

# *Australian Coach-Built Riley Cars*



BY DAVID TRUNFULL  
*(WITH THE HELP OF MANY OTHERS)*



**With thanks for the help and support of The Riley Cars Heritage Trust  
and The Riley Motor Club of Victoria, Australia.**

# Introduction

The origin of this booklet was my decision in winter 2017 to scan every photo of Rileys with Australian built bodies that I have either taken or have been given, in the forty-four years of my involvement with Rileys. I thought that these photos might be of interest to others, so I gave a PowerPoint presentation of them to the Riley Motor Club of Victoria in December of that year. As I have subsequently received many more photographs, I have created this booklet, as a more permanent record. Regardless of the quality of some of the photographs, I have included at least one photo of every Australian bodied Riley that I could. There are likely to be others.

The majority of cars, including Rileys, delivered to Australia in the inter-war years were delivered in chassis form and were bodied by various local coach-builders. World War 1 had demonstrated Australia's deficiency in manufacturing, so the Australian Federal Government in 1917, imposed a punitive tariff on fully up built cars in order to encourage the establishment of a viable motor industry. The Rileys were generally in the style of the English bodied cars, but some were quite different, some were one-offs, and others were made in small batches. Although some were fabric bodied, and some were aluminium, the majority were steel bodied.

Some of the coach-builders were quite large, and were well equipped with large presses etc. and they did in fact contribute to Australia's efforts in W.W.11, whereas others were quite small. Some of the bodies built were probably shared with other makes of cars, especially the tourers, and two-seaters.

My research has discovered that some of these cars were marketed and sold with the following Riley model names, Alpine, Gamecock, and Monaco.

I once had the opinion that only Coventry bodied Rileys could be correctly called by these names. However, my opinion has now changed, because of the marketing by local Authorised Riley Distributors, and evidence I have seen that The Riley factory ascribed model names to some of the chassis exported. Riley sold the cars in an unfinished form and as they had a representative in Australia at this time, I believe that they certainly would be aware of the practice of the local distributors.

We do not know who built the bodies on some of the existing cars, but the following coach-builders are known to have built bodies on Rileys: J. Downing (Qld.), Cresswell (N.S.W.), Diskon & Molyneux (N.S.W.), Smith and Waddington.(N.S.W.), Martin and King (Vic.), Corporate Motor Body Works (Vic.), Damyon Bros. (Vic.), Domain Body Works (Vic.), Elite Motor Body Works (Vic.), Holden's Motor Body Works (S.A.), James Flood (Vic.), Geelong Motor Body Works (Vic.), Melbourne Motor Body Works (Vic.), Regal Motor Body Works (Vic.), Ruskin Motor Body Works. (Vic.), United Motor Body. (Vic.), Cheetham & Borwick.(Vic.) T.J. Richards (S.A.), Spencer's Body Works (S.A.), and Bolton's (W.A.). There are likely to be others, but this list only includes coach-builders of existing cars, plus a couple who have been mentioned in publications.

David Trunfull  
Rye, Victoria, Australia  
April 2019  
Email: [rezolutions1@bigpond.com](mailto:rezolutions1@bigpond.com)



# Contents

**Chapter 1**    **The Authorised Distributors and the known Coach- builders**    Pages 1 – 45

**Chapter 2**    **Rileys with bodywork by unknown coach-builders.**

Part 1   The Tourers                      Pages 46 - 57

Part 2   The Gamecock Le Mans Sports  
            Tourer.                              Pages 58 - 78

Part 3   2 - Seat Tourers.    Pages 79 - 98

Part 4   Coupés & Saloons Pages 99 - 108

**Conclusion**

Page 109

## **Chapter 1 – The Authorised Riley Distributors and The Coach-builders.**

In 1925 Riley employed Mr. R.L. (Bertie) Beatson to travel to the Capital city of each State to appoint official distributors for them. The distributors could then appoint country or suburban dealers if they so wished.

The reports in some newspapers said that he travelled by road to each Eastern state in a sporting open aluminium bodied Riley.

The first appointed distributors were likely to be either J. Lukins in Sydney or Jones and Levy in Melbourne. The next to be appointed was W.H. Bateman in Adelaide. I have not been able to find out when J. W. Downing was appointed in Brisbane or when A. Bales was made the agent in Perth. Tasmania was handled by the Victorian distributor. I believe J. W. Downing in Brisbane was the only company that had the facilities to build their own bodies.

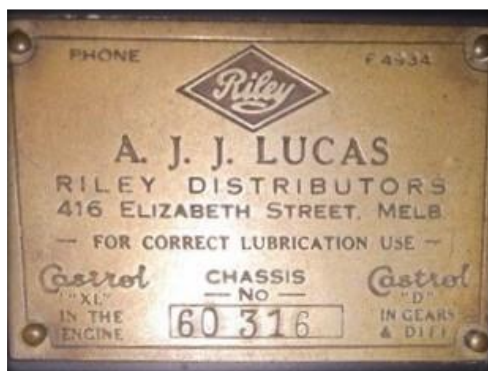
By 1930 the distributorships had changed to Williams, Smith and Cameron in Sydney, and A.J.J. Lucas in Melbourne. Mr. Lucas was the Greek Consul in Melbourne and had extensive business interests. He owned some of Melbourne's finest buildings, including the Capitol Theatre designed by Walter Burley Griffin. His manager Mr. Pratt "was always on the lookout for ways and means of making great profit from each car sold, contacted nearly every body-builder in Melbourne" and submitted plans for them to them to quote on." Mr. Pratt is also said to be responsible for the fitment of the 6:1 differentials to vintage era Rileys.

Later, A.J.J. Lucas retained the master agreement with Riley, but appointed B.L. Cohen to handle Riley sales. In February 1934 Cohens were appointed in their own right as the sole official Riley Distributor for Victoria, Tasmania and the Riverina area of N.S.W. In 1936 an employee Merton Wreford formed a Riley Motor Club of Australia and events were organised similar to the ones in the U.K. An impressive club badge was also made. By late 1937 the Club had folded.

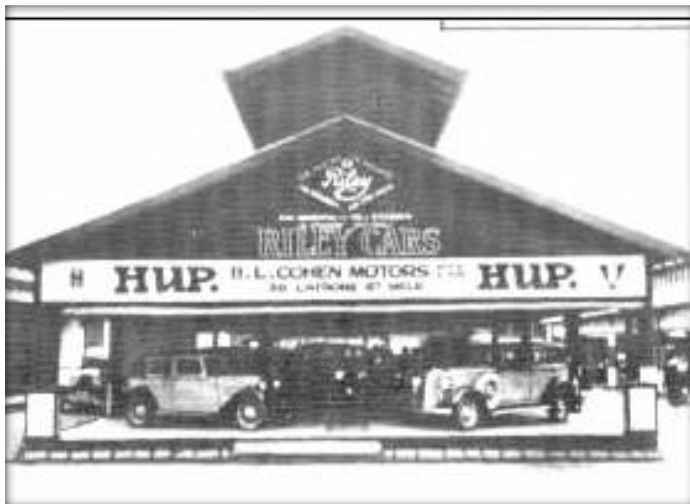
By 1932 the New South Wales distributor had changed to Empire Motors Ltd, who had the A.G.P. winner Bill Williamson, heading its Sporting Department.

By 1933 Tonkin and Knabe had been appointed the Distributor for South Australia.

(Sources: Les Mills in The Blue Diamond June 1969, Bryan Mole in the Blue Diamond June 2001, and The National Library of Australia's Trove website.)



*(Photo: Simon Danischewsky)*



**The B.L. Cohen showroom at the Royal Melbourne Show  
September 1933 (NLA)**



**(Photo courtesy of "Classic and Old Car Enthusiast Magazine Sept-Oct 1987.)  
The Williams, Hill & Cameron Stand, 1929 Sydney Motor Show.**

Argus (Melbourne, Vic. : 1848 - 1957), Tuesday 23 June 1925, page 5

**RILEY**  
BRITISH




**THE RILEY SPORTS**

The heart of a car is the engine. The 11-40 Riley engine is the secret of the wonderful flexibility of this well-known **BRITISH CAR**. 35-40 miles per gallon petrol; 60 miles per hour.

**JONES & LEVY Pty. Ltd.**  
92 Flinders St., Melbourne.  
Sole Agents Riley and Storer Cars.  
Phone Cent. 9891, 5936.

It is not known whether the cars depicted in these advertisements have Australian built bodywork, but the Saloon is very similar to a surviving one built by Regal Body Works of Carlton.

THE CAR December 6, 1926



*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: 2112

RILEY PRICE LIST.

RILEY 9/27 SINGLE SEATER WITH STANDARD ENGINE	£330
TOURER WITH STANDARD ENGINE	£365
COUPE WITH STANDARD ENGINE	£395
MONACO SALOON WITH STANDARD ENGINE	£495
9/35 SINGLE SEATER WITH SPECIAL ENG, TWIN CARBUR.	£365
TOURER WITH SPECIAL ENGINE, TWIN CARBURETTOR	£395
MONACO WITH SPECIAL ENG., TWIN CARBURETTOR	£525
RILEY SIX 14/50 H.P. TOURER	£675
14/50 H.P. SALOON	£775
RILEY 9 BROOKLANDS MODEL. (Special Indent Only)	£595

-----

WE Anticipate introducing in the near future a locally built Four door Saloon body on a standard Riley chassis, and are hopeful of being able to offer this at a price considerably under that of the present Monaco Saloon.

-----

All Standard Single Seater Riley cars are supplied without Dickey Seats, and all Standard model Rileys wire wheels are supplied at an extra charge of £10.0.0.

-----

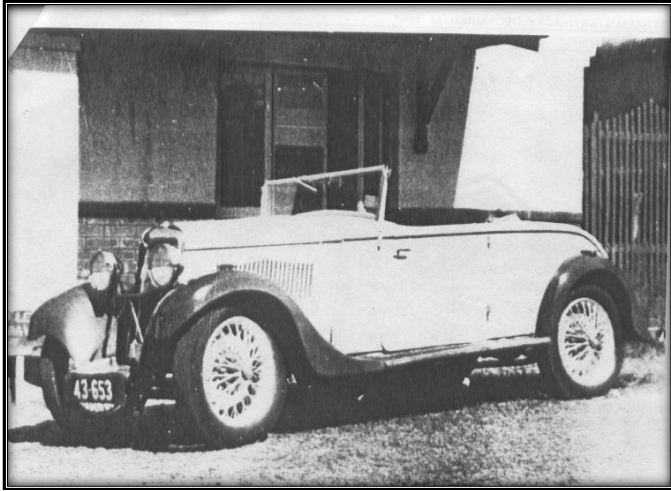
All prices of Riley cars fitted with Imported bodies are subject to extra charges covering the increased tariff (except models in stock prior to this increase.)

WILLIAMS HILL & CAMERON LIMITED  
91-97 FLINDERS STREET.  
DARLINGHURST.

JUNE 30<sup>TH</sup>, 1930

**This is a copy of a 1930 price-list.**

## Bolton's of Perth, W.A.



6022182 (Photo: RMCWA)

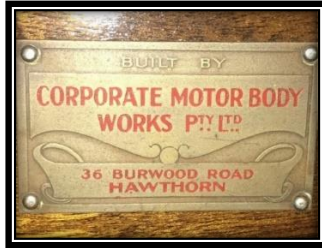
**The car above has been made into a special. The car below has only three doors.**



6022181 (Photo: RMCWA)



## Corporate Body Works of Hawthorn, Vic.



Members of the Dusting family, who were well known in the Melbourne motoring community, founded this company in 1925, at 261 Burwood Road, before moving to 36 Burwood Road. Rupert Jeffkins, entrepreneur and manufacturer of the "Roo" car also appears to have had an involvement with this company. By 1930 the company had folded.



603020 (Photo: The Riley Crank S.A.)



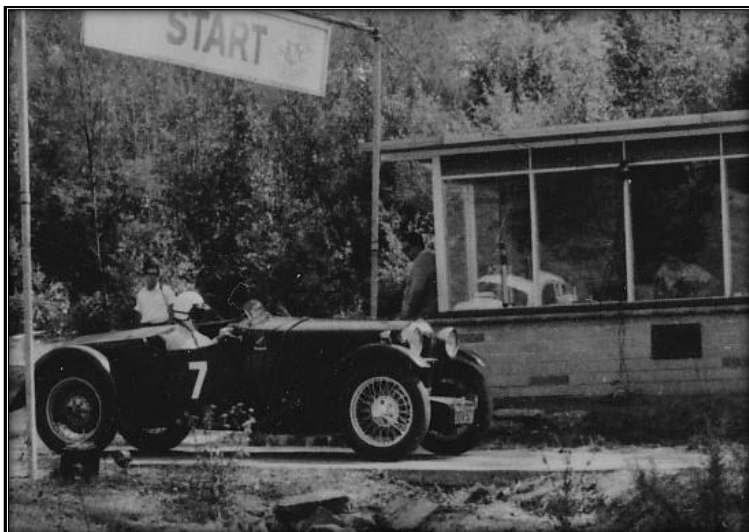
602552 (Photo: DPT 2009)

**A Two-seater and Tourer by Corporate Motor Body Works.**



607017 (Photo: K. Morrison 2016)

## Cresswell of Bankstown, N.S.W.



*(Photo: Barry Hickson)*

**This car is pictured at the Silverdale hill-climb in June 1965. It is similar to a Gamecock.**



*(Photo: Kel Merz)*

## **Damyon Bros., St. Kilda Vic.**

**This company was located opposite the St. Kilda Town Hall. The building still exists.**



*S27K5127 (Photo: Noel Wyatt)*

**This car has been made into a special, but the body still exists.**

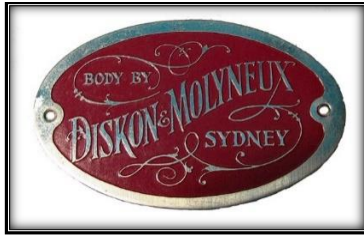


*S27K5127 (Photo: Les Mills, John Mole Collection)*

**The car on the left is a Riley factory bodied Falcon.**



## Diskon & Molyneux of Bexley, N.S.W.



After Smith & Waddington went into liquidation, William Diskon who had worked there, with his friend, Robert Molyneux then formed their own motor body building firm, Diskon & Molyneux at 2 Broad Street, Bexley. They assembled CKD Packards and also built bodies on other makes such as Triumphs and Rileys, which Bob Molyneux must have quite liked, as his wife kept the one at the top of page 14 until recently. They made very stylish cars, and exhibited a Sunbeam at the 1933 Royal Sydney Agricultural Show. They also re-bodied a Speed 6 Bentley for Richard Casey, later Lord Casey and who was to become our Governor General. Four Rileys with a body work by Diskon and Molyneux still exist, three in Australia, and one in the U.K.

(Source: Classic and Old Car Enthusiast Magazine Jun -Sept 1987)



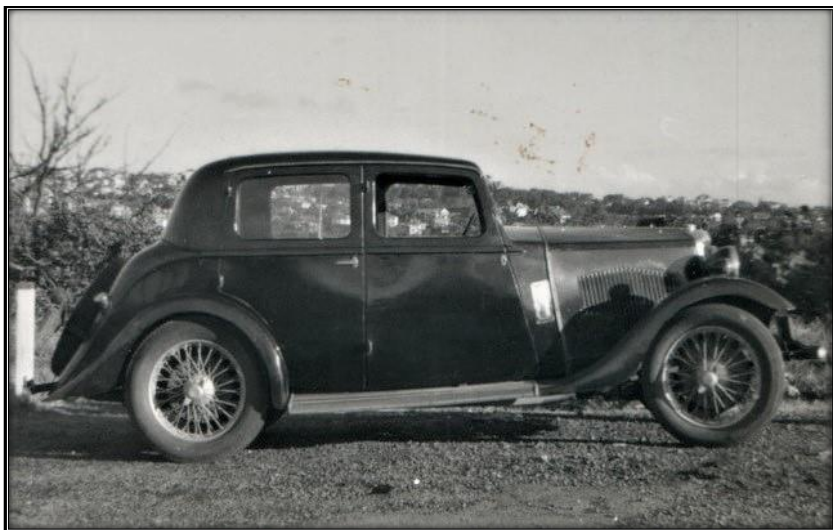
(Photo: DPT: 1983)



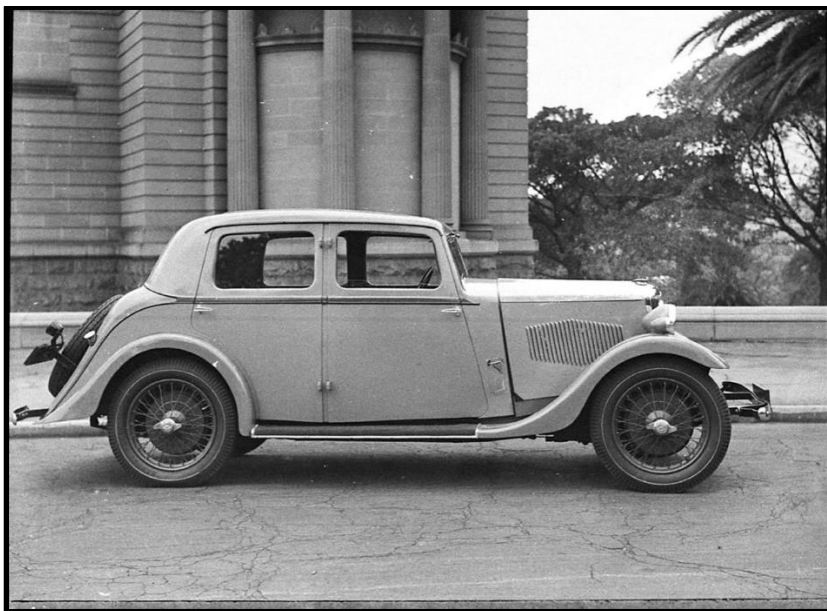
(Photo: DPT: 1983)



6025707 (Photo: Shannon's Auctions)



*(Photo: Ron Brownrigg: John Mole Collection)*



*Photo: State Library of N.S.W.*





*(Photo: Classic and Old Enthusiast Magazine Jun -Sept 1987)*  
**Riley 12/4 and a 9/4 Saloon by Diskon and Molyneux.**



*(Photo: Classic and Old Enthusiast Magazine Jun- Sept 1987)*



*26K4182 (Photo: Calum Hamilton)*

**This car is believed to have been bodied by Diskon and Molyneux. Differences to a Coventry built Kestrel are that it doesn't have a sunroof, it has a fabric covered dash, it has full rain channels, scuttle mounted wipers, and there are slight differences at the rear.**



*(Photo: Classic and Old Enthusiast Magazine Jun-Sept 1987)*

## Domain Motor Body Builders, Richmond, Vic.



609047 (Photo: Noel Wyatt)

**A quite original Riley 9 fabric bodied tourer by Domain Motor Body Builders of Church Street, Richmond.**

## J.W. Downing of Fiveways, Woolloongabba, Qld.



Downing's were the Riley agents for Queensland, and although they existed until the 1970s, I have been unable to find out very much about them. The cars following do not have a coach-builder's plates, but they are believed to be by them.

In the June 1969 Blue Diamond magazine, Neil Brandt states that Jack Downing told him that the Riley representative, Bertie Beatson visited the Brisbane Agricultural Show in 1932 with a factory Plus Ultra chassis series tourer. Downing's secretly stripped it down and copied it. Below is a surviving "Plus Ultra" series tourer, which is now in Victoria.



6015966 (Photo: DPT 2008)





*6015966 (Photo: Matthew French Collection)*

**This is 6015966 at Lowood (QLD.) in 1950-51 and below at White's Hill in December 1950.**



*6015966 (Photo: Matthew French Collection)*



6019362 ((Photo: Matthew French)

This attractive style of Riley is often referred to as a “Lynx”, but as they have a taller radiator and are not aluminium bodied, I don’t believe it is correct to call them this.



(Photo: Matthew French Collection)

**This is a Riley 12/6 Tourer attributed to Downing Bros.**



*(Photo: Matthew French Collection)*

**This is believed to be the last Riley Nine imported into Queensland. It was fitted with a Pre-Selecta gearbox that Jack Downing's daughter could drive it.**





*(Photo: Matthew French Collection)*



*6014541 (Photo: Matthew French Collection)*

**Riley 9 Two-seater by Downing Bros. The body of this car was transferred from an earlier model car as the owner wanted a four-seat tourer.**





At this point I think it is appropriate to show a few photographs of the Riley Nines that travelled from Melbourne to compete in the Monte Carlo Rally in 1932. Riley loaned the chassis for the adventure and Bertie Beatson, the Riley representative for Australia acted as Team Leader. The party was to be responsible for sourcing of the bodywork. Joan Richmond and Bertie Beatson, drove a white and blue metal paneled two-seater by [Elite Motor Body Works](#) and there were two [James Flood](#) fabric bodied tourers, driven by Jean Robertson and Kath Howell in a black with red mud-guards car, and Captain Pat Morice

M.C. and Mrs. C. Coldham, the chaperone, in a maroon car. Joan, Jean and Kath were all experienced drivers. Jean and Kath had already driven a Lancia Lambda from Melbourne to Perth in 1927, and held a record between Adelaide and Perth. The group travelled via Sydney, Brisbane, Darwin, Singapore, Malaysia, Burma, India, Iraq, Syria, Lebanon, Israel, Egypt to Palermo Sicily, which was their starting point for the Rally. They did much sight-seeing on the way and it is a fascinating story. The reason they travelled this way was that they approximately followed the air route to Europe of the time.

(For more reading about this story, read the account by Les Mills in the Second James Flood Book of Motoring, which is based on interviews he had with Joan, Jean and Kath, and David Price's book, "From Melbourne to Monte Carlo" which is based on his interviews with Joan, and tells of her fascinating life story.) John Mole is also working on a publication based on Joan Richmond's notes and Pat Morice's actual diary which was donated to the Riley Motor Club (Vic.) He intends to publish it soon.

## Elite Motor Body Works of South Yarra. Vic.



*Photo: The Second James Flood Book of Early Motoring)*

**Two 2-seaters by Elite Motor Body Works, outside their factory in South Yarra. Bertie Beatson is tow starting Joan Richmond in Joan's own car. The second car is the Monte Carlo car.**

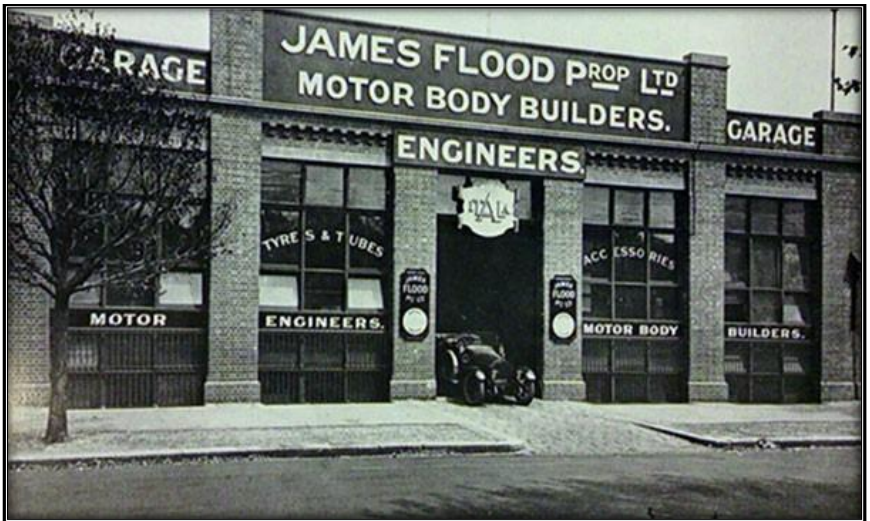


6013125 (Photo: DPT 1977)

**This is possibly the only known surviving Riley by Elite Motor Body Works. It is now located in Western Australia.**



## James Flood, Melbourne, Vic. 1907- 1980s?



*(Photo: James Flood Book of Early Motoring)*

**This is a photo of the James Flood premises, St. Kilda Rd. Melbourne.**

James Flood, a coachbuilder from Essex England and a former employee of the Tarrant Motor Company founded this company in 1907. It grew to become one of the largest body-building firms in Australia. During his time at Tarrant's Flood designed the first fully-enclosed Australian-built body, which was fitted to a De Dion chassis. Their first premises were in the old West Melbourne Brewery, which they quickly



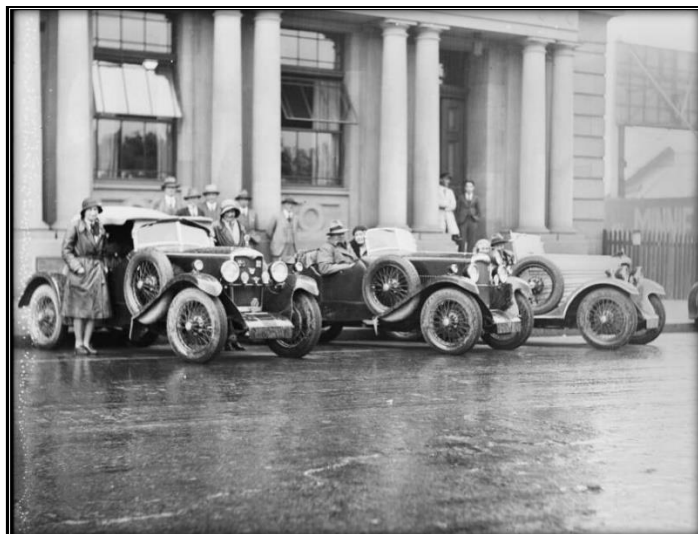
outgrew. They moved to St. Kilda Rd in 1911. By and after the Second World War Flood's became more and more committed to cheaper production and they established a policy of 'jobbing shop' for other manufacturers.

Another fire in 1952 prompted a move to a new factory in West Footscray. James Flood senior died in 1958 and was succeeded by his son, Jim junior, who did not initially have much interest in the business. He hired Harold Paynting to wind up the company. Harold told him the company was a very viable business and that if he hired him as General Manager, he would run it for him. The company survived into the early eighties with him at the helm. They still had contracts with the motor industry pressing panels well into the 1970s. One contact was with GMH where they assembled Bedford van bodies. They also made "style-side" bodies for Holden HQ one tonne utes. During this time the company collected and restored many vintage cars with Flood bodies. Notable ones were a H6 Hispano- Suiza, Itala (who they had been the agents for) an Excelsior and a De Dion but there were many more. In 1968 the first James Flood Book of Early Motoring, edited by Harold Paynting to celebrate the 60<sup>th</sup> anniversary of the company, was published. The Second Book of Early Motoring was published in 1971, and was co-edited by my good friend and mentor, the late Les Mills. There were to be two more Books of Early Motoring after this, plus books of early Australian photographs and a book on motorcycles, co-edited by Mal Grant. Harold, a keen Rotarian set up the James Flood Charity Trust, and the proceeds from the sale of the books went to the Royal Children's Hospital. Harold and Les were then a regular sight at Motor Shows for several years, where they would sell the books. In 1974 Floods sold many of the vintage cars they had collected over the previous decade. They then opened a car museum in 96 Buckley Street, Footscray, which displayed the cars Floods retained, plus other loaned cars. They would also sell cars on consignment. I was employed on the weekends to assist with the sale of the books, plus clean the cars. The wages were minimal, but the reality was as a vintage car mad 22-year-old, I was in my element. Unfortunately, after about 18 months the museum closed, as although it was profitable, selling the products at the Motor Shows was more so. I continued to volunteer selling the Books of Early Motoring at Motor Shows and other events until the early 1980s.

Sources; The James Flood Books of Early Motoring, plus my own recollections.



*(Photo: The Second James Flood Book of Early Motoring)*  
**Joan Richmond and Jean Robertson inspect one of the Flood cars.**



*(Photo: NLA. obj-160129078-1)*  
**Outside the Royal Automobile Club, Sydney 18<sup>th</sup> August 1931**

**These are the three surviving Riley Nine Saloons by James Flood that I know of.**



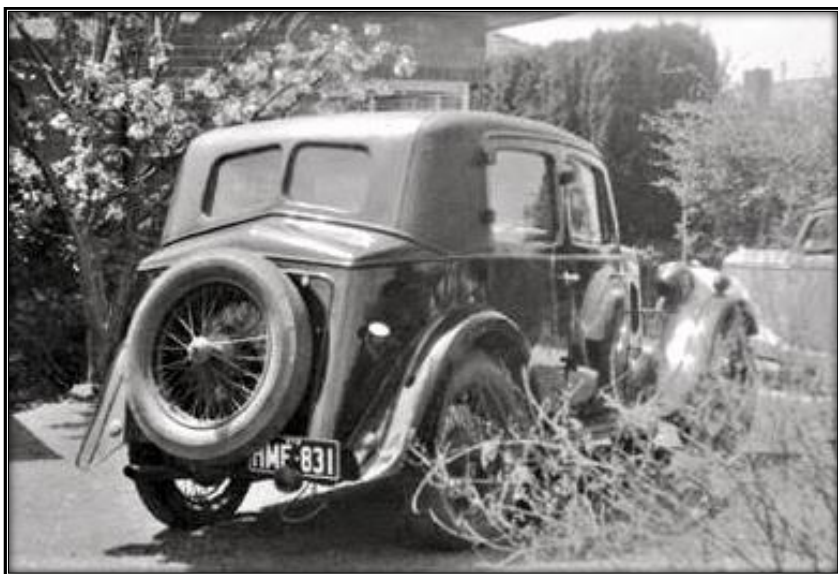
*6026121 (Photo: Colin Dennis 2017)*



*6026121 (Photo: DPT 2018)*



6025724 (Photo: Bryan Mole.)



6025724 (Photo: Graeme Pinkney.)



6026122 (Photo: Matthew French Collection)



6026122 (Photo: Ken Lonie)



## Geelong Motor Bodies, Vic.



*(Photo: Matthew French)*

**This body was originally on 607113, unfortunately it was put on another chassis, then sold, and the body disposed of, when the chassis was made into a special.**

## Martin & King, Melbourne. Vic.

This company founded in 1888 by J. H. Martin, a coach body maker, and A. King, a coach-smith. Martin left in 1889, and had no further connection with the business. Martin and King built only horse-drawn coaches and wagons until 1914, when the business built their first motor car body, on a Ford T. King's two sons John and William joined the company when they and motor car body construction began in earnest in 1922. Martin and King's exhibits for the 1923 and 1924 Melbourne Motor Shows, both on Delage chassis, won "outstanding body of the Show" recognition, and led to their first Rolls-Royce body in 1924. Soon Martin and King were among the leading Australian coachbuilders, built for all the prestige brands, and were Rolls-Royce's own preference for Australian bodies. Martin and King bodies were more robust and had better dustproofing

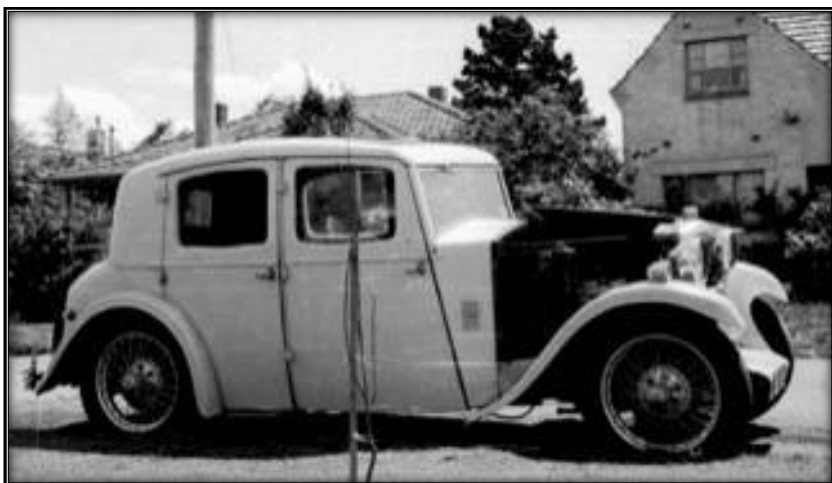
that British bodies, but they are reported to be quite heavy. They developed a technique of limited production body panel pressing by using concrete dies covered in sheet steel.

The outbreak of WW2 saw the suspension of motor body work, and the move into war production, including making urgent spares for aviation engines. Towards the end of the War they had no less than five scattered factories, and so purchased the new greenfield site between Clayton and Springvale, outer Melbourne, to consolidate their facilities. They had a contract to assemble the first Volkswagens in Australia, and this site was taken over by Volkswagen in 1958. They purchased a new site at Dandenong where they undertook the construction of railway carriages for the State Government. This I believe was in turn was taken over by Commonwealth Engineering and then by Bombardier.

Only three known Martin and King Rileys still exist but there were many more. One Martin and King car although not a Riley, is the Rolls Royce Phantom 1 once owned by the prominent bookmaker Sol Green. This car was re-bodied by M +K in the 1930s. It's radiator and fittings were gold-plated. I knew the car when it was owned by my good friend, the late Harold Paynting.

#### Further Sources:

The Story of Australian Motoring: The Complete History of Motoring, from the First Horseless Carriages to Our Cars of Today Front Cover Keith Winser Fortnightly Motor Manual, 1955. H. King, "Martin and King", Vintage Drivers' Club Magazine, Victoria, March-April 1969. Tom Clarke and David R Neely: Rolls-Royce and Bentley in a Sunburnt Country, Sir Henry Royce Foundation, Melbourne, 1999 T Walker, Winged Messenger, January-March 2016



*(Photo: Geoff Burford)*



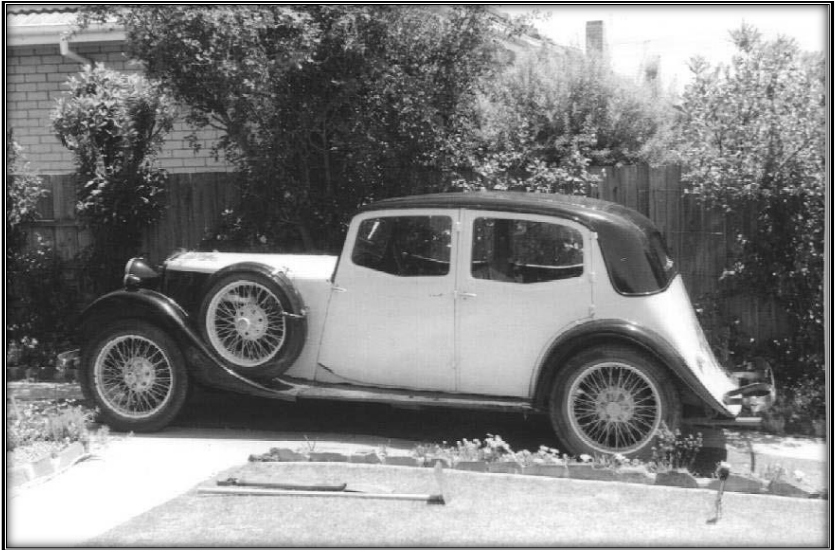
*(Photo: Geoff Burford)*





*(Photo: Noel Wyatt 1980)*

**This car is believed to be a Martin and King car. It is now in Japan.**



*(Photo: Frank McKenzie, John Mole Collection)*

***This is a wide-tracked six-cylinder car.***

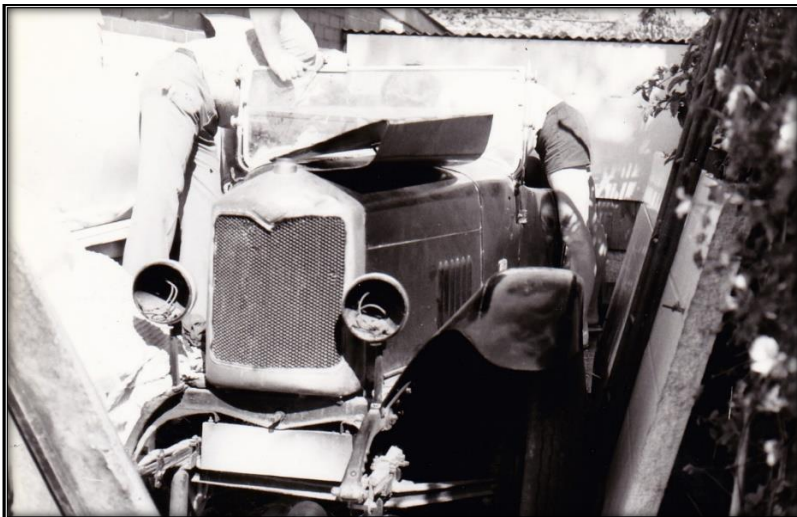


607560 (*The Second James Flood Book of Early Motoring*)

**The 1930 Melbourne Motor Show. The Two-seater in the centre is by Martin and King.**

## Regal Motor Body Works of Carlton, Vic.





*(Photo: DPT 1983)*

**These Side-Valve Rileys were bodied by Regal.**



*(Photo: Alan Ashby)*

**This interesting enclosed car was also bodied by Regal. It looks similar to the one in the advertisement by S.A. Jones of Fitzroy.**





*(Photo: Alan Ashby)*



*(Photo: Alan Ashby)*

## **T.J. Richards, Adelaide, S.A.**

T. J. Richards & Sons were founded in 1913 in Hindmarsh Square Adelaide, but the founder had started his business in 1885 as a wheelwright and coachbuilder. In 1920 they moved to a large new factory in Keswick to manufacture their "King of the Road" motor bodies, which were built on chassis made by such companies as Dodge Brothers and Hudson, but they did build bodies on many other makes.

In 1928 a second factory was opened at Mile End, and the company began producing bodies for the Chrysler Corporation. In 1936 the recently formed Australian company Chrysler Dodge Distributors Limited purchased a financial stake in TJ Richards & Sons, taking a controlling interest the following year. In 1946 Richards family sold their remaining interest in the company to Chrysler Dodge Distributors Limited in 1946. The name was changed again, to Chrysler Dodge DeSoto Distributors Limited. In 1951 the Chrysler Corporation bought 85% of Chrysler Dodge Distributors (Holdings) Pty Ltd and renamed it to Chrysler Australia Ltd. The plant at Keswick was finally closed in 1963.



**T.J. Richards 500-ton Ruwolt Press** (*State Library of S.A.*)





*(Photo: DPT 1985)*

**This Riley Monaco style car is believed to be by T.J. Richards**

---

### **Smith & Waddington, Sydney, N.S.W.**

Frank Waddington a cinema owner partnered with Arthur Smith and Charles Fairs to establish this company in 1922. Smith and Fairs were experienced coachbuilders, and the new firm specialised in bodies for imported cars. By 1923, they were bodying 85 percent of the Rolls-Royce chassis delivered to Australia and were even exporting bodies to Asian countries. In 1924 Smith & Waddington added motor bus bodies to their activities however, competition from other companies and the Depression forced them into liquidation in July 1930. Frank Waddington provided extra capital and his son Russell re-opened the business as Waddington Body Company, Ltd. in 1931. This company was taken over by the Federal Government during WW 2 and renamed Commonwealth Engineering.

(Sources: Comeng, A History of Commonwealth Engineering by Frank Dunn.)



609239 (Photo: courtesy Torque Tube QLD Feb.2017)

**This car has had its frame rebuilt and then covered in fabric as it was originally. The owner is holding the coach-builder's plate.**



## Richard Spencer Carriage and Waggon and Manufacturing Company, Adelaide, S.A. 1866-1937



*(608648 Nigel Steele Scott)*



*(Photo: courtesy SLSA B2744)*

**The Richard Spencer premises on the corner of Union St. Adelaide, circa 1925.**

This company's history is similar to many others in Australia. Virtually every town in Australia had a blacksmith's shop and some a coach-builder. Some of these diverted their skills to building motor car bodies. Richard Spencer was one such person, and later his company specialized in truck and bus bodies, but the business had closed by 1937.

At one stage they were the also agents for Wolseley cars, Garford trucks and buses and Karrier (Commer) trucks and buses.

*(Source: Article by R. Chantrell, with contributions by Tony Beaven and Mike Spencer, VCCSA Bulletin July 2015 pages 6-10)*



606656 (Photo: DPT 2016)

**This two-seater was built by Spencer Co**



*(608648 Nigel Steele Scott)*

**Another two-seater by Spencer Co.**

---

## **United Motor Body Works Carlton, Vic.**



This company appears to be short lived, as by November 1928 it was in receivership. The 1927 two-seater on the next page was the oldest known Riley Nine in Australia, but now is in the U.K.





60316 (Photo: Noel Wyatt)



60316 (Photo: DPT 2000)

## Chapter 2 - Rileys with bodywork by unknown Australian coach-builders.

Many Rileys have either lost their coach-builders plate, or may not have originally had one. One possible explanation for this is that a Distributor may have commissioned the cars themselves and did not want to advertise that the bodies were not by Riley. It is also likely that some of the bodies were used on different makes of cars.

Following is a selection of some of these cars.

### Part 1, 4 SEAT TOURERS



(Photo: courtesy Australian Motor Racing Champion - Bill Thompson by Kent Patrick)

**Don Irons at Wiseman's Ferry hill climb, 1<sup>st</sup> of May 1932.  
This car still exists and can be seen in the next photograph.**



609244 Ballarat (Photo: DPT 1998)



(Photo: DPT 1989)

**This car appeared at a Concours at Ferny Creek, and I haven't seen it since.**





605667 & 607335 (Photo: DPT)

**The body on the car on the left was built in the 1980's, and is an accurate copy of the car on the right**

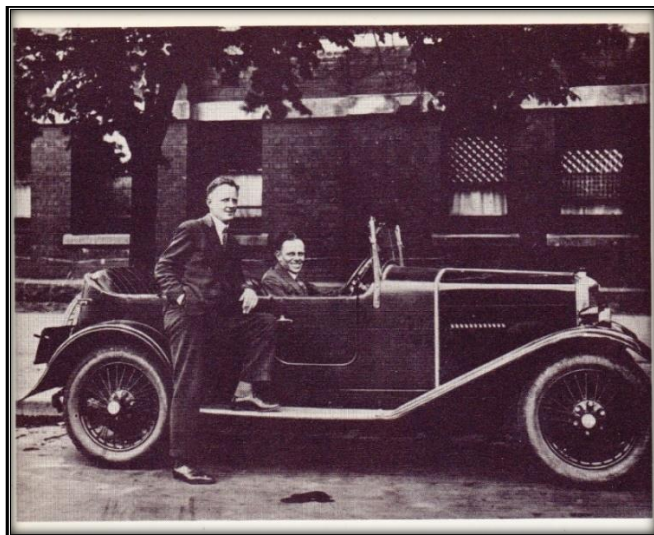


60403 (Photo: DPT 1974)

**A Mark 1 fabric tourer, now possibly the oldest Nine in Australia.**



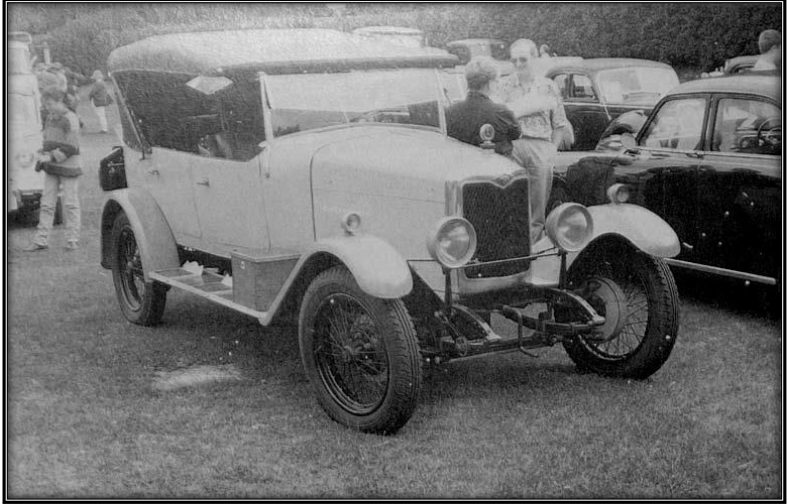
608367 (Photo: J. Keane. Mornington, 1982)



(Photo: The Production and Competition History of the Pre-1939 Riley Motor Company by Dr.A.T. Birmingham.)

**Winner of the Light Car Club of Victoria's 1929 Dependability Rally**





*(Photo: The Blue Diamond)*

**An Australian bodied Side-valve at a Victorian Concours.**

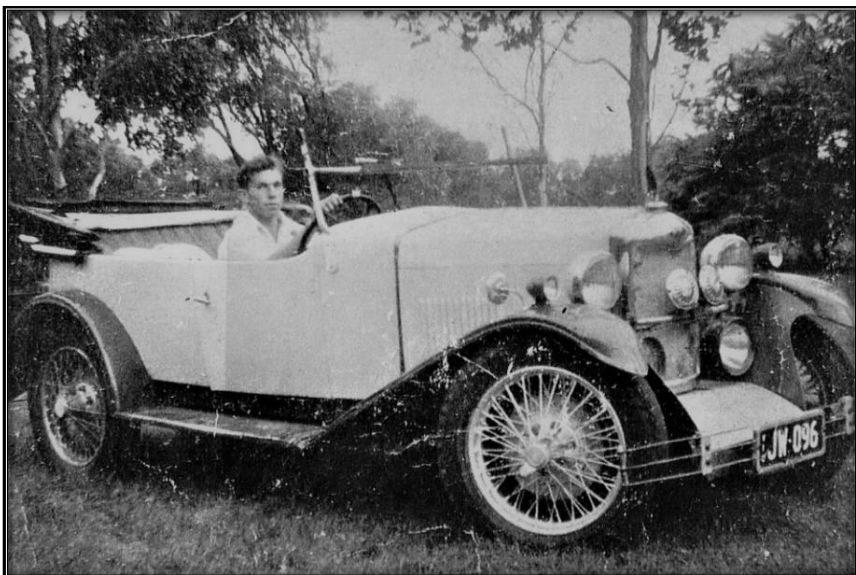


*604705 (Photo: David Ranger)*

**This car is now nearing the end of its restoration.**



606525 (Photo: M. French.)



609185 (Photo: Grahame Glanville.)

**This photo was taken in the 1950's**



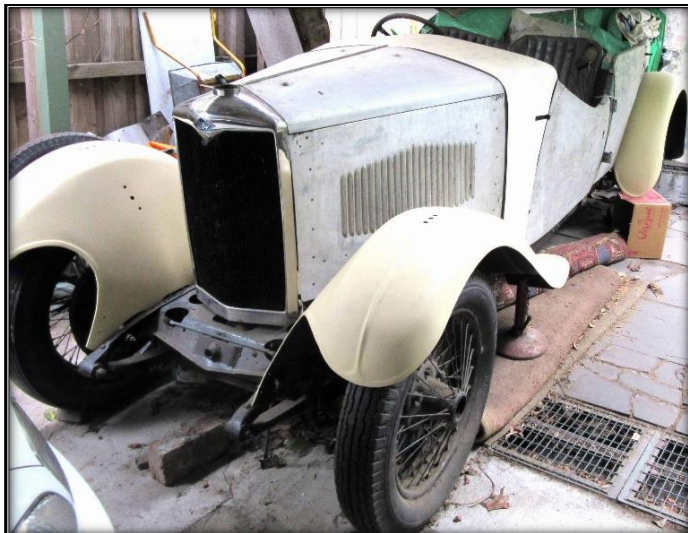
609185 (Photo: Brian Graham.)

**This is the same car as the previous one.**



6018286 (Photo: John Mole Collection)

**This Plus Ultra Series Tourer moved from Queensland to Victoria in the 1960s. The next photo is of it in its current state.**



6018286 (Photo: Alister Sholl)



6019146 (Photo: DPT 2005)

**A two door Sloping Radiator Series tourer from Victoria.**





6021560 (Photo: DPT 1974)

**This car, and the next five are all Sloping Radiator Series Tourers.**



6022435 (Photo: Bundoora DPT 1974)

**I believe the body was transferred from an earlier chassis to 6022435 during its restoration in the 1970's.**





*6022435 (Photo: Noel Wyatt)*

**The car was re-painted in cream and black, and running boards were also fitted.**



*6019144 (Photo: Rob Russo 2019)*

**The body which was on 6022435 was then transferred on to 6019144 in its latest restoration in 2018.**



6019473 (Photo: DPT, Ringwood 1992)

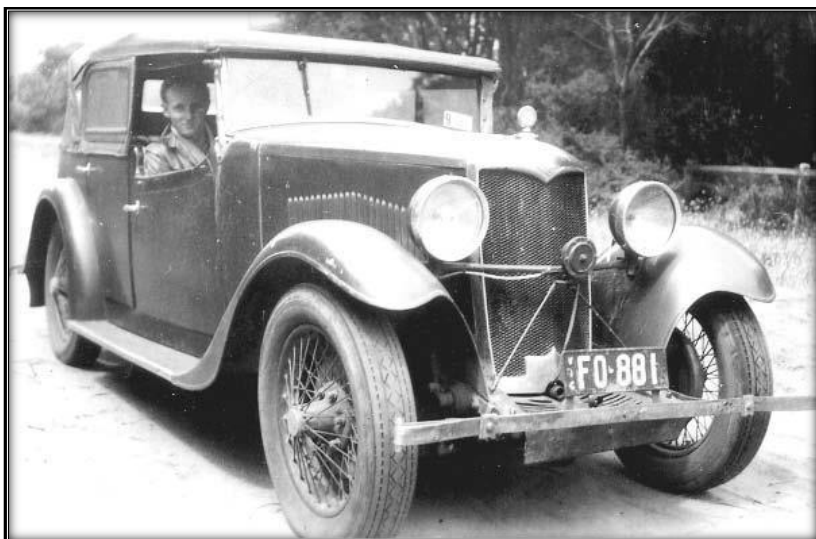


6020496 (Photo: DPT 2017)

This photo of an attractive and well restored car has been described on a couple of internet sites, as a "Plus Ultra". I believe its chassis number and sloping radiator precludes it from being called one of these.



6023775 (Photo: DPT 1991)



(Photo: Blue Diamond 497)

**John Olsen and his second Riley Nine**



## Part 2 – The Gamecock Le Mans Sports Tourer.

October, 1933

*The*  
**Riley**  
*RECORD*

Page 19



A general view of Cohen Motors Pty. Ltd. stand at the Melbourne International Motor Show.

# AN AUSTRALIAN MOTOR SHOW

AT the present time, when the thoughts of all keen motorists are centered round the Annual Motor Show at Olympia, it is interesting to note that the International Motor Show at Melbourne, Australia, also attracted a lot of attention.

The show was well patronised by exhibitors and the public, the former being very considerably encouraged by the reduced ground rents.

The main floor of the building was devoted to motor vehicle displays, and Rileys were shown by Cohen Motors Pty. Ltd., the Riley Distributors for Victoria. In addition to the cars on view, there were cinematograph shows and lectures for the entertainment and instruction of the visitors, among whom were the Lieut. Governor of the Province—Sir William Irvine.

The Riley Distributors report excellent business.



The Lieut. Governor—Sir William Irvine, and the President of the Chamber of Commerce of Auto Industries, looking over the Riley Six/Twelve Chassis.

I have had a collection of the official Riley Company magazine for many years and this page shows two Sports Tourers as well as a saloon and six-cylinder chassis. We do not know who built the saloon or the sporty tourers. To me they always looked like a cross between

two Riley models, the Lynx and the Earl of March Special. Last year through the resources of the National Library of Australia Colin Dennis and I discovered that they were marketed in Australia as "The Riley Gamecock Le Mans Sports Tourer": Five of these attractive tourers survive.

Below are copies of articles and advertisements in which the model is mentioned in the Sydney and Melbourne press, all courtesy of the National Library of Australia.

# the New is here . . . . .

## The Logical Leader in PERFORMANCE, SAFETY & ECONOMY



**RILEY WINS FOR:** Speed with Long Engine Life!  
Extra Heavy Sailing for Fast Run on level roads  
for comfort & ease and speed. *Short Gear Changing*  
Economy—33, and more, m.p.g. per gallon.  
Powerful built-in covered lighting.

Riley incorporates in every one of the latest learned in years of advance research, engineering and racing. They mean you get a car proved on the road of proving grounds—international competition—proven for Safe Speed, and extraordinary economy of running. And a well sprung, roomy car that seats four large persons in comfort!

Words are only words . . . but Riley offers proofs. Come and sit behind the wheel in this safely designed, roomy body yourself, feel the pulse of the Riley engine, the instant surge of power as you press the accelerator. You'll know you've — got to have it, and your choice will be the choice of champions—RILEY!

**1932 PERFORMANCES**  
Riley is the only motor car which has won the greatest honors in world racing. It has won 70 of the 100 greatest races in 1931.  
R.A.C. Tourer "Endurance" 1st and 2nd.  
Preston 1st and 2nd.  
International Motor Trials—1st and 2nd.  
Preston 1st and 2nd.  
Riley is the only motor car which has won the greatest honors in world racing. It has won 70 of the 100 greatest races in 1931.  
R.A.C. Tourer "Endurance" 1st and 2nd.  
Preston 1st and 2nd.  
International Motor Trials—1st and 2nd.  
Preston 1st and 2nd.  
Riley is the only motor car which has won the greatest honors in world racing. It has won 70 of the 100 greatest races in 1931.  
R.A.C. Tourer "Endurance" 1st and 2nd.  
Preston 1st and 2nd.  
International Motor Trials—1st and 2nd.  
Preston 1st and 2nd.

● Riley leads the medium size motor car class. It is the LOGICAL leader. Ever since 1898 Riley has shown new and great automotive achievement. It has consistently headed the list at Races, Race Meetings, Road Trial and Reliability Tests. Last year Riley won more coveted prizes than any other single manufacturer, and the cars used were standard stock models. Now come the new models embodying new power and greater comfort.



**SALOON**  
**£465**  
PLUS TAX

**Price from £425 Plus Tax**

**SPECIAL SERVICE STATION FACILITIES**  
Riley Motor Cars Ltd. have opened a new service station at 100, Strand, London, W.C.2. This station is open for the sale of Riley cars and accessories. It also has a Riley Racing Department at its disposal. For 1932, the Riley Racing Department is under management of Mr. W. B. Thompson, well-known racing driver.

**EMPIRE MOTORS LIMITED**  
91-97 FLINDERS STREET  
Also Distributors for Sunbeam and Rover

### The Sydney Morning Herald February 16 1933 (NLA)

The text below the Tourer says: *The "Gamecock" Sports Tourer, with the "Le Mans" double-coupled four-seater body. A roomy car, seating four persons, even if six feet or over, comfortably. This model can be specially prepared for us in the Riley Racing Department at an added cost. Price £495, plus Sales Tax. Sports Department is under management of Mr. W. B. Thompson, well-known racing driver.*



# MOTORING



## NEW MODELS. RILEY AND HILLMAN.

The "Gamecock" model of the Riley is a type which has won widespread popularity among lovers of sports models in England, and the introduction to this State of the car in question is bound to excite the interest of all motorists who can win thrills and enjoyment from a fast sports model, which is suitable for both contest work and general use.

The "Gamecock" is not yet on view to the public, but the distributors have already received the first shipment of chassis, which are now being equipped with locally-built bodies, moulded on the same lines as those fitted in England, and known as the "Le Mans," the name itself, that of a famous racing circuit in France, being a reminder of the many notable wins which this car has achieved in Continental contests. There is seating accommodation for four persons.

The models on the Australian market are of the standard English "Gamecock" sports type, but have been specially prepared and tuned for high speed and competition work in the racing department of the Riley factory. The engine, which is rated at 9 h.p., and develops 43 h.p., has a displacement of 1089 c.c., with a bore of 60.3 mm., and stroke of 95.2 mm. Twin Zenith carburetors are installed. The overhead valves, which are inclined in the detachable cylinder head at an angle of 90 degrees, are operated by two camshafts. An inspection of the chassis convinced one of the care which the manufacturers have taken to give attention to technical details, and to leave nothing to chance. Castellated nuts, secured by split pins, are used throughout, a stone-grid is fitted as a protection to the petrol tank, and the "down-sweep" frame ensures that low centre of gravity which is essential for racing. The sloping radiator, too, is set in a low position, which enables the overall height of the body to be minimised, being attached to a dropped cross member. The adjustment of both foot and hand brakes may be altered by the driver while the car is travelling at speed, and the provision of a remote gear control brings the short, change-speed lever to a most accessible position.

Mounted on the sharply raked steering pillar is an engine revolution counter, with a wide and legible dial. Lubrication of the chassis parts is simplified by the use of a grouped system, which enables all points to be greased without inconvenience or awkward stooping.

The ratios of the four-speed gear box in terms

without inconvenience or awkward stooping. The ratios of the four-speed gear box, in terms of final drive, are:—Top, 5 to 1; third, 7.2 to 1; second, 12.75 to 1; and low, 19 to 1.

The "Gamecock," which has a wheelbase of 8 feet 10 inches, and track of 4 feet, is listed at £495 (sales tax extra). It is understood that during this year a team of these models will compete in various Australian contests.

### THE HILLMAN WIZARD.

The Hillman "Wizard" is the product of a British factory of high standing, which during recent years has given close attention to the export market. The type offered in this country is called the "75," those figures referring to the size in mm., of its cylinder bore, and distinguishing it from the less powerful "65."

The engine of the car is rated at just under 21 h.p., and has a capacity of 2810 c.c. This six-cylinder unit is of the side-valve sort, and among its characteristics mention might be made of its down draught carburetor, three-point "rushed" suspension, and a so-called "Cyclonic" induction system, for which, it is said, patents are pending. The four-bearing crankshaft is fitted with a harmonic balancer. Four forward speeds are provided, the "silent" third being known as "traffic top." It is claimed that great pains have been taken in respect of securing rigidity of the chassis frame, and good riding qualities. The frame, which is reinforced by seven cross members, is also strengthened by an unusual method of cross bracing. The wheelbase is 9 feet 3 inches, track 4 feet 8 inches, and road clearance 8½ inches.

The body of the saloon model is distinctly attractive. It has easy and pleasant lines, which strike a harmonious note, and the shapely radiator, with its thermostatic shutters, and central nickelled strip, blends well with the general effect. The equipment is liberal, and includes, in addition to the usual instruments, a dashboard thermometer, headlight dipping control, and a clock. Comfortable folding foot rests are provided for the back-seat passengers, and the rear windows are hinged so that they may be opened outwards, to the improvement of ventilation. The price of the Hillman "Wizard" saloon is £567, and that of the tourer £490, both figures being inclusive of sales tax.

*The Sydney Morning Herald of the 26<sup>th</sup> January 1933. (NLA)*

**Below is a transcription of the previous article:**

*NEW MODELS.*

*RILEY AND HILLMAN.*

*The "Gamecock" model of the Riley is a type which has won widespread popularity among lovers of sports models in England, and the Introduction to this State of the car In question Is bound to excite the Interest of all motorists who can win thrills and enjoyment from a fast sports model, which Is suitable for both contest work and general use. The "Gamecock" is not yet on view to the public, but the distributors have already received the first shipment of chassis, which are now being equipped with locally-built bodies, moulded on the same lines as those fitted In England, and known as the "Le Mans," the name Itself, that of a famous racing circuit in France, being a reminder of the many notable wins which this car has achieved in Continental contests. There Is seating accommodation for four persons.*

*The models on the Australian market are of the standard English "Gamecock" sports type, but have been specially prepared and tuned for high speed and competition work in the racing department of the Riley factory. The engine, which is rated at 9 h.p, and develops 43 h.p. has a displacement of 1089 c.c, with a bore of 60.3 mm., and stroke of 95.2 mm. Twin Zenith carburettors are installed. The overhead valves, which are inclined in the detachable cylinder head at an angle of 90 degrees, are operated by two camshafts. An inspection of the chassis convinced one of the care which the manufacturers have taken to give attention to technical details, and to leave nothing to chance. Castellated nuts, secured by split pins, are used throughout, a stone-grid is fitted as a protection to the petrol tank, and the "down swept" frame ensures that low centre of gravity which Is essential for racing. The sloping radiator, too, is set in a low position, which enables the overall height of the*

*body to be minimised, being attached to a dropped cross member. The adjustment of both foot and hand brakes may be altered by the driver while the car is travelling at speed, and the provision of a remote gear control brings the short, change-speed lever to a most accessible position.*

*Mounted on the sharply raked steering pillar is an engine revolution counter, with a wide and legible dial. Lubrication of the chassis parts is simplified by the use of a grouped system, which enables all points to be greased without inconvenience or awkward stooping. The ratios of the four-speed gear box, in terms of final drive, are:-Top, 5 to 1; third, 7.2 to 1; second, 12.15 to 1; and low, 19 to 1.*

*The "Gamecock," which has a wheelbase of 8 feet 10 inches, and track of 4 feet, is listed at £495 (sales tax extra). It is understood that during this year a team of these models will compete in various Australian contests.*



**RILEY**

**B. L. COHEN (Motors) PTY. LTD.**  
 (By arrangement Mr. A. J. J. Lucas)  
 SOLE DISTRIBUTORS of the famous English

**RILEY**  
 For Victoria and Southern Riverina:

**1933 MODELS INCLUDE:**  
 The well-known Nine      The 6 cylinder 14 Short  
 The Sports Nine      The 6 cylinder 14 Long  
 The Game Cock Nine

**SERVICE:**  
 All owners are invited to call and obtain particulars of our specialised

**RILEY SERVICE**  
**B. L. COHEN (Motors) PTY. LTD.**  
 SOLE DISTRIBUTORS  
 HUPMOBILE and RILEY  
 36 LATROBE ST.      F. 2685-6.      323 ELIZABETH ST.

*The Argus 20 March 1933 (NLA)*

# RILEY "9"

wins Australian Grand Prix  
averaging fastest time!!!

SUBJECT TO OFFICIAL CONFIRMATION



THE ONLY RILEY ENTERED, AND  
NOT SUPERCHARGED, DEFEATS  
FIELD OF SUPERCHARGED AND  
LARGER CUBIC CAPACITY CARS.

An outstanding win, because this  
Riley 9 "Brooklands Model" is the  
standard production of Riley (Coventry)  
Limited—AND NOT SUPERCHARGED!

The car was entered by Mr. W. H. Cameron and driven by  
W. B. Thompson (who has twice won the race with  
super-charged cars of much greater cubic capacity).

Riley's win in this gruelling 200-mile race at Phillip Island  
is all the more meritorious since, not only was it the only  
Riley entered, but also is a standard factory production and  
its first entry in a race in Australia, and it was competing  
against supercharged cars of greatly increased cubic capacity.

This serves as another proof of the Riley "9" dependability  
and amazing performing power. A car of such character  
should attract the most discriminating motorist—come in and  
let us show you that the Riley "9" is "Such fun to Drive."

SPECIAL NOTE — The winning Riley will be on display  
at our showrooms on and after Monday, March 27th, and  
at the Royal Agricultural Show. The driver, Mr. W. B.  
Thompson, who has charge of the Special Riley Sports  
Section, will be in attendance and pleased to give details  
of the car and the special Riley Sports Models.

## SPECIAL "GAMECOCK" SPORTS MODEL

This Riley model specially tuned for speed is on view  
in our showrooms.

**EMPIRE MOTORS  
LIMITED**

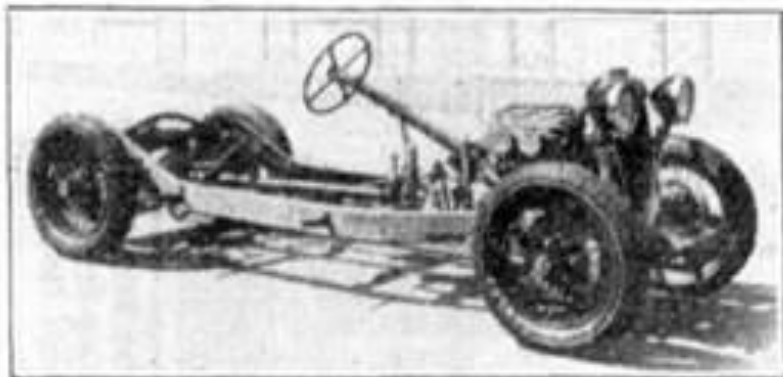
91 FLINDERS ST., DARLINGHURST,  
SYDNEY

ALSO DISTRIBUTORS FOR ROVER AND SUNBEAM

**SALOON**  
**£465**  
**PLUS TAX**

Sun (Sydney, Tuesday 21 March 1933, page 11 (N.L.A.)

## Speedy Lines of New Riley Gamecock



**SPEED** and steadiness are suggested by the low sleek lines of this Riley 3 Gamecock chassis recently imported by B. L. Cohen (Motors) Pty. Ltd., of Elizabeth Street. This particular model has a big reputation in Europe as a sports car, and among its successes on the racing track it numbers the winning of the International Alpine Cup.

It is particularly popular among owner-drivers because of its smart appearance and high touring performance (80 miles an hour in top, and 60 in third gear), and tractability as an economical general purpose car.

The Gamecock has been evolved from racing experience with the Brooklands

Riley, and combines modifications of that car and the standard touring 3 chassis, to give the performance of the racing model with the comfort and safety of the latter.

Salient characteristics of the car are down-swept chassis frame, giving very low centre of gravity without sacrificing road clearance; lowered staggered radiator permitting bodywork with low sporting lines; new type twin anti-car-burettors fitted with air cleaners; special camshaft giving marked lift to the valves; sports type pistons giving higher compression, and a rear axle ratio of 5.25 to 1. All gears are silent, being helically cut synchro-mesh.

*The Herald (Melbourne, Vic.) March 20 1933, page 25 (NLA)*



**Below is a transcription of the previous article:**

*SPEED and steadiness are suggested by the low-slung lines of this Riley 9 Gamecock chassis recently imported by B. L. Cohen (Motors) Ptv. Ltd. of Elizabeth Street. This particular model has a big reputation in Europe as a sports car, and among its successes on the racing track it numbers the winning of the International Alpine Cup, It is particularly popular among owner-drivers because of its smart appearance and high touring performance (80 miles an hour in top, and 60 in third gear), and tractability as an economical general purpose car. The Gamecock has been evolved from racing experience with the Brooklands Riley, and combines modifications of that car and the standard touring 9 chassis, to give the performance of the racing model with the comfort and safety of the tourer. Salient characteristics of the car are downswept chassis frame, giving very low centre of gravity without sacrificing road clearance; lowered staggered radiator permitting bodywork with low sporting lines; new type twin zenith carburettors fitted with air cleaners; special camshaft giving quicker lift to the valves; sports type pistons giving higher compression, and a rear axle ratio of 5.25 to 1. All gears are silent, being helically cut synchro-mesh. (sic.)*

## RETAIL HOUSE FOR SMALL CARS

### *Success Indicates Growing Popularity of Type*

No more striking illustration of the change-over in public fancy from big heavy cars to the economy type of light four and sixes could be given than the fact that one firm in Melbourne has been able, in the past six months, to make a success of the business of selling a wide range of this type of car without holding a franchise for one of them.

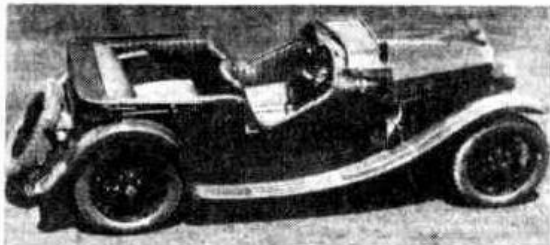
This is the first time that such a business has been carried on successfully in Australia, although practically since the inception of motor car manufacture, several big houses in London have operated very profitably on the same lines. These houses have flourished because of the obvious convenience they are to buyers. By the display of a complete range of any one type of car on the same sales floor, buyers are saved the wearying task of travelling all over a big city to the separate agents for each individual car of a type to inspect each. Furthermore, when all cars of one type can be seen at a glance and their respective points compared side by side, an

accurate appraisal of the merits of each can be arrived at quickly.

The Melbourne firm in this business (Britannia Motors Pty. Ltd., of the Athenaeum Club building, Collins Street) have recently added three more cars to their range. They now have on the one floor Rileys, Crosleys, Vauxhalls, Hillman Minors and Wizards, Singers, Triumphs and Morris cars.

One of the most interesting small cars that Britain has produced—the racing car of the M.G. Midget range, which shattered all records for baby cars with G. Eytan at the wheel last year, will shortly be brought to Melbourne by the managing director (Mr. N. Pott).

This week he will also introduce to Melbourne the first Le Mans coachwork fitted Gamecock Riley—an exceedingly smart open sports type with an excellent road performance. This car, the M.G. Midget, and others in his range will be used for competition and reliability trials, as Mr. Pott plans to make a special showing of sports-type small cars at Britannia Motors.



Sporting lines of the new Gamecock Riley, with Le-Mans type body, which the managing director of Britannia Motors (Mr. N. Pott) has just taken delivery of.

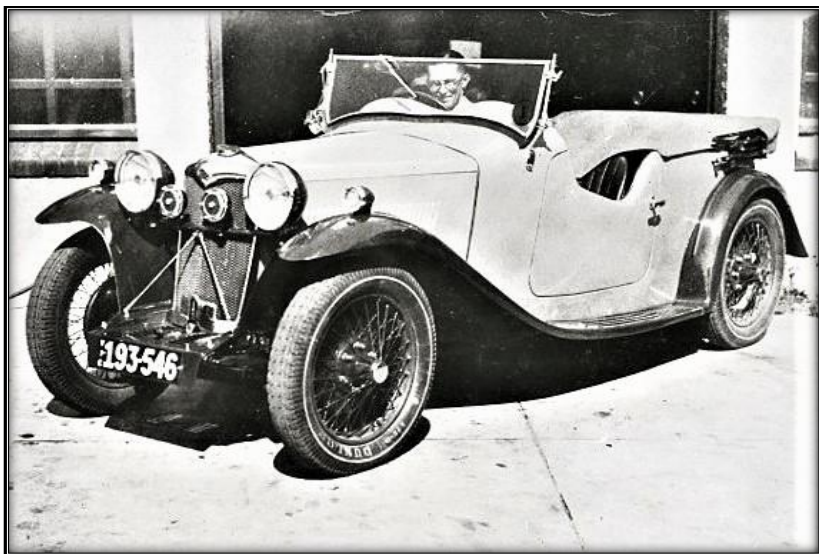
*The Melbourne Herald April 10 1933 (NLA)*

**Below is a transcription of the previous article:**

### **RETAIL HOUSE FOR SMALL CARS**

*Success Indicates Growing Popularity of Type*

No more striking illustration of the change-over in public fancy from big heavy cars to the economy type of light fours and sixes could be given than the fact that one firm in Melbourne has been able, in the past six months, to make a success of the business of selling a wide range of this type of car without holding a franchise for any of them. This is the first time that such a business has been carried on successfully in Australia, although practically since the inception of motor car manufacture, several big houses in London have operated very profitably on the same lines. These houses have flourished because of the obvious convenience they are to buyers. By the display of a complete range of any one type of car on the same sales floor, buyers are saved the wearying task of travelling all over a big city to the separate agents for each individual car of a type to inspect each. Furthermore, when all cars of one type can be seen at a glance and their respective points compared side by side, an accurate appraisal of the merits of each can be arrived at quickly. The Melbourne firm in this business (Britannia Motors Pty. Ltd., of the Athenaeum Club building, Collins Street) have recently added three more cars to their range. They now have on the one floor Rileys, Crossleys, Vauxhalls, Hillman Minxes and Wizards, Singers, Triumphs and Morris cars. One of the most interesting small cars that Britain has -produced— the racing car of the M.G. Midget range, which shattered all records for baby cars with G. Eyston at the wheel last year, will shortly be brought to Melbourne by the managing director (Mr N. Putt). This week he will also introduce to Melbourne the first Le Mans coachwork fitted Gamecock Riley— an exceedingly smart open sports type with an excellent road performance. This car, the M.G. Midget, and others in his range will be used for competition and reliability trials, as Mr Putt plans to make a special showing of sports type small cars at Britannia Motors.



*(Photo: Phil Evans Collection)*



*(Photo: The Blue Diamond 507)*



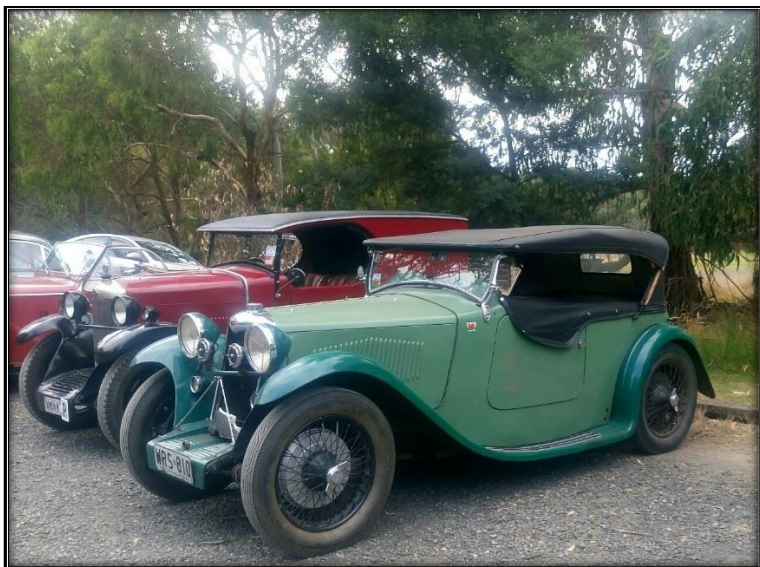
6019647 (Photo: DPT: 2007)

**Five of these “Le Mans Sports Tourers still exist.**



6019142 (Photo: DPT 2017)





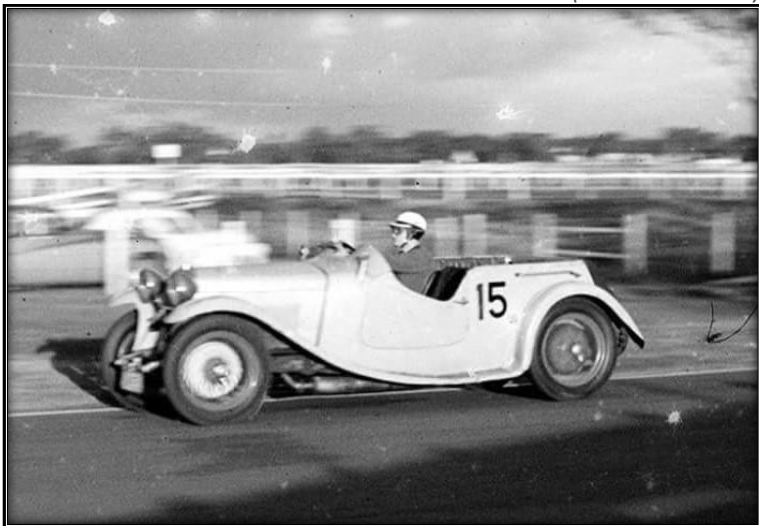
6022524 (Photo: DPT 2017)



6021210 (Photo: DPT 2008)

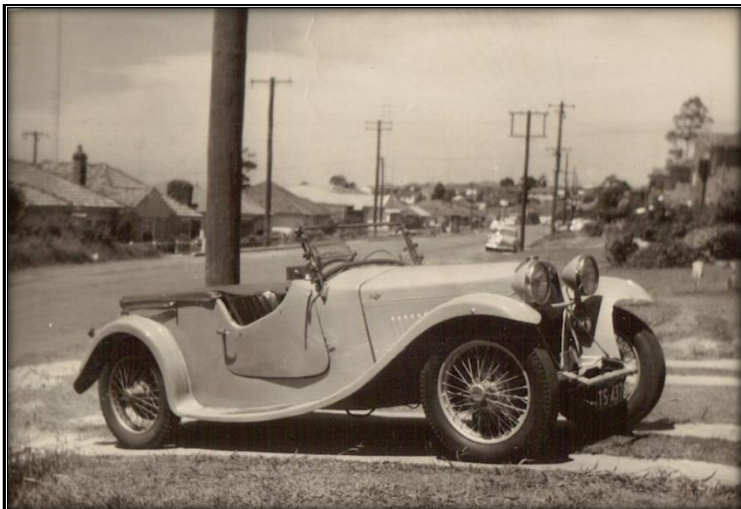


6020702 (Photo DPT 2016)



6020702 (Photo: Barry Hickson)

**I believe this is the car in the previous photo. It is being driven by Frank Whetton, at Warwick Farm, in the 1960s.**



**This photo is courtesy of the MG Car Club of N.S.W. website. It is also possibly 6020702.**



*Photo: John Mole Collection)*

**This car is competing in a hill-climb at Waterfall (N.S.W.) in 1939. It appears to have “suicide” doors, whereas the other cars don’t.**





*6020701 (Photo: Bruce Dobney 2018)*

I have included this 4-door car in this section because its chassis number appears on the list of Gamecock Special Chassis exported to Australia.

---

In 2001, Riley Register Hon. Vice President, Robin Cameron manually copied Riley Despatch Records from BMIHT records at Gaydon, of Gamecock Chassis that were despatched from September 1932 to August 1933. As several were shipped to Australia, he asked John Mole whether he knew of them and whether they were actually Gamecocks. John replied that they were two door, four-seater tourers. It wasn't until 2017, when Colin Dennis and I discovered reference to "Gamecock Le Mans Sports Tourers" on the National Library of Australia's "Trove" website, that the significance of Robin's research became apparent

Following is a copy of Robin's list of 1932/3 "Gamecocks."

**The chassis highlighted in “yellow” still exist in Australia.  
Chassis no. 6022524 has been added to the list as the  
specification is the same as the others.**

399	Riley (Coventry) Ltd. 42 North Audley Street London	Falcon Special	6021639	
400	Hartwells Oxford	Gamecock	6015110	
401	Riley (Coventry) Ltd. 42 North Audley Street London	Gamecock	6015110	Duplic.
402	Blakes Liverpool	Gamecock	6015673	
403	Campbell Bros. Carter & Co. London	Gamecock	6016491	Colonial
404	Riley (Coventry) Ltd. 42 North Audley Street London	Gamecock	6017225	
405	George Shepherd. Ltd. Manchester	Gamecock	6017582	
406	Riley (Coventry) Ltd. 42 North Audley Street London	Gamecock	6017841	
407	Riley Register membership list 14(2011) p 28.	Gamecock	6018034	
408	Browett(H A Browett) Leicester	Gamecock	6018163	
409	Phippen H.V. Bristol	Gamecock	6020546	
410	Riley (Coventry) Ltd. 42 North Audley Street London	Gamecock		
411	Lucas A J J Melbourne	Gamecock Special Chassis	6020055	
412	Tozer, Kemsley & Milbourne Exporters	Gamecock Special Chassis	6020700	
413	Tozer, Kemsley & Milbourne Exporters	Gamecock Special Chassis	6020701	
414	Tozer, Kemsley & Milbourne Exporters	Gamecock Special Chassis	6020702	
415	Tozer, Kemsley & Milbourne Exporters	Gamecock Special Chassis	6020703	



416	Lucas A J J Melbourne	Gamecock Spl Chassis	6021210	Colonial
417	George Shepherd Manchester	Gamecock Chassis	6019107	
418	Tozer, Kemsley & Milbourne Exporters		6019559	Survives as Monaco.
419	Tozer, Kemsley & Milbourne Exporters	Gamecock Chassis	6019647	
420	Tozer, Kemsley & Milbourne Exporters	Gamecock Chassis	6019651	Now a Special
421	Tozer, Kemsley & Milbourne Exporters	Gamecock Chassis	6019660	
422	Riley (Coventry) Ltd. 42 North Audley Street London	Gamecock Coupé	6016472	Used
423	Riley (Coventry) Ltd. 42 North Audley Street London	Gamecock Coupé	6017094	"First exp.Lincoc k"
424	Jordans Godalming	Gamecock Spl.	6020038	Chassis only
425	Lane (Alec) Esq London	Gamecock Spl. Coupé .	6019265	
426	Downing, J. Brisbane	Gamecock Spl Chassis	6021122	Colonial
427	Pointing Leeds	Kestrel	6022066	First Nine Kestrel
428	Yeo & Davey, Exeter	Kestrel	6022067	Used
429	Empire Motors Sydney	Gamecock Spl Chassis	6019142	
430	Unknown	Gamecock Spl Chassis	6022524	

The car below and the following four all appear to have similar body work to the dual- cowed “Le Mans” type, but they all have been built on earlier series chassis. Whether they were originally built this way or were “modernized” later is unknown. Updating of cars was a common practice in the 1930s, and also after WWII. when cars were in short supply.

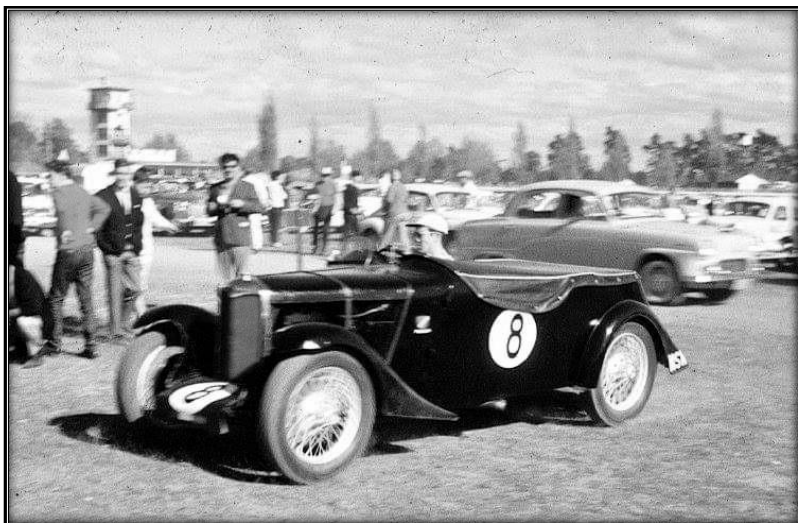


*(Photo: The Blue Diamond 531)*

**Tom Massee at Commonwealth Government Marine Engine Works in 1957.**

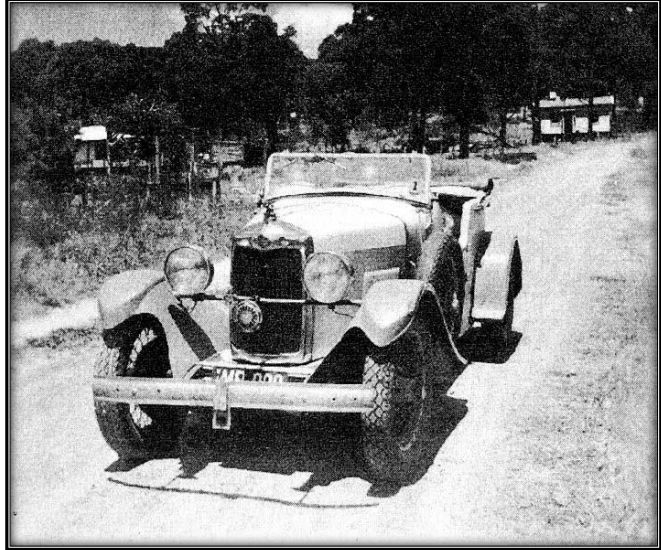


*(Photo: Brian Graham Collection)*



*Photo: Barry Hickson)*

**This photo was taken at Warwick Farm Racetrack in the 1960s.**



*(Photo: The Blue Diamond 447)*



*608032 (Photo: Ken Gasmier)*

### PART 3, 2-SEAT TOURERS



6011012 (Photo: Matthew French Collection)

This is a well-known fabric bodied Queensland two-seater.



(Photo: John Mole Collection)

This car is featured in the following article in the **Australasian**.



# MOTORING

## NEW MODELS.

*Driven by "Clutch."*

### THE RILEY NINE.

A **SPLENDID** example of that light and economical, yet exceedingly fast and flexible, car which the British motoring industry has so perfectly developed is the Riley 9, of which Riley Car Distributors, 323 Elizabeth street, Melbourne, are the Victorian agents. Available either as a single-seater, which may be had in either, sports or standard bodywork, a tourer or a four-door fabric sedan, the new "plus" series of Riley models provides a dependable car for every purpose. With a bore of 60. 5mm., and a stroke of 95.2mm., the finely finished four-cylinder engine has a capacity of 1,089 cubic centimeters, and a power rating of 9.01-horse power. Overhead valves inclined at an angle of 90 degrees to each other operate in a hemispherical combustion chamber of special design. Direct and completely machined exhaust and induction passages prevent all eddies in the gas streams to and from the engine, facilitating the development of maximum power by the engine; with a complete absence of detonation. The gear-box, which is in unit with the engine, provides four forward speeds. In addition to a direct drive top-gear, the third speed gear wheels, which are of helical tooth design, are in constant mesh. By reason of this feature, the car runs as silently in third gear as it does in top gear. Four-wheel internal expanding brakes, locking on to drums 13in. in diameter, provide positive braking at all speeds. All brakes are fully compensated, and both foot brakes and hand brakes are easily adjusted from the driver's seat while the car is in motion. A 12-volt electrical system is installed. A valuable feature of the electrical equipment is the fact that the battery, which consists of two six-volt units wired in series, is carried in special containers fitted to the chassis frame and accessibly placed under the rear seat. Forced feed lubrication is provided at high pressure to the main bearings and big ends. and at low pressure to the valve gear. Ignition is by high tension magneto.

## MOTORING

As a sporting and racing car the Riley Nine has to its credit a fine series of successes, but it performs no less satisfactorily in the hands of the driver accustomed to more modest speeds. The special models of the "Plus" series are guaranteed to have a maximum road speed of 65 miles an hour, while the Brooklands racing model has a top speed of 80 miles an hour. Under touring conditions, a petrol consumption of from 35 to 40 miles a gallon is obtained at the hands of the average driver, while the oil consumption is about a gallon in 1,000 miles.

***Australasian (Melbourne, Vic. : 1864 - 1946),  
Saturday 23 May 1931, page 50 (Article NLA)***

---

### **The Peter Antill Light Car Record. Fremantle to Sydney, April 1929.**



601648 (Photo: Grahame Glanville Collection)

**In 1929, Peter Antill set the Light Car Record between Fremantle and Sydney. This photo was taken in Perth.**



601648 (Photo: DPT 1992)

**This is the Antill car today.**



6011340 (Photo: DPT 1979)

**In 1979 Grahame Glanville and I commemorated the fiftieth anniversary of the Record in Grahame's Plus Series two-seater, with dickey. Soon after I started looking for a Nine of my own.**



6011340 (Photo: DPT Wattle Park Vic. 1973)

**This is Grahame's car at the 1973 Concours D'Elegance.**



608584 (Photo: The Blue Diamond 190 1978)

**608584 at the finish line of the 50<sup>th</sup> Anniversary of the Australian Grand Prix at Phillip Island. The Prime Minister of the day, Malcolm Fraser was one of the men under the umbrellas.**





*608584 (Photo: DPT, Rye Back Beach 1983)*

**In 1981 I bought 608584 and re-painted it blue, with a red chassis. I owned it until 1987.**



**This wonderful photo was taken at Riddell's Creek (Vic.)**





*Photo: The Blue Diamond 479)*

**This photo was taken in the 1950s and could be the same car as the previous one.**



*607022 (DPT 1974)*

**This photo was taken at the Parkes National Rally in 1974**



607022 (Photo: Matt Schooneveldt.)



607470 (Photo: DPT Collection.)

**This photo was taken in Karnak, western Victoria, in about 1935.**



607470 (Photo: DPT 1984)

**This photo is of the car on the left in the previous photo, and it was taken in 1984.**



607470 (Photo: DPT 1998)

**The gentleman in the photograph was given the car by his father in 1955. He and his family owned this car from 1934 to 2002.**





6010499 (Photo: Matthew French Collection)

**These two-seaters are from Queensland and appear to have similar bodies and windscreen frames.**



6012564 (Photo: Torque Tube)



*603270 (Photo: John Smith*

**This car is believed to have been originally bodied in Newcastle**



*603270 (Photo: Alan Ashby 2018)*

**This is the car photographed at Kalorama in 2018.**





*(Photo courtesy of The Second James Flood Book of Early Motoring, Pge 147)*  
**The Melbourne Motor Show. The car in the middle was raced by Jack Day, as can be seen below.**

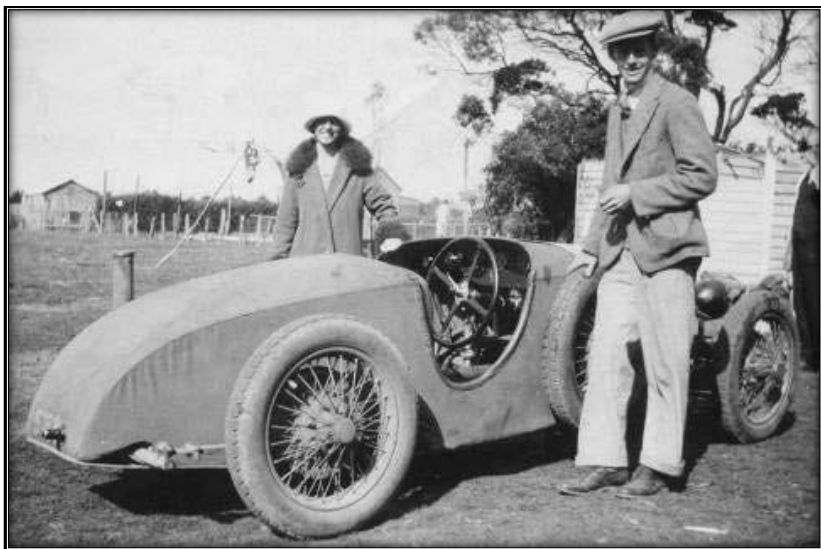


*(Photo courtesy of The Second James Flood Book of Early Motoring, Pge 146)*



*(Photo: John Mole Collection)*

**No history of Australian Rileys would be complete without mention of Barney Dentry and his wife Bess, who was often his co-driver. This is his workshop at 2 Peel St. St. Kilda.**



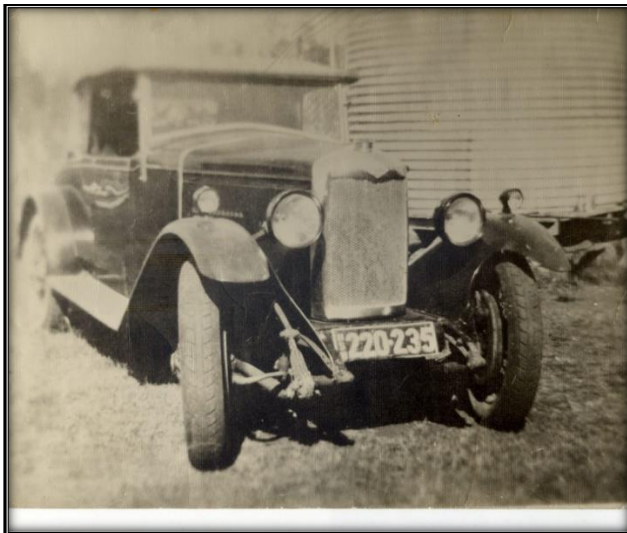
*8062 (Photo: Bryan Mole Collection.)*

**Bess and Barney with their Riley Brooklands. In this photo it has a fabric body fashioned from a merchant's handcart.**



*8062 (Photo: Bryan Mole Collection.)*

**This is of it in its streamlined aluminium form.**



606836 (Photo: Matthew French Collection)

**A two-seater previously from N.S.W, and now in Victoria**



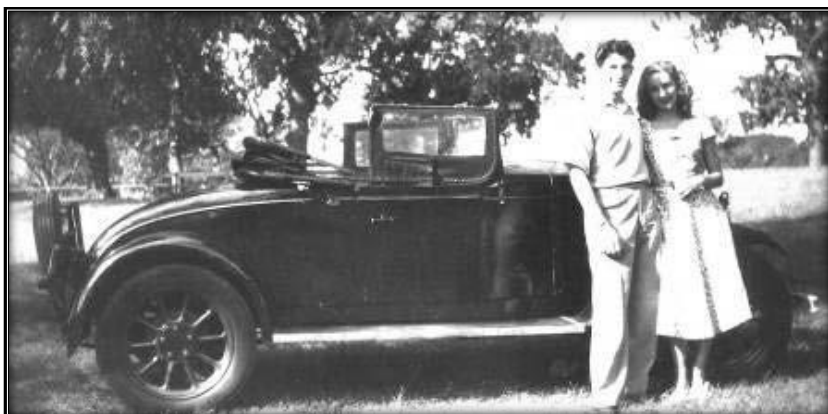
606836 (Photo: P. Burke 2017)

**The car as it is today.**



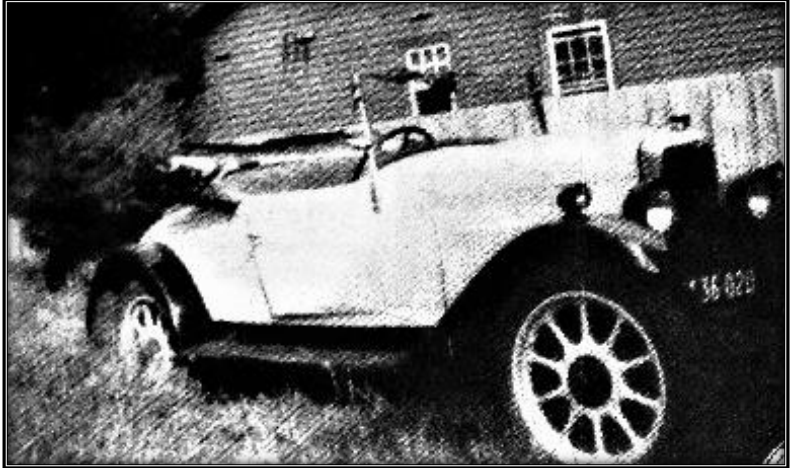


*609976 (Photo: Phillip Wyllie 2019)*  
**A two-seater being restored in Queensland.**



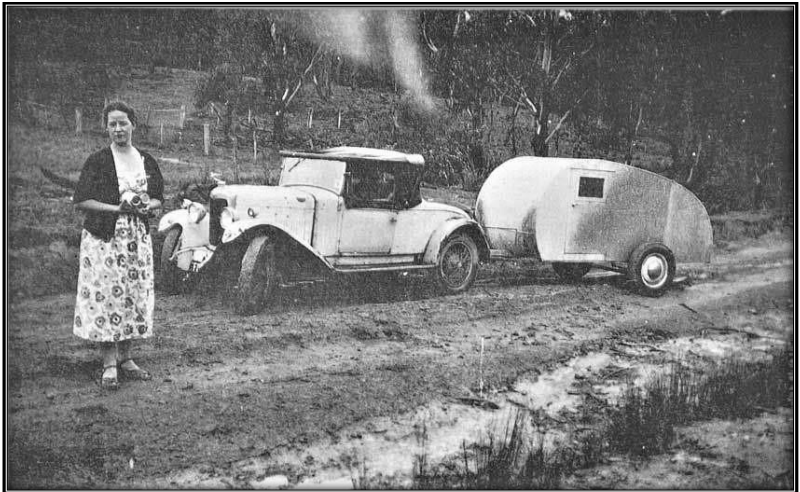
*(Photo: The Blue Diamond 505)*  
**An artillery wheeled 2-seater from Victoria**





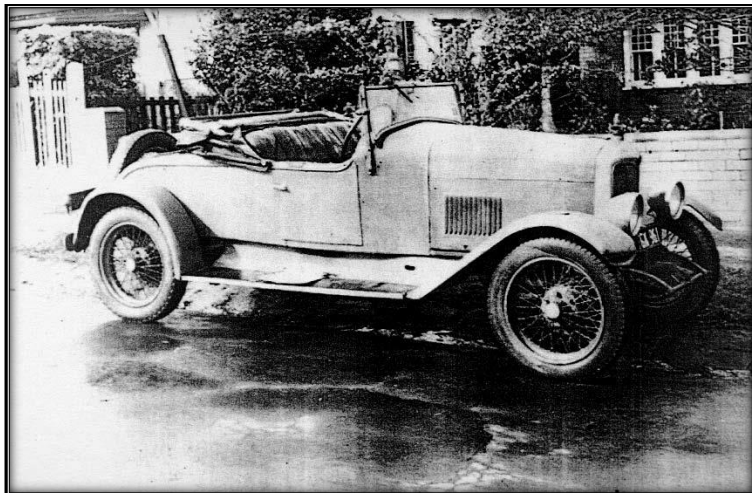
*(Photo: Torque Tube QLD)*

**A Nine two-seater photographed in Carnegie (Vic.) in the 1950's.**



*(Photo: John Crowley, The Blue Diamond)*

**Honeymooning in the 1950s in a Mark 1 Riley 9 2-seater and caravanette.**



*Photo: Steve Whelan Collection)*

**A Side-valve two-seater.**



*Photo: Phillip Wyllie Collection)*

**An unusual bodied Nine two-seater from N.S.W., for which I have been unable to get any extra information.**



*6016662 (Photo: Mick Livy Collection.)*

**This photo was taken in the 1960s in western Victoria.**



*6016662 (Photo: Peter Vincent.)*

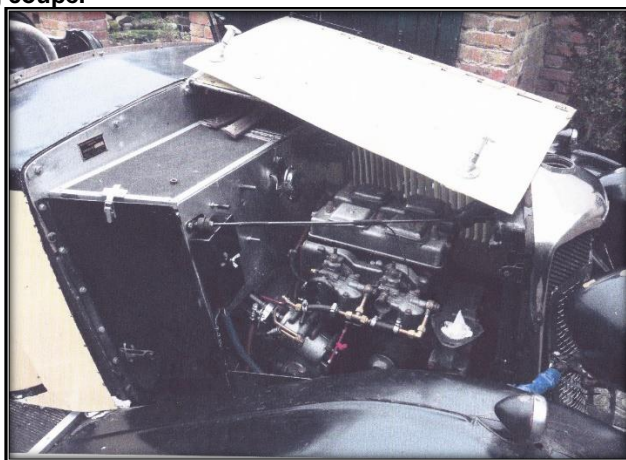
**This is the same car as in the previous photo, but it is now in the U.K. It has a steel body and was referred to as a Gamecock by a previous owner in Australia.**





6016662 (Photo: Peter Vincent.)

**It appears to have a disappearing hood, which was a feature of the 1933 season Lynx. Another owner believed it was a prototype for the 1933 season Gamecock that was announced but never sold to the public. The present owner believes it was probably modelled on the prototype by a coach-builder in Australia. We will probably never know, but to my mind it is a very attractive looking coupé.**



6016662 (Photo: Peter Vincent.)

## Part 4 - Coupés and Saloons



*(Photo: John Mole Collection.)*

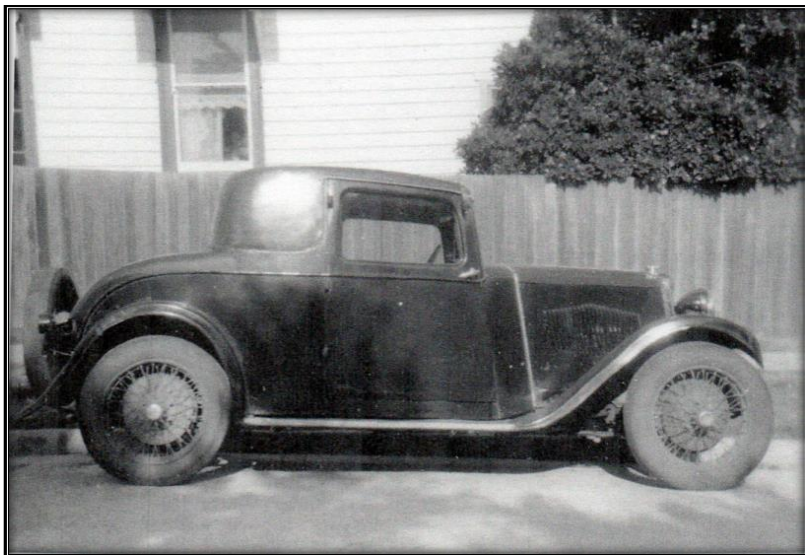
**Two attractive Riley Nine Coupés from Victoria.**



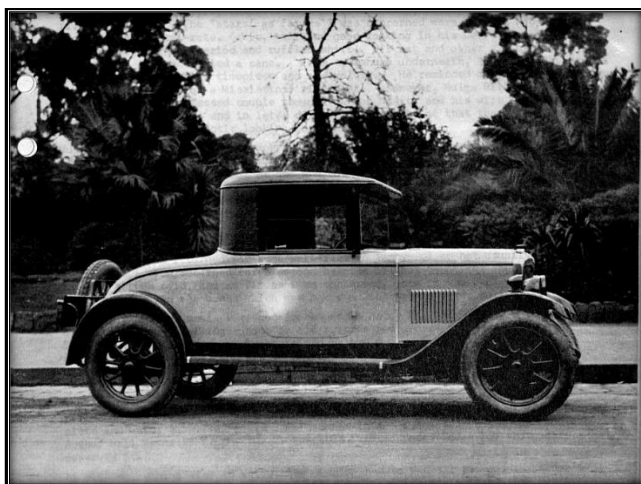
*(Photo: The Blue Diamond.)*

**This one was once owned by the late Don Kinsey.**





*Photo: The Riley Gazette Oct-November 2018)*  
**Ex Max Murray Riley Nine Coupe.**



**This photo appeared in the Blue Diamond in December 1971, with no details supplied. It appears to be in St. Kilda Rd. Melbourne.**



*(Photo: DPT 1977)*

**This fabric bodied Nine was photographed at a Rally in Hamilton.**



*6011372 (Photo: DPT 1988)*



*14L902 (Photo: DPT 1983)*

**A 14/6 Riley on an Alpine chassis, 1983 Chirnside Park Concours.**



*44T2011 (Photo: DPT)*

**A Riley 12/6 Saloon**





6015039 (Photo: The Riley Crank S.A.)

**A Riley Nine Saloon from N.S.W.**



(Photo: Colin Dennis)

**Riley Nine Saloon. This photo was taken in the 1940s.**



*(Photo: Keith Walker.)*

**A Riley 9 Saloon, from N.S.W, but possibly originally from Queensland.**



*6020499 (Photo: Colin Dennis)*

**This car re-appeared in country Victoria in 2018, and has now been sold to a new owner in South Australia. It has similarities with the car above it.**





*6019559 (Photo: Ean McDowell)*

**This photo was taken in the early 1960s, and happily it was restored about 18 years ago. The photo below is of it in 2017 at Phillip Island.**



*6019559 (Photo: DPT 2017)*



6022034 (Photo: DPT)

**This car was owned by the father of a school friend. It survived for many years, but has now unfortunately been broken up.**



(Photo: Matthew French Collection)

**An unusual looking 9 Saloon from Queensland.**



6027097 (Photo: Jim Carr)

**This Riley Nine is fitted with a Pre-Selecta gearbox. It came from N.S.W. a few years ago.**



6027097 (Photo: Jim Carr)



(Photo: Graeme Pinkney Collection)

**A Riley Nine Saloon, possibly by Head Bros.**



*(Photo David Vaughan 1960)*

**An artillery wheeled Riley saloon entered by R. Little at the Kalorama rally in 1960. I have searched the Riley Motor Club of Victoria's magazine for 1960 and have not found any reference to Mr. Little or the car.**

## Conclusion

This exercise has given me a new respect for the skills of the Australian coach-builders. That so many of the bodies still survive is a testament to this. They built bodies that were quite obviously sturdier than some of their overseas counterparts. While some were simple designs, others were more complex and stylish. If anyone knows of any other Australian bodied cars, I would be very pleased to hear from you.

I have purposely not stated when a car was built, but have, when known, stated the Riley model series. As Riley introduced the next year's model in the October of the previous year, it is difficult sometimes to state definitively what year a car was actually built. Further complications for Australian built cars are: the shipping time to Australia, and the fact that I have discovered that some chassis remained with the Distributors unbodied for quite a while, before they were actually sold. The chassis numbers of the cars have been included when known, as this is the only reliable way that their history will be able to be traced in the future.

As I have collected the photographs and information from many different sources, there is bound to be the occasional mistake. If you see any, or know the chassis number of a car that I don't have one for, I would also be very pleased to hear from you.

I would also like to thank everyone who have assisted me by giving me copies of their photographs, but particularly, John Mole, Matthew French, and Colin Dennis. Without everyone's assistance and generosity this project would have been much less interesting. I would also like to acknowledge the assistance I gained from the National Library of Australia, and the State Libraries of New South Wales, Victoria and South Australia. It is amazing what you can find on their websites, and they are being continually updated with more information.