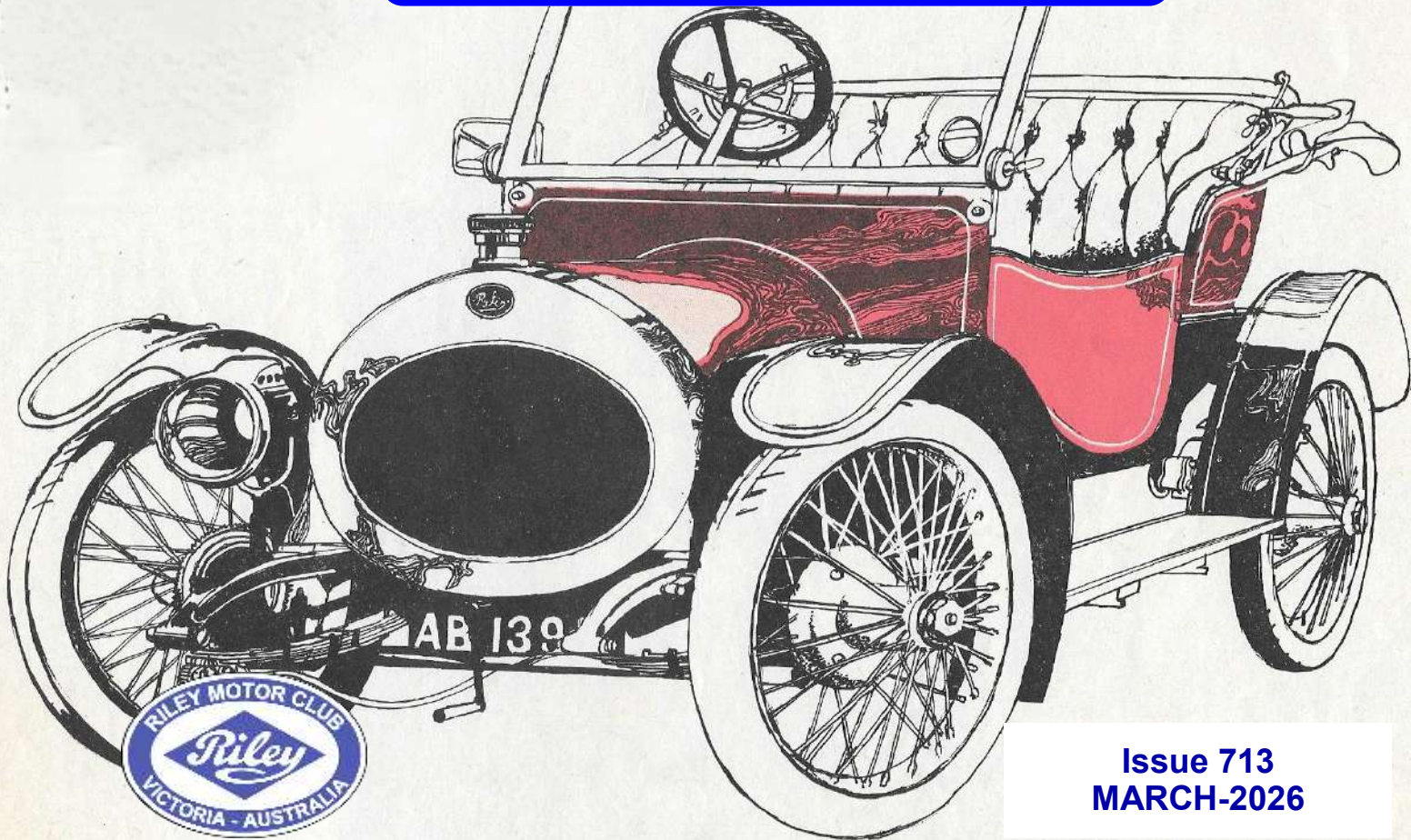


# THE BLUE DIAMOND

Newsletter of the Victorian Riley Motor Club



Issue 713  
MARCH-2026

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

**Front Cover** 1909 Riley 10hp V Twin

**Back Cover.** Part of line up at B&E day at Yarra Glen.

### **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.

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

### **WEDNESDAY 18<sup>TH</sup> 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 21<sup>st</sup> 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 28<sup>TH</sup> & 29<sup>TH</sup> 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 [robroyhillclimb.com.au](http://robroyhillclimb.com.au)

### **SUNDAY 29<sup>TH</sup> MARCH – INVITATION FROM THE BRISTOL CLUB**

Bristol Owners Club Australia , Victorian branch, would be pleased to extend an invitation to join our members for a run to Seymour, on Sunday 29<sup>th</sup> ( 3 weeks away) .

Participants can go their own way to Seymour

Or

Arrange to meet at Yarra Glen at 9.15 a.m and travel via the Melb Highway (B300) to Yea, then onto Seymour . Contact Peter for the location at Yarra Glen . Approx 1.15 min travel time ,(95 kilometres ) 60 miles .

Destination is the **Heritage Railway Centre 32 Victoria St, Seymour at 11.00 am** for a one hour guided tour.

Enjoy lunch at 12.30 nearby at the Seymour Club before heading homewards.

**Peter and Deb Howe are the organisers of this event - Please forward expressions of interest to Peter 0418 536**

**523 or [plhowe@bigpond.net.au](mailto:plhowe@bigpond.net.au) by 20<sup>th</sup> March . Your presence will be appreciated.**

## COMING EVENTS

### **TUESDAY 31<sup>st</sup> 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. A BBQ will be provided by the Club starting at 7:00pm.

### **SUNDAY 12<sup>th</sup> APRIL MID WEEK COFFEE & LUNCH**

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 Terry (0408 378 683 ) or Mick (0418 382 161) to assist with numbers for bookings.  
Helen's Hill Winery (9739 1573) (close Tues & Wed)  
Alowyn Gardens (9730 2400)

### **TUESDAY 21<sup>st</sup> 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 text or call Terry White on 0408 378 683 or Mick Dynon on 0418 382 161.

### **TUESDAY 28<sup>th</sup> APRIL CLUB NIGHT**

Graeme Smith being the perfect host has put together an array of short Riley videos to entertain us for the evening as well as providing a lavish supper. If anyone has a video of interest, they should contact Graeme on 0412 148 599.

## COMING EVENTS

### **MONDAY - FRIDAY 11<sup>th</sup> - 15<sup>th</sup> MAY 2026**

South Australian National Rally at Murray Bridge. I believe that there are in excess of 150 Rilyites attending and it is shaping up to be one for the history books. There are some pre-Rally events as well as a post Rally tour. To see more about these activities, go to the Riley SA website.

Victorian members attending are invited to write a short article for the April Blue Diamond outlining their intended route including stops along the way. It is a good idea to join up with another member or two and enjoy the trip together.

### **DRIVING TO MURRAY BRIDGE TO NATIONAL RALLY:**

Murray Bridge is approx. 650kms from Melbourne, perhaps a long days drive in a modern car, better spent taking two days and arriving in good time to register, check in to accommodation and be ready for the welcome dinner.

There are two possible routes:

(1) Via Ballarat, Ararat, Horsham 300kms or Nhill 375kms both have a good selection of Motels.

(2) Via Hamilton 295kms Coleraine , Harrow, Edenhope 400kms, Naracoorte 450kms. There are a number of Motels in Hamilton and Naracoorte and one in Edenhope.

The Hamilton route is on quieter country roads which may not be in best condition, the other route has lots of big trucks but offers more stops options. I prefer via Hamilton with a shorter distance on the day to allow for any problems getting out of Melbourne.

The choice is yours but if you like some company send me your plans and I will put them in next month's BD so travellers can link up for the journey.

### **TUESDAY 12<sup>th</sup> MAY MID WEEK COFFEE -**

Caldermeade Farm

For those not attending the National Rally in Murray Bridge, a catch up with coffee and friends seems the perfect way to spend an Autumn morning.

Meeting at Caldermeade Farm South Gippsland Hwy Tooradin at 10am to enjoy a bit of country hospitality. If you are able to go, please text or call Terry on 0408 378 683.

## COMING EVENTS

### **TUESDAY 26<sup>th</sup> MAY CLUB NIGHT -- Featuring Members other interests.**

Many Club members and their partners have hobbies and interests other than Riley. Tools, Stamps, Photos, Sewing, Art any subject. We have run this evening before and lots of amazing interests were discovered.

We are looking for volunteers to give a short talk and display on their other passion at this meeting..

### **SATURDAY & SUNDAY 30<sup>th</sup> & 31<sup>st</sup> May 2026**

Historic Winton would like to celebrate the centenary of the Riley Nine in 2026 and consequently, the Riley marquee.

The Riley Motor Club of Victoria will be involved and members from other state clubs will be welcome to join us in displaying our Riley cars. If you are interested in joining us for the celebration, please contact Mick on 0418 382 161

### **OTHER MOTORING EVENTS**

#### **AOMC Dates**

**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.

## MEMBERSHIP REPORT Colin Dennis

Not much to report this month.

One deceased member Brian Sanders, but no new members.

## **PRESIDENT'S REPORT- Keith Morrison**

Before you know it, Autumn has arrived, with it come the ideal conditions to be out and about enjoying your Riley. That enjoyment may come from driving it, working on it or just talking about Rileys. I try to do all three.

By the time this Blue Diamond goes to print Kalorama will have been but as I write I am looking forward to it next weekend. I am sure the club will have put on a great showing of cars.

You should notice in this issue another two interesting cars for sale. Jen Andrews has decided it is time for Bert, the 1950 RMB to move on to someone who can enjoy what Doug had achieved.

The other car, a 1928 Riley 9 was gifted to our Club by UK member John Smith. We have decided that the logistics of having it as a Club Car are too difficult to overcome. John was keen to see the car stay in Victoria and hoped we could use it to attract new members however he said it was up to us how we proceeded with it. If a non-member buys it that will be good, perhaps a member may buy it and join the Riley 9 fraternity.

The 2028 National Rally planning group has had their first meeting and by next meeting we should have a decision about the location of the event which will remain a secret for some time.

The stumbling blocks team has been in action lately and hopefully we will soon see Mick Dynon's RMA back on the road.

If you have a difficulty with a Riley don't hesitate contacting someone on the Riley Stumbling Blocks "Willing to help" list.

Finally from me, the March should be an entertaining Club Night with Mike Ide, one of the very early members of the club sharing with us stories about his time in the Club. A BBQ will be provided by the Club starting at 7:00pm.

## **EDITORIAL RAMBLINGS**

History page this month feature an advertisements announcing the introduction of new technical advancement in the Riley cars, interesting reading from 1937.

Great news from the Editors garage with ther 1929 Tourer passing inspection and getting Club Permit No 9-652.

The 8th of the month deadlines for input to the April and May BD are critical. I am participating in the VDC Spirit of the Twenties Rally on 12th April and in May leaving for The National Rally in Murray Bridge on 9th May.

## Message from Jen Andrews

Hi Keith

I want to put a message of thanks in the Blue Diamond.

Dear Riley club members

I want to give my heartfelt gratitude to everyone who was able to attend Doug's funeral and for all those who sent cards and beautiful messages or emails. You all expressed your love and appreciation of Doug so well. Doug would have been so grateful and happy his wishes were granted. A special mention to the guys who were able to get Bert on the road and meet Doug's wishes for the Riley SOS, I can't thank you enough.

Bless you all love Jen

I also want to get some help with advertising the Riley soon and will also talk to Rob and John about this.

Thanks Jen



## 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](mailto:president.rileyvic@gmail.com)

*Here is an account of that 1967 trip from the Blue Diamond #86 September 1967.* **BIRDSVILLE TRACK RILEY RALLY - JULY, 1967**

### **Briefly, here are a few details:**

Following on weeks of preparation in Adelaide mainly by Ron Caffin (the S.A. Club's President) and Mike Steel (our "Land-Riley" escort) arrangements were completed for what were to be among the most enjoyable and exciting days any of us had experienced.

Victorians who made the trip and the cars they travelled in were: Colin and Ean McDowell (1½ saloon), new member Tom Hawkins (2½ saloon) accompanied by Colin Anderson, Basil and Betty Colman (2½ saloon) , another new member, George Davies and his wife, Elaine (Pathfinder), Neil Robinson (2½ saloon), Brian Jonston and Graeme Blyth (2½ saloon), Frank Bruckner and his brother-in-law, Ron Joyce (2½ saloon) and Tom Straughair and Les Mills (1½ saloon). Also journeying to Adelaide to take part were Murray McFarlane (from Canberra) and Geoff Golding (Sydney's Secretary) in Murray's R.M.E. Of necessity, many of the incidents which occurred must be omitted from this report because of space limitations, but rest assured there were plenty of them, although none involving the cars, which all completed the trip with not a blot against their reputations - except these two incidents - the first of which was not the Riley's fault. A week before the Safari was even commenced, a drunken driver smashed into the rear of Neil Robinson's parked 2½ and almost completely demolished the car. Not to be denied making the trip, Neil hurriedly scouted around and found another unregistered, but sound in body and chassis, 1952 2½ saloon. Inside six days (working only after work) Neil pulled out the unknown engine, gearbox and most of the drive components from the newly acquired car and then transferred his excellent similar parts from his damaged car to the new one. Then he discovered the braking system was useless and had to transfer most of this also. The rest of us left Melbourne without actually knowing whether Neil would eventually get under way. Another pre-trip experience was Murray McFarlane having to be towed into Melbourne from Benalla (121 miles) with a run big end and a holed piston. The night before we left Melbourne, Murray and Geoff were still putting their car together, and frankly, there was doubt in my mind that they would ever get to Adelaide 480 miles away, let alone Birdsville about 1500 miles away!

## POSSIBLE COMING EVENT

The rest of us left Melbourne as planned and arrived in Adelaide at about 8.30 p.m. on the Friday - the day prior to departure for Birdsville. After a briefing at Mike Steel's garage and some picture-taking by the Adelaide "Advertiser", we were all escorted to the homes of various S.A. members who very kindly had arranged meals and accommodation for us overnight. Saturday morning at 7.30 a.m. saw about thirty-five Rileys at Hindmarsh Square in the heart of Adelaide and included in this number were the following South Australians who made the trip:

Bill and Ann Graham (R.M.E. - the last one ever built and the best by far now in Australia), Ron, Zoe and Jan Caffin (4/72), Kevin Lewis and David Charlton (4/68), Bill and Iris Wass (Elf Mk II), John and Rosa Plestys (immaculate 1950 2½ roadster), Ron and Vera Gaddes (1926 side-valve), Ian McAlpine and Wayne Rumball (R.M.F.) and, of course, Mike Steel in his Pathfinder-engined Land-Rover. AND - Murray and Geoff who had just arrived in Adelaide after carefully "running-in" the R.M.E. - covering the 480 miles in about thirteen hours. Travelling with Mike was John Ellson, a Channel Nine (Adelaide) cameraman, complete with all necessary equipment.

The first day's journey took us through Clare and Jamestown to Orroroo where the bitumen finishes and then on towards Beltana, via Hawker and Parachilna. At about 3.30 p.m. the rear diff. in Mike's Land-Rover packed up. He decided to disconnect this and use F.W.D. only. This caused us to lose some time and we finished up camping in the unroofed ruins of an old, long since unused railway building, about 20 miles short of Beltana. We camped within the walls of this building to escape the worst effects of an almost blinding dust-storm. The wind blew all night and although several of our number had to make "adjustments" during the night, our Riley flag was still flapping wildly in the terrific wind when the sun came up next morning. Lying in bed wide awake, looking at the stars through the dust and the sparks from our fires (it was bitterly cold) at 3 a.m., I was conscious of that Old Flag blowing in the gale and I gave a thought to whoever it was who designed the Riley Badge. I'll bet he never in his wildest dreams, ever thought that it would be fluttering some forty years later, in a dust-storm in the Australian Outback, with 16 Rileys in close proximity!

By this time, we were all getting to know one another and it didn't take long for the humour of Bill Wass to start firing. In every situation that developed, Bill had something funny to say. Like when we heard a sound of a distant train on the way to Marree, someone said "I hope it doesn't come down this track" - meaning the one we had our gear straddled all over (the rails had been removed) - and Bill said "I hope he doesn't too, his had his chips if he does, I burned 'arf a dozen sleepers to cook my breakfast on this morning. Mike had told us that 8.30 a.m. was "shoving-off" time each day and so by that time on the Sunday we were heading North towards Leigh Creek and Marree.

## POSSIBLE COMING EVENT

Leigh Creek is the site of an open-cut coal mine and is a veritable oasis in the middle of the desert, only about mile square, if that. But it is full of trees and shrubs which survive with little water, and is a very neat little town - an example of how Man can beat the desert if he is so minded. Marree, the start of the Birdsville Track is the rail terminal and also the end of the telephone system. (By the way, there is no telephone within 300 miles in any direction, of Birdsville.) We had already seen the remains of an old Afghan date plantation and had encountered the first of many boiling water bores. These were great for making instant coffee, washing dishes, or for grabbing a quick freshen-up. That night we camped just out of Marree in a perfect spot - plenty of light scrub timber for shelter and privacy - and an ample supply of firewood. The camp fires each night were a feature of the entire trip. We'd sit around them in a huge circle and tell tales about Rileys, speculate about an invasion of flying saucers out there in the desert, or listen to Mike reciting sonnets and spinning stories of the Outback.

Imagine our surprise when we were having lunch at the little Outback pub at Lyndhurst, to see a familiar face appear at the door. It was Neil Robinson, who had driven solo from Melbourne and had taken all that distance to catch us up. It was at Lyndhurst too that we saw truck loads of raw talc, which is mined some 80 miles away. Johnson and Johnson (of baby powder fame) buy the entire production.

I can't possibly give a detailed account of everything else that happened - only briefly mention a few incidents. At Mulka Homestead, their petrol pump broke down and a few Riley 'mechanics' dismantled the thing and repaired it in about an hour. . although the price computer had been 'adjusted' in the process and we had to double what it showed in the little window.

At about eight miles before Birdsville, Mike's vehicle suddenly stopped (he was heading the convoy) and he told us he had a fuel blockage but that it would clear if we could only push the thing and get it moving. About 20 blokes immediately started heaving and shoving and eventually got it moving in the heavy sand - then Mike braked, jumped out of his cabin and with a broad grin said "I'll bet that's the first time you've ever pushed a Land Rover from South Australia into Queensland!" We arrived at Birdsville at about 2.30 p.m. and made a bee-line for the famous Pub. After washing away some of the dust from our mouths, we then decided to do ditto to the rest of us - and made use of the hot shower kindly made available to us by the owner of the pub. (As a matter of interest, beer is 77¢ a bottle at Birdsville.) The women of the party slept the night at the Pub, whilst the 'boys' spent the night in the BIRDSVILLE TOWN HALL - a galvanised iron hut, with no windows or doors! The white population of Birdsville was more than doubled that night with us in town. The normal number is 21.

We crossed the Diamantina in flood, and Ron Gaddes in his old side-valve must hold the record for the greatest number of crossings inside half an hour - for the benefit of the shutter-bugs.

## POSSIBLE COMING EVENT

On the way home, we saw, amongst other things, Mrs. Oldfield's homestead at Etadunna. Mrs. Oldfield, who we met, is the unofficial 'compere' of the daily 'galah session' - when the women of the Outback talk to each other by radio, just as city folk use the telephone.

We visited the ruins of the Lutheran Mission (some 35 miles off The Track") which were commenced over 100 years ago and closed by the Government at the time of the first war because they were teaching the aborigines more German than English. This was an eerie place and if you turned your head in certain directions you could almost 'hear' the people from the past speaking to you in the wind. If ever an example of faith is needed, this surely must be one of the greatest. For German people, to set up a Christian Mission, in the Australian Outback, hundreds of miles from anything or anyone, to bring the Gospel to Aborigines, was indeed a wonderful and sacrificial thing to do. The Lutheran Society has recently erected a huge metal Cross, about fifty feet high, beside the Birdsville Track, at the turn-off to the Mission, in memory of those who served there.

We saw ochre mines where aborigines used to get the stuff to paint their bodies with. The bright yellows and reds have to be seen to be believed. Then we made another detour to Muloorina Homestead and Lake Eyre. Muloorina is the largest sheep station in the world, but if the sheep don't eat gibber stones, I'm at a loss to know what they do eat. The entire countryside for mile after mile after mile is flat, uninteresting gibber plains. The Homestead itself is lavishly equipped. They even have their own little theatre where Elliott Price, the owner, showed us movies of Lake Eyre in flood. This is where Donald Campbell and his party had their headquarters and we also saw a film on their preparations with "Bluebird". They have a television aerial there which must be nearly as big as the ones on Mt. Dandenong belonging to the T.V. Stations, and Mr. Price told us that he often picks up a picture from Japan! Lake Eyre itself is vast, lonely, desolate and almost unbelievable. It's no wonder Campbell's party got so discouraged. It measures 90 miles by 60, and drilling so far has revealed a depth of 900' of solid salt. I forgot to mention earlier, that on the way up, we all kept fairly close to one another - never letting the car ahead of us get out of sight (except in a cloud of dust) for fear of becoming lost. But on the way back, we became very blasé about the whole business and I think at times there must have been ten to twenty miles separating the first car from the last.

Don't ask me what the highlights were. The whole thing was one BIG highlight. I'll never forget the sight of Ron Geddes and his sister, sitting high up in their side-valve, the silver of the aluminium body glistening in the sun, ploughing through the sand, or that of Bill and Iris Wass disappearing for what seemed like minutes into a cloud of dust in their little Elf. The sight of Tom Straughair having breakfast in the outback and absolutely 'insisting' on having a serviette - Mike Steel obligingly supplied us with serviette rings - Riley flange gaskets, and table decorations, wild flowers in a jam tin, because as he said "I like to encourage a little bit of culture in the Outback."

## PAST EVENTS

### British and European Car Show, Yarra Glen, Sunday 15 Feb 2026 Rob Blackwell

A fine slightly foggy morning followed by clear skies and a sunny day with maximums around 30+ degrees C was forecast for the annual AOMC/RACV British and European Motor Show at the Yarra Glen racecourse on Sunday 15 February this year. I arrived fairly early with my brother-in-law David, and hoping for a good Riley presence later in the day, we put out the club banners with space for about 10 cars in our usual location in the display area. At that time a lonely Wolseley and a couple of blokes struggling with setting up their club marquee were the only people within cooee of our site. And there were no queues at the coffee van just inside the gates to the grandstand area – an opportunity too good to miss!!

Suitably fortified, David and I surveyed the soon to be (hopefully) Riley Kingdom at the show and were quickly rewarded with sight of the newest “old” Riley in the local fleet, the ex-John Smith 1928 Series 3 Riley Nine tourer in the skilful hands of Keith Morrison, wheel in and take up a prime spot in the centre of our display area. After that they rolled in steadily over the next half hour while the tally men scored the number of pre-war versus post-war cars on display. At 5 all it was time to claim some more territory for our group and one of the banners was moved out as close as we could get to the BMW group at the end of our row. And still they rolled in with our last arrival forcing the banner at the other end being moved right to the edge of the road. **What a great turnout!!** We had 13 Rileys lined cheek to jowl in our row with Max Robe’s Vanden Plas Princess guarding our rear by taking up a slot in the comparatively lightly populated Wolseley area. But for me, the highlights of the arrivals parade were to see Marshall Maclean arrive behind the wheel of his big '29 Nine tourer sedan and Sacha Leemann adding to the burgeoning pre-war tally of cars in his beautiful red 1932 Nine tourer.



## PAST EVENTS



**The view from one end of our best Yarra Glen display for years after last to arrive**

**Dirk Van Munnen's '52 RMB had to be shoehorned in at the road end.**

Cars from many marques continued to arrive well after the official public opening time of 10AM and the promised clear skies and sunny 30 degree plus day arrived with a vengeance – this was definitely going to be a wide brimmed hat and sunscreen sort of day! As the weather warmed and Mr and Mrs Public streamed in, the queues at the coffee and food stalls got longer so most of our Riley group took the opportunity to take a stroll around the display areas to check out what other clubs had contributed to the day.

As usual the Jaguar display featured many beautiful and classic cars that have haunted the dreams of motoring enthusiasts for decades and somewhat overpowered the 3 Bristols in an adjacent area. This year's feature was the Autofesta Italia that saw a large group of Ferraris, Maseratis, Lancias and other Italian exotica surrounded by large numbers of more affordable Fiats, Arbarths and Alfa Romeos. Among the less exotics were large displays of Triumphs, Mercedes, BMWs and Volvos, including one of my all time favourites, the Volvo P1800 made famous in the old TV series ***The Saint*** starring Roger Moore as Simon Templar.

## PAST EVENTS



The other end of our display featured Brian Graham's '50 RMB Special alongside Brian Glass's replica RMA drophead that never went into production.



Sacha Leemann's beautiful '32 Nine tourer that now runs like a clock thanks to a skilfully rebuilt magneto.

## PAST EVENTS

Congratulations and many thanks to all the following for making the day at Yarra Glen such a success for our Riley Club.

Roland Deery	'53 RMF	Marshall Maclean	'29 Nine tourer
Bruce Dobney	'50 RMA Special	Rob Blackwell	'49 RMBGT
Keith Morrison	'28 Nine tourer	Terry White	'35 12/4 Kestrel
Rob Russo	'32 Nine tourer	Sacha Leemann	'32 Nine tourer
Mike Ogilvy	'51 RMB	Reinhard Axthelm	'50 RMB
Brian Graham	'50 RMB Special	Brian Glass	'51 RMA Drophead
Dirk Van Munnen	'52 RMB	Max Robe	Vanden Plas
Vin Gregory	Modern		



**Sacha Leemann's '32 Nine tourer is still fitted with a fully functioning magneto.**

## PAST EVENTS

### **Daimler Ride-In-It Day Sunday 22 Feb 2026 Rob Blackwell**

The weather forecast for this day looked pretty bleak with rain forecast for much of the day and it seems likely this discouraged many of the open top cars we have seen in previous years, and perhaps a few others, from venturing forth to the VDC clubrooms in Mitcham. As it turned out however, although there were a couple brief showers, for most of the day you had to walk around in the “rain” if you wanted to get wet!!



**The Baby Austin side valve tourer and the 1948 Alvis 2 door hard top.**

By my count 12 cars were available to offer rides to those who took part in the day with Max Robe's Vanden Plas Princess R and the baby side valve Austin seemingly out on the road for much of the day. The 1961 3 litre 6 cylinder Alvis TD21 drophead was the only car that started the day with it's top down but completed it with the top up after a brief shower a bit after 10AM. The other soft tops attending (Rob Russo's Nine tourer, the baby Austin and a Daimler 2.5litre V8 sports) all came prepared for wet weather and kept their tops up all day. At about 10AM a brief welcome and outline timetable for the day was delivered by Bill Bowker from the Daimler club. The Ride-In-It part of the day then got under way and continued until the lunch BBQ was ready around 1230PM. By then the “rain” had all but disappeared and several after lunch rides continued until the event wound up around 2PM.

## PAST EVENTS



**Rob Russo's 1932 Nine tourer in company with a Daimler and Lanchester sedans.**



**The 1961 3 litre Alvis drophead before the rain.**

The auto participants in the day were 3 x Daimler, 3 x Riley (Rob Russo – Riley Nine, Rob Blackwell and Vern Smith –RMBs), 2 x Alvis and 1 each of Lanchester, Rolls Royce, Vanden Plas and Austin. This event is well worth supporting and gives our Club members an opportunity to see get a hands on feel for how some of the other British “legacy clubs” show the flag and keep our automotive history alive.

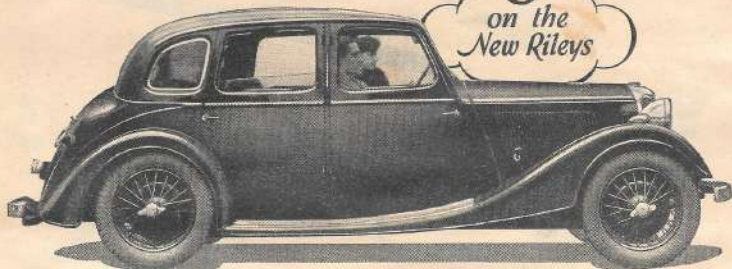
# RILEY HISTORY

June 29, 1937.

*The Motor* 25

## "Hi-charge"

*on the  
New Rileys*



## A new advance in automobile engineering

**"Hi-charge"**

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1½ Litre models from £315 (Tax £9 0 0)

"8-90" Saloon £475 (Tax £13 10 0)

RILEY (COVENTRY) LIMITED COVENTRY

The principal characteristic of this new system—equalisation in length and scientific streamlining of the induction pipes—results in a substantial increase in the power of an already powerful engine.

The tremendous velocity of the petrol and air "mixture", 20,000 ft. per minute, on its way through the induction pipes to the cylinders, results in a supercharging effect without a supercharger. The consequent improvement in performance—speed, acceleration, pick-up, smoothness—is amazing.

Riley design, leading the industry from its earliest days, takes a new step forward with the new Hi-charge power system which is so valuable a feature of the new Rileys.



9 H.P. 1½-LITRE, EIGHT-NINETY

*The car that stays in front*

KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.

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## TECHNICAL ARTICLES

### **Radiator Mascots Graeme Smith**

Below is a collection of radiator mascots that I've adapted for the RM series. I'm still not sure of their appropriateness for the RM series, BUT I have noticed that they do tend to catch people's attention, and especially attract the younger generations; which to me is a very good thing.

These have been printed on a 3D printer using plastics, then most have been sprayed with a chrome paint. I designed them to use 2 springs, so that it can be installed and removed in seconds without tools (snap-on / snap-off).



## TECHNICAL ARTICLES

These photos are examples of what Graeme has produced, he may be able to do others check with him. If anyone would like one of these then please find him at one of the club meetings or events, and he will print it out and leave you to clean it up and then spray it.

### Legal?

Here is the results of a Google AI inquiry for "are radiator mascots legal on modern cars in Victoria Australia?"

Radiator mascots (bonnet ornaments) are generally not legal on modern cars in Victoria, Australia, particularly those manufactured on or after 1 July 1988. While they were common on vintage cars, modern vehicle standards strictly prohibit rigid, sharp projections on the front of vehicles due to pedestrian safety risks.

Here is a breakdown of the regulations:

Vehicles manufactured on or after 1 July 1988: Australian Design Rules (ADR 42/...) and Victorian regulations prohibit external or internal protrusions that are not technically essential and are likely to increase the risk of bodily injury to any person. A rigid, metal bonnet mascot is considered a "dangerous protrusion".

Safety Requirements: Any ornament must not have sharp edges, corners, or protrusions that could cause injury.

"Retro" or Aftermarket Fittings: Installing a non-factory, rigid mascot on a modern car is illegal and can lead to issues with insurance, vehicle registration, and safety inspections (VASS/VicRoads).

Exceptions:

Original Equipment: Some classic cars or specific, rare modern luxury vehicles (e.g., Rolls-Royce) may have specially designed, retractable, or flexible, spring-loaded mascots that comply with safety regulations.

Soft/Flexible Materials: If a mascot is made of a material that is not more rigid than the bonnet, or if it breaks off easily upon impact (e.g., nylon fittings), it might be acceptable, but it still risks being deemed a dangerous protrusion.

In short, a solid, fixed, metal mascot on a modern car is illegal in Victoria. **I believe that my mascots are acceptable as:**

- they are made of plastic and will break or snap-off if pushed.
- the Rileys were manufactured before 1 July 1988.
- they are much safer than the metal radiator mascots.

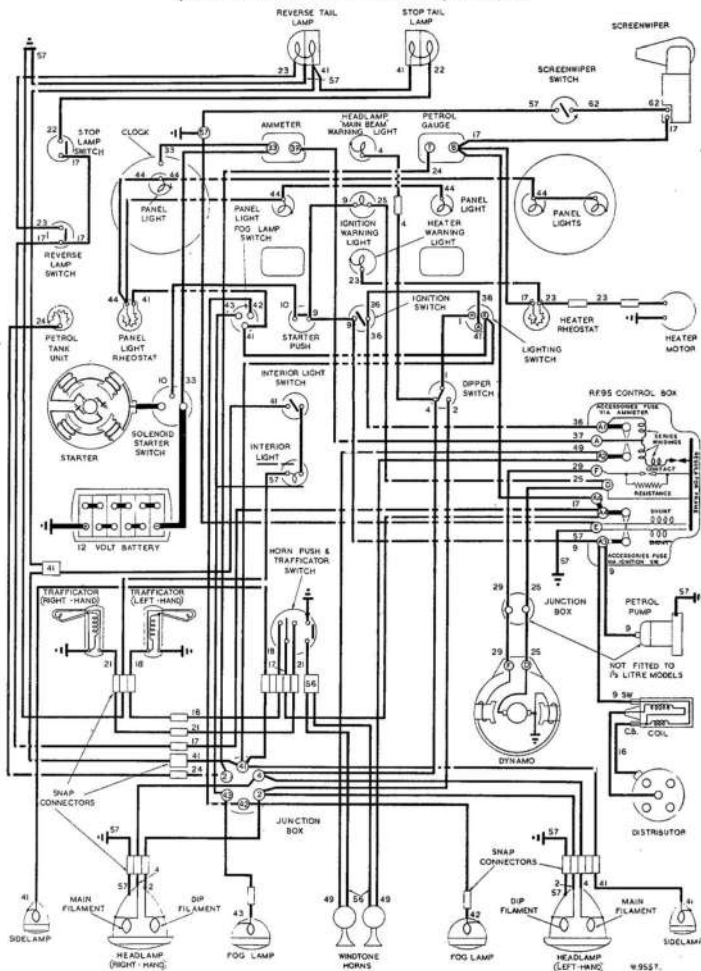
# TECHNICAL ARTICLES-

Keith Morrison writes "attached are two pages of a job I did for Ian Davis to help him or someone sort out and connect his new wiring loom. The table saves having to continually refer back to the colour code key in the workshop manual. .

## A Quick Lookup Guide when replacing the wiring loom in an RM

This following table itemises the cable colour for the connection to each component in the car

### WIRING DIAGRAM FOR 1½ LITRE SALOON AND 2½ LITRE SALOON AND COUPÉ (HOME AND R.H.D. EXPORT) 1949/51



# TECHNICAL ARTICLES-

Location	Number	Colour
Head Lights High	2	Blue with Red
Head Lights Low	4	Blue with White
Side Lights	4	Blue with White
Fog Lamp L	42	Red with Yellow
Fog Lamp R	43	Red with Blue
Lighting Switch	35	Brown with Yellow
Lighting Switch	1	Blue
Lighting Switch	41	Red
Dipper Switch	1	Blue
Dipper Switch	4	Blue with White
Dipper Switch	2	Blue with Red
Ignition Switch	35	Brown with Yellow
Ignition Switch	9	White
Horn	56	Purple with Black
Horn	49	Purple
Right Trafficator	21	Green with White
Left Trafficator	18	Green with Red
Distributor	16	White with Black
Coil CB	16	White with Black
Coil SW	9	White
Fuel Pump	9	White
Fuel Pump Ground	57	Black
Horn Push/Trafficator Horn	56	Purple with Black
Horn Push/Trafficator Left	18	Green with Red
Horn Push/Trafficator Right	21	Green with White
Horn Push/Trafficator	17	Green
Dynamo F via JB	29	Yellow with Green
Dynamo D via JB	25	Yellow
Control Box A1	36	Brown with Blue
Control Box A	37	Brown with white
Control Box A2 (2)	49	Purple
Control Box F to JB	29	Yellow with Green
Control Box A3 (3)	9	White
Control Box A4	17	Green
Control Box D (2) one to JB	25	Yellow
Control Box E (2)	57	Black
Heater Motor	23	Green with Brown
Heater Warning Light	23	Green with Brown
Heater Rheostat	17	Green
Heater Rheostat	23	Green with Brown

Location	Number	Colour
Ignition Warning Light	25	Yellow
Ignition Warning Light	9	White
Interior Light Switch	41	Red
Interior Light	57	Black
Panel Lights (5)	44	Red with White
Panel Light Rheostat	44	Red with White
Panel Light Rheostat	41	Red
Starter Push	9	White
Starter Push	10	White with Red
Fog Lamp switch	41	Red
Fog Lamp switch	42	Red with Yellow
Fog Lamp switch	43	Red with Blue
Ammeter	32	Yellow with Black
Ammeter	33	Brown
Clock	33	Brown
Starter Solenoid	33	Brown
Starter Solenoid	10	White with Red
Head Light Main Warning	4	Blue with White
Petrol Gauge T	24	Green with Black
Petrol Gauge B (3)	17	Green
Petrol Tank Unit	24	Green with Black
Wiper motor	17	Green
Wiper motor	62	Black with Green
Wiper Switch	62	Black with Green
Wiper Switch	57	Black
Reverse Lamp Switch (2)	17	Green
Reverse Lamp Switch (R)	23	Green with Brown
Stop Lamp Switch	17	Green
Stop Lamp Switch	22	Green with Purple
Stop Tail Lamp	22	Green with Purple
Stop Tail Lamp	41	Red
Reverse Tail Lamp (2)	41	Red
Reverse Tail Lamp(R)	23	Green with Brown
Reverse Tail Lamp	57	Black
Junction Box Lights (4)	41	Red
Junction Box Lights	4	Blue with White
Junction Box Lights (3)	2	Blue with Red
Junction Box Lights (2)	42	Red with Yellow
Junction Box Lights (2)	43	Red with Blue
Junction Box Fuel Gauge	24	Green with Black
Earth Connections in General	57	Black

## 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](mailto: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

## FOR SALE 1928 Riley "9"

For Sale 1928 Riley 9 tourer Chassis No 60 3278 Engine No 9718. This is a ground up restoration, rebuilt from its component parts collected 17 years ago by John Smith. The engine has done 250km since reconditioning.

It is a light sporty car which needs some of the finer details of trim and wet weather gear.

Offers over \$20k considered

For more details or to arrange an inspection contact **Keith Morrison:**  
**0411 127 765.**



## FOR SALE 1950 RMB

For Sale 1950 2½ Chassis No 60S5960 Engine No B3223

This is Bert, recently completed restoration by the late Doug Andrews. Engine reconditioned, other mechanicals checked and refurbished where needed. The interior has been tidied up and kept as original as possible. This is a very tidy car ready to go.

Offers around \$25k will be considered. For more details or to arrange an inspection contact

**Keith Morrison: 0411 127 765.**



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

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

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

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