

The Riley "marque" continued until 1969, having gradually lost the individuality of design- that the pre-war products had created.

Due to the turbulence that afflicted the British motor industry, the Riley name passed through Austin-Rover, Rover Group, and in 1994 to BMW.

BMW considered a possible return of the Riley marque but a change in policy and management left this hope unfulfilled.

The World of Riley Clubs

1925 saw a group of Riley enthusiasts, having just completed the London - Edinburgh Trial, attending a dinner hosted by the Directors of the Company, at which it was resolved to inaugurate a Riley Motor Club. This rapidly grew to be the largest one-make car club in the world and continues to the present day as the club for all Rileys.

The RMC exists today as a Club for anyone with an enthusiasm for Riley. Before WW2 the Club enjoyed very close ties with Riley (Coventry) Ltd.

By the early 1950's the provision of spares and service by BMC for pre-war Rileys, especially those of the 1920's and early '30s was greatly reduced and a club was formed by enthusiasts who wanted to surmount these difficulties and keep their older Rileys on the road by self-help and networking. This was The Riley Register, formed in 1954 to cater for pre-war Rileys.

Despite the take-over and the firm's substantial contribution to the war effort, Riley was the first manufacturer to introduce a new model for the post-war era. This grew to a range of cars that came to be known as the RM models. These were very well received and sought after. As manufacturer support for this range diminished the Riley RM Club was formed to cater for these cars in 1969.

Enduring enthusiasm for the Riley marque has resulted in the existence across the world of more than twenty Riley Clubs.

