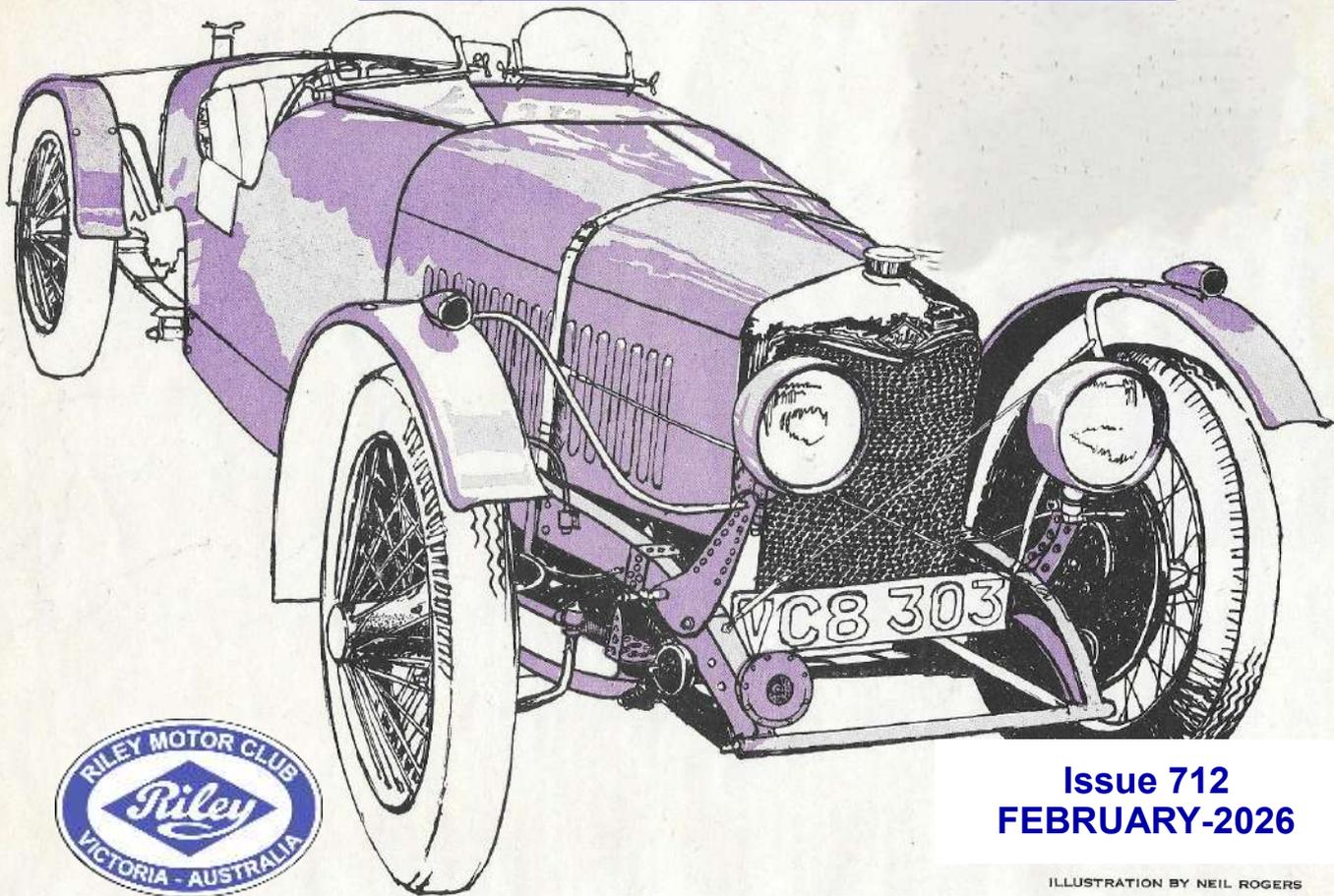


THE BLUE DIAMOND

Newsletter of the Victorian Riley Motor Club



Issue 712
FEBRUARY-2026

ILLUSTRATION BY NEIL ROGERS

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 9 Ulster Brooklands 1931

Back Cover. 4/68 Dashboard

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, 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://rileyvictoria.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

.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 marquee If you are interested, please contact Bill to assist with catering.

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 before he returns home.

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 marquee.

SUNDAY 15th MARCH – KALORAMA & RILEY9's, KESTREL & CLUB DISPLAY DAY

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

We are hoping to get as many Riley 9's , Kestrels and other models as possible to make a substantial feature on the day. For many a return to Kalorama will rekindle old memories and a chance to catch up with old friends. Come along with your Riley & support the 9's & Kestrels on display.

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 smith-gray99@gmail.com) if you would like assistance .

COMING EVENTS

WEDNESDAY 18TH MARCH MID WEEK COFFEE – ROB'S ORCHARD TOUR

We have all kindly been invited to Rob & Anne Russo's Bellevue Orchard for a coffee and a chat starting at 10:00 am. Following that Rob will take us on a tour of the orchard which should be harvesting the apples at the time. This will be a unique opportunity for us to see how the trees are irrigated and cared for and how the apples are harvested in the 21st Century. Those interested will then be able to see how the apples are crushed and the juice separated before being bottled and packaged by a recently installed automated & computerised machine.

Lunch can then be purchased from the café.

We have invited members of the Combined British Car Clubs so there may be some other interesting cars arrive.

Please register your interest with Mick (0418 382 161) to assist with catering..

SATURDAY 28th & 29th MARCH – ROB ROY HILLCLIMB

Rob Roy Revival Saturday 28 & Sunday 29 March 2026 8:00 am Sunday

29 March 2026 4:00 pm Rob Roy Hillclimb 375 Clintons Road Smiths Gully,

Victoria. For details, please visit: www.robroyhillclimb.com.au

TUESDAY 31st MARCH CLUB NIGHT – With Mike Ide

Mike Ide (one of the original 9 members to start our club) will enlighten us on how the club was formed and experiences in its' early days. Expect some interesting stories from the past and have your questions ready for Mike following the presentation.

SUNDAY 12th APRIL

We are on meeting at 10am at the York on Lilydale car park (138 York Rd Mt Evelyn) followed by a pleasant drive to the Alowyn Gardens, 1210 Melba Hwy Yarra Glen. You may choose to have a wander through their 7 acres of garden or simply have a coffee and a chat.

Following the nursery, anyone interested can enjoy a lunch at the Helen's Hill Winery Restaurant 16 Ingram Rd Lilydale at approximately 12:00 noon. Other Orphaned Clubs have been invited.

If you are interested, please contact Mick (0418 382 161) to assist with numbers for bookings.

COMING EVENTS

TUESDAY 21ST APRIL MID WEEK COFFEE

We are Meeting at Petty's Orchard Café, at 10am 1 Homestead Rd Templestowe, for coffee and a natter with other club members. Other Orphaned Clubs have been invited so there may be other interesting British cars.

The Café offers Vegan, Gluten Free and Organic options. If you are able to come, please contact Mick on 0418 382 161 to assist with booking.

TUESDAY 28th APRIL CLUB NIGHT

Video night arranged by Graeme Smith, more details later.

OTHER MOTORING EVENTS

AOMC Dates

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

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.

COMING EVENTS

LATEST UPDATE The 2026 National Rattle of Rileys **Monday 11 - Friday 15 May 2026**

Numbers are looking good with well over 100 people having paid and secured their accommodation. As the host state, SA members are lagging, with NSW leading the pack, followed by Victoria. All previously reserved rooms at the Bridgeport Hotel have been booked by our group. The Hotel has set aside an additional 5 rooms that will be reserved for us until the beginning of January, so if you haven't booked accommodation at the Bridgeport and want to stay at our event hub, you'll need to get on to it fast!

Monday 11 May: Registration in the ground floor lounge at the Bridgeport Hotel.

Welcome Buffet Dinner.

Tuesday 12 May: Show and Shine display and Photos on the riverbank in the morning and Conrod Trophy Events in the afternoon.

Dinner theme: Safari Night.

Wednesday 13 May: Observation Run to Monarto Safari Park. The Observation run will be a little different . Not so much a run but a walking/driving exploratory exercise that can be completed at your leisure on Tuesday, 12 May and Wednesday, 13 May.

Dinner theme: England in the 1940s and 1950s.

Thursday 14 May: A do your own thing day with suggested runs and activities.

For people who would prefer their adventures to be part of an organised group of Riley mates, a selection of options will be available.

Details of these options are being finalised and we'll let you know who's leading what and where they'll be taking you in plenty of time for you to make your decision. There will be no additional cost apart from your own expenses on the day.

President's Dinner and Awards.

Friday 15 May: Farewell Breakfast 7am to 10am.

Over 40 people have advised Liz and John (the Post Rally trip organisers) of their interest in the trip along the Mighty Murray to the border. Details of the itinerary and accommodation options have been sent to those people.

PRESIDENT'S REPORT- Keith Morrison

A lot has happened since the last Blue Diamond went to print.

I guess I will start at the difficult end. It was gratifying to have so many members respond to Doug Andrew's "Riley Car SOS". He asked if it was possible for his RMB Bert to have its re-assembly completed in time for his impending funeral.

Over the course of two weeks up to 6 members worked diligently on "Bert" with Doug visiting from hospital on several occasions.

The look of excitement on Doug's face when he heard and was able to rev up his brand-new engine was special. Then a couple of days later he was taken for a drive around the block in it with daughter Fiona and Jen aboard as well. To see the joy brought to Doug and family in that event makes me feel so proud of what the extended "Riley Family" was able to do for Doug, Jen and family.

Bert did make it to Doug's funeral with brand new number plates and about 40 Club members were in the large gathering to say farewell to Doug. Sadly, in the meantime we attended the Celebration of Life of Marilyn Gregory. We extend our well wishes to the family and Vin as he starts to navigate life without his wife of almost 60 years.

On another Sad note, it came to my attention too late to be involved. The funeral of, Traralgon member, Arthur Fisher took place on the same day that Doug Andrews passed away. Our condolences go out to the Fisher family and friends.

The mid-week coffee mornings are going well with a dedicated group catching up regularly. We are working on going to locations that will allow members from areas away from the CBD to attend.

We have two events coming up that will give us an opportunity to showcase the Riley club to the wider community, it would be great if we gat a good turn up for each.

The first is Sunday February 15th, AOMC British and European Display at Yarra Glen, the other is Sunday March 15th, Annual Kalorama Rally, which is designated as our Display Day for the year as well we are hoping to feature Riley Kestrels on that day. More details are in the Coming Events pages.

On the home front it feels a bit strange because my Rileys have been stored away with other family and friends while we wait for a concrete pour then curing on our driveway and carport and garage floors. It will be worth the wait I'm sure and I will have to make a list of the jobs that come to mind but can't be done because the cars are not at hand. Maybe I will spend some time on this coming meeting's Trivia quiz!

See you there, at an event somewhere!

Keith

POSSIBLE COMING EVENT

The Riley Motor Club Victoria is seeking expressions of interest from parties who may be interested in participating in an event to celebrate the 60th Anniversary of the historic adventure by Rileys in 1967 on the Birdsville track..

The proposed event will be held in the same time frame July and follow a similar route (see below for 1967 notes)

If you are interested in participating send your name and email address to Keith Morrison. Email; president.rileyvic@gmail.com

BIRDSVILLE TRACK RILEY RALLY - JULY, 1967

Your Hosts: Riley Owners' Club of South Australia.

Under the personal direction of MIKE STEEL, a very experienced, professional operator of tourist trips to this area. His equipment is comprehensive. Prime unit - Land Rover, Riley Pathfinder-engined for surging power, Radio Telephone (operating out of Port Augusta), full camping equipment - stove, water tanks, playing cards.

No fees - only expense is for food for yourself and petrol for your car.

Proposed Itinerary

Saturday, July 15: Leave Adelaide at 7.30 a.m. Hindmarsh Square (Channel 9 TV. in attendance. Drive to Beltana (near Maree) distance 300 miles, good roads.

Sunday, July 16: Beltana to Cooper's Creek, 200 miles on well graded beef road. Points of interest - Ochre mines at Lindhurst, ruins of Lutheran Mission at Cooper's Creek.

Monday, July 17: Cooper's Creek to Birdsville, 290 miles on well graded beef roads. p.o.i. world's largest cattle station, boiling artesian bores, homestead ruins.

Tuesday, July 18: At Birdsville and around. p.o.i. Burke & Wills historical sights, teeming bird life on the Diamantina River.

Wednesday, July 19: Birdsville to Clifton Hills; 90 miles visit to homestead, inspect cattle station. **Thursday, July 20:** Clifton Hills to Maree, 290 miles.

Friday, July 21: Maree, Lake Eyre, Maree, 90 miles, p.o.i. vast bird life on inland water way at Muloorina, drive on surface of Lake Eyre.

Saturday, July 22: Maree to Blinman in the Flinders Ranges, 180 miles, p.o.i. open cut coal fields at Leigh Creek, magnificent gorge scenery at Blinman, typical Australian ranges of mountains.

Sunday, July 23: Blinman, return to Adelaide.

POSSIBLE COMING EVENT

Notes and Suggestions

Interstate drivers should arrive in Adelaide the day before the planned departure, to service cars and obtain provisions for the trip. For your stay in Adelaide, members of Adelaide Club would be pleased to offer billets to all members of the Safari at no cost.

Petrol supplies are ample as far as Maree. Each driver should make sure he carries sufficient petrol for the longest stretch, 290 miles. Highest price of petrol is at Birdsville where it is 45 cents per gallon.

Food - canned provisions for one week, fresh meat available at Maree and Birdsville. Do not take perishables on trip except for the first day, some fruit carries well such as oranges and apples, sliced wrapped bread, bacon and eggs, Carnation Milk in tins, pack food in plastic containers.

Camping Gear - no need to take a tent; take camp stretcher, sleeping bags, ground sheet, cooking utensils, 2 old saucepans, frying pan and the Billy.

Clothing - old serviceable clothing, good pair of comfortable shoes suitable for rough use, sun hat, sun glasses, band-aids and primary first aid kit.

Camera enthusiasts - bring plenty of your favourite film as supplies on the Track are limited.

You can expect warm days, max. about 80, with cold nights, so bring jumpers for evenings around the camp fire.

Spares - one 2½ half-shaft for the Safari. Each should bring fan belt, top and bottom hoses, and have good tyres all round, set of points and a couple of spare plugs, tool kit, jack, pump, and tow rope.

Water for a day's run for your car (4 gall. can).

Return trip can be made to Sydney via Broken Hill thus avoiding returning all the way to Adelaide. Turn off is at Orroroo 180 miles North of Adelaide, good roads all the way to Broken Hill. We suggest that Sydney members should check with the NRMA about the Broken Hill to Sydney.



VALE DOUG ANDREWS

To me Doug Andrews was the epitome of Commitment and Dedication:

Commitment and dedication to his family, commitment and dedication to his Faith and Commitment and dedication to his beloved Riley Club.

Doug had been a member of the club for over 50 years.

Doug's first mention in the BD was a letter with an apology for taking four years to contribute to the BD. That was April 1979 Ken Hodge was president, John Mole Vice president. He also mentioned what he described as a mini club meeting where a Kestrel had been offered for sale. Doug's offer didn't win but apparently John Mole's did. John still owns that car.

From that April 1979 he gathered momentum and the confidence to ask for help and write about what he had learned from working on his Riley, whichever one it was at the time.

There were in total 313 documents and 1190 mentions of his name in the BD.

By August 1996 he had joined the committee, was vice president in 1999, Editor 2001 to 2003. President 2012-2019 then VP for a couple of years supporting new Presidents including me.

He had 30 years on the committee and made a huge contribution to the club and was recently made An Honorary Life Member for his outstanding service to the club.

Just as the Riley club was a big part of his life, he was a big part of the club and we will miss him dearly.

Simply, on behalf of everyone in the Club, Thank you. Doug.

Keith Morrison President

CLUB MEETING JANUARY

This photo taken by Stephen Langley was provided by David Trunfull and shows John & Jo Smith enjoying the "9" Roadster.



Graeme Smith reports it was another great club meeting with a talk by John Smith about their 1928 '9' Roadster, and then a scrumptious supper thanks to the many people who brought plates and apple juice along. The photo below is of part of the supper table and does not include the piping hot home made sausage rolls provided by Graham and Cherie Young.



PAST EVENTS

“Enjoy Benalla” weekend, 7th to 9th November 2025. Terry White

Helen and I set off after lunch on the Friday and had a leisurely drive up the Hume to Benalla. Settled in to our cabin and it wasn't long after that we all met at the Royal Hotel for dinner. I thought there were in excess of 20 of us and it looked like being a fabulous weekend.

SATURDAY morning we met at the Ceramic Mural by the traffic bridge in the main street of Benalla (the old Hume Highway) and then next to that the Costume and Kelly Museum – some very interesting artifacts and stories. The pace was great, there was no urgency to be at various places and so we were able to do a lot of chatting within the group, which is always an enjoyable part of the Riley Club fellowship.

Tatong Tavern was our destination for lunch, strangely enough, at Tatong. The Tavern was established in 1884 as an English Style Country Inn. Great place for lunch!

Greta Cemetery was our next destination where we had a leisurely stroll around the grounds discussing the history of the names in the area. There is a notation at the cemetery that there are various members of the notorious Kelly family buried here but there actual position has been kept secret.

A short drive then took us back to Glenrowan where coffee or ice cream cones were enjoyed and again some interesting chats with fellow members.

From Glenrowan back to Benalla and a short kip before dinner at the Benalla Bowls Club. The meals came out quickly and the service was great! Recommended for anyone visiting Benalla.

SUNDAY turned out to be a fabulous day! Approximately 60 minutes drive to Tungamah to the first of the painted silos and a heart starter coffee. Then on to St James and Devenish, both with amazing painted silos. Lastly, a short drive to Goorambat that also had painted silos in addition to a mural on the back wall (inside) of the Uniting Church.

By this stage we were all hungry from the driving and site seeing so we had lunch at the Railway Hotel in Goorambat. Another great country pub with great meals that is very popular on weekends. If you plan on visiting I suggest you book.

Although not in a Riley, Helen and I had a great weekend. It was very well organised and ran at a leisurely pace. In our travels around Benalla we saw some amazing sites that neither of us had seen before. I even made the comment that I have been to almost every Historic Winton race meeting for the last 30 years, usually staying in Benalla and travelling the short distance to the Winton track, but I was totally unaware of the amazing sites around Benalla. Historic Winton is a hectic weekend and we were not there for the site seeing, so it was great to be able to “stop and smell the roses” as it were.

PAST EVENTS

For those who could not make it on this particular weekend , I can thoroughly recommend spending a weekend in Benalla if you have not been there for some time.

On the unfortunate side of the weekend, Vern and Barb Smith had their alternator pack it in on the RMB with the car transported back to Melbourne later in the week. They managed to hitch a ride with Mick Dynon so were not totally inconvenienced during the weekend. Such is Clubmanship!
Kerry and Margaret Moore had fuel flooding issues in the Daimler which Kerry was able to sort out after a while. Once they got the car running, and as it was on the Sunday morning, they thought the wise thing to do was head for home.

Great weekend! Thank you!

Lunch at Killara Estate Winery, Wednesday 10th December 2025.

Terry White

The majority of us met at York on Lilydale as proposed and then travelled in a sort of convoy the 25 minutes to Killara Estate. Great company, great food and an excellent show of Riley Motor Cars. Thank you for the fantastic support of the event.

This turned out to be a great day with 23 members attending in 14 cars of which 12 were Rileys and 7 of those were Pre War cars! A fantastic turnout.

Those in attendance were

Terry & Helen White	Kestrel
John & June Mole	Kestrel
Chris & Yvonne Edgar	RMA
Keith & Meggin Morrison	Pathfinder
Bruce & Val Dobney	RMA
Rob & Anne Russo	Riley 9
John & Jo Smith	Riley 9
Phil & Barbera Camm	Falcon
Rob Blackwell	RMB
Geoff Burford	Kestrel
Peter Flemming	Kestrel
Graeme Smith	RMF
Graeme & Betty Miles	Modern
Vin Gregory	Modern

PAST EVENTS

Morning Tea at Harbourside Cafe Hastings 3 Feb 2026 Rob Blackwell

The cityside attendees at this event faced a straight run down the M1/M3 freeways onto the M11 until reaching the C377 turnoff through Somerville and on down to Hastings. However, those from further down the Peninsula were confronted with routes via various back roads as large sections of the Mornington Peninsula Freeway were closed for major works. But with mild sunny weather prevailing in the early morning, everyone who attended enjoyed a comfortable drive down to Hastings where we all met up in the carpark of the Westernport Marina.



A bunch of Rileys and Max's Van den Plas lined up at Hastings.

It was good to see long time club member Pam Ford from just down the road in Shoreham getting amongst the Rileys again as she is still mourning the loss of her beloved 1949 RMA which was reluctantly sold last year to a new member in Tasmania. And the weather was perfect for Brian Graham to blow the cobwebs off his beautifully proportioned 2 door soft top RMBspecial. This car was originally built by a Riley enthusiast who invoked the powers of Lord Nuffield to produce what he thought a 2 door Riley coupe should look like. And to raise the overall tone of outing we saw two of our grandest old dames, 1932 Riley Nine tourers "Gloria" and "Nellie" together for the first time in a number of years.

The Harbourside Cafe features a fully covered outdoor eating area where our group enjoyed a table for 13 with views across the many sailboats and cabin cruisers that call the Westernport Marina home. The service was excellent and the menu included a full range of well priced drinks and eats options well suited to our requirements.

PAST EVENTS



Brian Graham's '50 RMB 2 door Special and Bruce Dobney's '47 RMA.



Rob Russo with "Nellie" in the Westernport Marina carpark.

PAST EVENTS



Our group enjoying a good natter after coffee and cakes.



Looking across part of the Westernport Marina from our table

Attendees at the Harbourside Cafe in moderns were Vern and Barb Smith, Pam Ford and Vin Gregory. In Rileys (mostly) were Rob Blackwell ('49 RMBGT), Bruce and Val Dobney ('47 RMA), Brian Graham ('50 RMB Special), Keith and Meggin Morrison ('32 Nine tourer), Max Robe (Van den Plas), Rob Russo ('32 Nine tourer) and Graeme Smith ('54 RMF).

RILEY HISTORY

In 1957 the era of BMC badge engineering was launched with the release of the Riley 2.6 as the replacement for the Pathfinder. The traditional Riley motor with the PR Hemi head was gone after 30 years.

The 2.6 was manufactured from 1957 until 1959, it shared a chassis and body shell with the Wolseley 6/90. The body shape showed some historic links to the Pathfinder and both cars continued with leather seats and timber internal highlights and traditional grille with badge. The car was fitted with the BMC C series motor. The car was available with both 4 speed manual gear box, change lever on right side of drivers seat or automatic transmission.

ENGINE		SPECIFICATION		CHASSIS	
No. of cylinders	... 6 in line	Brakes	... Lockheed hydraulic, leading and trailing shoes F and R, servo-assisted	Drum size	... Front, 11½ x 2½in; Rear, 11 x 2½in
Bore and stroke	... 79.37 x 88.9mm (3 125 x 3.5in)	Suspension: front	... Independent, wishbone and torsion bars	Suspension: rear	... Live axle, semi-elliptic springs
Displacement	... 2,639.4 c.c.	Dampers	... Hydraulic telescopic	Wheels	... Pressed steel disc
Valve position	... Overhead, push rods and rockers	Wheels	... 6.70—15in tubefless	Tyre size	... Bishop cam
Compression ratio	... 8.3 to 1	Steering wheel	... Three spoke, dished, 17½in dia.	No. of turns lock to lock	... 4½
Max. b.h.p.	... 101 gross at 4,750 r.p.m.	Wheelbase	... 9ft 5½in (288.3 cm)	Track	... F, 4ft 6½in (138.1 cm); R, 4ft 6½in (138.4 cm)
Max. b.m.e.p.	... 132 at 2,500 r.p.m.	Overall length	... 15ft 5½in (471 cm)	Overall width	... 5ft 7in (170 cm)
Max. torque	... 141.5 lb ft at 2,500 r.p.m.	Overall height	... 5ft (155 cm)	Ground clearance	... 6½in (16.5 cm)
Carburettor	... Two S.U. type H4	Turning circle	... 27½ft (11.43 m)	Kerb weight	... 3,610 lb (1,635 Kg)
Fuel pump	... S.U. electric, high pressure				
Tank capacity	... 13 imperial gallons				
Sump capacity	... 1½ pints				
Cooling system	... Pump, fan and thermostat				
Battery	... 12 volt 57 amp. hr.				
TRANSMISSION		PERFORMANCE DATA			
Clutch	... Borg and Beck 9in dia. s.d.p.	Top gear m.p.h. per 1,000 r.p.m.	... 70.4 (overdrive top, 29.2)		
No. of speeds	... Four forward, one reverse	Torque lb ft per cu in engine capacity	... 0.87		
Gear lever position	... Floor, at side	Brake surface area swept by linings	... 347.8 sq in		
Synchromesh on	... 2nd, 3rd and top	Weight distribution (dry)	... F, 53.3 per cent		
Overall ratios: Manual	Over-drive top, 2.73; top, 3.91; overdrive 3rd, 3.92; 3rd, 5.6; 2nd, 8.03; 1st, 12.93; Rev, 17.52 to 1		... R, 46.7 per cent		
Automatic	... Top (direct) 3.91; Intermediate 5.59 (11.2 max. torque conversion); Low 8.98 (17.96 max. torque conversion)				
Final drive	... Hypoid bevel, 3.91 to 1				



RILEY HISTORY

In 1957 shortly after the 2.6 the Riley 1.5 was released. Platform and body shape was used for Riley, Wolseley, Morris and Austin marques using a common chassis and the BMC B series motor..

The Riley version was fitted with twin carburettors, 4 speed manual gearbox. The interior had better seats and timber trimmings which was expected by the market segment for this car.

The car had three versions Mark 1, 2,3 with improvements in each one during its production from 1957 until 1965.

The car had very good performance and was used in competition, even today Riley 1.5s compete regularly in historic sedan events in the UK.

SPECIFICATION

ENGINE

No. of cylinders	... 4 in line
Bore and stroke	... 73.03 x 88.9 mm (2.875 x 3.5in)
Displacement	... 1,489 c.c. (90.88 cu in)
Valve position	... Overhead, push-rod operated
Compression ratio	... 8.3 to 1
Max. b.h.p. (gross)	... 69 at 5,400 r.p.m.
Max. b.h.p. (nett)	... 62 at 5,400 r.p.m.
Max. b.m.e.p. (gross)	... 139 lb sq in at 3,200 r.p.m.
Max. torque (gross)	... 83 lb ft at 3,200 r.p.m.
Carburettor	... 2 S.U. Type H4
Fuel pump	... S.U. electric, high pressure
Tank capacity	... 7 imp. gall (31.8 litres)
Sump capacity	... 8 pints (4.55 litres)
Oil filter	... Full flow
Cooling system	... Pump, fan and thermostat

TRANSMISSION

Clutch	... B. & B. Bin dia. s.d.p.
Gear box	... 4 speeds, synchromesh on 2nd, 3rd and top. Central floor change.
Overall gear ratios	... Top 3.73; 3rd 5.12; 2nd 8.25; 1st 13.56; reverse 17.73
Final drive	... Hypoid 3.73 to 1

CHASSIS

Brakes	... Girling hydraulic
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Brake sizes	... Front 9in x 2½in; rear 8in x 1½in
Suspension: front	... Wishbones and torsion bars
rear	... Live axle and semi-elliptic springs
Dampers	... Hydraulic, piston type
Wheels	... Pressed steel, bolt-on
Tyre size	... 5.00-14
Steering	... Rack and pinion
Steering wheel	... 16½in dia. dished 3-spoke
Turns, lock to lock	... 2½

DIMENSIONS

Wheelbase	... 7ft 2in (219 cm)
Track	... F. 4ft 2½in (129 cm); R. 4ft 2½in (128 cm)
Overall length	... 12ft 9in (388 cm)
Overall width	... 5ft 1in (155 cm)
Overall height	... 5ft (152 cm)
Ground clearance	... 6in (15 cm)
Turning circle	... 34ft 3in (10.44 m)
Kerb weight	... 2,660 lb, 18.8 cwt (934 kg)

PERFORMANCE DATA

Top gear m.p.h. at 1,000 r.p.m.	... 18.5
Torque lb ft per cu in engine capacity	... 0.91
Brake surface area swept by linings	... 202.6 sq in
Weight distribution (dry)	... F. 56.6 per cent
	... R. 43.4 per cent



RILEY HISTORY

In 1959 the next series of cars was released using the BMC B series motor. A common chassis and the B series motor formed the basis of the Riley 4/68 which became the 4/72 when the motor was enlarged to 1622cc in 1963.

The platform and motor were also used for Morris, Austin, Wolseley and MG cars.

The cars were available with manual and automatic transmission. In keeping with tradition the Riley cars were fitted with upmarket interiors.

The model continued until 1969 during which time BMC moved Riley production from Abingdon to the Cowley and Longbridge plants.

ENGINE		Brake dimensions	Front drums 9 in. dia. x 2½ in. wide, rear 9 in. x 1½ in.
Cylinders	4 in line, with 3-bearing crankshaft.	Brake areas	146.6 sq. in. of lining working on 240 sq. in. rubbed area of drums.
Bore and stroke	73.025 mm. x 88.9 mm. (2.88 in. x 3.5 in.).	Front suspension	Independent by coil springs and unequal length wish-bones; Armstrong lever-arm dampers in upper wish-bone pivots.
Cubic capacity	1,489 c.c. (90.88 cu. in.).	Rear suspension	Rigid axle, semi-elliptic leaf springs; Armstrong lever-arm dampers.
Piston area	25.97 sq. in.	Wheels and tyres	5.90-14 tyres on 4-stud ventilated disc wheels.
Compression ratio	8.3:1.	Steering	Cam Gears Ltd. cam and lever steering.
Valvegear	In-line o.h.v. operated by pushrods and rockers.	DIMENSIONS	
Carburation	Twin S.U. inclined carburettors, fed by rear-mounted S.U. type PD electrical pump from 10-gallon tank.	Length	Overall, 14 ft. 10½ in.; wheelbase, 8 ft. 3½ in.
Ignition	Coil ignition, with centrifugal and vacuum timing control, and 14 mm. Champion NS sparking plugs.	Width	Overall, 5 ft. 3½ in.; front track, 4 ft. 0½ in.; rear track, 4 ft. 7½ in.
Lubrication	Full-flow Tecalemit or Purolator filter, and 8-pint sump.	Height	Overall, 4 ft. 11½ in.; ground clearance, 6½ in.
Cooling	Water cooling with pump and fan, 12½ pints water capacity.	Turning circle	37½ ft. approx.
Electrical system	12 volt, with type BT9A Lucas 58 amp.hr. battery.	Kerb weight	Approx. 2½ cwt. unladen (without fuel but with oil, water, tools, spare wheel, etc.).
Maximum power	66.5 b.h.p. gross at 5,150 r.p.m., equivalent to 112 lb./sq. in. b.m.e.p. at 2,920 ft./min. piston speed, and 2.56 b.h.p. per sq. in. of piston area.	EFFECTIVE GEARING	
Maximum torque	82 lb. ft. at 2,600 r.p.m., equivalent to 136 lb./sq. in. b.m.e.p. at 1,520 ft./min. piston speed.	Top gear ratio	16.53 m.p.h. at 1,000 r.p.m., and 28.4 m.p.h. at 1,000 ft./min. piston speed.
TRANSMISSION		Maximum torque	2,600 r.p.m. corresponds to 43 m.p.h. in top gear.
Clutch	Borg and Beck 8-in. single dry plate, with hydraulic actuation.	Maximum power	5,150 r.p.m. corresponds to 85½ m.p.h. in top gear.
Gearbox	4-speed with direct top gear and synchromesh on upper 3 ratios.	Probable top gear pulling power	191 lb./ton approx. (Computed by <i>The Motor</i> from manufacturer's figures for torque, gear ratio, and kerb weight, with allowances for ¾ cwt. load, 10% losses and 60 lb./ton drag).
Overall ratios	4.30, 5.91, 9.52 and 15.64; reverse, 20.45.		
Propeller shaft	Hardy Spicer single-piece open.		
Final drive	Hypoid bevel gearing in ¾ floating axle.		
CHASSIS			
Brakes	Self-aligning hydraulic, two leading shoes in front drums.		



RILEY HISTORY

In 1969 the Riley Elf based on the Mini platform with a boot added.

Three versions Mark 1, 2, 3 were released, with production running from 1961 to 1969.

The cars were fitted with the BMC A series of 848cc originally then a 994cc version, all with twin carburettors..

Riley had a more luxurious trim than a standard mini, a Wolseley version with a boot was also available.

The base version was sold as a Morris, with the high performance Cooper available in that brand.

It was a car for the times and kept the Riley name alive.

Specification

Engine	Transmission	Chassis
Cylinders 4	Clutch BMC 7 1/2 in. dia.	Brakes Lockheed hydraulic
Bore 64.58 mm.	Top gear (3-765)	Brake dimensions 7in. dia. drum
Stroke 76.2 mm.	3rd gear (5-317)	Friction areas 74 sq. in.
Cubic capacity 998 c.c.	2nd gear (8-176)	Suspension:
Piston area 20.29 sq. in.	1st gear (13-657)	Front Independent by wishbones and
Valves Overhead, pushrod operated	Reverse (13-657)	Rear Moulton rubber springs
Compression ratio 8-3:1	Final Drive Helical spur gears, front wheel	Independent by trailing links
Carburettor SU HS2	drive shafts and constant velocity	and Moulton rubber springs
Fuel pump SU electric S.P.	universal joints	Shock absorbers:
Ignition timing control Vacuum and	Top gear m.p.h. at 1,000 r.p.m. 14-85	Front Girling telescopic monotube
centrifugal	Top gear m.p.h. at 1,000 ft./min. piston	Rear Girling telescopic monotube
Oil filter Tecalemit or Purolator full flow	speed 33-1	Steering gear Rack and pinion
Maximum power (net) 38 b.h.p.		Tyres Dunlop tubeless 5-20 x 10
at 5,250 r.p.m.		
Maximum torque 52 lb. ft.		
at 2,700 r.p.m.		
Paton speed at maximum b.h.p. 2,625 ft./min.		
c12		



RILEY HISTORY

The final cars built in the UK with the Riley name were produced between 1965 and 1969

Based on the 1100cc platform with the BMC A series motor originally 1098cc and later upsized to 1298cc the car was available in Austin, Morris, Riley, Wolseley and MG marques.

The Riley model was designated "Kestrel" much to the horror of traditional Riley owners.

In 1968 an updated model designated Riley 1300 Saloon was released and continued in production until late in 1969.

Riley cars were no longer made and 70+ years of motoring tradition and engineering ingenuity came to an end.

The British motoring industry continued to implode, in the late 1960s 95% cars sold in the UK were designed and made there today it is less than 5%.

The Riley name was sold with other BMC brands and is today in the hands of BMW.



The "PLUS" MONACO £298
Triple Glass & Dunlop
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The "PLUS" features of the



NINE

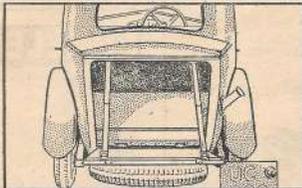
The Luggage Locker

The luggage-carrying capacity of the "Plus" Riley is entirely exceptional. The Locker is built into and harmonises with the body. It is sufficiently commodious to carry suit cases and other impedimenta of the tour, but, in addition, it has the unique advantage of being accessible either from the inside or the outside. Our illustration shows the rear door to the Locker, lowered — from the inside the contents can be as easily reached by dropping the back-seat squab. . . . Thus, in inclement weather, is your luggage not only perfectly protected, but on arrival at your destination it can be removed without the discomfort and inconvenience of unloading it in pouring rain or other disagreeable conditions.

"PLUS" IN CONVENIENCE AND PROTECTION.

Other features in later announcements—ask us to arrange a demonstration.

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TECHNICAL ARTICLES

A story of the trials & tribulations of a Riley 9

We purchased our 1934 Riley 9 Monaco in Brisbane in 2007 after we had enjoyed our 1949 RMB for a number of years. The RMB had been so reliable and had not cost us much in maintenance, so we thought the 9 might be a similar story. Not so!

All she initially needed was a new headgasket and a bit of a tuneup, but we removed the engine (the first of currently 8 times) to clean things up a bit. Well, after failed cam followers damaging the camshafts requiring rebuilding of both camshafts and the fitting of cam followers from a Perkins 3152 diesel (same diameter stem as the Riley), a rebore and new pistons and rings, we thought we had it beat. We had checked the big end white metal bearings while it was apart and all was in order with about 2 thou clearance on the big ends.

So we get the little girl registered and on the road. However, while en-route to our first rally, I was driving at about 80 kph when a loud knock erupted instantaneously – no light knock developing into a louder noise slowly. Back to the shed, up on the hoist and the sump removed. Upon removing the sump, a handful of crystallised white metal was found in the bottom of the sump. It looked like a handful of broken safety glass, all in little cubes about 2 mm square. There was no discolouration or smearing of the metal at all. It appeared that number 3 big end had crystallised and fallen out as small pieces as soon as it had shattered.

I decided to convert the engine to slipper bearings, so Trevor Brown of Advanced Metal Turning, 4 Harvest Road, Yandina, Qld (07 5446 8679) manufactured four new conrods, sized to suit available Bedford shells. This required a few thou being ground off the 1 and 11/16 inch crankshaft big end. However, upon grinding, a crack opened up on number 3 big end journal.

Trevor Brown then manufactured a new crankshaft from EN36A steel bar. Unfortunately, the bigends now had to be made to suit the existing new conrods and slipper bearings. If starting from scratch, we would have made the bigends and conrods to suit a larger size big end than original. However, we did have the opportunity to make the taper for the flywheel oversize and to then remachine the bore of the flywheel to suit.

TECHNICAL ARTICLES-

As a separate exercise, I decided while the engine was out, to change the front universal located immediately behind the gearbox from the fairly agricultural original unit which requires a constant drip feed of oil, to a sealed for life modern unit. I took the original unit, complete with splines on each end to Hardy Spicer in Brisbane. They suggested machining off both splines from the original unit and welding them onto their standard yokes with a standard sealed for life cross. This sounded great except for one problem. The spline is held onto the gearbox shaft with a nut which can't be accessed to fit or tighten once the universal is installed because of the bowl at the front of the torque tube. The universal is actually located exactly in the middle of the torque tube swivelling bowl.

This problem was overcome by a visit to a wrecking yard to obtain the yoke from the rear diff universal of a grey motor Holden (FX FJ FE FC etc). These universals used a yoke that had a pair of bolt on removeable caps on the FX and FJ models and U-bolts on the later models. Hardy Spicer welded the spline from the gearbox end of my original universal, onto the grey motor Holden yoke and the other original spline onto their standard yoke and cross (which also had the same needle roller cap size as the grey motor Holden. They also provided new U-bolts to suit the grey motor Holden yoke.

The grey motor Holden yoke was then installed on the end of the gearbox and secured with the retaining nut and split pin. The sealed for life cross and tailshaft yoke were then fitted to the front yoke with the U-bolts. The nuts for the U-bolts were located inside the bowl, but were able to be accessed by bending a 10 mm ring spanner at right angles and slowly tightening up the U-bolts.

It should be noted that a spacer may be needed behind the gearbox end of the yoke or a small amount may need to be machined off the rear of the spline to ensure that the centre of the universal cross is located in the centre of the bowl, so that as the bowl rotates with the rear suspension going up and down, the universal pivots on the same centre. Otherwise side loadings will be put on the tailshaft and vibration will result. A straight edge across the front of the gearbox end of the bowl should just touch the grey motor Holden yoke faces when the yoke has been fitted onto the gearbox shaft.

TECHNICAL ARTICLES-

The front face of the grey motor Holden yoke may also need to be machined flat to provide a flat base for the nut which secures the yoke onto the gearbox output shaft.

On the original arrangement, the tailshaft was prevented from floating forward out of its spline where it is located at the diff, by a spring loaded pin protruding from a hole in the gearbox end of the tailshaft. This pin pressed against the end of the gearbox shaft. With the new arrangement, the tailshaft needs to be shortened by about 19 mm to allow the spring laded pin to now press against the centre of the universal cross. Dimensional checks need to be made to ensure that when assembled, there is sufficient clearance between the end of the shortened tailshaft and the universal cross and that the spring is at least partly, but not fully, compressed. The hole in the end of the tailshaft also needs to be deepened so that the spring is half compressed by the pin bearing against the cross when the bowl is assembled. The 19 mm in my case may be different for others. The end of the tailshaft also needs to be machined back to root of spline for about 5 mm and a bevel machined on the end of the shaft and end of spline to assist in fitting the tailshaft and universal coupling during assembly. A small lead-in on each tooth of the tailshaft spline will also make assembly a lot easier. I did not initially make these last adjustments until after the pieces refused to go together and I noticed the same bevels etc on the end of the piece of tailshaft I had cut off.

In the final testing, the mods have proven to be most successful with no vibration and no messy ongoing lubrication of the universal. To provide lubrication to the bowl sliding surfaces which originally came from the same drip feed, I have installed a grease nipple into the bottom of the bowl. A squirt of grease here when greasing the other numerous grease nipples, seems to provide sufficient lubrication to the bowl surfaces.

Ken Lonie
March 2010

Editors Note: The alterations all proved successful and another reliable "9" was on the road. Ken drove the car from Freemantle to Sydney in the 2019 Antill reenactment.

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**

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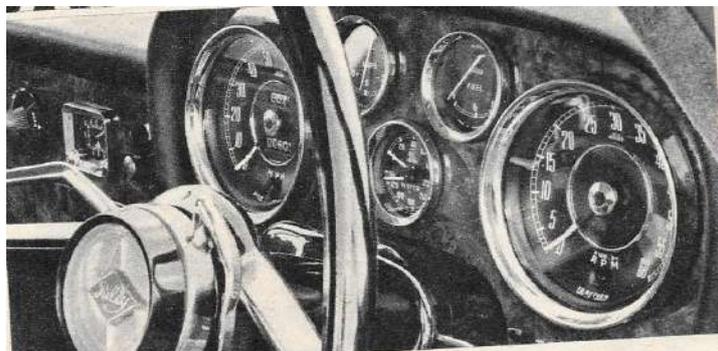
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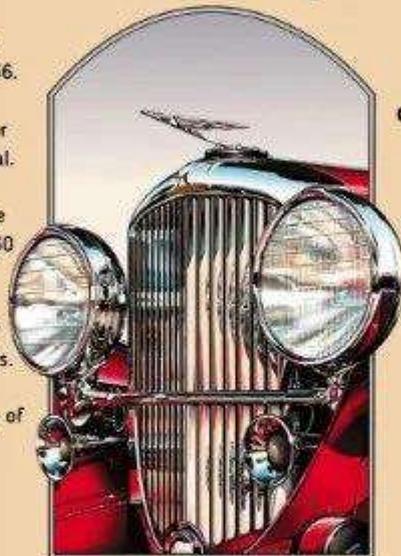
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