RILEY RMB RMF CARS

THE 2 ½ LITRE SALOONS

1945 - 1953

RM series production 1945-1957						
Year	1 1/2 RMA/E	2 1/2 RMB/F	Roadster RMC	Drophead RMD	Pathfinder RMH	Totals
1945	8					8
1946	1,314	76				1,290
1947	2,720	613				3,333
1948	1,925	1,307				3,232
1949	1,498	1,238	259	20		3,015
1950	1,356	1,616	241	375		3,588
1951	1,164	1,345	7	105		2,621
1952	1,050	1,059				2,109
1953	1,139	699				1,838
1954	1,747				889	2,636
1955	29				2,719	2,748
1956					1,477	1,477
1957					67	67
Totals	13,950	7,953	507	500	5,152	28,065

AUSTRALIAN IMPORTS

Total new RM series Riley registrations in Australia: 4,280 (Almost 16% of all RM production: caution - shipping time delayed registration, causing some overlap between years)		
1940-5	32	
	RM imports to Australia	Percentage of total production
1946	3	0.2%
1947	54	0.3%
1948	366	11.3%
1949	860	28.5%
1950	1135	31.6%
1951	797	30.4%
1952	309	14.6%
1953	113	6.2%
1954	147	5.6%
1955	295	10.7%
1956	165	11.7%
1957	2	
1958	0	
1959	2	

Approx 15% of total production came to Australia.

HISTORY TRIVEA

FAMOUS OWNERS of
The Riley Two'n'half Twin Cam Grand Touring Saloon
of the 1940's & 50's.

Lord Louis Mountbatten, he ordered his cars in his own colours of blue and black.

John Cunningham, Chief Test Pilot for De Havilland Aircraft Company, GB.

British Police Forces used these cars as hot pursuit cars. (*to catch hot Austin 7's*)!!!

Racing and Rallying, for which they were not specifically designed. But they were used by various teams in Britain and on the Continent when these sporting endeavours cranked up after the end of WW11. That other great Coventry Company Jaguar carried the flag also for Great Britain.

1950 Le Mans 24 hour race, Riley owner entered a two'n'half roadster fitted with a close ratio version of the Riley 4 speed gearbox and running the optional 3.5: 1 diff.

"During the day on both 24 and 25 June, the weather was warm and sunny. With drivers taking four-hour turns at the wheel, **Car 22** averaged 119.44 km/h, including stops for refuelling and driver changes. There were several points on the track where it reached more than 161km/h some times 177km/h, at that speed engine rpm would go over 5,000rpm; despite these speeds the car averaged 15.3 mpg (21 litres per 100km) over the whole of the 24hours. Distance covered, 2,878.161km."

That's 58 years ago!! There had been sixty starters, 29 finished. The Riley finished 4th in the 2000cc to 3000cc class.

A Rally or two: The 1949 Alpine Rally, Antonio de Heredia Car 107, Riley Saloon from Lisbon, set the fastest time in the 2000 / 3000cc class on the special 5 km speed section in 127.2 seconds. He came 16th in the Rally (all classes) In 1948 he had won outright the Rallye-Soleil in Cannes, France.

The ***Riley Record*** noted that among the special bits needed for the Monte Carlo Rally were; a map board, electric kettle, picnic case, snow chains and a pick and shovel.

Mr Cooper completed the Rally and the Riley Saloon took out the 'Coachwork Prize'.

"As in all Monte's many cars fail to reach the finish."

Racing in England at Silverstone 9th May 1953, Harold Grace driving with the 'Daily Express team came 1st in class and 2nd overall to Stirling Moss.

"There are pages of results where Riley cars had successes in racing and rallying."

RMB

MANUFACTURED 1946 -- 1952

RMF

MANUFACTURED 1952 -- 1953

SPECIFICATIONS ENGINE

- RMB
- 4 Cylinder 2443cc
- 100 BHP @ 4500rpm
- 6.8 to1 Compression
- Distributor rotation Clockwise
- Metal in rod big ends

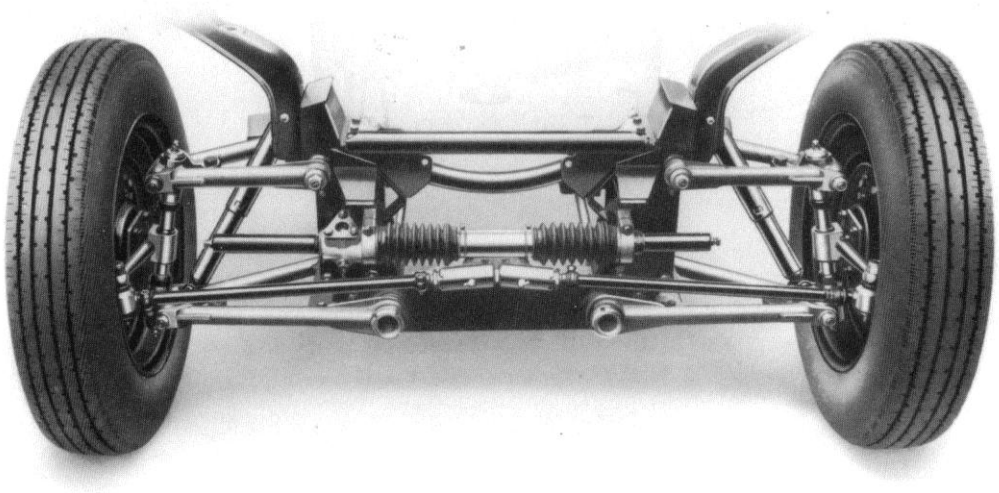
- RMF
- 4 Cylinder 2443cc
- 102 BHP @ 4300rpm
- 6.6 to 1 Compression
- Distributor rotation Anti Clockwise
- Shell big ends

SPECIFICATIONS BRAKES & TRANSMISSION& SUSPENSION

- RMB
- Torque Tube
- 4.11 to1 top gear
- Hydro Mechanical Brakes
- 11” & 12 “ Drums
- Early Cars Rear Lever Shockers

- RMF
- Open Tail Shaft
- 4.1 to 1 top gear
- Full Hydraulic Brakes
- 11” Drums
- Telescopic Shockers all round.

Front Suspension
Citroen copy??



The Torsionic front suspension of the post-war models.

OTHER DIFFERENCES

- Rear Window larger on RMF
- Full Bumpers Front & Back on RMF
- Plusher Front Seats on RMF

COLOURS

- RMB
- Black
- Maroon
- Green
- Ivory
- Autumn Red
- Almond Green
- Sun Bronze
- Grey Metallic

- RMF
- Black
- Woodland Green
- Autumn Red
- Silver Streak Metallic Grey

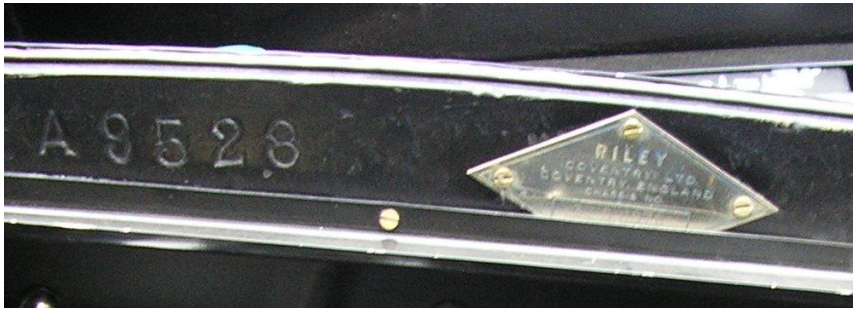
Coventry to Abingdon

MG & Riley Production Line Abingdon from 1948

Model Identification

60S = 1950 Factory Production

62S = 1952 Factory Production



Early Coventry ID Plate

Note Body No on Bulkhead

Coventry ID Plate

Abingdon ID Plate

“THE MOTOR” RILEY 2 ½ Litre CONTINENTAL ROAD TEST JULY 1950

In Brief

Price £958, plus purchase tax equals £1,224 17 2.	£266 17 2
Capacity	2,443 c.c.
Unladen kerb weight ..	29½ cwt.
Fuel consumption	19.6 m.p.g.
Maximum speed	90.1 m.p.h.
Maximum speed on 1 in 20 gradient	75 m.p.h.
Maximum top gear gradient	1 in 11.2
Acceleration,	
10-30 m.p.h. in top. ..	9.7 secs.
0-50 m.p.h. through gears	11.9 secs
Gearing,	
19.5 m.p.h. in top at 1,000 r.p.m.	
62.1 m.p.h. at 2,500 ft. per min. piston speed.	

“THE MOTOR” RILEY 2 ½ Litre CONTINENTAL ROAD TEST JULY 1950

Specification

Engine

Cylinders	4
Bore	80.5 mm.
Stroke	120 mm.
Cubic capacity	2,443 c.c.
Piston area	31.6 sq. ins.
Valves	O.H. (at 90°)
Compression ratio	6.8 : 1
Max. power	100 b.h.p.
at	4,500 r.p.m.
Piston speed at max. b.h.p.	3,500 ft. per min.
Carburetter	Two S.U. (H4 type)
Ignition	12-volt Lucas coil
Sparking plugs	Champion NA8
Fuel pump	S.U. electric
Oil filter	Full-flow Tecalemit

Transmission

Clutch	Borg and Beck
Top gear (S.)	4.11
3rd gear (S.)	5.83
2nd gear (S.)	8.86
1st gear	15.0
Propeller shaft	Enclosed
Final drive	Spiral bevel

Chassis

Brakes	Girling hydro-mech (2LS on front)
Brake drum diameter	12 ins.
Friction lining area	136.5 sq. ins.
Suspension :	
Front	Independent (torsion bar)
Rear	Semi-elliptic
Shock absorbers	Girling
Tyres	6.00 x 16

Steering

Steering gear	Riley rack and pinion
Turning circle	36 ft.
Turns of steering wheel, lock to lock	2½

Performance factors (at laden weight as tested)

Piston area, sq. ins. per ton	19.15
Brake lining area, sq. ins. per ton	83
Specific displacement, litres per ton-mile	2,270

“THE MOTOR” RILEY 2 ½ Litre CONTINENTAL ROAD TEST JULY 1950

Test Conditions

Dry, moderate winds; Belgian Premium petrol.

Test Data

ACCELERATION TIMES on Two Upper Ratios

	Top	3rd
10–30 m.p.h.	9.7 secs.	7.3 secs.
20–40 m.p.h.	10.6 secs.	7.6 secs.
30–50 m.p.h.	11.85 secs.	8.3 secs.
40–60 m.p.h.	13.45 secs.	10.05 secs.
50–70 m.p.h.	15.95 secs.	—
60–80 m.p.h.	21.75 secs.	—

ACCELERATION TIMES Through Gears

0–30 m.p.h.	4.65 secs.
0–40 m.p.h.	7.55 secs.
0–50 m.p.h.	11.9 secs.
0–60 m.p.h.	16.85 secs.
0–70 m.p.h.	24.3 secs.
0–80 m.p.h.	36.75 secs.
Standing quarter-mile	21.1 secs.

MAXIMUM SPEEDS

Flying Quarter-mile

Mean of four opposite runs	90.1 m.p.h.
Best time equals	90.9 m.p.h.

Speed in Gears

Max. speed in 3rd gear	73 m.p.h.
Max. speed in 2nd gear	50 m.p.h.
Max. speed in 1st gear	27 m.p.h.

FUEL CONSUMPTION

31.5 m.p.g. at constant 30 m.p.h.
26.25 m.p.g. at constant 40 m.p.h.
24.5 m.p.g. at constant 50 m.p.h.
21.5 m.p.g. at constant 60 m.p.h.
18.75 m.p.g. at constant 70 m.p.h.
15.5 m.p.g. at constant 80 m.p.h.
Overall consumption for 178 miles, 9.08 gallons =19.6 m.p.g.

WEIGHT

Unladen kerb weight	29¼ cwt.
Front/rear weight distribution	51/49
Weight laden as tested	33 cwt.

INSTRUMENTS

Speedometer at 30 m.p.h.	Accurate
Speedometer at 60 m.p.h.	11½% fast
Speedometer at 90 m.p.h.	6 % fast
Distance recorder	3 % fast

HILL CLIMBING (at steady speeds)

Max. top-gear speed on 1 in 20	75 m.p.h.
Max. top-gear speed on 1 in 15	65 m.p.h.
Max. gradient on top gear	1 in 11.2 (Tapley 200 lb./ton)
Max. gradient on 3rd gear	1 in 8.4 (Tapley 265 lb./ton)
Max. gradient on 2nd gear	1 in 5.7 (Tapley 395 lb./ton)

BRAKES at 30 m.p.h.

0.31 g. retardation (=97 ft. stopping distance) with 30 lb. pedal pressure.
0.43 g. retardation (=70 ft. stopping distance) with 50 lb. pedal pressure.
0.72 g. retardation (=42 ft. stopping distance) with 100 lb. pedal pressure.
0.78 g. retardation (=38.5 ft. stopping distance) with 140 lb. pedal pressure.

“THE MOTOR” RILEY 2 ½ Litre CONTINENTAL ROAD TEST JULY 1950

Maintenance

Fuel tank : 12½ gallons. **Sump :** 14 pints, S.A.E. 30 (to 0°C.), S.A.E. 20 (to −18°C.), S.A.E. 10 (below −18°C.). **Gearbox :** 2 pints, S.A.E. 140 (to −12°C.), S.A.E. 80 (below −12°C.). **Rear axle :** 4 pints (as gearbox S.A.E.). **Steering gear :** Pack with grease. **Radiator :** 21 pints (1 drain tap), at base R.H.S. **Chassis lubrication :** By grease gun every 1,000 miles to front suspension (8 points), intermediate shaft (2 points), prop. shaft trunnion (1 point), water pump (1 point). Each 5,000 miles to wheel bearings. **Ignition timing :** 4° to 8° B.T.D.C., full advance. **Spark plug gap :** .025 in. to .030 in. **Contact-breaker gap :** .012 in. to .015 in. **Valve timing :** I.O. 17° B.T.D.C., I.C. 43° A.B.D.C. ; E.O. 45° B.B.D.C., E.C. 20° A.T.D.C. **Tappet clearances** (hot) : Inlet .003 in., exhaust .004 in. **Front-wheel toe-in :** Nil. **Camber angle :** 1°. **Castor angle :** 3°. **Swivel-pin inclination :** 11°. **Tyre pressures :** Front 24 lb., rear 24 lb. **Brake fluid :** Girling. **Lamp bulbs :** All single-pole. Head lamps, nearside double filament, 36/35 watts ; offside, 36 watts : side, tail, roof and stop lamps, 6 watts ; ignition, panel and petrol-gauge lamps, 2.4 watts ; reversing lamp, 24 watts ; trafficators, 3 watts ; dash lamp, 2.4 watts ; fog lamp 48 watts ; pass lamp, 48 watts.

Ref. B/25/50

RMB- RMF CLUB CARS 2008

RMB		RMF	
1947	4	1953	9
1948	7		
1949	18		
1950	39		
1951	28		
1952	17		
TOTAL	113		

MEMBERS EXPERIENCES

- David Trunfull
- Vern Smith