

THE BLUE DIAMOND

Newsletter of the Victorian Riley Motor Club



Issue 714
APRIL-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 1935 Riley Imp The Car 1935

Back Cover. Early RM 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

.WEDNESDAY 22nd 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 28th 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.

MONDAY - FRIDAY 11th - 15th 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. It is a good idea to join up with another member or two and enjoy the trip together.

TUESDAY 12th 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 10am **at Caldermeade Farm, 4385 South Gippsland Hwy Caldermeade (near Tooradin)** to enjoy a bit of country hospitality. If you are able to go, please text or call Terry on 0408 378 683

SUNDAY 17th MAY- AOMC National Motoring Heritage Day

Events sponsored by AOMC & RACV

(1) Drive and Show at Manhattan Hotel, Heatherdale Road, Ringwood from 8.30am

(2) Murrandindi Historic Vehicle Register. Start 9.00am Beechworth Bakery, Healsville destination Eildon Golf Club

(3) Geelong Motoring Enthusiasts Start Federal Mills Geelong 9.00am Destination Aireys Inlet for lunch from 12.00noon..

(4) Bendigo Historic Motor Cycle Club Tooborac Hotel & Brewery, Display from 11.00am. Bookings needed for Lunch.

(5) Cavalcade of Transport, Trentham Historic Railway Station from 10.00am

Check www.aomc.asn.au/fb.com/infoamc for more information or check the posters in the supplement of the emailed Blue Diamond.

COMING EVENTS

TUESDAY 26th MAY CLUB NIGHT -- Featuring Members interests other than Riley.

Club members are invited to bring along their interests other than Riley to display and discuss with other members. We have run this evening before which turned out to be very interesting. Anyone interested would be invited to give a five minute talk on their topic of interest.

Please contact Keith on 0411 127 765 if you are able to share your special interest.

SATURDAY & SUNDAY 30th & 31st 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. We are anticipating nine Rileys will attend at this stage. If you are interested in joining us for the celebration, please contact Mick on 0418 382 161

SATURDAY 6TH – MONDAY 8TH JUNE– KING’S BIRTHDAY WEEKEND

You have the choice of two events – The Echuca Steam Rally or the Hamilton Club Rally which ever you choose. Please contact the organisers for more information.

WEDNESDAY 17TH JUNE MID WEEK COFFEE

Rose Cottage Restaurant – 251 Olinda-Monbulk Rd Monbulk Ph: 9756 6122
Arriving at 10am to enjoy a coffee & cake and good company.

If you are interested, please contact Mick on 0418 382 161.

TUESDAY 30th JUNE CLUB NIGHT

NATIONAL RALLY REVIEW

OTHER MOTORING EVENTS

AOMC Dates

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

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

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 will go via Hamilton with a shorter distance on the first day to allow for any problems getting out of Melbourne. BG.

Keith's plan to Drive to and from Murray Bridge

via Western Highway

Dromana to Murray Bridge 735km, one overnight then 4 night Rally, and 8 Night Post Rally Run then one night to home

Date	Sleep at	Distance	Accommodation	Booked
			<i>Suggestions & Approx Cost</i>	
Sunday, 10 May 2026	Horsham	380		
Monday, 11 May 2026	Murray Bridge	356	The Bridgeport	y
Tuesday, 12 May 2026	Murray Bridge		The Bridgeport	y
Wednesday, 13 May 2026	Murray Bridge		The Bridgeport	y
Thursday, 14 May 2026	Murray Bridge		The Bridgeport	y
Friday, 15 May 2026	Goolwa	78	Goolwa Holiday Park 08 85552144	y
Saturday, 16 May 2026	Goolwa			
Sunday, 17 May 2026	Mannum	102	Mannum Hotel 08 85691808	y
Monday, 18 May 2026	Mannum			
Tuesday, 19 May 2026	Waikerie	117	Wakerie Holiday Park (Big4) 08 854126	y
Wednesday, 20 May 2026	Barmera	49	Barmera Lakes Resort 08 8825855	y
Thursday, 21 May 2026	Renmark	31	Renmark Hotel. 08 85866755	yy
Friday, 22 May 2026	Renmark			
Saturday, 23 May 2026	??Charlton/Wycheproof			
Sunday, 24 May 2026	Dromana	762		

Total listed km 1875

Transport Legs km 1498

Average TL day 374.5

PRESIDENT'S REPORT- Keith Morrison

It seems all of a sudden, another month has gone by. Autumn weather is giving us hints of winter on the way so we better get out in the Riley while the weather (and fuel) makes it comfortable. Events have been run, meetings had and here I am wondering what to put into this month's President's report.

I hope there are reports from others about the events. The Apple Orchard and processing visit to the Russo's Bellevue Orchard was well received and a terrific insight to that part of the food processing industry. Thank you Rob, Annie and Nick Russo and the rest of the Summer Snow team for making us welcome and for an enjoyable tour. Club night with Mike Ide, one of the founding 9 attending the first meeting of our Riley Club, was entertaining and informative. I can only imagine the fun those guys had in the early days; Mike gave us a bit of a clue!

I am pleased to welcome returning member Richard English who now has an RMB to replace the one he regrets parting with years ago. As pleasing is that his RMB is "Bert", the Andrew's car.

Finally, the following paragraphs are from my editorial comment in the April 2016 BD.

What a roaring success 2016 Kalorama was, I counted all up 38 Rileys with most in the Club display area which had to expand to 3 rows and still we didn't fit them all in.

The organization of the club display on the day was a great team effort; it was pleasing to see so many club members lending a hand. I guess it is because we have such a great club that we were in a position to be awarded the Club display Trophy.

In 2026 you missed a great Kalorama if you weren't there. We had 22 cars, including 5 Kestrels, on display. David Perkins brought his Kestrel along from Barrabool, Peter and Beryl Larcombe from Bairnsdale brought 2 cars along, Peter trailed the Kestrel and Beryl drove the blue RMC, a Stirling effort from them to arrive back home again that day as the sun set.

We won the Best Club Display trophy. I felt so proud of the hard-working events committee, the dedicated members present and the club. Just like in 2016, it was a great team effort.

See you on an event soon. Keith

EDITORIAL RAMBLINGS

March and April always seem to have the most events for motoring enthusiasts, and it is often a difficult choice as to which to participate,

Kalorama clashed with Phillip Island Historics, glad I chose Kalorama as it was a memorable day for the Riley Club.

As I write this I am preparing for the Vintage Drivers Club Spirit of the Twenties Rally open to cars pre 1930. The route Werribee, Apollo Bay, Warrnambool, Mt Gambier, Naracoorte, Hamilton, Halls Gap and finish in Bendigo. Travel with my friend Len in his 1925 Amilcar, first long run in the car since it broke a crankshaft on the 1923 Spirit.

Home for a short while, prepare the May edition of the Blue Diamond and then off to Murray Bridge. If petrol is short may have make a decision to use the more economical modern as opposed to the RMB which still needs an oil change, grease a check over. Hopefully not.

Apart from the National Rally there is a big Riley day at the Winton Historic Car Racing on 30th/31st May where the Riley 9 will be featured. Celebrating 100 years since the car was first released.

Enjoy your Riley motoring !!!

MEMBERSHIP REPORT Colin Dennis

We have one rejoining member, Richard English, and two new members, Garry Weatherley and Ricky Kofoed.

All three have 1950 RMBs

PAST EVENTS

Kalorama Rally a History

In 1965 the following car clubs The Alvis Car Club, Bentley Drivers Club, Riley Motor Club, Pre-war MG Register, Rolls Royce Owners Club, Stutz Owners Register, Vintage Sports Car Club and the Vintage Drivers Club formed a Group called Combined Vintage Car Clubs of Victoria with the aim of running Rallies and events.

The first Kalorama Rally held in the early 1960s. A program for the 1969 event says.

“On this day vintage car owners from the various Clubs can compare notes, display their cars to the public and are offered the chance of competing together for gymkhana honours. The Council hopes the public will find it interesting and informative.”

The Kalorama Rally is open to all Vintage cars regardless of make which were manufactured between 1st January 1917 and 31st December 1930, Rolls Royce cars made before 1917 and Post Vintage Thoroughbred cars at the discretion of the organizing committee. Entries are restricted to 100 cars.

Only cars which met this criteria were allowed on the oval and could participate in the events.

The very early events were preceded by a procession from the City flagged off by Motoring celebrities such as Joan Richmond.

In 1969 the Kalorama Perpetual trophy was introduced for the best performer in four events. The events varied each year but the favourite was “The Slow Race”

The 2002 Event was held under a gathering cloud of Insurance cover and the Council imposing conditions about the oval surface. The result was no Event in 2003.

In 2004 The Vintage Drivers Club agreed to host the event to overcome the insurance problem, the Kalorama CFA become involved and a compromise was reached with the Council for protection of the oval surface.

New entry criteria was established which allowed cars older than 50 years were allowed on the oval. Before that change there were often as many interesting cars parked in the spectator's car park on the hill as on the oval itself. The pre event Tour from the Manhattan Hotel was introduced.

The Kalorama Perpetual Trophy was now awarded to the Club with the best display.

PAST EVENTS

The event remained very popular until 2019, the next two years being destroyed by COVID.

After two years with no event and storm damage in the Dandenongs a special effort was made for the 2022 relaunch.

2026 was the 68th running of the Kalorama Rally, it has continued to reinvent itself to remain relevant to the Historic Motoring Community each year's event present an outstanding display of historic cars in a true picnic environment.

Today the event is organized by the VDC, VSCC and Kalorama CFA. The Riley Motor Club was active on the organizing committee for more than 60 years. It has always been a major event in the Club's calendar.

The two major trophies awarded are:



Kalorama Perpetual Trophy

Back in the late '60's the then Council of Combined Vintage Car Clubs committee decided to promote an award which was in the tradition of Vintage Car activities by making available a perpetual trophy to be awarded to the driver obtaining the most aggregate points from the competitive arena events held those days. And so the "Kalorama Competition Champion Perpetual Trophy" was born.

The trophy, was designed and executed by George Cox, displaying the badges of the Eight Member Clubs on its base. It is topped with a wire spoked wheel hand-made by Jack Nelson, clad with a Barnett Glass tyre. The trophy is awarded to the Club which presents the best display. This could be regardless of car numbers.



Paul Edgar Perpetual Trophy

The Paul Edgar Memorial Trophy is awarded to the best new restoration appearing at Kalorama..

Riley members who have won the Kalorama Perpetual Trophy when it was event based are:

Keith Harris 1973 & 1980 in Riley "9"

Noel Wyatt 1986 Riley Imp

The Riley Club has won the Best Club Display in 2014, 2016 and 2026. President Keith receiving the 2026 Trophy



PAST EVENTS

Riley Wins 2026 Kalorama Perpetual Trophy for Best Club Display. Rob Blackwell

The 68th Annual Kalorama Rally opened to a fine mild morning and continued under clear blue sunny skies for most of the day. A period of high cloud cover late in the morning provided some respite from the sun for the large crowds wandering around the car displays on the shadeless oval, but by close of play around 2PM the skies were once again cloud free and shaded areas were much sought after.

Our aim this year was to showcase as many of our Riley Nines & Kestrels as we could muster alongside a selection of the other post-war models and specials owned by our club members. To this end, in the weeks before the event Graeme Smith contacted as many Riley Nine and Kestrel owners as possible to encourage their attendance and offer a variety of support options to get their cars up to Kalorama. And his efforts paid off in spades as among the **22 cars** that made up the Riley display were **5 Kestrels, 3 Nine Tourers and a Falcon**. A special shout out must also go to Peter and Beryl Larcombe who made the **nearly 300km trip** all the way from Bairnsdale to bring **Lucy the Lovely Lab** and both the magnificent burgundy 1936 12/4 6-lite Kestrel **AND** the recently completed bright blue 1949 RMC to Kalorama!!



Peter Larcombe's '36 Kestrel alongside Beryl's '49 RMC and Phil Dodgson's RMB Special.

As more and more Rileys arrived we kept expanding our display space until we filled all the available slots along the back oval boundary between the Wolsley Club and our hosts the Vintage Drivers Club. Left with no choice we then started a second row of Rileys facing our area but tacked on to the end of a group of "mixed breeds" that had been assigned to the second row area in front of our Rileys. .

PAST EVENTS

We finished up with 15 Rileys along the boundary plus 6 more in a facing second row and Bruce Dobney's 1933 4 door Nine tourer parked on the roadway in front of our site. With **22 Rileys** things were getting a little bit squeezey!!

Congratulations and many thanks to all the following for making the day at Kalorama 2026 such a success for our Riley Club.

Pre-war

Terry White '35 12/4 Kestrel Geoff Burford '35 12/4 Kestrel
Bryan Mole '36 22T Kestrel David Perkins '37 12/4 6-lite Kestrel
Peter Larcombe '36 12/4 6-lite Kestrel Sacha Leemann '32 "9" tourer
Bruce Dobney '33 Nine 4 door tourer Keith Morrison '28 Series 3 Nine tourer
Phill Camm '37 Falcon

Post war

Reinhard Axthelm '50 RMB Brian Graham '50 RMB Special
Brian Glass '51 RMA Drophead replica Dirk Van Munnen '52 RMB
Chris Edgar '47 RMA Rob Blackwell '49 RMBGT
Phil Dodgson '47 RMB 2 door Special Beryl Larcombe '49 RMC
Noel Hulbert '51 RMB George Harvey '50 RMB
Vern Smith '51 RMB Graeme Smith '54 RMF
Mark Story '56 Pathfinder

The centre of the Riley display featured Bruce Dobney's 4 door Riley Nine tourer.



PAST EVENTS

Other Riley Club members in attendance were Max Robe in the Vanden Plas Princess R and Peter Fleming who had to leave his '36 12/4 6-lite Kestrel at home because of an undiagnosed "knocking noise" in the engine

The day was also the Clubs Annual Display dat and all Riley Club participants at the rally also had a chance to vote for our cars under a number of different categories.

Further congratulations to all the winners who were:

Best Pre-War

Best Post- War 2½

Best Post-War 1½

Best BMC

Best Special

Most Original

Best Overall

Geoff Burford's '35 12/4 Kestrel

Beryl Larcombe's '49 RMC

Chris Edgar's RMA

Mark Story's Pathfinder

Phil Dodgson's '47 RMB Special

David Perkins' '37 12/4 Kestrel

Geoff Burford's '35 12/4 Kestrel.



**Phil Camm's Falcon ahead of Brian Graham's RMB 2-door Special,
Graeme Smith's RMF and Mark Story's Pathfinder.**

PAST EVENTS



Sacha Leemann '32 "9" tourer



**The add on row of RMs:
Brian Glass, Dirk Van Munnen, Vern Smith, Noel Hulbert.**

PAST EVENTS

Rob's Orchard Tour 18 March 2026. Rob Blackwell

Our mid-week coffee event was a bit different this month – Rob Russo invited us for coffee and a chat at Bellevue Farm in Officer followed by a guided tour of the crushing, juicing, bottling and packing plants that produce their **Summer Snow** juices, **Trattore** vinegars and more than 40 other third party brands of a variety of juices. A total of 8 Rileys plus Max's Vanden Plas and some moderns transported 19 Riley Club members plus Ralph, his wife and young son Alexander from the Alvis Club to the Farm Gate cafe where coffee, juices and cakes were enjoyed before Rob's son Nick got everyone kitted out in hi-vis gear and lead off the tour.



The tour kicked off where a forklift was busy unloading pallets of fresh apples onto a conveyer that took the fruit through the crushing, pressing, filtration and pasteurisation lines and then into large storage tanks where the juice is kept prior to final bottling and packaging. The whole plant was in full operation so Rob, Nick (*and* Annie) had their work cut out “herding cats” to keep everyone safe and clear of all the moving bits. Inside the pressing room was quite noisy and the atmosphere was thick with a foggy mixture of water and apple juice – quite an experience!! A maze of stainless steel pipes and machines and some special rubber-like perforated belts was where the magic happens that turns fresh fruit into 100% pure unadulterated apple juice ready for later bottling and packaging.

PAST EVENTS



Getting up close and personal with juicing magic.

On the other side of the “old” shed (where the Riley Club of Victoria celebrated our 65th birthday) we entered into a large cool room where a constant 2 degrees C allowed fruit in numbered pallets stacked up to the high ceiling to be stored without degradation for periods ranging from a few days to a few months before it is moved to the processing area. We then passed through the area where a large number of pallets containing a huge variety of finished products were stored awaiting transport to distribution centres around Australia.

The last location we visited before leaving the “old” shed are housed the original **Framax** bottling line which was primarily designed to handle glass bottles in a variety of shapes and sizes. As production volumes increased and a greater variety of plastic bottle shapes and sizes became more common, a more modern and flexible automated bottling line became essential. This was one of the leading factors that led to the clearing of a small block of apples behind the storage tank field and the construction of a large new clear span high-bay steel shed in the second half of 2025 (where we held our Club Xmas party last November). The new shed has been built with future expansion in mind so only the first quarter or so of it's capacity is currently occupied by a new automated bottling line that uses AI video assisted robotic technology to handle a wider range of bottle types and shapes through the entire bottle loading, filling, labelling and packaging processes.

PAST EVENTS



The new bottle filling machine in the big shed.

At the completion of the plant tour, the majority of the group were loaded into surprisingly comfortable seats mounted on a large open trailer towed by a vintage tractor for a tour of the orchard where picking was in progress. Our group was able to observe how multi-level moving platforms allow today's generation of pickers access to fruit on the trees from top to bottom without having to constantly move and climb up and down wobbly ladders while laden with heavy bags full of fruit. Yet another example of when the "good old days" were not so good....

Some of our tour group had other appointments on Wednesday afternoon but about half were able to stay and enjoy a light lunch in the orchard's cafe. Attendees in Rileys were:

Terry White '35 12/4 Kestrel	Peter & Beryl Larcombe '54 RME
Vern Smith '51 RMB	Rob Blackwell '49 RMBGT
Bruce & Val Dobney'47 RMA	Paul Leggereni '49 RMB special
Rob & Annie Russo '32 Nine tourer and '49 RMC	

Other Riley Club attendees included Max Robe in the ever reliable Vanden Plas Princess R plus a variety of moderns transporting Vin Gregory, Ian & Lucia Davies, Mick Dynon, Brian Graham, Keith & Meggin Morrison and Phil Camm. The Alvis Club was represented by Ralph with his wife and young son Alexander.

PAST EVENTS

PHILLIP ISLAND CLASSIC 100 13th to 15th MARCH 2026

Keith Harris

Mary and I travelled to Phillip Island for the Classic Races taking the Ferry from Queenscliff to Sorrento to shorten the trip from Port Fairy.

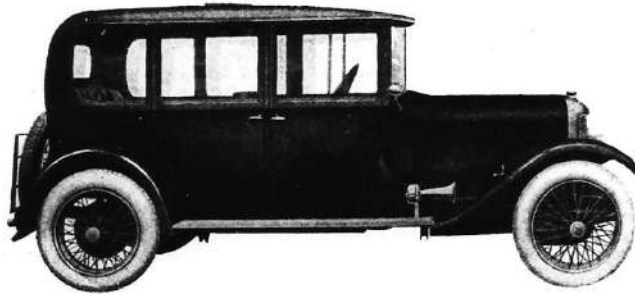
The weather was just perfect for the whole weekend.

We stayed in Cowes with our son David, Melanie and grandson Liam at Melanie's parents house.

The racing was close with formula 5000, V8 Sedans, Historic touring cars, Classic sports cars and open wheelers.

I think we had the only Riley there, but we saw Jonh and Die-dre Read as we were leaving on the Sunday afternoon. The photos are of the family . Note Liam's T shirt.





Arrival of the New 1927 Colonial Model

RILEY CARS

Embodying all the latest improvements and refinements by England's best automotive engineers, who specially designed this Colonial Model after investigation of Australian requirements.

The Service Station & Engineering Works

are commodious and fully equipped with an expert staff under the supervision of "Bert" Jones (V.A.C.C. "A" Grade Certificate), which assures clients of efficient service. An up-to-date Battery Charger has been installed.

S. A. JONES

214 BRUNSWICK STREET, FITZROY

PHONE: J2128

TECHNICAL ARTICLES-

1952 RMB Clutch replacement **Brian Graham**

Several months ago I sought information on possible sources of new clutch components for my 1952 RMB.

Recommendations were received but unfortunately they had all retired. Raz Hansen suggest I could try Trade Brake and Clutch 16 Fury Court, Clayton South.

Dropped in my original clutch assembly, and old plate and was told about two weeks for rebuild.

On time call came and I collected new 250*165 plate Hammer Kupplungan D11536, new carbon thrust JRA CR3003 and rebuilt clutch with new springs etc

This was end of September, other things took priority and it was not until mid December I started the reassembly. First thing I noticed was the new carbon thrust was different to the original one.



Left photo top original carbon thrust bottom new carbon thrust Right photo new carbon thrust mounted on sealed for life bearing and mounting assembly.

I assembled the clutch, mounted gearbox on motor reinstalled in car, refitted the engine manifolds etc grille and bonnet, test time no resistance on clutch pedal, What have I done wrong,? instantly blamed new thrust bearing assembly.

Motor out of car again, dismantled clutch went back to TB&C they took new thrust and original thrust and went back to supplier who confirmed new parts were correct.

TECHNICAL ARTICLES-

Suggestion was could I bring gearbox, measurements re fly wheel position in housing and pedal levers to TB&C and they would check it out with me. Forgotten how heavy 2 ½ litre gearbox but managed to get it into car boot and make the journey.. Wayne spent best part of one hour with me and proved parts were ok problem lay in adjusting the pedal levers .I should have read the workshop manual about clutch wear and setting the pedal levers more thoroughly as this is the tricky bit when refitting a new clutch. Wayne suggested a method they would use to set it up, I followed this in reassembling the clutch and gear box. I put motor back in the car, this time only connecting the engine mounts and tested the pedal. All appears to be OK so will now fit all the engine bits, grille etc and go for a test drive. Further adjustment of the rods and pedal stop was required. The following article from BD 499 was a great source of what was required. Final report drive was good CH0414 looks forward to seeing you in Murray Bridge .



Photo of new clutch being fitted., the alignment tool is available to be borrowed from the Editor.

Fantastic support and service from Trade Brake and Clutch.

TECHNICAL ARTICLES

RM Series Clutch Refurbishment

Article by Noel Wyatt reproduced from Blue Diamond No 499

Following the clutch discussion at August Clubnight I searched through past articles to come up with an item which might be of specific value to Riley RM owners. The subject of smooth clutch engagement seems to be of concern but little has been done to cover corrections when it isn't achieved.

It seems that everything has to be correct to have a really smooth engagement, i.e. flywheel spigot bearing, flywheel running true, clutch plate not oily and in good condition, pressure plate assembly properly adjusted, and external linkages all in good order.

Naturally the only things you can look at without major work is the linkages and I found an item published in the RMemoranda magazine of February 1975 and written by Mike Squires which explains how he went about setting up his clutch linkage correctly. Of course all this is as per the Riley Workshop Manual but I thought that what he has written applies to a Riley that has seen some use and is therefore more useful and practical.

Noel Wyatt

Judging from the comments appearing in Newsletters about clutch adjustment and difficulties in getting complete disengagement of the clutch, it appears that some members are under the impression that there is an inherent design fault in the Riley clutch release mechanism, i.e. the linkage from the pedal to the crossshaft carrying the carbon thrust ring. It must be remembered that in a car which is around 20 years old, (*in 1975*), things are not going to function as they should unless some attention, preferably preceded by a little intelligent thought is applied. The clutch linkage is a good example. In most members' cars this assembly will have performed perhaps millions of operations and have received little more than the occasional squirt from the oil-can at the clevis pins and the infrequent adjustment of the screwed rod.

The first task is to lift up the floor on the driver's side of the gearbox much easier said than done the first time because most of the screws will be rusted well home. Drilling and using a stud-extractor will usually shift even the most stubborn of them especially if some releasing fluid or paraffin has been applied an hour or so beforehand. The fixing bolts on the right-hand edge pass through the wood frame and have a nut underneath. It is often best to drill off these, drive them out to the underside, and use new ones when reassembling. The others all locate in captive nuts.

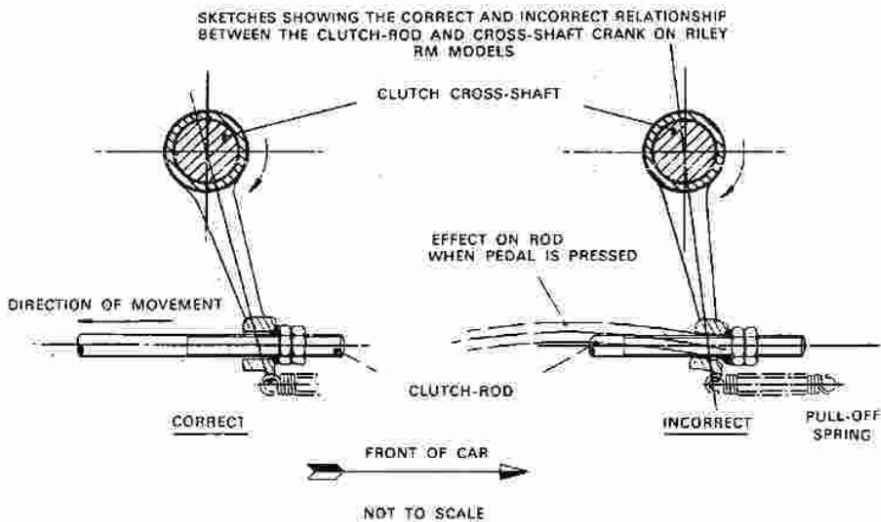
If the plate carrying the pedal draught-excluders can't be separated from the floorboard because it proves inaccessible to drill, screwdriver, etc., remove the pedal rubbers and pedal heads and a little wangling will bring the plate and floorboard up together. This job may have taken ten minutes or four hours depending on whether or not you've done it before. Now, however, the whole clutch linkage is exposed and can be worked on in comparative light and comfort as opposed to grunting around on your back under the car.

TECHNICAL ARTICLES

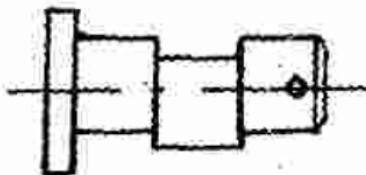
By pressing the pedal it will be seen that a lot of the pedal travel is used up before the cross-shaft starts to turn and that most of this lost motion is at the clevis pins at either end of the rods.

The linkage will be seen to consist of a rod running from the pedal to the rear and connecting with a lever. This lever has a shaft as its fulcrum and carries a grease nipple. The lower end of the lever connects to the adjustable rod, (the one that breaks if things are set up wrongly).

This rod connects with the crank on the extension of the cross-shaft. It will be seen that the rod passes through an eye in this crank. The eye of the crank is at an angle to the crank and the eye must be perpendicular to the screwed rod. The reason for the breakages is that as wear takes place and it is taken up by screwing the lock nuts along the screwed rod, the cross-shaft gradually turns round until the rod no longer passes through the eye perpendicular to the eye but at an angle to it. The eye is slightly larger than the rod and begins to bear on the rod. Thus when the clutch pedal is depressed and the cross-shaft is turned the eye bows the screwed rod upwards between the eye and its rear attachment.



It is this continual bowing which fatigues the rod and breaks it. It is nothing to do with the direct tensile load on the rod. To rectify this matter, firstly slacken off the adjuster nuts on the screwed rod and remove the split-pin and clevis at the back end. The clevis pin will probably look like this



TECHNICAL ARTICLES

If it does, renew it. They cost very little from any accessories shop that carries useful items instead of just leather-rim steering-wheels. Next, remove the split-pins and drive out the cotters from the cross-shaft universal joint. Slacken off the nuts holding the mounting for the crossshaft extension to the chassis. A little jiggling will now bring the extension shaft out. By now you will be quite irritable and be holding in your hand the crossshaft extension, screwed rod, and square block from the universal joint. Examine the yokes of the little universal joint. The one in your fist and the one still on the cross-shaft each have little brass bushes carrying the cotters you have removed. These bushes will be worn. To replace them you will do best to enlist the services of a model engineer. From memory they are 5/16" I.D., 3/8" O.D., and about 1/4" long, but check. They are typical of the refinements that one finds in Rileys and naturally will reward you for being renewed. There is also a small bush in the pedal.

Now look at the mounting of the cross-shaft extension in the chassis. Those with workshop manuals will see this covered in detail. Usually the rubber bush here has collapsed with wear and tear. A new one can be made from a spring shackle bush or similar. I fitted a bronze bush to the shaft first and then mounted it in rubber. The rubber prevents vibration being transmitted from the engine/ gearbox assembly to the chassis. The yoke of the universal joint on the extension is held with a pinch bolt. This can be slackened, when the yoke can be slid off. It can then be replaced in the position required to line up the eye in the crank perpendicular to the screwed rod. Check the rod from the pedal to the rear lever. The clevis pin at the rear of this will be worn too. Unless you replace these pins you will never obtain enough adjustment at the screwed rod to eliminate the lost travel in the pedal. In fact you may end up with free pedal travel while the carbon thrust ring could be pressing on the clutch pressure plate resulting in rapid wear and early replacement. To reassemble your refurbished linkage start with the cross-shaft extension. Locate it in the mounting on the chassis. Put the square block in and the cotters. Now check the eye of the crank going down to the screwed rod. The crank will be inclined towards the front of the car as it goes downwards. If the eye is not perpendicular remove the cotters, pull the shaft up, and move the yoke by one spline at a time until the right position is obtained. Usually moving it one spline will suffice. If you have rebushed the yokes you may well find that the eye is brought back to its correct position. Do not over-tighten the two nuts at the cross-shaft trunnion or the rubber bush will pinch tightly on the shaft and stiffen its operation. Connect the screwed rod using the new clevis pin. Note that the eye is dished to receive a domed brass collar on the screwed rod, between the eye and the lock nuts. This accommodates the angular movement between the rod and the eye. If it is worn replace this too (use the model engineer again to make one). On no account use a nut on the rear side of the eye to lock the screwed rod and eye together. It causes the rod to be bowed just like the maladjustment you have been eliminating.

TECHNICAL ARTICLES

Screw the lock nuts up the rod until a small amount of movement is discernible at the cross-shaft to actually cause the carbon thrust ring to bear on the pressure plate. You now know that you have clearance between the plate and thrust ring. This is essential. Reconnect the rod between the pedal and the rear link. By screwing the clevis fork up and down this rod the wear here can be compensated for. Now when you press the pedal the only free play is caused by the clearance between the carbon thrust ring and the pressure plate and some adjustment can be made at the screwed rod to make it the right amount. Check that the rod is not bowed when the pedal is depressed. The clutch stop can be set to suit. If the job has been done properly only a small amount of movement of the pedal will effect disengagement of the clutch. Oil the universal joint, clevis pins, and the brass bush at the eye. Grease the compensating link shaft. Job done. No more varicose veins from struggling to get the pedal below the boards to change gear. No more broken rods.

Replace the floorboard taking care to get the lip at the rear below the leading edge of the adjoining floor, (don't forget the pull-off spring between the eye and the chassis).

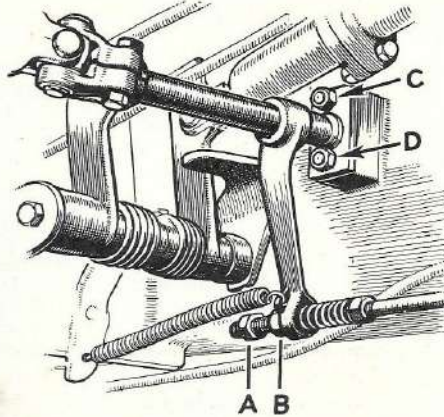
The sketches are done from memory, not to scale, and are only to illustrate the article.

(Acknowledgement RMemoranda February 1975)

Setting the clutch operating arm

On both post-war cars the clutch cross shaft is articulated with a universal joint outside the bell housing. The outer end of the

Fig. 98



A and B are the adjuster nuts. Do not tighten C and D completely, otherwise binding will occur at this point.

shaft is supported in a spherical oil-impregnated bearing held to the chassis side by a split housing.

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

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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



Stumbling block solver at work

FOR SALE 1956 PATHFINDER

Chassis number MAD23/3794 **Priced to sell \$6000.00 Firm**

I have been asked to sell the car by the family of the late Brian Sanders

The car was purchased from the family of the late Alan Knowles
Generally speaking the car is in good condition and wouldn't take much to have it back on the road.

The car is located in Corinella, Victoria

All Inquiries to Graham Young Phone 0428541925



FOR SALE 1950 RILEY RMB

1950 Riley RMB Sedan-Chassis No 60S6701

The vehicle is in excellent condition and has been well maintained it has done 66657 miles

Selling due to a deceased estate.

We have the full purchase history of the vehicle and quite a lot of spare parts in which he had collected over the years

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Contact Garry Grenfell 0419598857 or email gazdg@outlook.com



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.

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



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

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NATIONAL MOTORING HERITAGE DAY 17TH MAY EVENT OPTIONS



National Motoring Heritage Day
Sunday May 17th - Premeet from 9am

Joint Event - Caffeine & Gasoline Pre Meet, Then cruise to Aireys Inlet via Torquay/Anglesea with lunch at the pub



All Welcome - Preference for Classic Vehicles
Sunday May 17th - Premeeet from 9am

START Federal Mills @ 10:30

STOP Aireys Inlet Pub @ 12 Midday

Murrindindi Historic Vehicle Register
National Motoring Heritage Day Cruise



Bring your classic or historic vehicle out for a cruise through some of Victoria's most scenic countryside. This event is being held with the dual purpose of supporting recovery after the recent devastating longwood bush fires as well as promoting, displaying and preserving Australia's motoring heritage.

SUNDAY 17th MAY 2026

Start: Beechworth Bakery 316 Maroondah Highway, Healesville 3777.
Meeting Time: 9am for 10am Departure.
Optional pick up point: Taggerly 3714
Destination: Eildon Golf Club, 52 Eildon- Jamieson Rd, Eildon 3713.
Arrival: Approx 11.30am
Catering: Lunch will be made available by Alexandra Lions at the Golf Club.
Bar will be open on arrival
After lunch, an optional tour of the district is being organised.

Veteran, Vintage, Classic, Historic and Collector Vehicles.

Enquiries: 0418543939 or 0458394146 / secretary@aomc.asn.au.
www.aomc.asn.au fb.com/infoaomc

Drive & Show
at the Manhattan Hotel
To celebrate National Motoring Heritage Day

SUNDAY 17th MAY 2026
Entry from 8.30am for Display vehicles & spectators
Veteran, Vintage, Classic, Historic and Collector Vehicles.



Promoted by the Association of Motoring Clubs

- Location: Manhattan Hotel (carpark), Heatherdale Road, Ringwood
- Entry: Heatherdale Road, northern gate.
- Featuring Lions Club Sausage Sizzle
- The Back Bar, open from 11am for coffee/tea
- Entry fee: Gold coin donation

Enquiries: 9558 4829 www.aomc.asn.au fb.com/infoaomc

Cavalcade of Transport
Trentham Historic Railway Station
To celebrate National Motoring Heritage Day



SUNDAY 17th MAY 2026
Victoria Street, Trentham.
Entry from 10am for Display vehicles & 10.30am for spectators
Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls

Promoted by the Association of Motoring Clubs

Enquiries: 9558 4829 www.aomc.asn.au fb.com/infoaomc

MORE KALORAMA PHOTOS



Mark Story's Pathfinder alongside the Kestrels of Terry White, Geoff Burford and David Perkins.



David Perkin's 6-lite Kestrel and Bryan Mole's Kestrel.



Looking across Bruce Dobney's Nine Tourer to Keith Morrison's Series 3 Nine and Reinhard Axhelm's RMB.



Reinhard Axhelm's RMB, Rob Blackwell's RMBGT and Chris Edgar's RMA.

EXTRA PHOTOS from BELLEVUE ORCHARD



Paul Leggerini's very pretty '49 RMB 2-door drophead special.



Rob Blackwell's '49 RMBGT and Terry White's '35 12 1/4 Kestrel.



Bruce and Val Dobney's '47 RMA.



Vern Smith's '51 RMB.