volunteers with a kiosk and disabled facilities..

We arrive by **10.30am 21st September** for a 35 minute train ride at 11.00am then time for the steam museum demonstration and workshop tour followed by lunch at a local cafe, pub or suitable venue at 1pm. Entry Fee is \$15 per person.

Contact Keith Morrison: 0411 127 765

TUESDAY 30th SEPTEMBER CLUB NIGHT

Tom Brown a specialised engine rebuilder in Bendigo will talk to us about his business and in particular the process of white metalling bearings amongst other aspects of engine rebuilding. Tom will bring samples to demonstrate what is becoming a forgotten skill.

Tom was unfortunately unable to be with us at the August meeting but has agreed to present his craft at our September Club Night

WEDNESDAY 15th OCTOBER Mid-Week Coffee

Sherwood Park Orchard Bakery Café, 3165 Princes Highway, Bunyip Victoria 3815, Ph: [5629 5139](#) (Near Longwarry)

SATURDAY 18th OCTOBER – AOMC CLUB TRADE SHOWCASE

For many years the AOMC has run a very popular Restoration Seminar for the benefit of motoring enthusiasts in the AOMC member clubs. It included an opportunity to hear from industry suppliers and experts, on many topics involved in restoring and maintaining heritage vehicles. From 2024 this has been replaced by a bigger **AOMC Club and Trade Showcase** event to help connect motoring enthusiasts with AOMC member clubs and automotive traders.

PLEASE NOTE THAT FOR OUR CLUB TO PARTICIPATE IN THIS EVENT, WE NEED VOLUNTEERS FOR A PART OF THE DAY. THIS IS A REWARDING OPPORTUNITY FOR ANYONE NOT ON THE COMMITTEE TO HAVE FURTHER INVOLVEMENT IN THE CLUB AND GET TO KNOW OTHERS BETTER. PLEASE LET MICK DYNON KNOW IF YOU ARE INTERESTED: PH 0418 382 161

COMING EVENTS

TUESDAY 28th OCTOBER CLUB NIGHT & AGM

Following the AGM, Peter McKenna has offered to tell us the story of the restoration of his Adelphi which has spanned over two decades.

FRIDAY to SUNDAY 7th, 8th & 9th NOVEMBER BENALLA & SURROUNDS

It has been recorded in history that as one advances in years, one would be likely to gain wisdom. That was certainly true for a member of the Events Sub-Committee who suggested that instead of having a few days away over the Cup Weekend, we have a few days away the following weekend and so avoid the crowd. So, we have planned an exciting weekend staying in Benalla and visiting attractions and towns in the area.

This is a very well planned weekend and is guaranteed not to disappoint. Saturday will be a tour of the surrounds of Benalla and on Sunday we will visit the Silo Art of the district.

Mick Dynon: mickdynon@live.com.au 0418 382 2161

PS: If you are interested in catching up with your Riley friends over this weekend, please book yourself in to the Benalla Tourist Park for Friday & Saturday night (Sunday night at your option) and email or text Mick Dynon so we are aware of the numbers for catering purposes. The Benalla Tourist Park is already partly booked that weekend, so we should not delay

.Benalla Tourist Park: Phone:5760 2000,

TUESDAY 25th NOVEMBER CLUB NIGHT Trophy Presentations

Last Club Meeting of the year so to give our Catering Manager, Graeme Smith a well earned rest please bring a plate (if you are able) and enjoy the evening together.

SUNDAY 30th NOVEMBER Christmas Breakup

At Rob & Anne's Bellevue Farm Gate Café & Orchard, 544 Brown Road Officer More details to come.

TUESDAY 9th DECEMBER Mid-Week Coffee

This year we will be trialling a casual coffee meeting pre Christmas to prevent withdrawal symptoms over the Christmas break.

SUNDAY 18th JANUARY

Blue Lotus Watergarden

COMING EVENTS

TUESDAY 27th JANUARY CLUB NIGHT

Featuring Keith Morrison's "Riddle Round UP"

OTHER MOTORING EVENTS

AOMC Dates

Club & Trade Expo Meeting - *Saturday 18th October 2025*

Delegates Meeting & AGM - *Monday 17th November 2025*

Festival of Motoring Meeting - *Sunday 16th January 2026*

British & European Motoring Show - *Sunday 15h February 2026*

Aussie Classic Car Show - *Sunday 29th March 2026*

Florence Thomson Tour - Lady Drivers 1st to 3rd May 2026

National Motoring Heritage Day - *Sunday 17th May 2026*

See <https://www.aomc.asn.au/car-shows-and-events-calendar>

FEDERATION Dates to Remember

Picnics

Baw Baw 26th October 2025

Mortlake 29th March 2026

Wunghnu 28/29th March 2026

Federation Open Tour Wimmera Mallee Region August 2025

The Bendigo Swap is coming up again on the 14th to 16th November 2025.

Golden Oldies Tour will start from Marong Picnic late August 2026

BAY TO BIRDWOOD. Australia's internationally renowned motoring event. Entries now open for the event on Sunday 19th October.2025. Join 1500 cars made between 1910 and 31st December 1995 for the 67 km drive from Glenelg to the National Motor Museum at Birdwood. Information baytobirdwood@history.sa.gov.au

PRESIDENT'S REPORT- Keith Morrison

What a wonderful event the Tour de Kestrel. It is a credit to Graham and Cherie Young for arranging this entertaining and sometimes inspiring sojourn to East Gippsland enjoyed by 33 members.

A special thank you also goes to several people who made us welcome and provided great hospitality at their private collections; Peter and Beryl Larcombe, Max and Val Curtis, Glen and Lynette Burrage.

Also thank you to the members of The East Gippsland Historical Car Club and Bairnsdale Classic Car Club who assisted with the hospitality and displays.

I am sure there will be a comprehensive report in this BD.

There were many events on offer this September, I hope some of you got out to some of them.

Life gets busy and understandably it becomes difficult to attend events at times. There is one coming that is a "not to be missed".

Save the date: Sunday 30th November Christmas Breakup at Rob and Anne Russo's Bellevue Farm Gate Café and Orchard, Officer. A club subsidised, catered lunch to end the year on a high.

We have met a stumbling block for Cup Weekend planning. With an event at Winton that weekend accommodation is scarce. The events committee is working on an alternative; details will be emailed to you when we have a firm plan.

October Club night will be the AGM, an important milestone in the club year. This year we have two long term committee members standing down so please consider standing for committee to help the club run effectively. It is not a huge commitment; we have a meeting via ZOOM every second month and anything you can contribute would be better than having vacancies. Nomination forms should be found in this Blue Diamond issue.

Two more "**Save The Date**" events:

2026, May 11th -15th - National Rally at Murray Bridge

2026, May 30th - 31st Historic Winton Celebrating 100 years of the Riley 9 and the Riley marque.

Finally, how long since you checked our website, David Trunfull is doing a great job in updating and improving the look and feel of it.

Find it at: <https://rileyvictoria.org>

See you out in a Riley soon! Keith

EDITORIAL RAMBLINGS

For those members who last month received the email copy of the BD with a distorted cover picture I have no explanation. It has only affected some copies, in one case a member received a perfect copy on their phone but the copy on their laptop was distorted. The wonders of modern technology.

Thanks to Rob Blackwell for his comprehensive coverage of the Lakes Entrance weekend, a great event. Our thanks also to Graham and Cherie Young who organised and coordinated the activities.

21 Members with 7 Rileys took part in the Coffee morning at Martha's and then the visit to my shed, some tyre kicking, sausage for lunch and lots of chat.. It was great to welcome some new members and others attending their first club event as well as the regular supporters of events.

AGM time again. Nomination form for Club committee are included in this BD. Two long term committee members are standing down so volunteers/nominations to fill these positions urgently needed.

MEMBERSHIP REPORT Colin Dennis

No new members this month

Good response to payment of Subs, a few still outstanding.

Six members who have sold their cars have resigned.

MEMBER/GUEST SPEAKER PROFILE JUNE MEETING

The following was from research done to introduce John Mole before he did his presentation at the June club meeting:

John Mole: Joined club 1961, he has had 31 terms on Committee 22 continuous, 3 terms President (1980-1984), 13 terms Vice President (1977-2022), 8 terms Membership Sec (1969-1988), 7 terms General Committee (1974-2000), 2 terms Spare Parts (1973-1974), June Mole also was membership Secretary for 5 terms (1994—1998)

Blue Diamond search reveals his name 1115 instances in 500 documents. Quite a number were him listed as a committee member but seldom was that the only entry. Here are a few I have found:

The first mention from BD #47 November 1963.

For Sale: 1952 1½ litre saloon. Unregistered, fair tyres, motor worn out, gearbox slips third gear, can't hear diff. for engine noise. Body average. £25. Contact John Mole at the Club Night.

#49 February 1964 in an article called “Among the Members”:

I went to Mooroolbark a few weeks ago to see JOHN MOLE who was cleaning up the carburettor from the Kestrel to be exhibited at the Motor Show. While I was there, one of John's friends who also has a Riley arrived on the scene. From further conversation, I learned that quite a number of John's friends own Rileys - they just about have their own little Club up there in the foothills. What about introducing them to us John?

#56 December 1964 Report on Concourse, 100 cars there and 80 in the judging

That the judges would have a torrid time in allotting the points in the 2½ Saloon class was obvious early in the day. Nothing much separated the cars of Ray Abbott, Ray Black, Kevin Blitz, John Floyd, John Hall, Peter Lowe, John Mole and Geoff McInnes, but I'm quite sure no one would argue with the results and there is no one who is more deserving of the laurels than John Hall.

John Hall also won the trophy for the Best Car on the Day for the member under 21 years of age. John Mole wouldn't have been much older.

#John has been very enthusiastic and active for many years, let's see what he has to say for himself:

70 March 1966.

There was a report of a 1936 Riley Merlin being broken up, this followed:

TO SHOW THE OTHER SIDE OF THE PICTURE, members John Mole and Kerry Moore have just purchased a 6 cylinder saloon which they intend to restore. Most members know of Kerry's red Falcon, but not many members may know that John has an encyclopaedic knowledge of the 2½ litre models, as well as a vast quantity of spares.

The six cylinder car has been used for driving a saw bench for the past two years, but is reported to be in good condition. The body is complete back as far as the scuttle, but all the doors and rear end are missing. However, John and Kerry are now busy locating useable body parts and when these have all been located, restoration will commence.

Already they have found four doors and a quantity of other parts.

In the 1966 Concourse it was noted:

John Mole provided a very interesting display – hanging from his 2½ was a wire complete with the small bit of no less than NINE broken halfshafts. (that's notching them up John). John also towed along his 6-cylinder chassis which he found only recently providing the power for various and sundry items of farm equipment.

From Secretaries Notes July 1972:

The meeting was, incidentally, held at John Mole's home which is half way between Ringwood, Park Orchards and nowhere, and when the meeting broke up after midnight, as usual, the complete area was shrouded in a thick fog. That night each committee member embarked on his own individual night trial and believe me, it took some effort to even find a reasonable road to follow. Look forward to next month's instalment as we meet next at Kerry Moore's home and he lives in the same street (track?).

.Finally from me from BD #165 October 1975:

MY FIRST RILEY BY KERRY MOORE

A friend of mine, his name John Mole, was about to turn 18 and although he had already owned a number of vehicles (17 I think!) his mother was anxious that he purchase a reliable vehicle so that he would not be driving around the old bombs he had been driving around before he got his licence.

PAST EVENTS

TOUR de KESTREL Lakes Entrance 21 – 24 August 2025 by Rob Blackwell

This event really was one for the books and all credit must go to Graham Young for arranging all the accommodation, a great variety of eateries and the fantastic range of other venues we visited. His organisational prowess even included banishing the rain that threatened to put a damper on proceedings on Saturday and Sunday.

Congratulations Graham and Cherie!!!

Most of the metropolitan group of participants met up at Rob Russo's Bellevue Farm Gate orchard in Officer on Thursday morning for a fortifying cup of coffee and cake before heading off at about 10.15 am for lunch at the Traralgon Bowls Club. This was the first venue where we were exposed to the country philosophy that the only good dining plate is a big full one!!

We departed Traralgon at about 1.30 pm and followed the Princes Highway (A1) through Rosedale, Sale, Stratford and Bairnsdale before arriving at the RSL Glenara Motel right on the Lakes Entrance waterfront where we were greeted by Graham Young and the rest of the Gippsland contingent. After kicking a few tyres and closely inspecting the innards of Colin Dennis's 9 Tourer which appeared to be suffering some fuel problems, everybody gathered in the Bistro bar at around 6 pm before filling a well placed (near the bar!!) group of reserved tables and getting down to some serious eating. The Bistro was to be the evening meal venue for the next 3 nights and what a great choice it turned out to be! The Australian/Chinese menu offered something for everyone, including those on special diets, and the country dining philosophy was on display in spades!! And as many of our party discovered over the next 3 nights, a feature of the menu was the Chef's fabulous deserts that were just too good to pass up.



Sunshine and fine mild weather greeted us on Friday morning and at around 9.30 am (*now that's what I call a civilised hour*) we trekked back to Bairnsdale to meet at the New Leaf Cafe for morning coffee and a browse through the well stocked gift shop.

PAST EVENTS

A short stroll across the road to visit the lavishly painted interior of St Mary's Catholic Church was further enhanced by the presence of local Riley Club member Peter Larcombe and his magnificent 1937 6 lite Kestrel parked in a prime spot right outside the Church. We were to see more of Peter and his collection of Rileys later in the afternoon.

On leaving the cafe, a short drive took us to First Class Restorations, a local body and paint shop with a well deserved reputation for outstanding workmanship as demonstrated by the FJ Holden body shell fresh out of the paint shop that greeted us on the factory forecourt. As well as first class paint booths, the shop was equipped with a highly desirable range of tools and machines that allow them to fabricate metal of any shape to create new body shapes or replace those sections that are beyond restoration.

We then enjoyed a well up to standard lunch at the Bairnsdale RSL before making another short drive out to Peter and Beryl Larcombe's property on Racecourse Road where we were joined by members of the local Classic Car Club who assisted Beryl in putting on a lavish afternoon tea. Peter's collection of fully restored Rileys displayed in front of his shed/workshop featured a 1933 9 Tourer, the 1937 Kestrel we had seen earlier in the day and a 1954 RME.



All of these cars had been painted a deep maroon colour by Peter in his shed and upholstered by his wife Beryl who is a skilled industrial machinist. In addition to his 3 completed Rileys, Peter also had his nearly completed bright blue wire wheeled 1949 Roadster on display.

PAST EVENTS



Adjacent to his shed Peter has a large well mowed paddock that allowed all the Rileys on TDK to be lined up for a drone's eye view photo shoot by the local press. The ground level photo below is absent Bruce Dobney's RM Special due to a minor navigational error that saw Bruce and Val exploring the nearby countryside while the rest of us explored Peter's shed!!



PAST EVENTS

Having demolished the afternoon tea put on by Beryl and the local car club ladies, all the TDK participants enjoyed a relaxing drive back to Lakes entrance and another delicious meal at the RSL Bistro.

Saturday morning saw our group achieve a gentleman's departure time of around 9.30 am to visit 3 private car collections in and around Bairnsdale. First stop was at Max and Val Curtis's place at Granite Rock where we enjoyed morning tea courtesy of the ladies of the Bairnsdale Classic Car Club and browsed through Max's very eclectic collection. Max gave us an interesting talk on the highlights of his collection and fired up a chassis mounted Lincoln Zephyr flathead V12 and a blown flathead V8 mounted in a wooden hydroplane boat built in 1958. He also had a Russian built 9 cylinder radial engine (not running) and a Ford hotrod with matching mini caravan.

After lunch at Club Eastwood in Lucknow, we made the short drive to Glenn and Lynette Burrage's collection of cars and memorabilia in Charles Street. Featured vehicles here were an original near mint condition turquoise S series Valiant, a beautiful FC Holden fitted with triple Strombergs and a nearly completed very rare HQ Holden Belmont 'Sandmam' ute with a 253 V8 and GM 4 speed manual transmission.



Glenn's very tidy and well organised shed included an extensive collection of hubcaps, lights, instruments and inlet and exhaust manifolds along with numerous other hard to find and unique items.

Our final visit for the tour was to Peter (Max's brother) and Chris Curtis's collection of mostly Ford cars and street rods. The scale and cleanliness of Peter's "shed" is mind boggling – it was so big that all 8 Rileys participating in the TDK were able to be easily accommodated under the veranda that spanned just 3 of the 5 huge 12 feet high bays in the building. Peter told us the story of the first vehicle he had ever restored – a lovely green 'T' model ford truck that featured an unusual 2 speed diff and a couple of additional oil lines that kept the splash fed crankshaft well lubricated even when going up steep hills.

AGM Minutes and Voting Forms

Riley Motor Club (Incorporated in Victoria

Minutes of the Annual General Meeting held on Tuesday 29th October 2024

The meeting opened at 8:05pm and was chaired by Keith Morrison

Attendance:

16 were members in attendance (along with NIL proxies in favour of the Chairman) and 7 on Zoom (exceeding the quorum requirement of 20).

Apologies : John Mole, Bryan Mole, Brian Graham, Marilyn Threlfall & Peter Lowe

Acceptance of minutes of the 2023 AGM.

Moved by Phil Camm and Seconded by Bruce Dobney – all members in favour

No business arising from the minutes.

Annual Reports of the Committee:

President's Report presented by Keith Morrison

Acceptance moved by Rob Blackwell, seconded: Terry White

Treasurer's Report: Compiled and presented by Graeme Miles.

Acceptance moved by Graeme Miles, seconded: David Trunfull

Spares Report: Compiled and presented by Bruce Dobney.

Acceptance moved by Bruce Dobney, seconded: Max Robe

Membership Report: Compiled by Colin Dennis and presented by Keith Morrison

Acceptance moved by Keith Morrison & seconded: Bruce Dobney

Resolved: All Annual Reports from the committee accepted with all present in favour.

Financial Statements as of 30th June 2024

The Financial Statements prepared and presented by Graeme Miles were considered.

Acceptance of the Financial Statements as at 30th June 2023 were moved by Graeme Miles and Seconded by Rob Russo – all were in favour.

Election of Committee and Office Bearers

David Trunfull took over as chair of the meeting.....

David declared all committee positions vacant and called for election of Office Bearers by separate resolutions. All ordinary committee as one resolution.

All 2023-2024 committee member have agreed to re-stand

Written nominations received : Graeme Miles did not seek re-election as-Secretary and nominated Mick Dynon as Secretary, Seconded by Keith Morrison.

We thank Graeme for his time as secretary.

Nominations from the floor of the meeting: Nil

Only one nomination was received for each executive committee position (Office Bearers) and each nominee accepted.

President: Keith Morrison

Vice President: Terry White

Secretary: Mick Dynon

Treasurer: .Graeme Miles

The above Office Bearers were elected unanimously.

General Committee.

Ordinary committee members: All 2023-2024 ordinary committee member are prepared to continue. They are Marilyn Threlfall, Bruce Dobney, Max Robe, Rob Russo, Graeme Smith, Bryan Mole, Doug Andrews. John Mole They are elected unanimously.

Keith Morrison resumed the chair.

Other Business:

No other business was received of which fourteen days' notice had been given to the Secretary.

Meeting Closed at 8:31 pm.

Riley Motor Club (Inc in Vic).
Victorian incorporated association no. A0014052N
FORM FOR VOTING BY PROXY

I(member name)

of

(address)

Being a member of the Riley Motor Club Victoria Inc

Appoint: Chair person or{name of proxy holder – Specific member or Chairperson)

being a member of the Riley Motor Club Victoria Inc, as my proxy to vote on my behalf at the Annual General Meeting of the Association to be held on 28th October 2025 and at any adjournment of that meeting,

Specific Instruction: (optional):

Signed (Member)_____ Date _____

Return **no later than Monday 27th October 2025: to Keith Morrison at**
president.rileyvic@gmail.com

COMMITTEE NOMINATION FORM 2025-26 club year

We the undersigned, being financial members of the Riley Motor Club of Victoria, hereby nominate:

(nominee).....for the position of:

.....President.....Vice President.....Treasurer

.....Secretary.....Ordinary Committee Member

Proposed by (name)

Signed:.....Date:

Seconded by (name).....

Signed.....Date:

I accept the nomination:

(signature of nominee)

Nomination can also be taken on the night of the AGM.

Please email **to Keith Morrison at** president.rileyvic@gmail.com **or bring to the club night**



This page, has been intentially left blank forming the lift out centrefold with documents for the 2025 AGM

PAST EVENTS



The 'T' model shared this double width bay with a spectacular iridescent blue flathead V8 Ford 'bucket' style hotrod utility and a white Mustang with an engine bay so clean you could eat your lunch out of it.

The final bay we visited housed 2 four door V8 Ford sedan hotrods (one bright yellow and the other lime green) and a custom modified candy apple red soft top 2 door Ford that Peter had built for his wife's 50th birthday.

hite

A mezzanine floor above the Ford sedans housed Peter's 'boardroom' and a fine collection of model cars (no Riley!!) and trophies filled much of the back wall.

With many an envious glance behind us as we left Peter Curtis 'shed', the TDK party wended its way back along the now familiar road through Nicholson and Swan Reach to our motel at Lakes Entrance for our final dinner.

Sunday morning saw the TDK party say their farewells and depart for home and places beyond.

PAST EVENTS

Club members attending this memorable occasion in Rileys were Rob Blackwell (RMBGT), Colin Dennis ('9' Tourer), Bruce and Val Dobney (RM Special), Keith Morrison (Pathfinder), Ian and Leslie McConville ('9' Kestrel), Rob and Annie Russo (RMC), Graeme and Chris Smith (RMF) and Peter Larcombe (Kestrel and RME). In moderns were Doug and Jenny Andrews, Ian and Lucia Davis, Brian and Sue Graham, Vin Gregory, Geoff and Marion Merritt, Graeme and Betty Miles, John and June Mole, Kerry and Margaret Moore, Graham and Cherie Young and Terry and Helen White.



Some extra photos of this great weekend



Bruce has now arrived

PAST EVENTS



Morning Tea at New Leaf Cafe



Lincoln Zephyr V12 project

AOMC REPORT

AOMC Country Delegates Meeting Notes re Club Permit Scheme
VicRoads/CPS Report: Keith Mortimer reported that on 20 May 2025, members of the Association and Federation executive committees met with VicRoads staff. The main focus was VicRoads' early proposal to improve the online permit renewal system. This new system aims to help club secretaries better track members' permit renewals, simplify the renewal process for permit holders, and reduce secretaries' workload through online membership endorsements. The proposed solution centres on a digital approach where clubs endorse renewals before they become due, enabling members to pay for their renewals online. Permits that have not been endorsed by the club will remain ineligible for renewal, consistent with the current process. VicRoads is still developing this proposal and the supporting online system and will continue to consult with peak bodies as the project progresses. The meeting also considered electronic logbooks via the VicRoads app, including the possibility of a transition period where both paper logbooks and the app would be available. Work is ongoing to ensure end to end process is understood and all stakeholders are engaged appropriately.

Questions from the floor:

Are VicRoads planning to introduce custom plates? Keith responded that this was not on the table at present.

Tony Murphy (American Truck Historical Society) noted that you can get slimline plates in Victoria, and that in Tasmania you get plates that have your permit number on the plate.

Brenton Stephen (Echuca District HVC) asked if everything is going digital, as there are permit holders who do not have access to digital technology? Keith responded that they are looking at this as an option, not as an exclusive system. He also noted that AOMC and VicFed have raised similar concerns at their joint meetings with VicRoads.

Dennis Dawson (Hamilton & District HVC) Asked about the possibility of getting a short permit for moving vehicles? Not all collector cars have permits and need to arrange when moving. Keith responded that this has not been raised in discussions but is happy to take on board and raise with VicRoads.

A question was asked about the recalling and then reusing of red plates by VicRoads. Keith responded that he is unsure about this and will raise it with VicRoads.

RILEY HISTORY

In 1945 the war was over, in England materials were in short supply, there was pent up demand for cars, rationing continued, petrol until 1952.

In this environment the next range of Riley cars were launched. the Riley 1 1/2 and 2 1/2 Litre Saloons. Much later in the early 60s I think these cars became known as the RMs as BMC needed an ID for spare parts etc. I will use the RM designation as this now seems the common usage.

The first car in the series was the RMA.

The RMA was released to the public in 1945 its streamlined body ,integrated headlights and Butler driving lights, split opening windscreen and leathercloth hood covering were new features or advances on prewar features.

The running gear featured Rack and pinion steering, and independent front suspension through torsion bars, four speed gear box with synchromesh, 16inch wheels with 5.75 tyres. Brakes were Girling hydro mechanical with 10inch drums.

The engine was a traditional 1496cc Riley with conventual mounts, however the camshafts were now driven by a duplex chain.

Single SU h2 carburettor, coil and distributor ignition. Positive earth electrics.

The interior was fitted with walnut door capping and instrument panel , leather seats with storage pockets on the back and carpets as had been introduced in the 1939 models.

The early cars were available only with black cellulose paint.

In 1948 production of Riley cars was moved from Coventry to join MG at Abingdon.

In 1952 the RME series cars were introduced. The change over is very phased.. Firstly it seems some 1350 cars were produced with the upgraded mechanicals but RMA style body then the new RME body appeared. During this time cars can have the traditional 42Sxxx chassis no or the RMExxxxx .

The major mechanical changes which were introduced were hydraulic brakes on all wheels, open prop shaft driving a hypoid rear axle with higher ratio of 5.125:1

The body changes were a larger rear window, a higher roof line which increased windscreen height, no running boards, rear wheel spats and reshaped front mudguards with built in side lights and foglamps.

Redesigned front seats, other minor changes were introduced until production finished in 1955

RILEY HISTORY

The 1 1./2 litre RM is quite a sporty car to drive compared to the 2 1./2. It was much more popular in the UK than overseas and owners there continue to drive them very hard. On one trip to the UK I think I depressed the floor several inches as we hurtled down country lanes at 50mph.



1947 RMA



1953 RME

TECHNICAL ARTICLES

RM Steering Wheels

Brian Graham BD July 2005

During the National Rally in Tasmania the Steering Wheel in my RMB started to show signs of serious deterioration with loose spokes and the indicator switch falling apart. I also needed a roadworthy steering wheel for the RMB Special. Barry Higgins gave me the name of a person in South Aust that had done an excellent job on his wheel, but as I had two fully renovated spare frames and a desire for a wooden rimmed wheel I decided to try my own thing.

This article describes the approach and techniques used, like all hand made products the end result is in the hands and mind of the "tradesman".

The first thing is to decide on the thickness you want for the rim. I chose 24mm, and so then went out and bought a piece of 12mm marine ply .ie half the thickness of the desired size. Placing the ply on a flat surface I then carefully traced the rim of the wheel inside and outside on to the ply. Making sure the rim did not move

I then traced two circles on the ply inside and outside around the rim using a block of 10mm wood between the rim and the pencil. It is worth noting the rim is not perfectly circular varying an odd millimetre or two so. I marked the rim and the ply so it went together in the same position as I had traced it. This approach gives you a plywood ring about 35mm wide, which gives you material to play with if the two halves do not line up exactly and also fix any minor variations in the circle in a final trim.

The next step was to use a router to groove out the traced ring of the rim to a depth of approx half the rod size into the ply. Once I was happy the rim sat correctly in the groove, I cut out the marked circle ply using a jig saw.

The next step is to make the other half. As I am a scrooge I cut this in four segments from the scrap circle and surrounds. This approach allowed me to get two wheels out of the ply I bought, but one could just cut another complete circle using the first as a template.

Next check the two wooden circles fit snugly over the rim and the surfaces meet. It may be necessary to ease the routed groove around the spoke area to get a good fit.

Using Zero Nails the circles were then bonded to the rim and together and clamped for 24 hours to allow complete drying.

TECHNICAL ARTICLES

A piece of dowell was then carefully located in the spline in the centre of the wheel a thin piece of wood was drilled to fit over the dowell, two holes were made in the wood at the other end for a pencil, using this like a compass the inner and outer diameter of the finished wheel were marked. This was then carefully trimmed with the jigsaw and sanded to the marked line. The ply over the spokes was not trimmed but left to finished as a lip like on the normal wheel.

.Using a 10mm quarter round router blade on the four edges the ply rim was then rounded. The final shape of the rim can be decided here, my special wheel rim is slightly oval without finger grips, the RMB wheel rim is 24mm round and has finger grips on the back made with a half round wood rasp. Lots of hand sanding then took place. A light timber stain was the applied followed by six coats of polyurethane.

I am pleased with the result and both wheels feel good to drive with. For the two wheels materials cost \$22.00. elapsed time of about two weeks with each wheel consuming about 8 hours of labour

The finished results



RMB Special



RMB

Riley Stumbling Blocks

If you need Assistance with your Riley, don't hesitate to contact someone on the list to get the your job rolling. Even a phone call and having a chat may be all you need to get started.

If you are a member with time, skills, knowledge, and enthusiasm to be involved, register your interest by being added to this list. To do this drop the editor a line at : **editor.rileybluediamond@gmail.com**

Willing to Assist

Name	Contact	Location
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Keith Morrison	0411 127 765	Dromana
Bruce Dobney	0438 613 961	Glen Waverly
Brian Graham	0412 674 055	Safety Beach
Doug Andrews	0418 586 005	Shepparton
Rob Russo	0411 722 669	Upper Beaconsfield
John Mole	0448 762 005	Park Orchards
Terry White	0408 378 683	Lysterfield
Geoff Lenton	0437 704 063	Geelong

FOR SALE 1951 RMB

- Chassis # 61S 8883
- Engine # 7479
- Colour original sun bronze
- Mileage shows 59,356
- Original duco and roof
- Comes with various parts from a wrecked RMB including 2.5 litre engine



- Located Ballarat
- \$21,000

Contact - Shane MacDonald, Executor of Deceased Estate,
Mobile - 0400 297421,
Email - shanemacca@gmail.com
(more photos are available]



FOR SALE 1950 RMB

I have a 1950 Riley 2.5 that belonged to my dad (Robert Cant) and I am selling it as the executor of his Estate. Dad was a formerly a member of The Riley Car Club.

I will need to offer the car for sale, hopefully to end up in a good home too.

The details are :- Ivory in Colour. Maroon trim. Chassis no. 60-S-7208. Original No Plate. HCP-733.

I would like to advertise the vehicle for sale through the club on the website and magazine, if this is okay with the club.

Price: \$4000 ONO

My telephone number is : 0419 309 851.

Thank you. Kind regards Tony Cant



FOR SALE 1949 RMC

Chassis No 59S4399

Restoration to date –

All new timber work except doors and boot lid and all timber has been treated with Everdure Marine Sealer

Numerous photos available showing the various stages of the woodwork carried out by well-known timber expert, Keith Phillip.

Differential has been rebuilt by Hornsby Differentials.

Chassis has been painted and fitted with new suspension rubbers including Torsions Bar rubbers.

Most body panels have been soda blasted or chemically cleaned but some now have surface rust.

The rear skin has been fitted to the new timber work, doors have been hung with new mountings and door locks. Rear mudguards are currently fitted with much improved mounts.

Brake rods etc have been cleaned and painted.

New battery box has been fabricated and fitted.

The original motor and a spare come with the car; a spare gearbox is included.

Original hood and side curtains are available along with most of the original trim.

All instruments, Steering wheel and Jewellery items are included as is a new dash-board.

Original bench seat and 2 bucket seats are included.

To the best of my knowledge this car is complete.

Various other spares are also included.

The Riley Club of NSW has an extensive range of new and used parts for both RM series and Pre War Cars.

As the most expensive work (timber) has already been carried out the starting price of \$22,000.00 or sensible offers .Expenditure to date far exceeds the starting price.

Keith Dunbar 0425 221 573 keith.dunbar3456@gmail.com



RILEY MOTOR CLUB (Inc. in Vic.) - A0014052N

PO Box 5364, Pinewood, Mt. Waverley, Vic. 3149

Email –rileyclubvictoria@gmail.com **Web site** -<https://rileyvictoria.org/>Club meetings are held the last Tuesday of each Month (except December)
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“THE BLUE DIAMOND”

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