

THE BLUE DIAMOND

Newsletter of the Victorian Riley Motor Club

FROM THE PAST

The Riley Sprite of 1935 must surely be one of the prettiest sports cars ever to be built. Introduced at the Motor Show that year, it had a specially tuned 1½-litre 12/4 engine in a chassis developed from its predecessor, the M.P.H. model. A six-cylinder version was also produced for competition work.

The 12/4 model had a particularly good record in competitions and the prototype car, which was specially prepared, actually competed in every major trial from 1937 to 1939, winning awards in a great many of them.

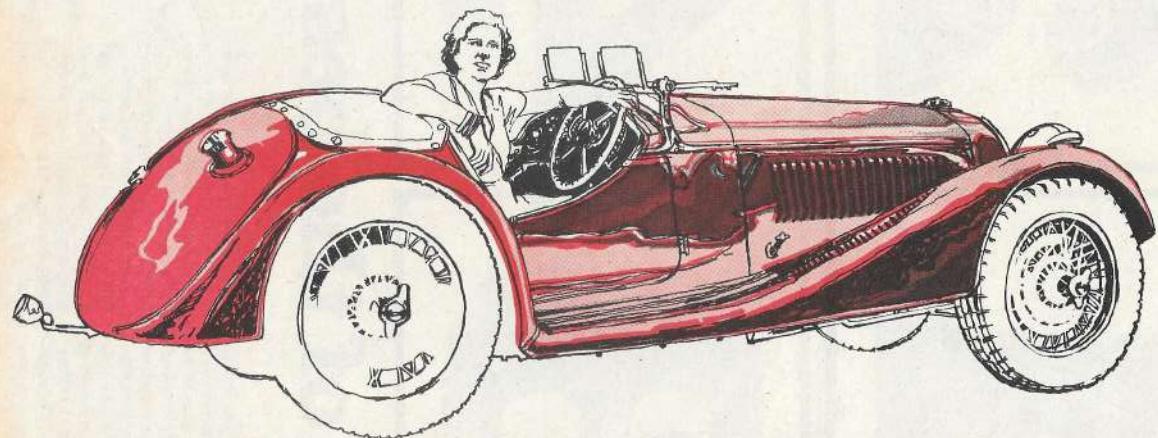


ILLUSTRATION BY NEIL ROGERS



Issue 711
JANUARY-2026

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 (Autocar 1936)

Back Cover. Rileys lined up outside the Devenish Hotel.

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 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.

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

If sending renewal notices for signing by mail please send them with a stamped envelope addressed to yourself if you want to pay by bpay or personally at Vic Roads or Vic Roads if you want it sent directly to them.

To Graeme Miles' office:

**Graeme Miles - CPS
1 Redwood Drive
Notting Hill,
Victoria 3168**

See Club website <https://rileylvictoria.org/> or the June 2025 BD for updated details on all 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 20TH JANUARY MID WEEK COFFEE -

Rivers of Yarrambat, Shop 1a, 28 Kurrak Rd, Yarrambat.

We plan to arrive at 10am for a coffee and a chat. Contact: Mick Dynon 0418 382 161

TUESDAY 27TH JANUARY CLUB NIGHT – A PRESENTATION BY JOHN SMITH

John who is shortly to return to the UK has offered to give us an informative talk about his beautiful Riley 9 and its restoration.

TUESDAY 3TH FEBRUARY MID WEEK COFFEE –

At 10am at the Harbourside Café in the Westernport Marina 17 Skinner Street Hastings.

Contact: Keith Morrison: 0411 127 765

SUNDAY 15TH FEBRUARY – AOMC British & European Display Day

At The Yarra Glen Racecourse 9am – 3pm display cars (\$15 includes all occupants) spectators 10am- 3pm (\$10pp, Children free). See the flyer on the emailed version of the Blue Diamond for more details.

Keith 0411 127 765 or Mick 0418 382 161

SUNDAY 22ND FEBRUARY - DAIMLER RIDE IN IT DAY

at the VDC Clubrooms Norcal Rd Nunawading.

Register at 9am for a 9:30 start.

Everyone who attended last year's event had a great day and so we have decided to support it again. This is an opportunity to promote our Rileys and also experience a ride in another marque.

Contact from the Daimler/Lanchester Club is Bill Bowker Ph: 0420 479 813

TUESDAY 24TH FEBRUARY CLUB NIGHT – TRIVIA NIGHT

This is normally our first Club Meeting of the year and has been moved to allow us to hear from our UK member John Smith about his beautiful Riley 9. Once again President Keith Morrison's will entertain us with his "Trivia Night", so come along and test your Riley knowledge. This is also an opportunity to learn more about our famous cars and the history of the marque.

COMING EVENTS

SUNDAY 15th MARCH – KALORAMA & RILEY KESTREL & CLUB DISPLAY DAY

10AM – 2PM Kalorama Memorial Reserve Mt Dandenong Tourist Road
Kalorama, Victoria

We are hoping to get as many Riley Kestrels as possible to make a substantial feature on the day. For many a return to Kalorama will rekindle old memories. Please see feature article in this edition of the Blue Diamond. Come along with your Riley & support the Kestrels on display. See also the flyer in the emailed version Blue Diamond.

Enquiries: Keith 0411 127 765 or Mick 0418 382 161

Kestrels on Display at Kalorama (1926 to 1969)

The club is looking to have a special Kestrel day where we have as many as possible of the 20 Kestrels that are known to be in the Victorian Club at the one event.

This event is for all Rileys, but the Kestrel will be front and centre in the family portrait.

So, to assist we have many members that are more than happy to help you where necessary to:

- get your car going prior to the day
- act as a co-pilot or navigator for the day
- drive you to and from the event in a modern car
- visit to take a series of photos of the car, so that these can be displayed on the day..

Please contact Graeme Smith (0412 148 599 or smithgray99@gmail.com) if you would like assistance

OTHER MOTORING EVENTS

AOMC Dates

British & European Motoring Show - Sunday 15th 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>

COMING EVENTS

OTHER MOTORING EVENTS

FEDERATION Dates to Remember

Picnics

Mortlake 29th March 2026

Wunghnu 28/29th March 2026

Murrabit 17th May 2026

Marong 30th August 2026

Golden Oldies Tour 2026 will start from Marong Picnic and travel around the Swan Hill area. Entry forms now available.

EDITORIAL RAMBLINGS

A big magazine this month. Thanks to Peter Flavell and Rob Blackwell for their event write ups. Hopefully publishing these will inspire more members to participate in the future to support Mick Dynon and his team's planned events. Remember it is great to attend in your Riley but you can enjoy the Club fellowship at these events in your other car.

February March is always a busy time for car activities. The British and European Motoring Show at Yarra Glen on 15th February and The Kalorama Rally on 15th March are two big events and great opportunity for the Riley club to promote itself and the marque. A big attendance of members and cars would be most welcome.

A new innovation this month on the Email version is a Photo Gallery after the back cover. This will be used from time to time to distribute flyers for events the Club supports and for photos which are not shown at their best when condensed into the BD A5 size.

PRESIDENT'S REPORT- Keith Morrison

Welcome back for another year packed with Riley activity, in whatever form that takes. I trust you had a wonderful festive season.

The Christmas Breakup was a great event, partly because of the members and others who attended including some from the early beginnings of the club who had a great time reminiscing about the early days. The other standout was the venue and a big thank you to Rob and Annie Russo and their Summer Snow team for providing this wonderful new shed with tables and chairs and their continued support of the club. I also want to acknowledge Mick Dynon who coordinated the organisation of this celebration.

Following the Christmas event we had a mid-week lunch at Kalara Winery, East Seville. This was well supported and I expect there will be a report somewhere in this BD.

The event year has kicked off again with Sunday 11th January visit to Blue Lotus Watergardens and the AOMC Festival of Motoring Sunday 18th January. Reports to follow next month.

John Smith our club member from the UK has offered to donate his 1928 Riley 9 Tourer to the club with a focus on attracting new members. The committee are still deliberating on this and hasn't reached a conclusion about the practicalities.

John's desire is for the car to remain in Australia, preferably Victoria. At January's Club night we will postpone the Trivia quiz and John present to us about this car and its journey to the present.

There are two major events that special sub-committees are working on. The first is a trip to Birdsville in Riley's in 2027 to commemorate 60 years since the event that was held in July 1967. Spread the word! The other is the 2028 National Rally that is our privilege to organise. This subcommittee will meet soon and I have had some members already volunteer for this organising committee. If you haven't had an email from me about the upcoming first meeting and want to be involved please let me know ASAP.

Finally on a sad note, Marilyn Gregory, Vin's wife of almost 59 years passed away in the early hours of new years day. Our thoughts and sympathies are with Vin and his family and friends.

Let's get out there and make the most of living whether that that involves a Riley or not.

CLUB AWARDS 2025

The Award Recipients were announced and presented at the November Club Meeting.

Janet Hider-Smith Trophy for Meeting Attendance driving a Riley:
This Year congratulations to a member who is enjoying driving an exceptionally well presented and driveable Riley, their second car.
I hope you can enjoy driving it again soon, **Graeme Smith**

John Crowley Memorial Trophy for Event Attendance driving a Riley.



Not only has this member attended many events in his car, he has taken to writing about the events which is fantastic. Once again with that exceptional RMBGT 2½ Riley this award goes to **Rob Blackwell**.

Tour de Kestrel Trophy

The traditional TDK quiz was not run this year, however the trophy is being presented to acknowledge the hard work and commitment to preparing an exceptional event this year. The trophy of course goes to Graeme Young, ably assisted by Cherie.

Glenn Douglas Memorial Trophy - Encouragement Award.

from the Blue Diamond. Glenn Douglas was Listed as a new member in Nov 1966, noted to have acquired a 2½ in September 1967

In the BD Feb 1968

Members will be saddened to hear of the loss of Glenn Douglas who took ill suddenly just prior to the January Club Night and died the following day, Saturday, January 13th, at St.Vincent's Hospital.

In 1973 THE GLENN DOUGLAS MEMORIAL was donated by the father of a very keen young member who collapsed at a club night in 1968. Glenn was only 21 years old when he died and had been steadily improving his cars. His father wanted to encourage other young members to do the same. Initially the trophy was awarded for the for the best result at the Concours by an under 25 year old who hasn't won a trophy before.

So now we don't have that age of members any more and we don't have an official Concours any more but it is still an encouragement award.

For this award I initially thought of someone else but as they have since joined the committee, I thought the encouragement may be better placed somewhere else. The recipient this year is again a very new member. I doubt any of us have met him in person. He joined the club when he purchased a 1950 barn find RMA in very original condition with 40,000 miles on the clock. That was about July this year.

Within a month he had lots of it taken apart and I crossed my fingers that the project wouldn't stall. He has re-wooded the sills with Tasmanian oak and had rusty sills replaced with newly made ones. There is some rust to deal with around the boot but he has had the rear guards panel beaten and resprayed and he is at present working on the rear axle bearings and seals. I talked to him recently and he said Phil Wyllie would attest to the dogged determination to see his project through; he talks to Phil on an almost weekly basis. He is determined to stick as closely to originality as he can.

It would be good if a member or two could drop in and help him along with some encouragement if nothing else.

If you are over in Tasmania, I'm sure **Preben Nielsen** would be happy to see you, look him up.

The Arthur Hall MEMORIAL Trophy: for Clubmanship:

THE ARTHUR HALL MEMORIAL was designed and made by Paul Rodis after the death of this long standing committee member and past president of the club.

Arthur Hall was a member since the very early days of the Victorian Centre and had always been a hard worker, particularly behind the scenes. As a lot of members will remember he would go out of his way to help someone in trouble.

The committee thought it fitting to honour his memory in the form of a perpetual trophy for clubmanship. A formula of points was worked out for attendance, whether you came in a Riley, and any work done (such as working bees, etc.).

Thus this trophy goes to the member, outside the committee, who does most for the club, and as a by-product gets most enjoyment out of Riley Motor Club activities.

We have got very close to this description this year

This member always shows enthusiasm which is infectious and is involved in many aspects of the club. He was a main "Past Event" contributor to the Blue Diamond this year and has shown the commitment worthy of this award by coming onto the Committee, the ultimate expression of Clubmanship. Well done **Rob Blackwell**.



The Ken Hodge Memorial Trophy:

This is a Presidents nomination in consultation with Maureen Hodge for a member who has performed in the club with a “Ken Hodge” type ethos.

A bit about Ken Hodge

Ken Hodge: had 35 terms on committee, including. 15 terms President, 7 terms Vice President, 9 terms General Committee (1975--2005), 28 terms Spare Parts He was a great sharer of his time and knowledge. Maureen told me that he would say “We do our voluntary Best”

By all accounts was a really great person and an asset to the club.

You could say the same about the

recipient this year. He has been a Club member for a long time.

As the President's nomination, this member has been invaluable. He has been an ideas man who has followed through and got things done, dragging others along with him with his enthusiasm and work effort. There are some awfully big shoes to fill with recent retirements from the committee and this member must have pulled on multiple thick socks because he is filling some of those shoes.

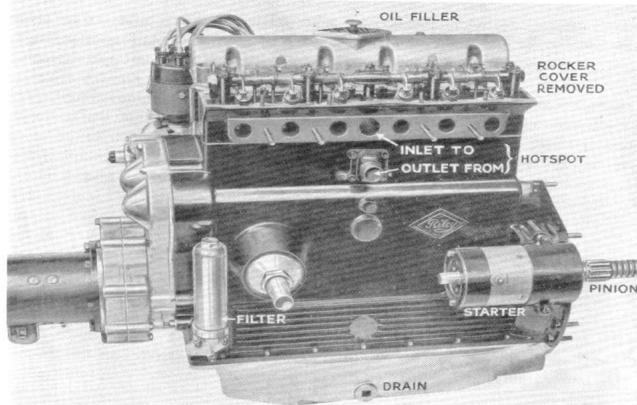
Without your exceptional work my job as president would be much-much harder. Well done and thank you **Mick Dyon**.



PAST EVENTS

October Club night highlight was the display of Peter McKenna's 1936 Adelphi and the discussion about this rare Riley which Peter has owned for many years.

6 Cylinder 15/6 engine with pre selector gear box and most original features in place a great example of a 1930s Riley



The 15/6 Engine, showing a number of 12/4 features (bellhousing, starter, filter, semi-circular rocker boxes, steel rocker pedestals, hotspot tubes).

PAST EVENTS

Club member Peter Flavell recently took part in the 2025 Bay to Birdwood rally. Here is his story

This is an Internationally famous event, with motoring history on display.

I recently completed the Bay to Birdwood rally in South Australia.

I did this with a fellow member of Cool Country Classics Trentham , Ross Urquhart.

We did this in his 1948 Wolseley 14hp, similar to the one used by inspector Foyle in Foyle's War on tv. This car has a straight six engine and 4 suicide doors. A real classic.

My trip started out driving from my home base in Shepparton to Trentham where I met up with Ross and loaded our stuff into the Wolseley.

We left Trentham and went via the Pyrenees highway to Maryborough and then up through St.Arnaud and across to Dimboola.

This route uses roads that are a bit friendlier to the 75 year old car we were travelling in.

At Dimboola we visited the Imaginarium and then left to stay overnight in Nhill.

From Nhill we went via the Wellington where we took the ferry across the Murray river and then to Strathalbyn and then onto Victor Harbour for the night. Next day we went via Willunga to Glenelg where we made our base in Adelaide.

Another group of Cool Country Classics members also stayed at Glenelg but on the day of the rally their car failed to proceed. This being a Jaguar Mk2. It had a major petrol leak which was not corrected until the afternoon of the rally.

Our rally was very good.

We attended the start and looked around the 1500+ classic vehicles. These ranged from veteran right through up to cars that were 30 years old.

The major interest in the vehicles is in the older 50 to 60+ year old cars, trucks and motorcycles.

The rally starts off at Barrett reserve at West Beach and after a staged start where the oldest vehicles take off first and then the 1500+ vehicles make their way to the National Motor museum in Birdwood.

Many participants dress up to suit the style of the car they are travelling in which we did as well. A photo is attached (the ABC also thought it was interest because they had my pic on their website).

Our return journey was via the McLaren Vale and through Strathalbyn and overnight at Nhill again then back to Trentham and Shepparton for me.

This event is a really satisfying endeavour and I have been an active participant along with Ross since our first Bay to Birdwood some 14 years ago.

We feel this is a great event and we will continue to support it.

Ross has again booked accommodation for next year.

PAST EVENTS



PAST EVENTS



PAST EVENTS

Weekend at Benalla and Surroundings 7 – 9 November 2025

Rob Blackwell

Heading north for this weekend away with Riley colleagues turned out to be a really good decision weatherwise. Those participants from the metro area headed north on either the Hume Freeway or via the Melba Highway through Yea and Bonnie Doon. The forecast had been threatening rain on Friday and it looked like it might have been a wet trip up to Benalla, but most of the metro crowd stayed ahead of the weather and arrived clean and dry in Benalla. The country participants from more northerly parts of the state didn't seem to have any weather problems and most arrived in ridiculously clean looking cars – Rileys and moderns. Both Ian and Lucia Davis, making their way in a modern from Trafalgar in northern Gippsland to Benalla, put their trust in Mr Google and still beat the weather on a long Cook's tour route via parts of the country they didn't even know existed!!

When I arrived at the Benalla Tourist Park mid afternoon there was already a good sprinkling of Rileys parked among the streetscape of cabins and mostly occupied drive-through caravan sites. I wasn't surprised therefore to see the odd raised bonnet or boot and the movement of tools and test equipment from car to car as there is always something to check or adjust on cars that are 70+ years old. But this time there was real cause for concern as the alternator on Vern Smith's RMB appeared not to be delivering sufficient electrons to keep the battery charged – apparently the built in regulator had failed and the RMB could take no further part in the weekend and had to make it's way back to Beaumaris on Monday courtesy of RACV Total Care. But Mick Dynon had plenty of space in his big SUV so Vern and Barb were still able to take part in the rest of the planned activities for the weekend. That left 6 Rileys plus a few moderns in which our participants could complete the rest of the weekend.

Dinner on Friday night was at the Royal Hotel just over the bridge across the picturesque Lake Benalla which has been formed by building a weir across the Broken River where it passes through the centre of town. The food was excellent and ably kept up the country tradition of making sure that nobody leaves the table hungry!!

A couple of late arrivals meant that 19 of the weekends total 24 participants gathered at the pub for this first night of what turned out to be a very enjoyable weekend.

PAST EVENTS

A relaxing start on Saturday morning saw 23 of our group exploring the Ceramic Wall on the lake shore before visiting the Costume and Kelly Museum right next door to the wall.

As well as an interesting collection of Kelly memorabilia including the transportable cell in which Ned Kelly was once imprisoned and the bloodstained sash he wore at the Glenrowan siege, the museum features materials relating to some of Benalla's famous sons including surgeon and war hero Sir Edward 'Weary' Dunlop. The museum building also houses a small cinema, a well stocked gift shop and a cafe-style area with free coffee where most of our group sat down for a short break before heading off to lunch at the historic Tatong Tavern.



The Saturday morning group relaxing at the Museum

Nearly 30kms southeast of Benalla, the tiny village of Tatong sits at the base of a forested mountain range that was home to the Kelly clan and helped hide Ned and his gang for a number of years before he was finally captured by the authorities after the siege at Glenrowan about 30kms to the north. The Tatong Tavern, established in 1884, is one of the hidden gems among country pubs in Victoria and features great food served in an authentic turn of the century setting by staff who were welcoming and helpful.

PAST EVENTS



The next stop after lunch was the Greta Cemetery about 40km north of Tatong where Ned Kelly's remains were re-interred in 2013 in an unmarked grave alongside his mother and other members of the Kelly family. The cemetery is still in use and it was interesting see the multiple gravesites of the local family dynasties that first settled this part of Victoria.



Some of the lunch group at Tatong

From the cemetery a short 15km drive took us into Glenrowan where the famous siege that finally saw Kelly captured by the police took place in 1880. Sitting virtually under the Hume Freeway, the town has become a Victorian tourist mecca and features many Kelly historic sites and exhibitions as well as numerous places to enjoy a coffee or partake of the local produce. Situated right in the middle of the main street, the Glenrowan Providore was the ideal place for many of our party to relax for a while over coffee and cake or an ice cream. President Keith however, ventured a little way out of town to Morrisons of Glenrowan Winery to see if he could score any bargains at his namesake's winery.

PAST EVENTS

After Glenrowan most of Riley group went straight back to Benalla for a well earned rest before tackling dinner at the Benalla Bowls Club. Vin Gregory and I in the RMBGT and Mick Dynon along with Vern and Barb Smith in the big SUV decided to check out the last two scheduled stops on our itinerary before returning to Benalla. The Little Cedar Goat Farm was indeed "little" being a small farmhouse business run by a young couple on a property that could use a little TLC. There were goats (somewhere), a few youngish olive trees and the remains of a small vineyard surrounding a small refrigerated processing and store room adjacent to the family house. But they did offer tastings of their range of goat's cheese and I found them to be surprisingly pleasant. Accordingly a small tub of their caramel-flavoured La Plume desert cheese/dip found its way into the boot of the RMBGT and back to Wonga Park where it was subsequently enjoyed on cracker biscuits accompanied by a luscious Morris' Liqueur Muscat.

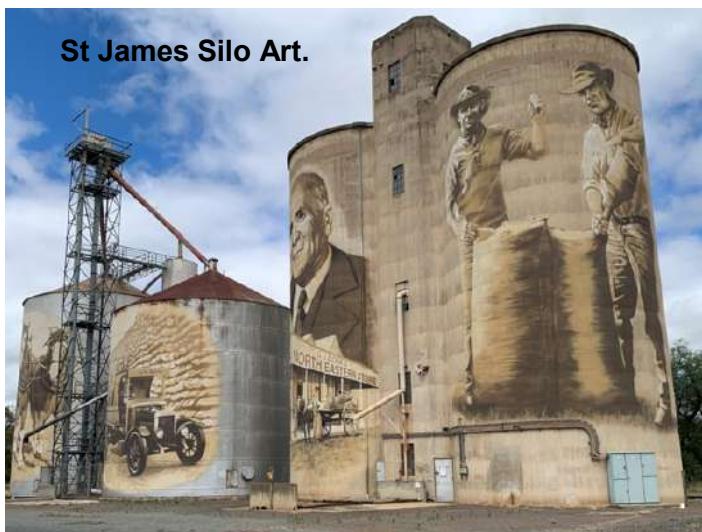
The last stop was at the southbound Mokoan Rest Area that featured more of the "silo art" style decoration on the buildings and nearby water tank including images of typical 60s style transport such as a VW campervan and an FC Holden station wagon. A short walk up a stony and moderately steep track took us to Day's Lookout that provided extensive views over the Winton Wetlands (formerly Lake Mokoan) and surrounding areas. By the time we got back to Benalla, those of us who had completed all of the scheduled stops felt we had well and truly earned the dinner and drinks we later enjoyed with the whole group at the Benalla Bowls Club.

Tungamah Silo Art



PAST EVENTS

Sunday morning saw us set off north of Benalla and the freeway following the North East Silo Art Trail. A 56km drive through mostly flat cropping country saw us arrive at Tungamah where well known Australian birds were featured on the 1944 built twin concrete silo and the steel silo added later to cope with wheat storage requirements in bumper years. About 300 metres from the silos, the Tungamah Shop, housed in an externally unchanged 1887 built brick building now serves as a cafe/supermarket/souvenir shop that proved to be an ideal location for many in our group to get their morning caffeine kick before venturing a bit further down the trail to St James.



All of the artwork on the four St James is in sepia photographic style and is centred around the style of wheat handling and transport common to the area in earlier times as well as a commemoration of the start of the GJ Coles empire who opened his first store in the town in 1882. Much of the original building is still there, preserved as an historic site just a couple of hundred metres down the road from the silos that feature an image of the store and a portrait of GJ Coles himself. After St James, the next stop just 5 minutes down the road was the tiny town of Devenish.

The silo art at Devenish shares an area that features a local war memorial showing the names of all those from the area who fought in wars from the Great War of 1914 – 18 conflict right through to Afghanistan along with a special memorial dedicated to all the Explosive Detection Dogs that served with the ADF in Iraq and Afghanistan. The military theme is continued in the silo art which commemorates the changing role nurses have played in warfare on the large concrete silos and on a smaller steel silo depicts a typical soldier from the Australian Light Horse who fought in the Boer War and WW1.

PAST EVENTS



On the other side of the road was the Devenish Community Hotel which Mick Dynon's father owned for around 40 years and was therefore a perfect spot to line up all the Rileys and take a photo memorialising the Dynon/Riley linkage.

About 10ks further down the road we came to the Goormbat Railway Hotel where lunch was to be the last officially scheduled event of our weekend away. A few of our group had slipped away early on Sunday morning to meet other commitments so 20 of us were greeted by the publican and shown to two tables of 10 where we all enjoyed another delicious country pub lunch before saying our farewells and wending our way home.

For me the highlight of my trip home was a stop at Bucks Bakery in Yarck to pick up a gooly supply of what are definitely the BEST pies in Victoria!! Participants in this delightful weekend away were Doug and Jen Andrews, Rob Blackwell ('49 RMBGT), Ian and Lucia Davis, Bruce and Val Dobney ('50 RMA Special), Mick Dynon, Vin Gregory, John McGregor (Sunday only '49RMB), David and Stella Morris ('50 RMB), Kerry and Margaret Moore (Daimler Double 6), Keith and Meggin Morrison ('32 9 Tourer), John and Cheryl Paul ('53 RME), Vern and Barb Smith ('51 RMB), Rob and Heather Stuart and Terry and Helen White

PAST EVENTS



PAST EVENTS

Xmas at Bellevue Farm 30 November 2025

Rob Blackwell

The weather did not bode well for our last major Club outing of the year and heavy rain had already leaked into the RMBGT as Janet and I left Wonga Park and headed towards what we hoped would be a dry undercover venue at Bellevue Farm for the Riley Club Xmas party. As we approached the main cafe area I was somewhat surprised not to see any Rileys (or any other cars!!) in the usual parking areas. Thinking I might have missed a late e-mail about a venue change or cancellation due to the weather, I eased past the cafe tent looking for a turnaround space and was greatly relieved to see numerous parked cars and a line of Rileys sheltering under a wide cantilevered veranda running along the side of a huge new shed that occupied an area that was apple trees the last time I looked. Once again Rob Russo had saved the day by providing a cavernous 200' by 100' shed with a concrete floor and a 25' ceiling complete with tables and chairs and a couple of spit roasts readying our meals for later in the day.

PAST EVENTS

A goodly collection of Rileys trickled into the car park at York on Lily...



The under cover Xmas Riley line-up at Bellevue farm. L to R: Max Robe (Van den Plas), Keith Morrison ('55 Pathfinder), Rob Russo ('49 RMC), Peter Larcombe ('54 RME), Bruce Dobney ('50 RMA Special), Brian Mole ('36 Kestrel), Kerry Moore ('37 Falcon), Chris Edgar ('47 RMA), Rob Blackwell ('49 RMBGT) and Graeme Smith ('54 RMF).

With the doors closed the venue was surprisingly cosy and proved to be a great spot to enjoy the delicious spit roasts and Kylie's famous deserts all washed down by copious quantities of liquid refreshments in the company of our Riley colleagues. Graham Young, one of our new committee members, had tracked down Mike Ide, the only surviving member of the original "Riley nine" who were instrumental in the creation of our club around 1958 and brought him along to our Xmas bash. This not only gave Mike the invitation to wax lyrical about the early days of his fellow Riley enthusiast's exploits, but also provided a unique opportunity to record a gathering of hundreds of years of membership by six of our Clubs "founding fathers".



L to R: Graham Pinkney, Kerry Moore, Mike Ide, Marshal McLean, Peter Lowe, John Mole.

PAST EVENTS



Xmas Dining in the Big Shed.

PAST EVENTS

Lunch at Killara Estate Winery 10 December 2025

Rob Blackwell

Our final mid week gathering for the year was strongly supported and continued to demonstrate the popularity of these Riley only and/or mixed club events enjoyed by many of our members. The weather was mildly comfortable and the initial gathering of participants at the York on Lilydale in Mount Evelyn commenced at the gentleman's hour of 11am..



A goodly collection of Rileys trickled into the car park at York on Lilydale.

PAST EVENTS

The first feature of note for this gathering was the presence of John and Jo Smith's 1928 Series 3 Riley Nine Tourer on its first long haul club outing since restoration was completed earlier in 2025. The weather was perfect for a run in this open top tourer and, apart from a missing pin in the left hand bonnet catch knob, the car performed flawlessly and nothing could wipe the grin off John's face for the rest of the day.



***John and Jo Smith arriving at Killara in the magnificent 1928 Series 3 Riley Nine tourer
bookended by Keith Morrison's Pathfinder and Bruce Dobney's very original '47 RMA.***

To keep John's Nine company, Rob Russo brushed the cobwebs off the ex-Noel Wyatt Nine Tourer (Nellie) and was pleased to report that some reliability issues she had been suffering seem to have been overcome. Nellie is a very good looking car and I am looking forward to seeing her in company with Keith's Gloria at club events in 2026. Keeping company seemed to be the order of the day as Bruce Dobney went to the back of his garage and dragged out his very original '47 RMA to share the limelight with Chris Edgar in our late President Paul's '47 RMA. I'm told there is some gentle rivalry about which of these two black "twins" was actually first off the Riley production line in Coventry in 1947

PAST EVENTS

The day also saw the gathering of a veritable flock of Kestrels with Peter Fleming and John Mole both in '36 6 lite models along with Terry White and Geoff Burford in '35 4 lite models.

After a bit of tyre kicking the convoy set off from York on Lilydale at 1130am for an easy drive through Mount Evelyn, Wandin North and Seville to the Killara Estate Winery just off the Warburton Highway at Seville East.



Some of the very handsome Riley line up on arrival at Killara Estate winery.

The dining area at Killara features all timber panelled walls and ceiling with floor to ceiling glass across the front that gives diners a magnificent view across the gently downhill slopes of the vineyard and on to the forested range of hills that rise on the far side of the Yarra river valley. Our party was seated at one long table along the glass wall and enjoyed a delicious staged meal of assorted appetisers, a variety of pizzas with salads plus desert and coffee.

PAST EVENTS



Our group of 22 luncheon diners at Killara Estate.



“Nellie” Rob Russo’s 1932 Riley 9 Tourer

TECHNICAL ARTICLES

Timing marks on a post war car

Graeme Smith

Here is a picture of the Timing Light Marks that I made for my RMF, conveniently the metal strip bolted straight onto the engine mount studs. This may work on other RM's, I haven't checked any of these cars yet.

The word 'TOP' is probably a poor choice, as it is intended to indicate the top point of the pulley, not TDC (Top Dead Centre).

I used a dial gauge to get TDC on cylinder 1 and then marked the pulley beside the 00 mark.

Using this you can check/set the timing and by revving the engine you can see the mechanical advance kick in.



CLUB WEBSITE

Website Update (www.rileyvictoria.org) by David Trunfull.



As I suggested in my previous article, I believe the website's main audience is external to our Club. Therefore, my aim for the site is for it to promote the Club and the benefits it can offer to anyone interested in Rileys. There are many things in it that should be of interest to all our club members. These are all listed on the left of the Home page, or at the top of the other pages.

By a large margin, The Cars and Parts, For Sale page remains the most popular one, followed by Spare Parts, A Brief History of Riley, and Restoration Tips and Maintenance Item info.

Something I have noticed is that more people are now looking at the website from their mobile phone, and downloading the Spare Parts Lists and other pdfs from there. (If one looks at the site on a p.c. there isn't a need to download, as the files are embedded and can be read direct from the site)

I have made a few changes since last year.

Cover Page. It's my aim to have a different interesting photo each month, to keep the site looking fresh.

CLUB WEBSITE

Cars and Parts For Sale. If I have a car's chassis number and price, I will advertise it for two months, unless a seller requests an extension. Although most of the advertisements are from the Blue Diamond, I occasionally get requests to advertise a car or parts from a non-member. As long as the above requirements are met, I will advertise it. I will put up to three photos on the page, and would like to stress the importance of good quality photographs. Recently, several cars have been sold to interstate buyers who saw their car advertised on our website. One recent sale was "clinched" when better photographs were provided.

Latest Club Magazine. As the Future Events page was one of the least viewed pages, I have replaced it with the Latest Club Magazine page. I will be uploading the latest edition after the posted copy has arrived each month. To be read, they must be downloaded. Past issues back to 1958 can be accessed here via a link to the Riley Car Club of New Zealand's website

Brief History of Riley. I have added many photographs from my collection to illustrate an excellent article written by Brian Graham. These photographs mainly feature Victorian cars, or photos that I have taken. I have also put pdfs of my Australian Coach-built Riley Booklets, as well as links to other sites, and Youtube videos.

Restoration Tips and Some Maintenance Item info. Brian Graham deserves another thank you for providing the information on this page. Also, a couple of DVDs of presentations he did for Club Nights can be viewed or downloaded from this page. Judging by the number of downloads, they are quite popular. In conclusion, I will continue to try and make the site interesting and informative, and will always welcome any suggestions or contributions that members make.

AOMC REPORT

Results of the AOMC AGM.

Secretary – Tony Hall (Escape Motoring) was the only nomination and was duly elected.

Treasurer – Mark Fenton (Chrysler Restorers) was the only nomination and was duly elected.

Vice President – Iain Ross (Bristol Owners Club) was the only nomination and was duly elected.

President – Keith Mortimer (Jaguar CC) was the only nomination and was duly elected.

There were 6 nominations for committee positions being: Lawrence Glynn (BMW Drivers), Peter Matthews (Classic Motorcycle Club), Robbie Mihelcic (Vic Torana Club), Ken Goodin (Vic. Torana Club), Keith Taylor (Chevrolet CC) and Jeff Whitehead (Geelong Motoring Enthusiasts Club). All duly elected.

2026 is the 50th year of the AOMC. We intend to celebrate and acknowledge 50 years of active support for motoring clubs... .

Highlights for the year were:

The Cruden Farm event which raised \$12000 for Red Kite.

The very successful British and European show at Yarra Glen

The launch of the Membership PLUS Insurance scheme

The Club & Trade Expo

From the floor at Delegates Meeting-re RACV Total Care

Peter Welten: Recounted his recent experience with RACV Total Care which he found unsatisfactory. There was some other comments put in by delegates good and bad about the service. Daryl Meek commented that if you look up the new requirements about Total Care on the RACV website, particularly about CPS vehicles, you will not find them. When it comes to Total care, make sure you call the number that applies to Total care, not Roadside assistance. You have much better chance of getting someone at the call centre who is dedicated to Total care. Also, if you have an incident, never tell the RACV you just want to be taken home, as this finishes the incident and you are only eligible for the minimum service. If you are more than 100km from home, don't say you just want to go home, make them come out and make the decision.

If you make the decision, you only get the 100km tow. If they make the decision, then you get the maximum benefits.

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
Rob Russo	0411 722 669	Upper Beaconsfield
John Mole	0448 762 005	Park Orchards
Geoff Lenton	0437 704 063	Geelong

WANTED

Sidchrome sockets with 1/2 inch drive.
BSW (Whitworth) 1/8 , 3/8
Call Peter Fleming if you can help.
Phone 9729 3440 or 0408 389 439
Email pfmtype@optusnet.com.au

FOR SALE RILEY KESTREL 1935

Due to an unforeseen and totally out of left field complication in my cancer journey I have had to make some decisions regarding various things but in particular, at this stage, the cars. Several weeks ago Helen noticed a small lump on my right forearm. I hadn't noticed it or felt it. My arm had been sore for a little while prior to that but I put it down to swinging the heavy copper hammer used to take each of the wheels off the Kestrel to clean them prior to the AOMC Showcase back in October. I had an ultra sound that was inconclusive. However, I mentioned while having the ultra sound that I had Multiple Myeloma, but currently in remission. Based on this they recommended an MRI. Received the results on Christmas Eve, an aggressive Sarcoma (tumour) that on the surface appears to be a separate and unrelated cancer to the Myeloma. It is said to be rare, there is only one place that deals with this type of cancer (Peter Mac Sarcoma Clinic) and almost everyone is on holidays. So at the time of writing this I am waiting on CT scan, Xray, PET scan and biopsy appointments and so am unaware of what the future might look like but wanted to make the January BD deadline.

As a result, the Kestrel is being offered for sale.

RILEY KESTREL 22T 1935

Engine number T 1690, Chassis Number 22T 1690

This vehicle was purchased by John Fox (Victorian Riley Club member at the time) in the late 1980's out of Sydney. The car was together and complete but in a very sorry state and its restoration was completed by 1998 in time for the Centenary display we had at the Eric Raven Reserve in Glen Iris in that year. John did many things over a number of years of restoration including, but not limited to, replacing most of the ash frame, totally new interior, rebuilding the engine, new bands in gearbox and repainting the body.

I have owned the Kestrel since 2004 and have enjoyed many club outings and have won numerous Riley Club events including the Tour de Kestrel, the inaugural Janet Hider Smith trophy for the most number of club nights attended in one year and the John Crowley competition trophy. The Kestrel also had a class win at VSCC Rob Roy hill climb and Rofe Cup winner during a VSCC 24 hour team trial.

During the time of my ownership the engine has been rebuilt with new Argo con rods with slipper bearings, neoprene rear main oil seal, twin 1 ½" SU carburettors fitted to Sprite log manifold, exhaust extractors, high compression pistons, camshaft grind for better performance, rear axles replaced, all four splined hubs replaced, all wheel bearings replaced and a Davies Craig electric water pump fitted.

FOR SALE 1935 Riley Kestrel

The preselector gearbox has also been fully reconditioned including needle roller bearings replacing the bronze bushes.

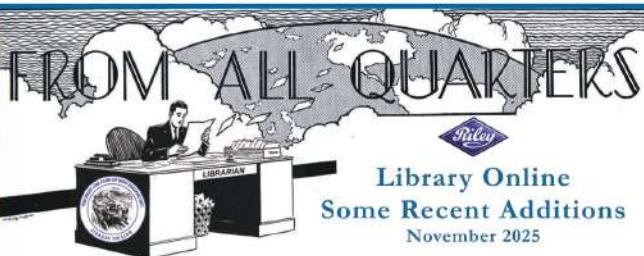
A single plate flywheel with teeth cut into perimeter has also replaced the heavy cast iron flywheel and clutch assembly. The considerable weight saving gives a much more responsive engine.

In more recent times, I have fitted a 4.55: 1 crown wheel and pinion and at the same time replaced all bearings in differential and torque tube. This was a massive job as the seats and floor had to come out to allow the torque tube to come out. The generator was converted to an alternator and this also was a significant exercise, but is now running perfectly. A year ago I fitted four new (plus new spare) Firestone tyres. A Davies Craig thermatic fan has also now been fitted to work in conjunction with the already fitted Davies Craig electric water pump. While the work on the differential was being carried out I had the extractor exhaust manifold and steering wheel removed. HPC High Performance Coatings in Leongatha did the exhaust and Yesteryear Steering Wheels in Warragul recoated the steering wheel.

The Kestrel drives very well and will comfortably sit on 100 kph on the freeway and with the preselector gearbox is a pleasure to drive. If you are anxious about driving with a preselector gearbox, I will teach you. In view of my ongoing health issues, I believe it is time to give someone else the opportunity to be the next caretaker of this fine motor car.

Asking \$45,000 Enquiries to Terry White Mob 0408 378 683





The Librarian has been overseas for a while this year but has not neglected his Riley duties altogether because he attended two Riley Rallies in the U.K. while there: The Riley Register Rally at Bicester and The Centenary Rally of The Riley Motor Club at Leamington Spa - more about those in due course.

The Catalogue redesign has not attracted any complaints and the November edition now in the library is in the same format - with a bit of news on the front about two new books.

The first of these is **Book No.NZ270** a collection of AUTOVIA material kindly provided by Gordon Thomas who is one of the very few Autovia owners in the U.K.

This collection contains most of the Autovia publicity and press material as the Autovia had a very short life span and only around 40 were built.

The large introductory leaflet is quite grand as Riley hoped the Autovia would be a true competitor to the more up-market cars such as Bentley and Rolls Royce.

What actually happened to it is quite well covered in **Book No.NZ271**:



A copy of this book came to me from the widow of an old Riley Register friend who has recently died.

This coffee table type publication was produced and copyrighted in the U.S.A. in limited numbers and I was impressed enough to try and search out the author Mark Gillies and the photographer of all the photographs specially taken for this book, Richard Newton.

To my surprise I found them both relatively easily and obtained permission from both of them to reproduce their book in A4 format for our library. With 77 pages of well researched Riley history it is well worth a read and the photographs are unique to this book.



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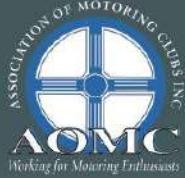
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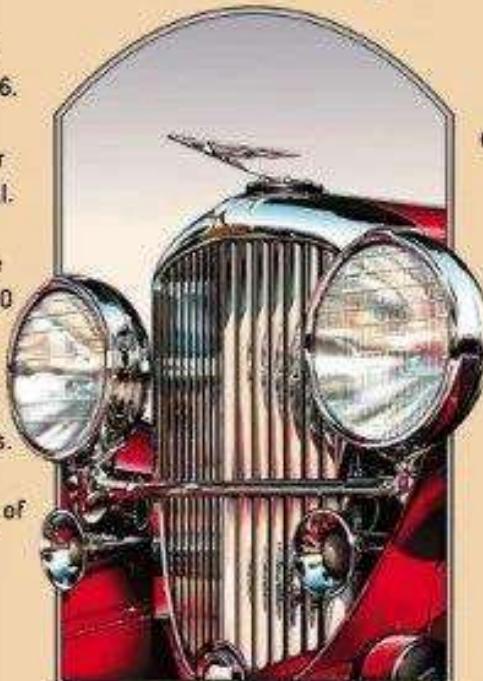
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