

THE BLUE DIAMOND

Newsletter of the Victorian Riley Motor Club



Issue 709
OCTOBER-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 The Gamecock Plus Ultra Series

Back Cover. MGs on Display at Geelong collection

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.

COMING EVENTS

TUESDAY 28th OCTOBER CLUB NIGHT AGM & More

It's October again and of course time to hold our Annual General Meeting so come along and use your vote to make sure we elect the best people to the Committee to run our Club.

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

This promises to be a very interesting presentation with lessons we can all learn to aid us in restoring old cars.

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 Dyon: 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 Dyon 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 - Awards Presentations

Following the presentation of the Awards, we will allow plenty of time for a relaxed chat amongst the members.

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

COMING EVENTS

SUNDAY 30th NOVEMBER - Christmas Breakup

At Rob & Anne's Bellevue Farm Gate Café & Orchard, 544 Brown Road Officer arriving at 11am.

We have been generously invited to Rob & Anne Russo's place for a sit down spit roast of your choice accompanied a selection of farm fresh salads and followed by a spread of Kylie's famous deserts.

All that for just \$30 per person after being subsidised by the club.

To help limit the cost & work involved, **Please bring your knife & fork, plate & a cup or Mug, or if you wish paper plates & disposable cutlery will be available.**

You will find a booking form here.

2025 Christmas Lunch Booking Form

Names of attendees:
Number of people:
Your Phone or Contact:
Your Riley Attending: Year Model

Please complete and return the Booking form and payment to:
Keith Morrison, Mick Dynon or Rob Russo at Club Night

Text or call Mick on 0418 382 161

Payment at the time of booking would be appreciated but please no later than 6th November.

Cash or Cheque payable to Riley Motor Club of Victoria can be given to Keith, Rob or Mick at Club Nights

Direct Deposit to RMCV Rally Account:

BSB: 033 052 Account No: 124954

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. The location to be published in the November edition of the Blue Diamond.

PRESIDENT'S REPORT- Keith Morrison

Club events lately are like the gift that keeps on giving. I said last month that September had many events on offer, the ones that I attended were well worth the effort. It is a credit to the hardworking Events Sub-committee for great planning.

The Wednesday 10th September Coffee at Safety Beach then a BBQ sausage at Brian Graham's Motoring Shed was good to catch up with some members we haven't seen for a while and it's always inspiring to see what Brian has been up to lately.

The following Sunday was worth the trip across the bay to see an impressive MG display, thanks to the Singer club for the invitation.

Then the next Sunday the Kerrisdale Railway and museum was a pleasant surprise which shouldn't be when you find out that the owner and Engine Driver, Andrew, had been a member of the Riley Club, a friend of Marshal Maclean and Peter Lowe. He was and a very entertaining and knowledgeable host. His Station Master, Jennifer also entertained us and booked ahead for us at the Royal Mail Hotel, her recommended eating establishment.

In a discussion after our last events committee meeting we wondered if there were any one interested in participating in the Florence Thompson Tour, late March next year. It is for female drivers of classic cars. Maybe you fill the requirements or have a wife, daughter, granddaughter or know someone who may be encouraged enough to participate. It would be great to see some from our club involved in a classic car, all the better if it was a Riley.

I have had a couple of Stumbling blocks outings recently, David Trunfull's 9 still has me scratching my head but Steve Whelan and I had great success with the fuel pump on his RME. When I left there, it was running very sweetly and both of us had smiles on our faces. Thanks in advance to vice President Terry for standing in for me at the October general meeting, I hope to see you all there via ZOOM. That is dependant on me negotiating Wi-Fi signal and the QLD time zone. With the AGM completed quickly, it should be a great meeting with Peter McKenna talking about his 1936 Adelphi project.

One way or another you will hear more from me, by way of my report to the AGM. Till then I hope you get a glimpse of some warmer weather, like that we are driving about 2000km north for in October. See you in November!

Keith

EDITORIAL RAMBLINGS

The Editors box of cuttings, road tests and Riley info was recently returned to me. It was put into Club storage about 12 years ago when we moved house.. I am using the drawings of Riley cars that were commissioned by motoring magazines in the 1920s 1930s as the featured car on the covers of the BD. Also in the box were pages of Riley adverts from these magazines which I plan to include from time to time. **I am away from 11th November so it is critical all input for November Blue Diamond is received by the cut off date of the 8th of the month.**

Have you received your RACV Total care renewal. Changes in coverage rules and benefits. You now need to register the cars you want covered and the drivers you want covered. Two cars can be covered in the basic policy, each additional car costs \$48 pa. The online account portal will not allow you to add cars pre 1999 and Riley is not included in list of makes you can add, any changes need to be done by phone. A poorly publicised and explained change..

Last month I asked if anybody had contacts for Clutch rebuilds. Had one recommendation from several people unfortunately he has retired. But managed to find one who knew Rileys and did not look at me strangely. Trade Brake and Clutch, 16 Fury Court, Clayton South. Package received and installed next step motor back in car.

If you registered an interest in the 2026 National Rally you should have received an email from South Australia confirming you are on the list and entry forms will be available shortly. If you did not receive this notice and are interested in going, contact **2026rattle@rileysa.org.au**

MEMBERSHIP REPORT Colin Dennis

No new members this month. Colin would like the following members to contact him on 0419932418 or colindennis54@gmail.com, ASAP,

Eric Bishop, Lloyd Edwards, Mark Gilbert, Sandy James, Peter Ratnik, John Roberts, Martin Scott ,Dale Stevenson ,Adam Wilby, Michael Wilkinson.

BALANCING SU CARBURETTORS

Graeme Smith

I've always been hesitant using a length of plastic hose and listening for the rush of air being sucked into each SU and adjusting each for the same sound, so that they are balanced. So (since I happened to have a 3D printer), I designed and printed a sliding gauge (I don't know what the technical name is) to gently screw into the top of each SU and then you can read of the value in each SU at different revs. Then I realized that if I add some light weight, but stiff wire (e.g. piano wire) to each, I can compare the relative movement of the pistons, hence vacuum, at the same time. I'm happy to lend them out, and I'll make a pair as prize for the raffle draw at one of the monthly club nights.



PAST EVENTS

Visit to Kerrisdale Mountain Railway and Museum Sunday 21 Sep. 2025 Rob Blackwell

From around 10:30 am on Sunday morning a group of 17 Riley Club colleagues braved the weather and arrived high up on the southern side of the spectacular Goulburn Valley at the Kerrisdale Mountain Railway and Museum where we were warmly welcomed by our hosts Andrew and Jennifer Forbes. It was particularly pleasing to see Marshal McLean, one of our founding members chauffeured by his son-in-law Peter, and Chris and Yvonne Edgar in the way too clean '46 RMA that gave our ex-President Paul so many years of enjoyable Riley motoring.

On arrival, I quickly became aware that our host knew a thing or two about Rileys as he identified the non-standard louvers on the RMBGT engine bay and the built-in Butler lights – “must be some kind of Hot Rod” he said. Turns out that Andrew has owned a number of Rileys over the years including a 1931 Alpine 6, a 1932(?) Falcon 6 and a 1950 RMB. He was a Club member from around '64 to '70 and is well acquainted with Marshal McLean and Peter Lowe who he has known for over 60 years. The engine from Andrew's Alpine 6 ended up in Frank McKenzie's magnificent MPH. And by the way, Andrew built the Conrod Trophy that has been awarded for competition between State clubs at National Rallies since the 1970s.



Marshal and Andrew reminiscing about Rileys of the past with Helen White and Meggin Morrison in the background.

PAST EVENTS

When Station Master Jennifer blew the whistle, we all mounted into the two open carriages that were pushed and then pulled up a steep 2 foot gauge zig-zag track to the KMR Summit Station at 244 metres ASL. The views over the Upper Goulburn River and King Parrot Creek valleys on the way up the hill and in all directions from the summit were spectacular.

Peaking over the hills about 5 kms to our north on the other side of the Goulburn River were 4 or 5 of the 16 wind turbines that make up the 57MW Cherry Tree Wind Farm. Along the way Andrew treated us to a brief history of settlement in the valley when the region was still considered part of the Colony of New South Wales and were shown some of the grand old eucalypts still surviving from those times.



On the way up looking North across the Goulburn River valley.

At the summit there was a small elevated viewing platform and an eclectic collection of railway and mining memorabilia telling part of the history of this region that featured so early in the white settlement of Australia. On the return trip from the Summit most of the clouds and mist shrouding the nearby hills cleared and the sheer beauty of the site Andrew and Jennifer had chosen for the KMR became even more apparent.

On our return to the main station Andrew hosted a tour of his museum and workshop where he told stories about his collection and “fired up” many of the machines on display with the aid of fixed piping from a steam generator hidden behind the museum.

PAST EVENTS

We were then introduced to “Douglas”, the twin cylinder gear driven steam locomotive that Andrew had built to operate on the railway. This impressive looking machine is the alternative to the diesel powered locomotive that took us to the summit, but as it takes some 3 hours to bring “up to steam” and consumes wood at a prodigious rate, it only gets to run on the track on very special occasions..



Changing the points at the first “zig” in the track

PAST EVENTS



"Douglas" the wood fired gear driven steam locomotive built by Andrew Forbes.

The 52 acre KMR property was purchased by Andrew and Jennifer in 1978 and they moved onto the site in 1984. The property came with a stockpile of rails and in the early '90s Andrew and a few of his mates started to build the dream of a fully operational steam railway. Much of the rail infrastructure and many of the museum exhibits were hand built or restored by Andrew to create one of the most unique and worthwhile tourist sites in central Victoria.

After a very enjoyable visit to KMR, most of the group drove back along the Goulburn Valley Highway to Yea where we enjoyed an excellent lunch at the Royal Mail Hotel to conclude another great day with Riley friends. Attendees in Rileys were Rob Blackwell ('49 RMBGT), Chris and Yvonne Edgar ('46 RMA) and Keith and Meggin Morrison (Pathfinder). Rob and Annie Russo, (49 Roadster) In moderns were Mick Dynon, Vin Gregory, Marshal McLean with son-in-law Peter, John and June Mole, Randall and Marilyn Threlfall and Terry and Helen White.

PAST EVENTS

GEELONG MG MUSEUM KEITH MORRISON

The Singer Car Club invited some other British car clubs to visit a private MG museum in Geelong.

There were two Riley cars attended the event, both '9 Tourers. One was that of David Perkins and the other mine. I also saw member, Bruce Robbins. To expedite travelling as the Westgate bridge was undergoing works, I took the ferry to Queenscliff.

It is called "The MG Museum of the Marque" and is a collection of about 40 MG badged cars spanning from 1914 to 2005

The collection is owned by Ray and John Abikhair who began gathering the cars seven years ago when Ray joined the Geelong MG club, he was then in his early 80's. Like most of the members of the MG Club he had an MG in his early days. He joined the club to catch up with an old friend who he worked with in a garage when he was 22. This friend had an MG for sale and Ray thought he ought to buy it since he going to join the MG club. From then on, he said he thinks he has overdone the collecting a bit!

Ray gave us a very entertaining and informative guided tour of the display in roughly chronological order. He spoke about the cars in terms of their mechanical characteristics, the developments made and also the provenance of the cars and often how he acquired them.

The museum is open to the public Fridays 10am till 4pm and booking for groups can be made at other times. It is well worth a visit.



PAST EVENTS



A BROOKLANDS REPLICA

A Very Important Part ; Ean McDowell

Many years ago I bought a kit of parts to make a replica Brooklands Riley and to fill the spot left by a genuine car that I once owned. There was a chassis that was made in New Zealand, a wooden body frame that was made in England alongside a genuine car that was being restored professionally, and lots of pieces including an original radiator shell. Over the years the chassis was assembled to push around stage and an aluminium body was made in Castlemaine on the frame with doors and full mudguards, and although the bonnet was roughed out, it could not be finished without the radiator. I bought another Brooklands radiator and messed around with it and the pieces for many years, spending a lot of time and money on it including a new core, before accepting that it was not going to produce the result I wanted. The rest of the car has been done to a very high standard; this radiator was going to let it down. So, I bit the bullet and ordered a new one.

The photos show the end result, but they don't tell the full story.

I don't think the radiator could be made in Australia, and responses from a New Zealand company who do a lot of work on Ferraris, Bugattis, and vintage Alfas didn't convince me either. The company that I chose in the end, Vintage Car Radiator Company, was recommended by Bryan Mole, and is located in Bicester, England. I initially thought that I would have to send the original radiator over to them, but they assured me that they had done a Brooklands Riley before, and they had all the dimensions. They were able to quote a price which was slightly more than I expected, but included the stoneguard, and the mounts which are castings to the side on a Brooklands. Normally they don't include a cap, but in this case they would source and fit one. The total period for manufacture would be 6 months from the time of order, and everything would be new and as per the original. Completion was timed to coincide with the Goodwood Revival meeting, and it was agreed that I would pick the radiator up and go to the Revival which was two hour's drive away. The company was prepared to box the radiator and send it, but British Post was about the same cost as a return airfare.

I had a bit of a scare when I asked for a progress report after some time and got no answer, but finally Vintage Car Radiators assured me that everything was on track and so I booked the airfares and the tickets to Goodwood. Fast forward a few months, and I called to see the finished product. It was just what I wanted. Everything, including the badge was made from scratch, from flat sheets of German Silver for the shell, and the mesh and the tanks were all made from scratch, with the correct core made and soldered in to fit. They said the Brooklands Riley radiator was one of the most difficult they have had to do because it is so small and has so much shape to it. The total job took about 150 hours.

Looking around their workshop there were several vintage Bentley radiators in various stages, a MK 4 Riley Nine, a veteran, a beautiful radiator for a Grand Prix Maserati, and manifolds for a Spitfire aeroplane.

An American customer had just dropped off several MG radiator shells to be restored, and the post war RM shells with bars in the grille would be similar I am sure. They had a display cabinet with 13 different types or core they can make.

I would be happy to recommend this company to others.

The industrial estate surrounding Vintage Radiators had many restoration and old car specialist businesses. I am sorry that I did not have more time to look around. One of these places had a Riley 12/4 Falcon in the process of restoration.

Apart from the Revival I saw very few vintage cars in the UK and only one other Riley which was a very original and unrestored Monaco. UK has been having a heatwave but it rained a lot of the time on the weekend of the Revival. Never-the-less a bit of rain did not dampen the atmosphere for about 250,000 people on each day. There were no Rileys racing but several on static display. As usual, the car park was very interesting with lots of old cars dotted around, but about 20,000 cars had to be towed out of the mud each day. On the way back to Gatwick there was just time to visit Brookland race-track which now contains several museums and has been extensively renovated since my last visit."



RILEY HISTORY

Quickly following the release of the 1 1/2 litre Saloon in 1945 came the 2 1/2 Litre RMB.in 1946. The same streamlined body ,integrated headlights and Butler driving lights, and leathercloth hood covering as used in the RMA were used although the chassis and bonnet were 6 inches longer to accommodate the bigger engine.

The running gear featured Rack and pinion steering, and independent front suspension through torsion bars, four speed gear box with synchromesh, 16inch wheels with 6.00 tyres. Brakes were Girling hydro mechanical with 12inch drums.

The engine was a traditional 2496cc Riley design with Twin SU h4 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 RMA continued.

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

In 1952 the RMF series cars were introduced.

The major mechanical changes which were introduced were hydraulic brakes with 11 inch drums on all wheels, open prop shaft driving a hypoid rear axle with higher ratio of 4.9:1
Distributor now rotated anti clockwise.

The body changes were a larger rear window, full bumper at the front and towel rail bumpers at rear.

The Motor magazine in 1953 published a table of comparison of RMA RMB performance.

0 to 30 mph (sec)	6.7	4.65
0 to 40 mph	11.3	7.55
0 to 50 mph	17.2	11.9
0 to 60 mph	29.5	16.85
Standing Quarter Mile	24.1	21.1
Max Speed MPH	74.8	90.1
Fuel Consumption	24.2	19.6

RILEY HISTORY



RMB Manufactured 1946-1952



RMF Manufactured –1952-1953



RILEY HISTORY

2

THE LIGHT CAR AND CYCLOCAR

JANUARY 11, 1929.



"As one of the features which make for it, we emphasized in our last appearance in this journal the merits of the wonderful "Silent Third."

Here is another—

exceptional roominess of the body

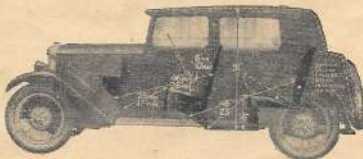
Below we give an illustration of the RILEY "9" MONACO SALOON which clearly demonstrates this feature, and it is safe to say that the degree of comfort and luxury afforded by its design is unequalled even by many of the "large" cars of to-day.

This "roominess" is made possible by the conversion to comfortable leg room of much hitherto waste or broken space immediately beneath the chassis frame.

To better effect this saving the chassis has been specially designed, and the result is a perfect blending with the body.

A well floor replaces the ordinary flooring and the additional space thus obtained has enabled the designers to bring all the seats within the wheelbase, thus making for better weight distribution and suspension, and providing a real armchair position for the rear seat passengers.

Just one demonstration run will prove all this—you can arrange one with any Riley agent.



RILEY (COVENTRY) LTD., COVENTRY

and
42, Nth. Audley St., London, W

*from whom catalogues and literature
describing all Riley productions may
be obtained.*

A2

TO THE READER.—By mentioning "The Light Car and Cyclocar" when replying to advertisements, the progress of the small car movement will be assisted.

TECHNICAL ARTICLES-Coolants

This article was compiled by Derek Hills and appeared in Blue Diamond 604 in April 2016

This article has been taken from various coolant manufacturer web sites). Understanding the types of engine coolants and inhibitors available, their associated colour, life expectancy, diluted or concentrate and cost has become confusing since 1984 where OEM (Original Equipment Manufacturers) have designed additional specific coolant requirements for their engines. This has meant there are now numerous brands and types of coolants Available today for the later model cars to satisfy OEM warranty requirements.

Fortunately for early model cars manufactured before the 1980's the choice can be simple and the purchase price is normally cheaper.

TYPES OF COOLANTS:

There are 2 main types of coolants available, TYPE "A" and TYPE "B".

TYPE "A" has an Anti-Freeze Anti-Boil component such as Ethylene Glycol or Propylene Glycol that raises the boiling point of the water and lowers the freezing point.

Colours of these coolants can vary from a blue, yellow, green or magenta in colour.

Each has a specific formula to satisfy OEM requirements and lifetime expectancy for late model cars.

TYPE "B" do not have Anti-Freeze Anti-Boil components and are essentially inhibitors only (corrosion preventives and water quality improvements).

Type B coolant is normally a non-glycol based corrosion inhibitor designed specifically for Veteran, Edwardian, Vintage and Classic car cooling systems which protects against corrosion, cavitation, scaling and oxidation.

Colours of these coolants can vary from a clear or green in colour.

This is a vast improvement on the 'Soluble Oil' additive in water used in new vehicles of the day.

From my experience in the 1960's the standard radiator top-up was only Water which eventually caused severe corrosion and failure of parts especially welsh plugs, thermostats and cast iron fittings and eventual blocking of the cooling system.

Please note that the green colour coolant can be either of Type A or Type B coolant so it is important to read the label to get the right one for its purpose. It is recommended that you do not mix different brands or type of coolant Together and ensure the coolant concentration is maintained and completely changed according to the label instructions.

TECHNICAL ARTICLES-RM Cooling

Blue Diamond 486 June 2005

Improve cooling with a bigger Fan & a Recovery bottle on an RMB *Vern Smith*

I Looked into what fans were available along a similar diameter. Came up with a 5 blade plastic unit used on Mitsubishi L300. It is near enough the same swing dia. And the blades are 80 mm nominal width compared with the original at 4 x 60 wide

The mounting is straight forward. I elected to bore the metal centre disc out on the fan to suit the current spigot register, the difficulty being finding a lathe with a swing big enough to clear the blades. Having done the motor rebuild, during which a small coffee cup of sand was removed from the rear of the block water jacket area (suspect a broken casting core).

Since then have established a better way, (ie) replace the existing spigot with a stepped one to suit both diameters. Have a drill jig to match the Riley mounting pitch if anyone may require it.

The next phase was a water recovery bottle. The unit that came up 'trumps' is from an early 90's Ford Festiva. The big advantage with this unit was that it has scalloped out corner to clear the top radiator hose perfectly in line with the RMB position. The mounting bracket was made out of 100 x 130 x 3.0mm aluminium with a 15 mm offset up 50.00 from the bottom edge to allow for 2-3/16 Ø screws.

The mounting can be located just below the lip for the removable side panels. The forward location should be set to suit the supply hose that came with bottle, set up the height to give around 20- 25 mm clearance below the bonnet latch rod

The upper flat section of the 100 mm wide mounting plate will need to be tapered to suit the bottle moulding for mounting in the car engine bay The final stage was establishing the operating pressure we went 7lb. One trap I did not anticipate, was that there are NO recovery type caps available for the long neck radiator filler.

As a result the Radiator was removed and de-tankled and flushed out, and a short filler neck fitted at the same time.

The system is working very well, holding a steady 175' f (may look at some cooling vents in the side panels later, just for style rather than need)

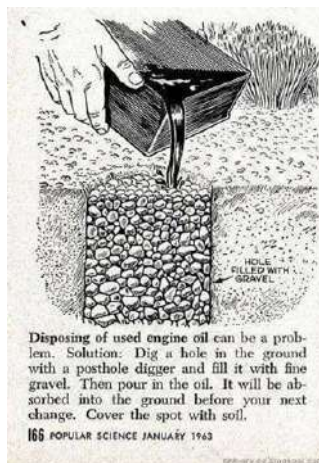
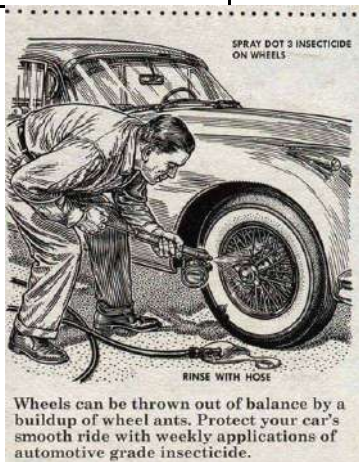
Riley Stumbling Blocks

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
Mick Dynon	0418 382 161	North Balwyn
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 CLASSIC CAR COLLECTION

Due to downsizing, I am having to lessen my car collection.
I am calling for expressions of interest.

The following cars are available

1950 Drophead – fully restored. Maroon/Cream in excellent condition

1950 Drophead - restored 25 years ago Black/Maroon good condition

1953 RME – restored 40 years ago Maroon/Maroon Good condition

1956 Pathfinder – restored 40 years ago Blue/Grey Excellent Condition.

1987 Jaguar Sovereign Luxury pack Very original .
Excellent condition Low kms Owner on and; off for 35 years.

Graeme Miles PH 0412 584 749



More photos available shortly

FOR SALE 1950 RMB

This car is remarkable for its age; the paint is original, with a few touch ups as are the interior, seats, carpets, door cards, headlining, all in excellent condition. The timber dash and door capping are excellent. The previous owners (the last owner was club member John Dryden now deceased) kept a log book that states the mileage is genuine around 56,000. The vinyl roof has been redone and is in excellent condition. It has had a complete engine rebuild, modernised with a bit more compression and a more modern cam and a new clutch. It has new suspension bushes all round, a reduction starter motor, electronic ignition, an auxiliary thermo-fan with controller and individual carb air filters. New tyres in 2022. Other-wise it is completely as it left Abingdon in 1951. It comes with the original air-filter, starter etc. It drives very well, with plenty of torque from its 100plus bhp. I am selling in order to move on to another classic and hoping it will go to a good home. It is fully registered on its original 1951 plates, but can be sold unregistered to go on Club Permit if required. It will come with a RWC and is open to offers around **\$24500** and available for viewing in Ballarat. I have a hoist to check underneath Chassis No .60s7270
Brian Canny Ph: 53376634
M 0418 519 948



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.

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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”

From THE RILEY MOTOR CLUB
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