

PRESENTATION ON ORIGINALITY RMA. RMB.RMC.RMD.RME.RMF CARS



PREPARED BY BRIAN GRAHAM JULY 2006

(Minor edits by David Trunfull February 2025)

PURPOSE

- THIS PRESENTATION HAS BEEN PRODUCED TO RECORD AND ILLUSTRATE DETAILS OF THE ORIGINAL FINISH & FEATURES OF RMA, RMB, RME, RMF, RMC & RMD RILEY CARS WHEN THEY LEFT THE FACTORY.
- HOPEFULLY IT WILL PROVIDE AN ONGOING REFERENCE POINT FOR THE RESTORATION AND REFURBISHMENT OF THESE RILEY MODELS.

SOURCES OF INFORMATION

- The Presentation is based on:-
- Articles which have appeared in The Blue Diamond.
- Discussions and observations with owners of un-restored cars, owners who have put originality high on their restoration goals and long-term enthusiastic Riley Club members.
- Extracts from the James Taylor & John Price-Williams RM Books, & Factory Brochures and publications.
- Since the presentation was produced, more original factory documents have become readily available, so corrections have been made where appropriate.

EXCLUSIONS

- THE PRESENTATION DOES NOT COVER ENGINE, GEARBOX, DIFFERENTIAL, BRAKES OR SUSPENSION COMPONENTS WHICH ARE WELL CATERED FOR IN THE WORKSHOP MANUAL & SERVICE BULLETIN.
- BODY CONSTRUCTION AND TIMBER FRAMING IS ALSO EXCLUDED BUT A SEPARATE PRESENTATION ON THESE SUBJECTS IS AVAILABLE ON THIS SITE AND ALSO IN THE CLUB LIBRARY.

DISCLAIMERS

- THE PRODUCERS HAVE USED THEIR BEST ENDEAVOURS TO VALIDATE THE INFORMATION INCLUDED BUT NO CLAIMS OR CORRESPONDENCE REGARDING THE ACCURACY WILL BE ACKNOWLEDGED.

MODEL DEFINITION

- THE RM SALOON MODELS DEVELOPMENT BREAKS INTO THREE PHASES (*1½ Litre cars, RMA & RME, (2½ Litre cars. RMB & RMF)*)

- 1946/1948 EARLY SERIES CARS
- 1949/1950 MID SERIES CARS
- 1951/1954 LATE SERIES CARS

THE NEXT YEARS MODEL CHANGES WERE USUALLY PREPARED FOR RELEASE AT THE EARLS COURT MOTOR SHOW IN OCTOBER, ANNOUNCED AND THEN PHASED INTO PRODUCTION.

THE EFFECT OF THIS PHASING IS RILEY CARS WERE OFTEN BUILT FROM PARTS AVAILABLE AT THAT TIME RESULTING IN SOME CARS NOT EXACTLY MATCHING THE PUBLISHED SPECIFICATIONS OF THEIR CHASSIS NUMBER YEAR.

MODEL DEFINITION

- DROPHEAD COUPE (*RMD*) WHICH SHARE MANY COMPONENTS WITH SALOONS WERE BUILT BETWEEN 1949 & 1951
- THREE-SEATERS (ROADSTERS) (*RMC*) WHICH APART FROM ENGINE, GEARBOX, DIFFERENTIAL & SUSPENSION SHARE VERY FEW COMPONENTS WITH SALOONS WERE BUILT BETWEEN 1949 & 1950.

CONDITIONS OF USE

- RILEY CLUB MEMBERS MAY COPY THIS PRESENTATION FOR THEIR OWN PERSONAL USE.

ACKNOWLEDGEMENTS

- THANK YOU TO THE OWNERS OF THE CARS USED FOR PHOTOS IN THE PRESENTATION, WITH SPECIAL THANKS TO JIM CARR, DOUG ANDREWS, PAUL EDGAR, DAVID TRUNFULL AND FRANK PHILLIPS.
- THE CONTRIBUTIONS OF KEN HODGE, JOHN MOLE & DAVID TRUNFULL IN PROVIDING A VALIDATION, REVIEW AND QUALITY PROCESS IS ACKNOWLEDGED.
- THE CONTRIBUTION OF GWYN MORRIS IS ACKNOWLEDGED.

BODY & UPHOLSTERY COLOURS

1945-1948

- *Full colour details are not available for this period, & the majority of cars were painted Black. Maroon, green & Ivory soon became available.*
- *Two-tone colour combinations are not listed in any available Riley brochures or Salesmans' Reference Booklets held by the RM Club & others, so any that exist may have been arranged by Dealers or by Special Order.*

DECEMBER 1948

SALOON RMA&RMB

PAINT COLOUR

UPHOLSTERY COLOUR

BLACK	RED, GREEN, BEIGE,BROWN.
MAROON	RED
GREEN	GREEN, BEIGE
IVORY	RED, GREEN, BROWN

DROPHEAD RMD

SCARLET	BEIGE
LIGHT GREEN	BEIGE
MING BLUE	BEIGE

THREE-SEATER (ROADSTER) RMC

IVORY	RED
BLACK	RED
SCARLET	BEIGE
MING BLUE	BEIGE

DECEMBER 1948(Continued)

THREE-SEATER(Continued)

LIGHT GREEN	BEIGE
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- *COLOURED CARS WERE ALL AVAILABLE WITH BLACK WINGS**
- *ROADSTERS HOOD COLOUR MATCHES UPHOLSTERY.*
- *DROPHEADS HOOD COLOUR WERE BEIGE COLOURED CANVAS, BUT BLACK APPEARS TO HAVE BEEN AVAILABLE.*

JULY 1949

SALOON & DROPHEAD

PAINT COLOUR

UPHOLSTERY COLOUR

BLACK.	BEIGE, MAROON, GREEN, BROWN
AUTUMN RED.	MAROON, BEIGE
ALMOND GREEN (METALLIC)	BEIGE, GREEN
SUNBRONZE (METALLIC)	MAROON

THREE-SEATER (ROADSTER)

BLACK	BEIGE, RED, GREEN
CLIPPER BLUE	BEIGE
ALMOND GREEN (METALLIC)*	BEIGE, GREEN
RED	RED, BEIGE
IVORY	RED, GREEN

*the wings on Almond Green metallic cars were for an unknown reason, were finished in a matching non-metallic Almond Green paint finish.

SEPTEMBER 1951

SALOONS

PAINT COLOUR

UPHOLSTERY COLOUR

BLACK	BEIGE,MAROON, GREEN & BROWN
AUTUMN RED	MAROON & BEIGE
GREY METALLIC	MAROON
ALMOND GREEN METALLIC	BEIGE & GREEN

OCTOBER 1952

SALOON (RMF)

PAINT COLOUR

UPHOLSTERY COLOUR

BLACK	BEIGE,MAROON, GREEN & BROWN
WOODLAND GREEN	BEIGE, GREEN
AUTUMN RED	MAROON, BEIGE
SILVERSTREAK GREY METALLIC	RED

JANUARY 1954

SALOON(RME)

PAINT COLOUR

UPHOLSTERY COLOUR

BLACK	MAROON ,GREEN & BISCUIT
GREEN	GREEN & BISCUIT
MAROON	MAROON & BISCUIT
BLUE	GREY
IVORY	RUST, MAROON
GREY	RUST, MAROON, GREEN

DECEMBER 1954

TRIM RATIONALISED ,IVORY & GREY ONLY AVAILABLE WITH MAROON UPHOLSTERY.

ALTHOUGH NOT LISTED AS A PAINT COLOUR OPTION, METALLIC BLUE PAINT, WITH GREY UPHOLSTERY, WAS AVAILABLE. IT WAS REFERRED TO AS “PEACOCK BLUE.”

TWO TONE COLOURED RMS

As mentioned earlier, two-tone colour paint finishes were not listed in official Riley documentation as an available colour combination. However, there is little doubt that a very small number of cars were delivered that way. In fact, all the 1½ RMEs illustrated in Riley brochure, H&E 53138, March 1954 are two-toned, even though two-toned cars are not listed in the Specification section of the brochure.

1½ LITRE SPECIFICATION

ENGINE: Exclusive Riley design; four cylinders, bore 69 mm. (2.72 in.), stroke 100 mm. (3.94 in.), capacity 1496 c.c. (91.25 cu. in.). Brake horse power 35 at 4,500 r.p.m. Machined hemispherical combustion chambers; inclined valves actuated by short push rods and rockers from twin camshafts mounted each side of engine and chain driven from crankshaft; sparking plugs centrally situated; gear type oil pump; full-flow renewable filter; sump capacity 10 pints (5.6 litres); sturdy 3-bearing crankshaft of special design; aluminium alloy pistons with four rings; large diameter gudgeon pins with burnished finish.

IGNITION: By 12-volt battery and heavy duty coil. Distributor with centrifugal and manual advance control. Suppressor equipment. Champion 14 mm. sparking plugs.

COOLING SYSTEM: The cooling system is of the pressurized type; water circulation is by centrifugal pump and controlled by thermostat. Temperature indicator on instrument panel. Cooling system capacity 13 pints (7.5 litres).

FUEL SYSTEM: A 12½ gallon (56 litre) fuel tank with twin filler caps, one each side of the car, ensures a long range. The fuel is fed to the S.U. automatic, adjustable jet carburettor by an A.C. mechanical fuel pump. Mixture control for cold running on control panel.

CLUTCH AND GEARBOX: Single-plate Borg and Beck dry clutch and four-speed gearbox with synchromesh engagement on second, third and fourth gears; conveniently placed central gear change with remote control. Gear ratios: first 20/372, second 11/176, third 7/98, fourth 5/125, reverse 20/372.

TRANSMISSION: By tubular intermediate shaft to Hardy Spicer tubular propeller shaft with needle bearing universal joints.

REAR AXLE: Semi-floating, extremely rigid in construction. Final drive by hypoid gears, giving long life and silent operation.

SUSPENSION: Front suspension is by Riley "Torsionic" independent units with torsion bar springs and sturdy tubular suspension arms, controlled by telescopic hydraulic dampers. Rear suspension is by long semi-elliptic springs with flexing rubber mounting bushes, controlled by telescopic hydraulic dampers with anti-sway mounting.

BRAKES: Girding hydraulic fully compensated brakes operate on all four wheels from a master cylinder and foot pedal. The hand brake operates on the rear wheel shoes from a pistol-grip handle located under the fascia board, through cable and rod mechanism. Individual adjustment for the brake shoes is provided on the brake back-plates which simultaneously adjusts the hand brake.

FRAME: The Riley frame is light in construction yet possesses exceptional rigidity. Scientifically placed cross-members provide maximum strength with minimum weight.

STEERING GEAR: Transverse rack-and-pinion steering gear with tie-rods directly connected to steering arms on swayed pins giving accurate steering. Large diameter steering wheel is adjustable for position and carries a central horn switch and self-cancelling direction indicator control. Left-hand or right-hand steering is available.

ELECTRICAL EQUIPMENT: 12-volt positive earth system, incorporating heavy duty belt-driven dynamo with constant voltage control and 51 amp./hr. battery with correct acid level device; double dipping headlamps with pre-focused twin filament bulbs and block lenses. Headlamps dipping switch on fascia and headlamp main beam warning light; side lamps; twin tail lamps with stop light and reverse light; two roof lamps with individual switches; twin windnote horns; dash control starter switch; twin-blade windshield wiper with concealed electric drive motor; two fog lamps; ignition warning light; heater warning light; instrument panel illumination; ignition switch; direction indicators; automatic reverse light switch.

INSTRUMENTS: Speedometer with total and trip recorders; clock; ammeter; radiator temperature gauge; fuel gauge; oil pressure gauge. Revolution indicator available as extra.

CONTROLS: All controls are conveniently placed and positioned to give maximum driving comfort and safety; the manual throttle, mixture and ignition setting controls are accessibly placed on the control panel with the ignition switch, lamp switch, starter switch, heater switch, and panel light switch. The windshield wiper switch is centrally situated on the screen rail, and the headlamp dipping switch on the end of the fascia close to the driver's hand.

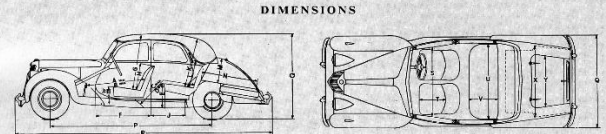
BODY: The greatly improved body is fitted with adjustable bucket-type front seats and a comfortable rear seat with folding centre armrest. All seats are within the wheelbase for maximum riding comfort. Seat cushions and aqua are covered with leather; a heater with in-built dehumidifying ducts to the windshield is fitted as standard for territories where required. Triplex safety glass throughout; winding door windows; large parcel shelf behind rear seats; improved front wings; twin sun visors; two-position anti-glare rear mirror. Ventilating air scoops to front windows and badge bar optional extras. Special jacking points are provided under the bumper over-riders front and rear. Provision has been made for fitting H.M.V. car radio.

WHEELS: Steel disc wheels with 5-stud fixing and Dunlop 575 — 16 tyres.

COLORS: Finished in:—Black with Maroon, Green or Biscuit upholstery. Maroon with Maroon or Biscuit upholstery. Green with Green or Biscuit upholstery. Blue with Grey upholstery. Grey with Rust, Maroon or Green upholstery. Ivory with Rust or Maroon upholstery.

DIMENSIONS: Wheelbase 9 ft. 4½ in. (286 cm.); Track 4 ft. 4½ in. (132½ cm.); Ground Clearance 7½ in. (19 cm.); Overall Height 5 ft. 1 in. (155 cm.); Overall Width 5 ft. 3½ in. (161 cm.); Overall Length 14 ft. 11 in. (454 cm.).

A	B	C	D	E	F
44 in. 112 cm.	39 in. 99 cm.	34 in. 87 cm.	28 in. 72 cm.	10 in. 25 cm.	38 in. 96 cm.
G	H	I	J	K	L
35 in. 89 cm.	20 in. 51 cm.	24 in. 61 cm.	38 in. 97 cm.	22½ in. 57 cm.	15 in. 38 cm.
N	O	P	Q	R	S
36½ in. 93 cm.	61 in. 155 cm.	112½ in. 286 cm.	63½ in. 161 cm.	179 in. 454 cm.	44 in. 112 cm.
T	U	V	W	X	Y
20 in. 51 cm.	52 in. 132 cm.	20 in. 51 cm.	9 in. 23 cm.	46½ in. 118 cm.	32½ in. 83 cm.



H&E 53138 3/54 (1)



IVORY & BLACK



AUTUMN RED



IVORY



BLACK

EXAMPLES OF RM COLOUR SCHEMES



SUNBRONZE METALLIC



ALMOND GREEN METALLIC DUO-TONE



SILVER STREAK GREY METALLIC

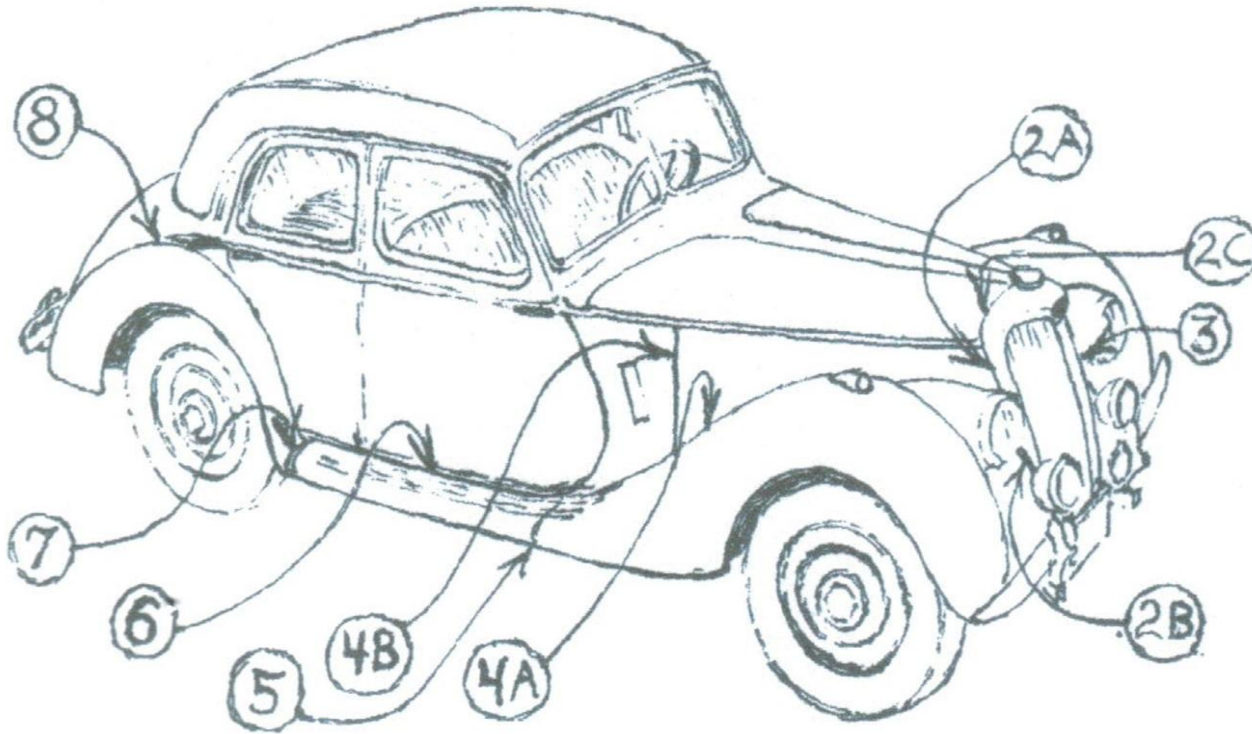


PEACOCK BLUE

BODY PIPING

- **Piping - should be the same colour as the car.**
- **There are two diameters of piping.**
 - **Thin (1/8inch core)**
 - **Thick (1/4 inch core)**
- **Piping can be made by sewing leather cloth around a rope or plastic tube core.**

BODY PIPING



SEE NEXT SLIDE FOR DETAILS OF CODES

BODY PIPING

- 2a 1/4 inch piping fastened to radiator shell from top of side panel continuing to
- 2b 1/4 inch piping between front skirt and front guards.
- 2c Thin rubber strip or webbing between radiator shell and bonnets.
- 3 1/8 inch piping between headlight pods & front guards.
- 4a No piping.
- 4b No piping?. Some cars have 1/8 inch piping.
- 5 1/8 inch piping between running boards & front guards.
- 6 1/4 inch piping between body & running board.
- 7 Two rubber washers between running boards & rear guards.
- 8 1/4 inch piping between rear guards & body.

BODY PIPING



$\frac{1}{4}$ inch around grill & guard edge



$\frac{1}{8}$ inch

$\frac{1}{4}$ inch



$\frac{1}{8}$ inch

ROOF COVERING

- **Saloon roof is a two way stretch vinyl type material, available pre sewn from Club spares.**
- **The seams on the roof covering should be 40.5 inches apart.**
- **Roof Guttering should be painted gloss black.**
- **There should be drain holes in the guttering at the low point each side of the windscreen.**
- **RMF/RME cars have a chrome strip surround around their larger rear windows.**
- **Roadsters and Dropheads have hoods of a heavy canvas type material.**

ROOF COVERING.



RMB HOOD REAR VIEW SHOWING SEAMS



FRONT VIEW OF HOOD SHOWING SEAMS



REAR WINDOW SURROUND RME/F



HOOD GUTTERING WITH DRAIN HOLE

ROOF COVERING



DROPHEAD HOOD



ROADSTER HOOD



DROPHEAD REAR WINDOW

Note there are two types of drophead rear windows.



ROADSTER REAR WINDOW

WINDSCREEN WIPERS



EARLY CARS



OTHER MODELS

- SINGLE SPEED
- EARLY CARS STRAIGHT ARM / STRAIGHT BLADE
- OTHER CARS STRAIGHT BLADE WITH CRANKED ARM
- RUBBER GROMMET SEAL AROUND SHAFT
- NOTE DIFFERENT PARKING POSITIONS

BODY TRIM

- **1 ½ Litre cars have a dark blue radiator badge. 2 ½ Litre cars have light blue.**
- **Hubcaps are colour of car with chrome centre and edge ring. Roadster hub caps are all chromed.**
- **Chrome trims run along waist of body on Saloons & Dropheads. Door handle is in the chrome trim on saloon, positioned below the chrome trim on drophead.**
- **Two chrome strips are fitted to running boards of Saloons and Dropheads.**
- **Roadsters have no waist trim or running board strips. Roadster petrol filler caps are in the boot.**
- **Twin petrol filler caps are fitted on Saloons & Dropheads and connected to the inlet pipe by a short chain.**

BODY TRIM



2 ½ Litre Grille. Light blue badge



1 ½ Litre Grille. Dark blue badge

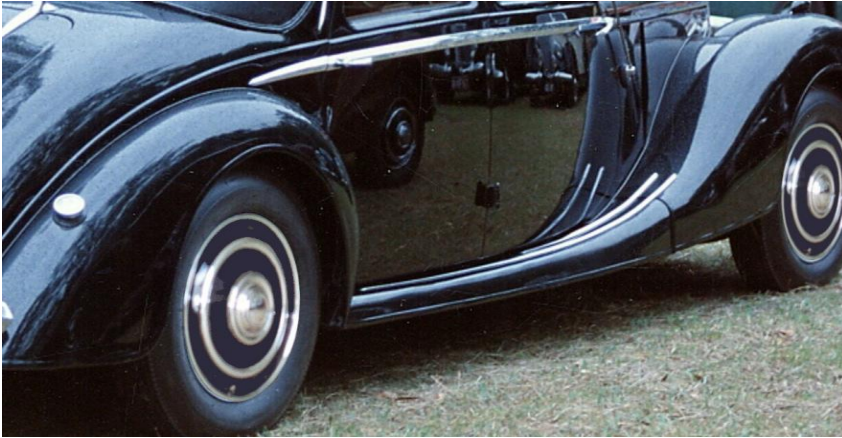
Note. Radiator cap emblem was supplied locally by Kellow-Falkiner on cars they sold. Colour matches grille badge

BODY TRIM



SALOON AND DROPHEAD DOOR HANDLES and CHROME BODY STRIP.

BODY TRIM



SALOON LONG CHROME STRIPS



DRORIPS



**ROADSTER TWO CHROME STRIPS
ON SIDE OF MUDGUARD AND LONG
STRIP ALONG BOTTOM OF
RUNNING BOARD.**



PETROL FILLER CAP

BODY TRIM



SALOON DOOR HANDLE



BOOT HANDLE



SALOON & DROPHEAD HUB CAP

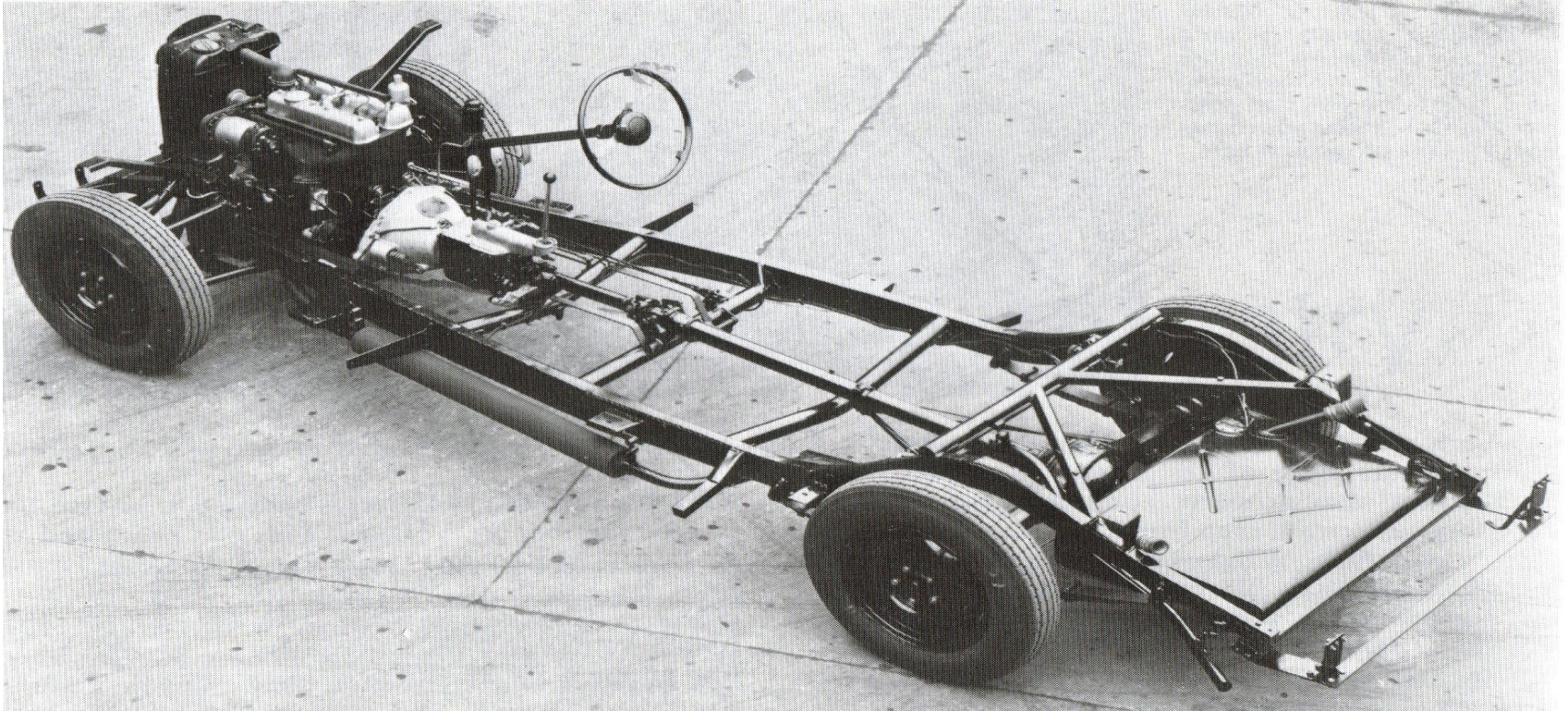


ROADSTER HUB CAP

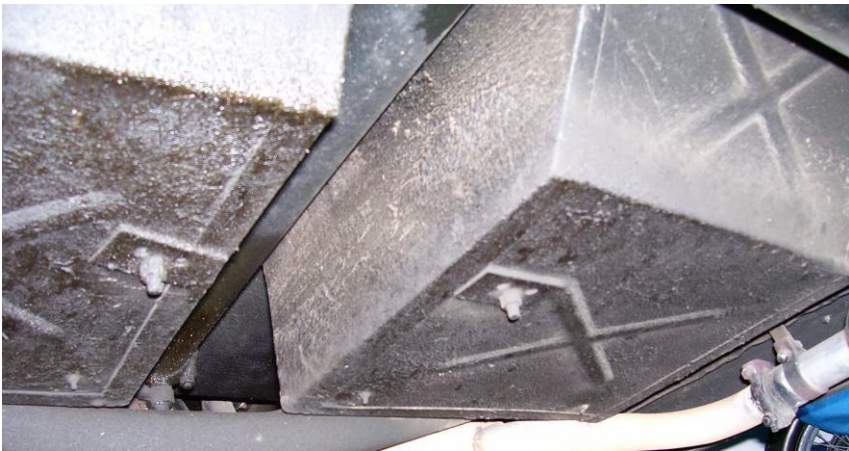
UNDER BODY

- **Chassis and underbody mechanical, suspension and steering components are painted Gloss Black.**
- **Petrol Tank is painted Gloss Black**
- **Floor pans are painted with matt finish thin coat of sound deadening material**
- **Underside of mudguards, running boards, bonnets and engine side valances were painted in car colour before fitting.**

UNDER BODY



EARLY RMA CHASSIS ALL PAINTED GLOSS BLACK. EXHAUST SYSTEM PAINTED SILVER/GREY

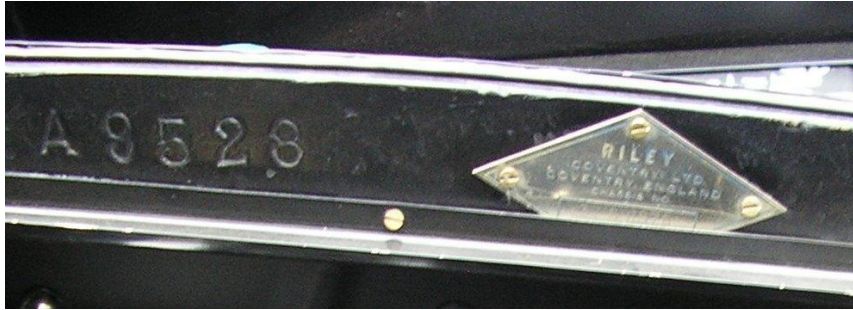


VIEW OF FOOT WELLS SHOWING MATT FINISH SOUND DEADENING PAINT.

UNDER BONNET

- **Bonnets of early cars had external key locks, mid and late cars have internal pull releases.**
- **Bonnet grommets should be domed with holes through them to allow for compression.**
- **The bonnet should close against belt webbing or rubber strip on the grille.**
- **Bonnet Hinges were painted Black and not the body colour.**
- **Build details are on plates mounted on fire wall**
 - **Coventry Cars Left Side –Early Cars Diamond, Others Small Rectangle.**
 - **Abingdon Cars Right Side- Large Rectangle.**
 - **A Body number is stamped into bulkhead timber**
- **Hose clamps should be wire type.**
- **Engine Block is painted Black.**
- **Wiring loom is covered in black braided cotton.**

UNDER BONNET



Early Coventry ID Plate

Note Body No on Bulkhead



Coventry ID Plate

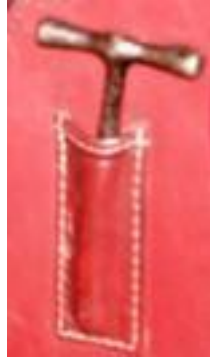


Abingdon ID Plate

UNDER BONNET



Early Bonnet locks & Key



Bonnet catch pull



Bonnet closing strip on grill.
Can be webbing or rubber.

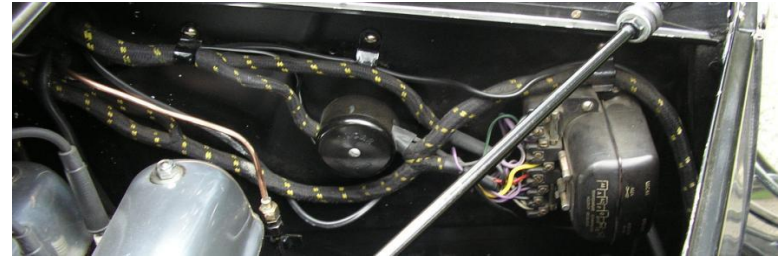


Black Bonnet hinge

UNDER BONNET



Bonnet grommets



BRAIDED COTTON COVERED WIRING



TOOL BOX & WIPER
MOTOR

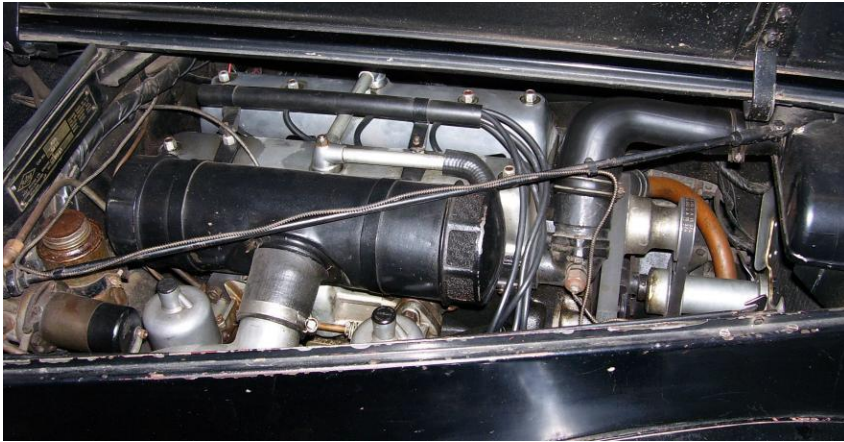


BATTERY BOX



Wire Hose Clamps

UNDER BONNET



RIGHT & LEFT SIDE VIEWS 2 ½ Litre ENGINE BAY



RIGHT & LEFT SIDE VIEWS 1 ½ Litre ENGINE BAY

BUMPERS & OVER-RIDERS

- **Over-riders**

- **1945/47 should be painted black.**
- **1948/51 Chrome plated.**
- **Bumper bars are chrome plated for all models**

Both types are attached by coach head bolts which should be black and heads of bolts protruding through over-riders should be covered with a rubber button.

- **The front bumpers for these models are two half bars.**
- **The rear bumpers of these models are two short bumperettes connected by a flat metal bar between the bottom of the overriders.**

BUMPERS & OVERRIDERS



EARLY (1947) FRONT & REAR BUMPERS

OVER RIDERS ARE SOLID BRONZE. WERE PAINTED BLACK AS STANDARD.

NOTE RUBBER PLUGS IN JACKING POINTS . ALL MODELS.

BUMPERS & OVERRIDERS



1950 MODEL BUMPERS AND OVERRIDERS.

NOTE OVERRIDER BOLTS WITH BLACK RUBBER COVERS.

NOTE RUBBER PLUGS IN JACKING POINTS . ALL MODELS

BUMPERS & OVERRIDERS

- **Overrides 1951/55**

- The retaining bolts are welded into the back of the override. No visible bolt head.
- Rear overrides are redesigned to fit twin central rear bumperbars.
- Overrides and bumperbars are chrome plated.
- Full width front bumper in three pieces. Centre piece has hole for crankhandle. Hole is covered by metal button. RME ends are more curved to fit redesigned mudguards.
- The rear bumpers of these models are two short bumperettes connected through the overrides by twin central bumperbars.

BUMPERS & OVERRIDERS



3 Piece Front Bumper & Overriders



2 Rail Rear Bumper & Overriders

BUMPERS & OVERRIDERS



ROADSTER FRONT & REAR BUMPERS. NOTE HORNS ON OVER RIDERS.



DROPHEAD FRONT BUMPERS. Note Over riders. Both correct

HEAD,PARKING & FOG LIGHTS

- Headlamps are 7inch Lucas reflector lights with a dual filament (42/36 w) globe.
- Parking lamps are Lucas Part No 1130 fitted to front mudguards and painted same colour as car. They can have either a Lucas metal badge or red glass or red plastic telltale in the top.
- Roadster parking lights are fully chromed.
- Fog lamps are 5inch Butler with (36w) globe. Genuine light has small rivet in top of rim and "*butler*" cast in Glass.
- RME model has parking lights streamlined into mudguards and fog lights recessed into front panels.
- RME /RMF Headlights are Lucas P700 Tripod Type.

HEAD,PARKING & FOG LIGHTS



Front view of lights



Head & Fog Lamps



Lucas Parking Light



Butler Fog Lamp

HEAD,PARKING & FOG LIGHTS



RME PARKING, HEAD and FOG LAMPS.

TAIL LIGHTS & REFLECTORS

- **TWO D LAMPS ARE FITTED.**
- **THEY ARE CHROME PLATED.**
- **PLASTIC LENSES ON THE SIDES LIGHT THE NUMBER PLATE.**
- **THE LEFT SIDE LIGHT HAS A GLASS LENS WHICH IS CLEAR GLASS OVER THE OUTER GLOBE FOR A REVERSING LIGHT AND LAQUERED RED OVER THE INNER GLOBE FOR A TAIL LIGHT.**
- **THE RIGHT SIDE LIGHT GLASS IS RED OVER BOTH GLOBES PROVIDING THE OTHER TAIL LIGHT AND A SINGLE BRAKE LIGHT. THE BRAKE LIGHT ILLUMINATES WHEN EITHER THE FOOT BRAKE OR HANDBRAKE IS APPLIED WHEN THE IGNITION IS SWITCHED ON.**
- **MOST AUSTRALIAN CARS WERE DELIVERED WITH AN EXTERNAL TAIL LIGHT SWITCH TO MEET THE LAW AT THAT TIME.**
- **THE LAW ALSO REQUIRED REFLECTORS TO BE FITTED. THIS WAS GENERALLY DONE BY THE DEALER AND A WIDE VARIETY OF STYLES FROM THE PERIOD EXIST.**

TAIL LIGHTS & REFLECTORS



TAIL LIGHTS. NOTE CORRECT BLACK PANEL BEHIND
NUMBER PLATE



LEFT SIDE TAIL LIGHT NOTE
CLEAR GLASS OVER
REVERSING LIGHT



RIGHT SIDE TAIL
LIGHT. (EXTERNAL
SWITCH, A Victorian
Registration requirement)

TAIL LIGHTS & REFLECTORS



ROADSTER TAIL LIGHTS



EXAMPLE OF PERIOD REFLECTORS & REAR INDICATORS



EXAMPLE OF FRONT INDICATORS

NOTE. From the factory RMs were fitted with Trafficators. For safety reasons most cars have since had indicators fitted. Front alternative is dual filament fitting in parking lights.

TRAFFICATORS

- Trafficators are fitted to all models.
- Operated by small chrome lever on top of Steering wheel centre.
- Saloon positioned high in body behind rear door
- Drophead positioned low in body behind bottom door hinge
- Roadster positioned in body behind upper door hinge

TRAFFICATORS



SALOON TRAFFICATOR



DROPHEAD TRAFFICATOR



ROADSTER TRAFFICATOR

DOOR TRIM

- **Early cars 1945/48 had no armrests or carpet along the bottom edge. The wooden fascia trim was an integral part of the trim panel, with a separate flat sill and stylized wood door pull.**
No full wood trim around window frame
- **1948/50 cars have fixed armrests, and a full window timber surround, separate to the trim panel. Ash trays are in the window timber fascia (Back & Front)**
- **1951 on cars have hinged front armrests which fold flush into the door. The trim has carpet along the bottom. Some cars have a map pocket on the door. Front ashtrays in dashboard and rear in trim just above carpet.**

DOOR TRIM

- **Door trims are covered in leatherette not leather.**
- **Internal seals around doors is Furflex and a rubber seal which closes against the body**
- **Early Saloon Cars, Roadsters and Dropheads have no rubber seal around door and rely on Furflex for weather seal**
- **There are two widths of hidem binding available for door trims. Riley door trims use the narrower one – Half inch wide.**

DOOR TRIM



FRONT AND REAR DOOR TRIMS EARLY RMA (1947)

DOOR TRIM



FRONT AND REAR DOOR TRIM 1950 MODEL

DOOR TRIM



FRONT AND REAR DOOR TRIM 1952 MODEL

DOOR TRIM



FRONT & REAR DOOR TRIM 1954 MODEL

DOOR TRIM



DROPHEAD DOOR TRIM.
NOTE. TWO ASH TRAYS



ROADSTER DOOR TRIM &
SIDE CURTAIN.

DOOR TRIM



EARLY CAR. NO RUBBER
DOOR SEAL



SALOON FURFLEX DOOR TRIM/SEAL

ROADSTER

RUBBER DOOR SEAL

DOOR TRIM



**SALOON
&
WINDOW WINDER**



ROADSTER DOOR LOCK



DROPHEAD DOOR STRIKER PLATE



**DROPHEAD DOOR LOCK, HANDLE &
WINDOW WINDER. LONGER & PLAINER
THAN SALOON**

INTERIOR TRIM

- The trim panels on the side of the front footwells have a round opening for the vent lever and a mesh covered rectangle to allow the air to enter when vent is open.
- Note Some Dropheads were built without the scuttle vents.

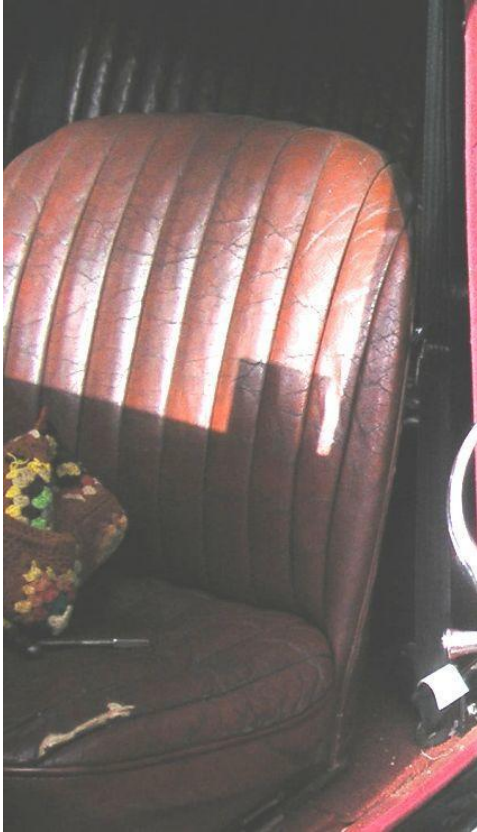


Early Car with key for bonnet locks

SEATS

- **Early cars have a flapped pocket on the back of the front seats and no armrest in back seat.**
- **Early & Mid cars the seat pleats run right to the top of the backs and edge of the seats squabs.**
- **Late cars have a single panel across the top of the pleats in the backs and edge of seats squab.**
- **Saloons & Dropheads have a central armrest in middle of back seat.**
- **RME/ RMF Models have much more padded/body contoured front seats.**

SEATS



FRONT AND REAR SEATS EARLY CAR. 1947 Model

SEATS



FRONT AND REAR SEATS 1950 MODEL

SEATS



FRONT AND REAR SEATS 1952 MODEL

SEATS



FRONT AND REAR SEATS 1954 MODEL

SEATS



DROPHEAD FRONT SEAT
SIMILAR TO SALOON BUT
MODIFIED FOR BACK TO
FOLD FORWARD FOR
ACCESS TO BACK SEAT



ROADSTER FRONT
BENCH SEAT

SEATS



DROPHEAD REAR SEAT SHOWING SIDE
ARM REST. NOTE CORNER OF SEAT
SQUAB IS NOT ROUNDED, BUTS SQUARE
UP TO SIDE TRIM

CARPETS

- Carpets are generally raw edged.
- On early cars the only binding on the carpet should be:
 - the edge of the firewall floor carpet alongside the clutch pedal.
 - the top edge of the vertical carpet below the rear seat squab.
- On other models the only binding on the carpet should be:
 - on the transmission tunnel cover below the gear lever.
 - on the transmission tunnel carpet where it meets the firewall.
 - the top edge of the vertical carpet below the rear seat squab.
 - RME/RMF have fully bound front floor & trans tunnel carpets
- Carpets should be press studded to floor with concealed press studs.
- There should be a flap in the carpet on the transmission tunnel to enable you to check the gearbox oil level. (Not on all models)
- There are generally rubber heel mats in the front floor carpet.
- There is a leathercloth covered timber slat (Approx 1" wide) fixed along the door edge of the carpet.
- Floor between the seats should be leather cloth covered same colour as carpet and greasing access hole should be covered with rubber grommet.
- The gearstick gaiter is leather cloth same colour as carpet.

CARPETS



BINDING ON FRONT CARPET

1947 MODEL. Note Dipswitch on floor



**BINDING ON VERTICAL CARPET
UNDER BACK SEAT SQUAB**



BINDING & MAT ON FRONT CARPET 1950 MODEL

Note Battery Box covered in leather cloth

CARPETS



**GEAR LEVER
GAITERS**

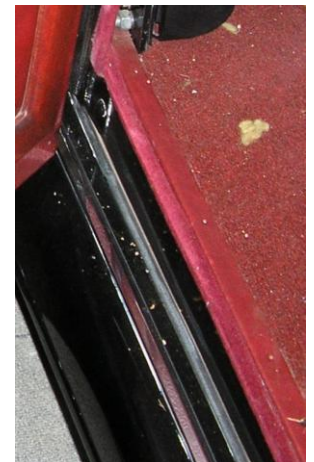


**PEDALS
1947 MODEL**



**PEDALS /MAT & CARPET 1950
MODEL**

**LEATHERCLOTH COVERED TIMBER
STRIP ALONG DOOR EDGE**



INTERIOR ROOF LINING

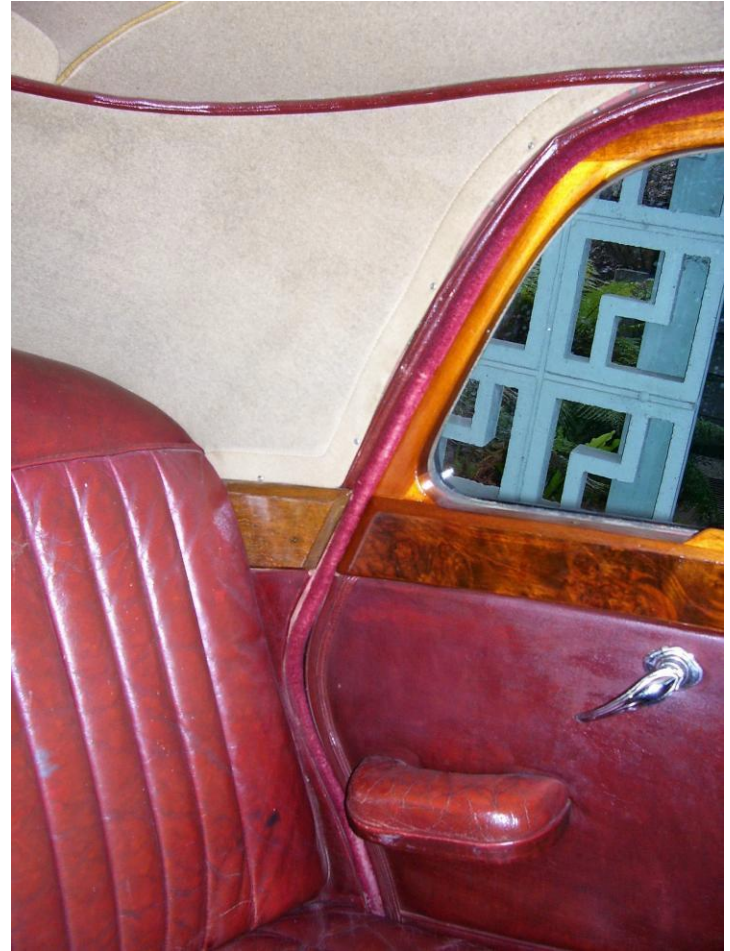
- **Interior roof lining is a wool felt like material light beige in colour.**
- **Hidem beading same colour as upholstery is used to cover tacks.**
- **Furflex is fitted around the door edges**
- **Wheel arches around back seat are covered in leathercloth to match upholstery.**
- **Rear Window has a narrow timber surround**

INTERIOR ROOF LINING



ROOF LINING EARLY CAR 1947 MODEL

INTERIOR ROOF LINING



TWO VIEWS OF ROOF LINING 1952 MODEL

INTERIOR ROOF LINING



DROPHEAD HOOD
LINING & ROOF CLIPS



DROPHEAD HOOD LINING
& GLASS REAR WINDOW

INTERIOR LIGHTS, BLIND, SUN VISORS & REAR VIEW MIRROR

- **Early cars are fitted with an interior light in roof above the back seat.**
- **Later cars have lights on each side in roof above back door.**
- **All cars are fitted with a cotton blind which can be raised over back window by a cord which travels above doors on drivers side.**
- **Rear view mirror is clamped to windscreen divider.**

INTERIOR LIGHTS, BLIND, SUN VISORS & REAR VIEW MIRROR



**INTERIOR
LIGHT &
SWITCH EARLY
CARS**



**DROPHEAD FLIP SWITCH
INTERIOR LIGHT**

INTERIOR LIGHTS, BLIND, SUN VISORS & REAR VIEW MIRROR



INTERIOR LIGHT 1952 MODEL



REAR WINDOW BLIND.

NOTE CORD MECHANISM IN
BOTH PHOTOS.

INTERIOR LIGHTS, BLIND, SUN VISORS & REAR VIEW MIRROR



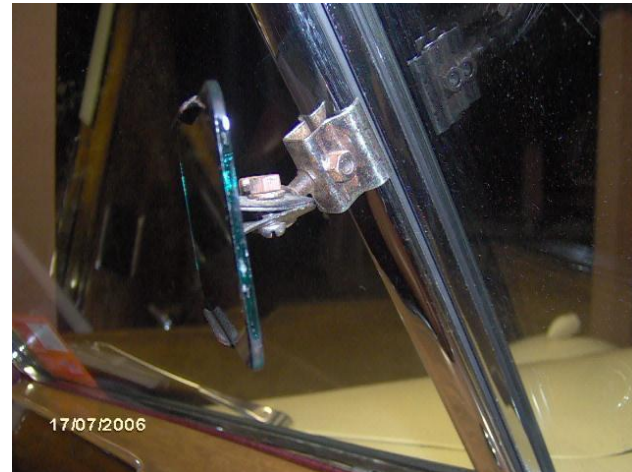
SUN VISOR LATE CARS



RECESSED SUN VISOR LATE CARS



REAR VIEW MIRROR



DASHBOARDS

- **Two types of dashboards were used.**
- **1946/49 The Round instrument unit.**
- **1950/54 The Square panel unit. (Two Designs)**
- **Dashboards and other timber trim are English Walnut veneer.**
- **Instruments are Jaeger. Early cars have white faces, later cars have gold faces.**
- **A tachometer with a small clock was available instead of clock in square unit.**

DASHBOARDS



- EARLY ROUND INSTRUMENT DASHBOARD
- THIS STYLE ALSO FITTED TO ALL ROADSTER MODELS.
- Note Knobs for hand operation or to switch on windscreen wipers

DASHBOARDS



- 1950 SQUARE DASHBOARD. ASH TRAY IN DOOR SURROUND
- THIS STYLE ALSO FITTED TO ALL DROPHEAD MODELS

DASHBOARDS



SQUARE DASHBOARD 1952 MODEL. ASH TRAY IN DASH



OPTIONAL REV
COUNTER

STEERING WHEELS

- TWO TYPES OF STEERING WHEELS WERE USED
 - EARLY RMA'S 17 INCH WHEEL WITH KINKED ROUND SPOKES. ALSO FITTED TO ROADSTERS
 - OTHER MODELS 18 INCH WHEEL WITH FLAT SPOKES.

STEERING WHEELS



17 inch Steering Wheel



18 inch Steering Wheel

Note Different Hand Brake Position on early cars.

BOOT & SPARE WHEEL AREAS

- **The boot floor should be covered in black durolloid. (similar to linoleum).**
- **Metal boot strips. Three formed metal strips are cut to length and do not have closed ends. ??? nickel or chromium plated.**
- **Wheel arches are covered in Black Leather cloth with a stitched seam following the curve contour.**
- **Only RME,s have a tool box divider in the drivers side of the boot.**
- **Boot seals changed composition over the years. The later type of “non porous rubber” is acceptable for all models.**
- **Spare wheel housing cover is hinged at the top up until 1952 model, when it folds up on a parallelogram arrangement between the twin rear bumper bars.**
- **Spare wheel is held in place by a clamp, wing nut and bolt that hooks into floor**

BOOT & SPARE WHEEL AREAS



BOOT FLOOR



BOOT FLOOR & TOOL BOX- RME



**BOOT LID SHOWING CORRECT
PAINT TREATMENT**



BOOT RUBBER SEAL

BOOT & SPARE WHEEL AREAS



HINGED SPARE WHEEL COVER



LATE MODEL SPARE WHEEL COVER.



SPARE WHEEL & CLAMP

TOOL KIT

- **Canvass tool roll complete with:**
- **Doubleend spanner 3/16" x 1/4" W 5/16" x 3/8" W 7/16" x 1/2" W**
- **Box spanner 3/16" x 1/4" W 5/16" x 3/8" W 7/16" x 1/2" W**
- **Sparking plug spanner 14mm**
- **2 x tommy bar**
- **Pliers**
- **Hammer 3/4lb**
- **Screwdriver**
- **Single 1/8" W spanner**
- **Jack**
- **Starting handle**
- **Wheelbrace and hub cap remover**
- **Tyre pump**
- **Grease gun**
- **Brake bleeder tube and container assembly**

TOOL KIT

- **Variations**
 - **Early models may include**
 - **Tyre Valve Spanner**
 - **Tyre Levers**
 - **Distributor Feeler Gauges**
- **Some later listings include**
 - **King Dick Brand Adjustable Spanner**
 - **Pair of Multi Grips.**

Note 1946/7 cars starting handle is stored under back seat later models are stored in clips behind spare wheel.

TOOL KIT



TOOL ROLL & TYRE PUMP

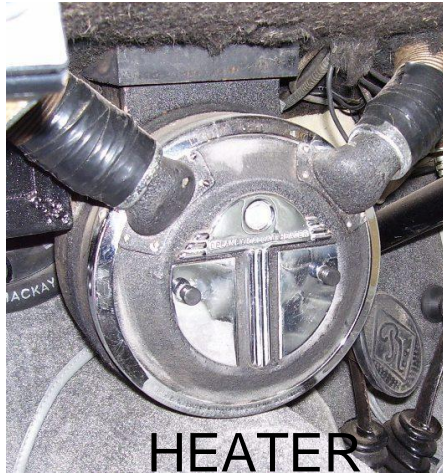


CRANK HANDLE, JACK & WHEEL BRACE.

ACCESSORIES



ASTOR VALVE RADIO
& SPEAKER



HEATER



WIND DEFLECTOR



EXTERNAL REAR VIEW MIRRORS

ORIGINALITY & SAFETY

(Items not considered a negative for originality.)

- **INDICATORS.** The fitting of flashing indicators is almost mandatory for driving in modern traffic. Having them operate together with the original trafficators is a plus.
- **SEAT BELTS.** Owners may fit seatbelts to RM cars but there are documented concerns about mounting points and door pillar strength.
- **TYRES** Original Tyres are (2 ½)6.00 *16 (1 ½)5.75 *16 Crossply. Availability and cost have caused owners to look at a similar size 185/70 radial tyre. RPM for MPH generally increases but road holding, steering and braking are greatly improved.

CONCOURS JUDGING CRITERIA

- **Section 1. Exterior (Judged against possible 10 points for each of following headings .Total 30 points)**
- **Presentation**
- General overall cleanliness and effort
- **Condition**
- Dents, scratches, rust, panel fit, integrity of body construction;
- Dull damaged or inappropriate paintwork;
- Torn, crazed or damaged hood, roof covering (including side curtains if appropriate);
- Dull or scratched brightwork, condition of lights mirrors and fittings;
- Condition of tyres and wheels.
- **Originality**
- Incorrect, non-original, missing or out of character fittings, accessories and paintwork.

CONCOURS PREPARATION

Don Birdseye

October 1981

- Section 1. Exterior
- Polish all exterior panels and chrome.
- Paint with tyre black paint, both sides of your tyres.
- Boot polish the roof thoroughly and polish off with soft woollen cloth.
- Paint with tyre black paint, the rubber flanges surrounding the petrol filler caps.
- Touch up small duco spots and stone chips with a small brush.
- Make sure the guttering is clean and painted in black gloss paint.
- Clean up and polish under the wings and running boards.
- Check your tyres at 24 lbs.

CONCOURS JUDGING CRITERIA

- **Section 2. Interior and Boot and Spare Wheel Compartment (Judged against possible 10 points for each of the following headings .Total 30 points)**
- **Presentation**
- General overall cleanliness and effort
- **Condition**
- Condition of headlining, seats, door trim, carpets, interior woodwork, fittings, instruments, boot lining and paint;
- Condition of steering wheel, pedals and gear lever gaiters boot and body seals
- Dull or scratched brightwork, condition of lights mirrors and fittings;
- Condition of spare wheel.
- **Originality**
- Incorrect, non-original, missing or out of character fittings, accessories and paintwork.

CONCOURS PREPARATION

Don Birdseye

October 1981

- **Section 2. Interior and Boot and Spare Wheel Compartment**
- **Vacuum clean the floor carpets and boot.**
- **Polish door trims, seats and woodwork**
- **Boot polish the rubber strips surrounding the door and boot openings**
- **Boot polish the driver's side front floor mat.**
- **Boot polish the three pedals.**
- **Trim off frayed edges from the carpets.**

CONCOURS JUDGING CRITERIA

- **Section 3. Engine Chassis and Mechanical. (Judged against possible 14 points for Presentation, possible 13 points for Condition and Originality. Total 40 Points)**
- **Presentation**
- General overall cleanliness and effect
- **Condition**
- Condition and appropriateness of exhaust system;
- Condition and completeness of toolbox, tool kit, battery box, clamps and battery;
- Condition and tidiness of wiring harness, high tension leads, conduits;
- Rust, dirt, leaks, condition of paint on engine, chassis etc.
- **Originality**
- Incorrect, non-original, missing or out of character fittings, accessories
- paintwork, plating and polishing

CONCOURS PRESENTATION

Don Birdseye October 1981

- Section 3. Engine Chassis and Mechanical.
- Boot polish the radiator core on both sides,
- Using friction tape (not the plastic variety) tape up all the uncovered wiring around the engine compartment. It looks very near original if done carefully. Also make sure frayed cotton cover of your wiring loom is trimmed and then covered with the friction tape. Cover the connectors too.
- Clean and paint black the underneath floor pan, petrol tank and chassis
- Using a steelwool pad rub thoroughly through each cooling channel on the sump, also around the sump.
- Degrease engine and polish rocker covers.
- Clean all around the engine compartment panels with a cloth.
- Clean the engine, the gear box and transmission through to and including the rear axle housing and brake drums.
- Differential should be painted in black gloss paint.
- Thoroughly boot polish the leaf springs at rear end.
- The exhaust system can look well, if painted with heat resistance silver paint.