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*An index to Technical Items in this Bulletin may be found in Issues 53, 71, 91, 108.*

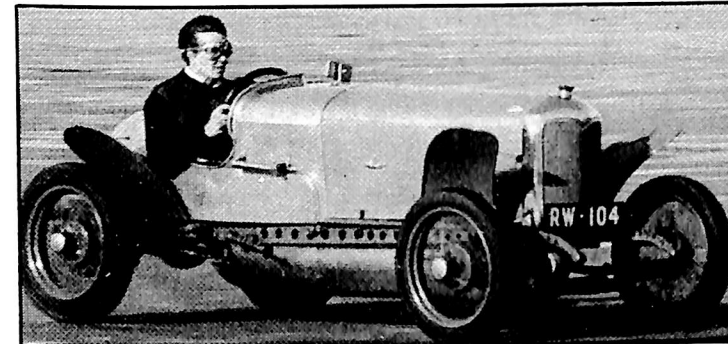
## TABLE OF CONTENTS Issue No. 136

- 1 EDITORIAL
- 2 AN ANNOUNCEMENT
- 3 CHRISTMAS QUIZ
- 6 OF WINTER RALLIES AND BRASS MONKEYS
- 6 REPAIRING TEMPERATURE GAUGES
- 9 COVENTRY 1989
- 14 REGULATORS ETC
- 22 EDITOR'S NOTEBOOK
- 22 A USEFUL GADGET
- 23 THE BULLET
- 24 INDEPENDENTLY SPRUNG RACING RILEY
- 26 BRUSSELS TO ANTIBES
- 29 TIM CARSON
- 29 RILEY MARINE ENGINES — FEEDBACK
- 31 2nd RILEY SCOTTISH NATIONAL RALLY
- 33 D.F.H. WOOD
- 35 VINTAGE '9' NOTES
- 38 PERSONALISED NUMBER PLATES
- 40 LETTERS TO EDITOR
- 44 OOPS!
- 45 MEMORIAL
- 46 DON'T KNOW
- 47 UPWARD SPIRAL?
- 48 FAMOUS RACING DRIVER/TAILPIECES

### COVER PICTURE

First time the Bulletin has borne a picture of a D. H. C. bodied Riley on its cover. This is John Goodacre's car with bodywork by Hoyal. The car was seen at the Coventry Rally after years of hard work. (Photo acknowledgement: Chris Buck).

# THE REGISTER BULLETIN



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### EDITORIAL

The Editorial space in the December issue of the Bulletin is made available to our President for his Christmas message.

Here is what George Beedham has written:

"To my Riley friends and their families I wish happiness and goodwill for Christmas.

"For the New Year, Peace, good health, good oil pressure and many enjoyable miles in our Rileys."

**APOLOGIES TO ANY WHOSE CONTRIBUTIONS  
HAVE BEEN SQUEEZED OUT OF THIS ISSUE**

## AN ANNOUNCEMENT ABOUT THE BULLETIN

Observant readers will notice a slight change in the appearance of this Bulletin, due to the adoption of a new layout.

For some time now the amount of material for each issue has exceeded the space available. This has resulted in long waits for some items to be published, in 'tailbacks', in frustration and in much worry.

The Treasurer very kindly allowed the September issue to have an extra 4 pages to help 'clear the backlog', but this increased size must — for reasons of economy — be strictly a 'one off'.

In order to rationalise the situation, and to ensure that readers get the best possible value, in terms of interest, without raising the cost, a new layout has been arranged which will increase the capacity of the Bulletin without (it is hoped) detracting from aesthetic appeal.

The helpful co-operation of the Printers in arranging the change is very greatly appreciated.

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## THE STAYBRITE STORY

In a recent letter to the Editor, Noel Wyatt writes:

"The member who says Staybrite is Ferritic and 430 grade is most certainly in error. All the 400 series steels are Chromium steels with no Nickel and are generally magnetic. Certainly 430 is magnetic and Rileys' Staybrite is non magnetic. 430 steels are used for automotive trim parts however but I'm sure this is not the type sold as Staybrite.

I've photocopied some pages from the Firth book so you can understand this a bit better.

The preface mentions that Stainless-steel is 12/14 per cent chromium steel but Staybrite is of a different composition having much higher Chromium and a substantial percentage of Nickel.

Page 43 gives the only analysis in the book for Staybrite — Chromium 18.5 per cent. Nickel 7.98 per cent.

'Machinery's Handbook' an important Engineers' reference book published in USA has some composition tables on pages 1725/6 which I've also copied for you to see. Page 1740 is interesting as it mentions that the term Stainless-steel is strictly a trade name for Chromium steel patented in 1916 by an English Metallurgist — Brearly. So genuine Stainless-steel is Chromium only and actually probably close to 430 grade as mentioned.

As Firth point out, Staybrite and Stainless are different and probably at the time the Firth book was published, Stainless-steel was the genuine Chromium only type.

Page 78 gives the only clue as to the publishing date."

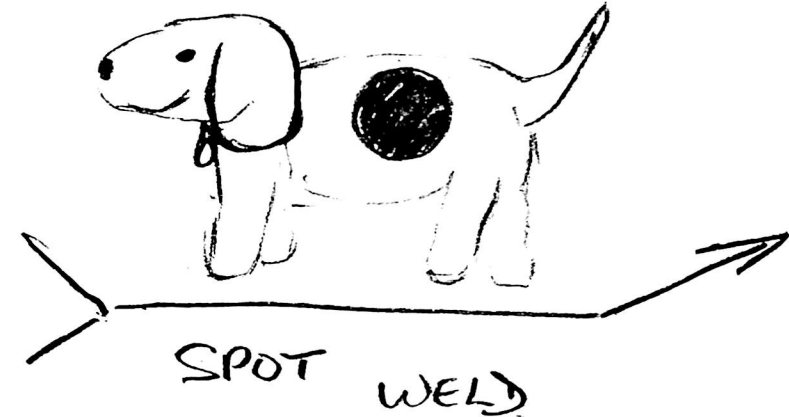
(This clue is a picture of a Bull-nose Morris — Ed.).

The Editor is grateful to Noel for these notes, but has to admit that his tired old brain is still slightly confused.

Anyone who would like to see the photocopied material referred to by Noel should send an s.a.e. to the Editor.

## WELDING TERMS ILLUSTRATED

No. 4: Spot Weld.




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## CHRISTMAS QUIZ

The Christmas Quiz in the Bulletin was abandoned a number of years ago. Some members (Noel Wyatt among them) thought this a pity. When Noel turned up at Coventry this year, he presented the Editor with a specially 'concocted' Quiz and asked him if it could be used. So here — with grateful thanks to Noel — is this year's Christmas Quiz.

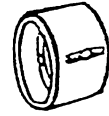
Please show your support for Noel's work by entering the competition and sending your entry off by Airmail.

There will be a prize for the winner.

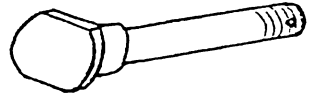
- The parts sketched are as fitted to the following Riley models:
  - 1927 Mk I 9 Colonial model
  - 1932 Sloping Radiator 9 Tourer Mk 6 engine
  - 1933 Kestrel 9 Mk 7 engine
  - 1935 Imp
  - 1938 Silver Streak
- The letters A to E represent the 5 different models.
- The quiz is to give names to each part with Riley descriptions where possible.
- There are 24 parts sketched.
  - Question 25: Relate A to E to the 5 models.
  - Question 26: In this selected group of parts there is a deliberate mistake associated with one of the parts. Name it and give an explanation.
- The parts shown for the 8/90 are typical for most models of the period.
  - To assist, parts 1, 10, 19 are chrome plated; parts 3, 4, 24 are brass.
- Entries to Noel Wyatt, PO Box 70, Beaconsfield, Victoria 3807, Australia, by the end of January approximately.
  - The judge's decision is final.



1 D



7 D



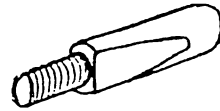
2 ABE



8 ABDE



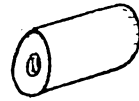
3 BE



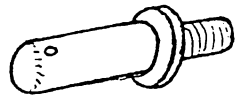
9 ABDE



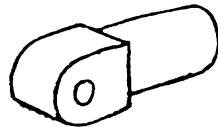
4 ABE



10 ABDE



5 ABE



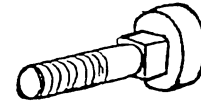
11 ABE



6 A



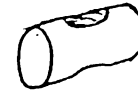
12 ABE



13 A



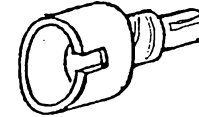
19 BE



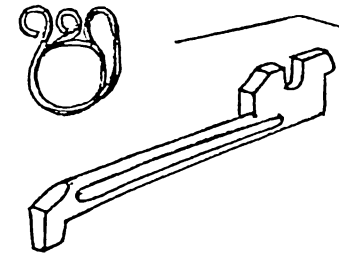
14 ABE



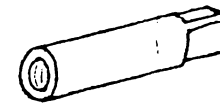
20 A



15 C

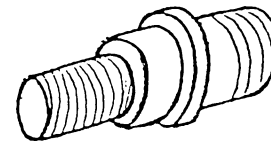


21 AD

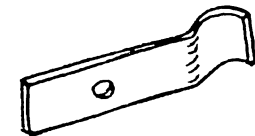


16 BC

22 E



17 BE



23 C



18 AE



24 BC

## OF WINTER RALLIES AND BRASS MONKEYS

Nine Rileys started in the 1932 Monte Carlo Rally and nine finished.

Among the drivers were Jack Hobbs (who started from Stavanger), Rupert Riley (who started from Athens), and Joan Richmond (who started from Palermo).

Writing of this Rally in his book "Rallies and Trials" Sammy Davis comments:

"There were 118 entries of which only 64 managed to finish, the high spot of the whole affair being, as usual, the Athens group. Half the trouble was to attain Athens at all, a process that took Andre Boillot eleven horrible days, during which he had tractor wheels fitted to the car as an experiment. And, from the start, it was a grim fight against nature in the raw, bitterly cold with roads that would be deemed impassable, no signposts, bridges unserviceable, everything one did not want. For five days which included the run to Athens, Rupert Riley and his crew got no more sleep than was possible by catnaps in a bleak open car in between driving spells.

Nor were other routes a great deal better. Jack Hobbs and Griffiths, nearly frozen in an open four-seater Riley from Stavanger, went off the road, had a heck of a time getting going again, only to be hit by a large lorry that did the car no good at all, and then have the magneto die on them in the last few miles of the run. Yet, they finished fourth in the 1500cc class."

Thinking about the cold of the winter reminds one of the common comparison with brass monkeys. This is usually misquoted, as the true expression is "Cold enough to freeze the balls onto a brass monkey."

In Nelson's time, when ships' guns were mounted on deck, the iron cannon balls were housed alongside the guns in brass racks known as "monkeys." In frosty weather the balls used to freeze onto the racks, and one of the duties of a gunner was to free them.

However, whichever version of the saying one uses doesn't affect the extremity of the cold felt by the drivers of the open cars on that rally!

## REPAIRING TEMPERATURE GAUGES

by J. Midgley

Members may have direct reading temperature gauges that have become damaged that they would like to have a go at repairing. The following notes should help in those cases where it is the capillary tube that has fractured. Before starting you will need the following items. A small quantity of ether, say 100cc, an electric soldering iron, flux paste and some low melt solder. The latter can be obtained from the type of model shop that sell scratch-build white metal locomotive kits. If in difficulty try the makers, S & R Brewster, 86, Union St., Plymouth. So far as the first two items are concerned you will have to convince the local pharmacist that your needs are legitimate.

The tube is usually snapped at either the instrument or bulb end, but could also be broken somewhere in the middle. In the case of an end break, trim off whatever is protruding with a file, then with a drill the same diameter as the tube remove the part that remains inside the instrument or the bulb. It is best to do this by hand using a mandrell. You could sweat it out, but you may overheat things and finish up with a pile of useless bits. Personally I would advise the drill. Next remove 1/2" of the reinforcing wire surrounding the capillary and clean the tube with wire wool. Flux it and push it well into the hole that you have drilled. Failure to insert it far enough may result in the

molten solder flowing into the fine bore and blocking it up. Solder up the joint in the usual way. Don't forget to place the union nut onto the pipe and the right way round otherwise you will have to start again! Instrument and bulb will now be united once more.

Where a tube may have cracked in the middle, join it together using a short piece of suitable internal diameter copper pipe, soldered as described. Alternatively use a bit of thin brass bar drilled along its centre. A piece of cistern ball valve arm is ideal.

The method of filling the system with ether can vary, and this is the tricky bit. Ether is extremely volatile. It is also a pretty effective soporific and is inflammable; so take sensible precautions. This part of the operation should be carried out in as cool and well ventilated surroundings as are possible, and another pair of hands are invaluable. Some instruments have a short 'tail' of copper pipe within the head, sealed-up at its end with a blob of solder, carefully straighten out this little piece of pipe and re-open the end. Insert this into the ether. Dip the bulb into the container of boiling water. When the stream of air bubbles stops at the ether end, transfer the bulb to the other container which should be full of ice cubes and cold water. The contracting air will draw a small quantity of ether back into the bulb. Continue to repeat this process until no more air bubbles appear. It will take a long time. Now, keeping the bulb cool, quickly seal-up the end of the tail with the low melt solder. The reason for using this is that it is less likely to cause melt-down of other soldered parts and keeps the temperature low thus reducing the chances of ether vapour blowing molten solder out of what you are trying to seal up. Tuck the little 'tail' back out of the way and the job is finished. As an alternative to this or where your instrument doesn't have the 'tail', use one of the following methods.

Fill the bulb as per the foregoing but do it before fixing the capillary tube into the gauge. Finish off by soldering it in and don't forget to immerse the bulb into the iced water as you apply the soldering iron. This draws any expanding liquid or vapour away from the heat of your iron. The final method is the one that I have found to be best as it is quicker and less messy. After completing all the joins, drill a fine hole into the end of the bulb. Make a small tapered pin that will seal-off the hole and stand proud by about 1/8". A section of SU or Stromberg needle is fine. Tin the pin and the area around the hole. Now fill the bulb using the syringe, with ether. When it is nearly full, tap the pin home and solder it up. Cool the instrument down as you do this by

## Spares and Regalia

SPARES LISTS AND ORDER FORMS MAY BE  
OBTAINED FROM:

**R. L. Sunderland, "Wild Acre", Scar Head,  
Sowerby Bridge, West Yorkshire, HX6 3PX**

ITEMS OF REGISTER REGALIA ARE HELD BY:

**Mrs. J. M. Dick, 'St. Winifreds,' Eldon Road,  
Dobbs Weir, Hoddesdon, Herts. EN11 0BH**

covering it in a thin plastic bag and immersing it in the cold water for the reason previously stated. It can be disconcerting having solder bubbles appear around the area that you are trying to seal up. As long as there is a reasonable quantity of ether in the system, I haven't found the precise amount to be critical. All the gauges that I have repaired give more or less the same readings as a pan of water is brought to the boil.

All of this may sound to be too fiddly to be worth bothering about, but believe me it is much easier when put into practice. However do take into account the following points.

Carry out the work in a cool and well ventilated area.

Take appropriate fire precautions.

Use a helper when you get to the ether stage.

Have all your materials to hand including both boiling and iced water.

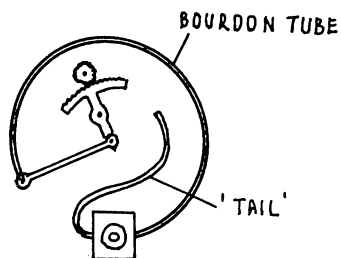
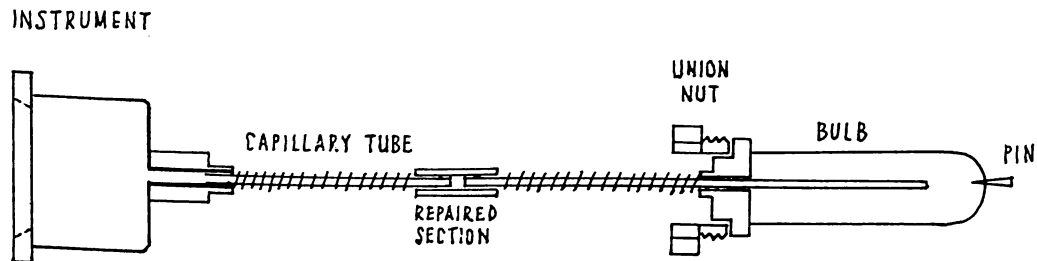
Pay attention to preparation of joints before soldering.

Don't forget to place the union nut on the pipe and the correct way round!

Store the ether in the freezer, preferably in a glass stoppered bottle sealed with a smear of vaseline, otherwise it will have evaporated by the time you need it.

Personally I found the most difficult part going into the local chemists for the stuff I needed. I had visions of having to explain myself to an uncomprehending constabulary ('a what, sir'). As it happened. I need not have worried. The cost of this should be less than £5 and you should find it to be one of those extremely satisfying little jobs) best of luck.

Incidentally, can anyone tell me where I can obtain a small supply of new capillary tube?



## COVENTRY — 1989

*Once again we were treated to a simply splendid Coventry weekend, through the stout efforts of the Coventry organising Committee (with a little help from the Clerk of the Weather and the standard of the cars entered).*

*The report of the weekend is in two parts. Part two is an account of the Sunday's happenings by Phil Hitchman. Part one is from Paul Scholes, and tells of what preceded part two.*

### Part One

All the signs 3 weeks before the Coventry Rally that we would have a full weekend of sunshine made the duties connected with ensuring the smooth running of the event much easier. The previous eleven months of planning by the small working committee with help from local, not so local members and friends resulted in everything being ready by Saturday lunchtime.

Arrivals on Friday afternoon were Noel and Lyn Wyatt from Australia (over here on holiday) and driving Christine Goodall's very original 1933 Kestrel '9' all the way from Tor Point that day, with Chris Goodall and friend in close attendance. Frank Hawke and family had decided to make it to the Rally in daylight this year although not in a Riley; the last late arrival on Friday being Roy Preston from Nottinghamshire.

Saturday saw cars with crews arriving steadily all day for the afternoon's social run and the Barbecue. Notable arrivals were David Allberry and family in the ex Leggitt 12/6 straight topped door Lynx, Mike Cartney with his trusty 1932 Monaco all the way from Dunblane (very nice to have him with us again) and Mr and Mrs Baggaley with 1926 4 light saloon. Much work had been done on this car since the Side Valve Display at the event when it arrived on a trailer. The car had done plenty of work last year, and would have been eligible for the working car class. Our Guests of Honour, Dick and David Cresswell came in their lovely 12/6 Kestrel, and we must not forget David Bird and family with the Side Valve tourer.

Preparation for the Barbecue started late in the afternoon. The usual wonderful spread put on for us by Allan and Chris Draper (with back up from Jim and Margaret Jennings and helpers) explained why every year the tickets are taken up very early. The wonderful weather and selection of cars gave the evening a leisurely party atmosphere.

### Part Two

Relegation to the old area on the right of the entrance drive to Coombe Country Park proved to be a blessing. By the time the procession of Rileys arrived it was blazing hot but the shade of the trees lining the area and a fitful breeze made all the difference.

With all the Concours cars assembled in their various classes and this year's theme display of 6 cyl. cars, mostly Kestrels, Lynx and Alpines, the rarest of which must have been Roger Sunderland's 2 seater Alpine Tourer, there appeared Nigel Plant's magnificent gleaming Autovia which deservedly assumed a place of honour.

Judging commenced, the call for owners to stand by their cars was heard, bonnets were opened and engines started where called for. To the judges for the newly awarded Lucas Cup it soon became obvious that wiring had to be taken into account — some right lash-ups were apparent, even dangerous, and this on otherwise beautifully prepared concours cars. It was noticeable how much more

simple the wiring was on the earlier cars, one example having all wires in individual small diameter armoured sheathing, commendable if not original. The owner of a twin carbide Lynx was advised to shield the exposed rotary switch beyond the steering box from the possibility of petrol drips from the rear carb. Directly above — the judge had conflagratory experience from pre-war. Then, lo and behold, the very next car looked at had an upturned tin lid mounted for just this purpose — the only one seen.

Very few of the later cars still had the correct rubber cover moulding to the rotary switchbox — this rubber can become a horrible sticky mess, is anything suitable still available?

The Lucas cup was won by A. Gwyn Evans' very sound 1932 Alpine Tourer still displaying large rally plates proclaiming its participation in the Great British Film Rally, London — Cannes, also coming second in the Open P.V.T. Concours Class.

Each year a couple of cars strike the eye. The plea for more Veteran and Edwardian cars made last year was answered by the appearance of Jack McLaren's 1907 V-Twin '9' which has been in his family for many years — he can remember it as a box of bits when he was a lad. This squared radiator, tubular framed, chain driven survivor should have won the Lucas Cup, Battery, two trembler coils and a lead to each plug completed its electrical equipment.

Then Mike Kyle's Special which picked up 3rd Prize in the Specials Class, a look alike of and bearing the registration number KV 9763 of one of the three Racing M.P.H. cars built for the 1934 Le Mans, though this car did not run and retired in that year's T.T., and British Empire Trophy Race before being dismantled by the works.

Two fine examples of the specialist coachbuilders art in John Goodacre's 1931 Hoyal Drop head Coupe and C de Kock's 1937 15/6 Sedan Coupe by Wylders of Kew were entered in different classes, the Hoyal winning the P.V.T. Open and the Sedan the Specials Class, though hardly a special in the accepted sense being similar to the one shown in Dr. Birmingham's book but with slightly sculpted doors and no waistline trim — maybe we should have a separate class for these established bodybuilders' cars.

C. Baggaley's 1926 Four light Saloon is worthy of an article on its own to cover the accumulation of parts for its rebuild — the back axle came from the Isle of Wight and Geoff. Davis' '36 Adelphi had a straight across rear window, understood to be a prototype body and looking very different, when viewed from the rear, to the production model.

The Alpine Skier mascot is becoming popular — three cars, none of them Alpines, were sporting them and although they were available as an extra from the works, these modern replicas at, I believe £165 each on the trade stalls, look out of place on models other than Alpines; still, every man to his choice!

The Guests of Honour, Dick and David Cresswell presented the prizes, their choice for the Theobald Trophy being C. Buck's 1930 2 Seater while half a dozen teddy bears cheered from the windows of Gerry Dick's '31 Monaco as he drove up to receive the Gibson Trophy for the best Monaco not in the Concours.

Only a spectator, last year's Guest of Honour Ted Wiles was still recovering from a serious operation but was as cheerful as ever and why was Alan (Torpedo Twin) Teeder wearing clogs? Perhaps remembering the soggy state of this field three years ago or was he deferring to our several Dutch visitors, C.de Kock, E. Bezemer and N. Rietveld, et al.

From Australia had come Noel and Lyn Wyatt and Bill and Edna Parks, while S.

M. Owen hailed from Switzerland and Rodney Green of South Africa was driving an Ulster Imp.

Twenty visiting R.M.'s flanked the Concours Area, that of S. Bayliss gaining the R. M. Trophy while the R.M.C.'s Alan and Chris Draper were recovering from their fine efforts on Saturday evening behind the marquee in which the Register Spares, Club Accessories and subscription taking carried on, screened from the bar by the display of 6 cyl. photos and articles, etc.

Despite a shortage of helpers this year the Coventry Rally Committee had coped admirably, the standard of cars in the Concours as high as ever and the sun had shone on another excellent Coventry Rally.

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## THE JORDAN ROADWHEEL

Too late for the last Bulletin, and not connected with the telephone conversation reported therein, Phil Hitchman sends a page from The Autocar dated 15 October 37 showing an illustrated advertisement for the range of British Saloon cars exhibited at the 1937 Show.

It can be seen that at least two of the models have Jordan roadwheels.

A member tells the Editor that he has seen a Coventry Riley with this fitment. Unfortunately he can't remember what the model was or when and where he saw it!

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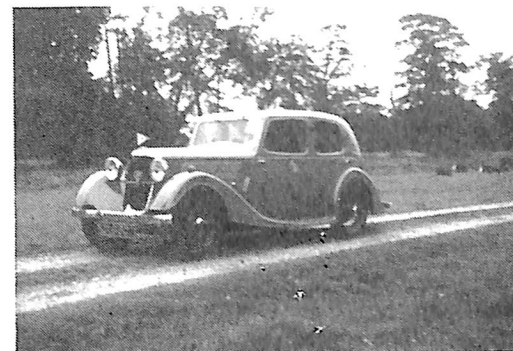
## HERMIONE – LADY COLWYN

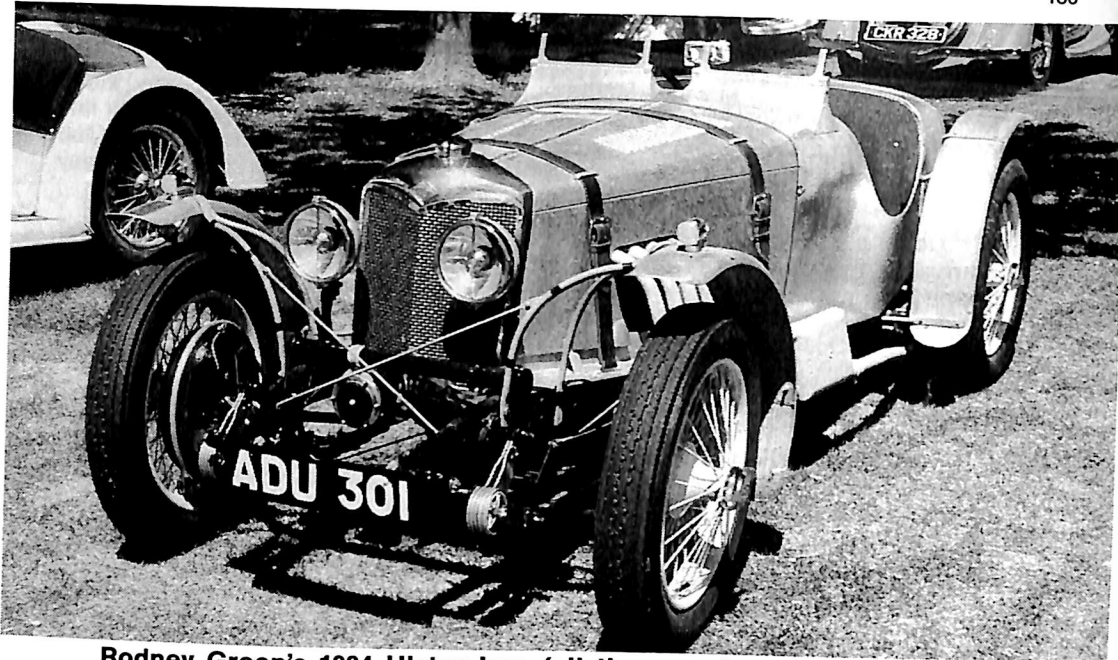
The Sussex Evening Argus for September 27th informs us that Hermione, Lady Colwyn passed away on September 24th after a long illness.

This charming lady will be remembered with affection by all who knew her.

Tony Ellis relates that at the start of the first Sussex Rally (in 1961) she turned up in her Riley, to be greeted with remarks about "Oh, what a nice Merlin". She insisted that the car was a Kestrel because that was the model which had been ordered, and collected new from the Works.

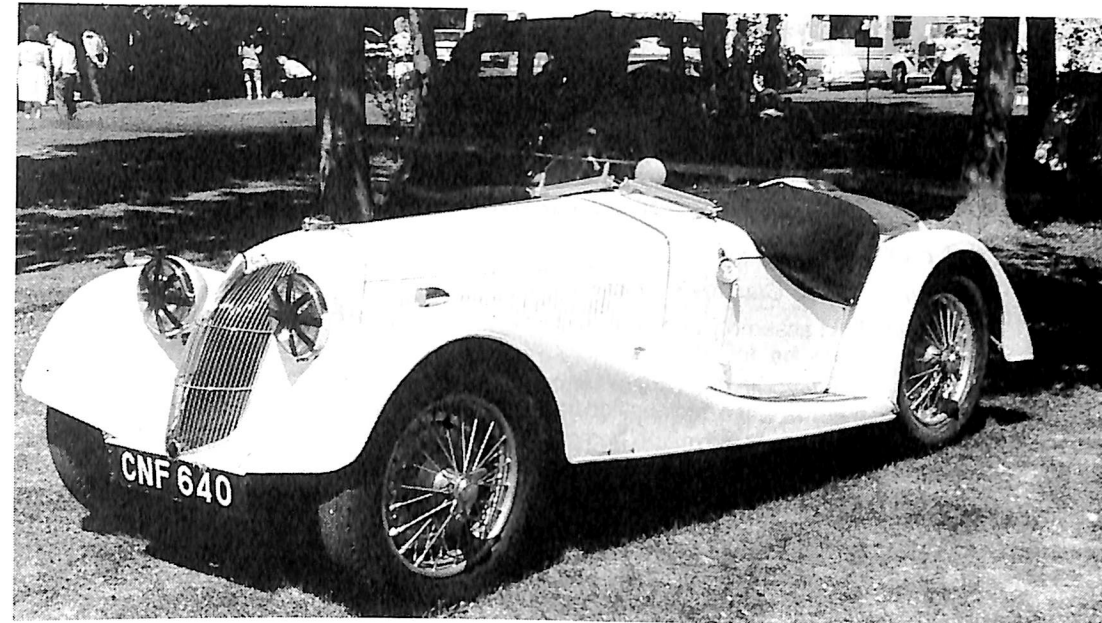
The picture (courtesy of Tony Ellis) shows her sitting in her 'Kestrel' at the 1964 Coventry Rally.





**Rodney Green's 1934 Ulster Imp (all the way from South Africa).**

*(Photo acknowledgement: Chris Buck).*



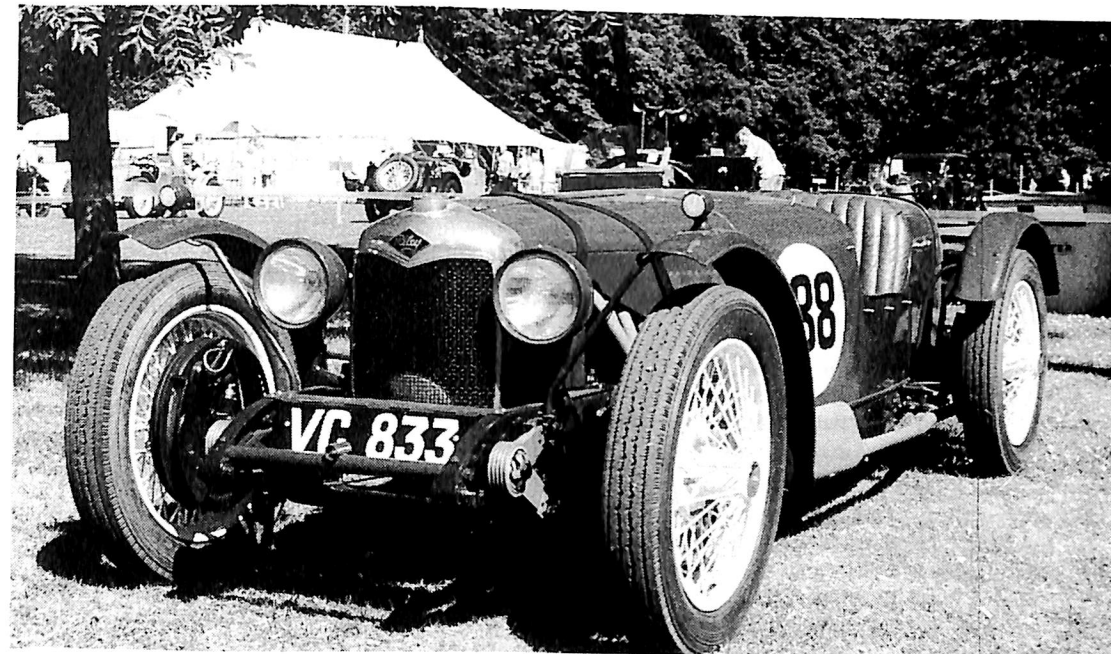
**John and Ruby Golder's Sprite (on the way home from Silverstone).**

*(Photo acknowledgement: Chris Buck).*



**John Tew's very fast Alpine tourer (rapid Secretarial transport!).**

*(Photo acknowledgement: Chris Buck).*



**Nev and Barbara Farquhar's Brooklands. (This is the Billy Cotton car).**

*(Photo acknowledgement: Chris Buck).*

## REPLACEMENT PARTS

Yesterday's Components Ltd. of Wellwood Farm, Lower Stock Road, West Hanningfield, Essex CM2 8UY (0277 840697), is a firm run by Harry Edwards — the chap who edits the magazine of the Morris Register.

Electrical parts such as contact sets, etc., are held in stock amongst many other 'bits'. Might be worth a phone call if you are stuck for anything.

## REGULATORS ETC

*Continuation of David Caudrey's article*

If the field assembly of a vehicle dynamo is examined, the arrangement depicted in figure 6 will be found.

Here the field windings are assembled on shaped pole pieces which are attached to the inner surface of a thick-walled tube, which serves as the dynamo body, by large screws. In this way the dynamo body completes the magnetic circuit through the pole pieces and armature and a separate component is not required. The use of the dynamo body as a component of the magnetic circuit greatly reduces its diameter and weight. Of necessity there is a gap in the magnetic circuit, this being the clearance between the armature and pole pieces necessary to permit the former to be rotated at high speed. Good mechanical design is needed to keep this gap as narrow as possible in order to minimise the Ampère turns required to establish a strong field which in turn reduces the number of armature conductors needed to generate the required output; particularly at low rotational speeds.

The field components are manufactured from steel which is not completely magnetically soft so that a small magnetic field remains after use. The remanent magnetism is important because the vehicle dynamo is self excited; which means that the current to electro-magnetise the field is derived from the generated output and without a remanent field the machine cannot begin to generate.

Before proceeding further with discussion of how the output voltage of a dynamo is controlled or regulated it is worthwhile to consider another aspect of simple electro technology; that of Ohmic resistance.

All conductors resist the flow of electricity and possess the property known as resistance. For a given material, the resistance of a conductor increases in proportion to its length and decreases in proportion to its cross sectional area. Thus a long thin conductor has much higher resistance than a short fat one for a given amount of material. Also different materials (mainly metals) give widely different values of resistance for a conductor of given size: materials such as copper, silver and aluminium being of low resistance and ones such as iron, nickel, tungsten and carbon being of comparatively high resistance.

The unit by which resistance is measured is called the Ohm after the discoverer of the law which states that the current in an electric circuit in Ampères is given by the electro motive force in Volts, divided by the circuit resistance in Ohms. Eg. an emf of 1 Volt applied to a circuit having a resistance of 1 Ohm will cause a current of 1 Amp to flow in the circuit, similarly, if a resistance in one of a chain of resistances forming a circuit as shown in figure 7, a voltage will be 'dropped' across it in proportion to the current flowing in the circuit.

This volt drop is given by the current in Ampères (Amps) multiplied by the Ohmic value of the resistance and logically sum of the individual volt drops across the resistances of the circuit chain must equal the emf driving the current through the

circuit. Volt drop is an important problem in low voltage circuits as may be demonstrated by a simple example:

In the circuit of figure 7, R1 could represent the internal resistance of the dynamo itself (conductors, commutator and brushes), R2 could represent the resistance of the connecting cable (including fuse and switch) to a headlamp load represented by R3. Now the power dissipated in a resistance is given by the expression:

$$W = \frac{V^2}{R} \text{ where } W = \text{Power in Watts}$$

$$V = \text{Voltage applied to or dropped across the resistor.}$$

$$R = \text{the Ohmic resistance}$$

We may use the expression to calculate an equivalent value for R<sub>3</sub> for a typical headlamp load of 96 watts at 12 Volts.

$$\text{i.e. } 96 = \frac{12^2}{R}, \text{ therefore } R_3 = \frac{144}{96} = 1.5 \text{ Ohms.}$$

If significant Volt drop occurs across resistances R<sub>1</sub> and R<sub>2</sub> the expression shows how the power taken by R<sub>3</sub> will be greatly reduced. A simple numerical example will make this apparent:

Assume that the dynamo output Voltage (emf) is 12 Volts and that its internal resistance plus that of the interconnecting cable (R<sub>1</sub> + R<sub>2</sub>) is 0.5 Ohms.

Then the total circuit resistance (R<sub>1</sub> + R<sub>2</sub> + R<sub>3</sub>) is 2 Ohms. In accordance with Ohm's law the current taken =  $\frac{V}{R} = \frac{12}{2} = 6$  Amps.

At this current 6 x 0.5 = 3 Volts will be dropped across (R<sub>1</sub> + R<sub>2</sub>) leaving only 9 Volts to be usefully applied to R<sub>3</sub>.

Reapplying the expression,  $W = \frac{V^2}{R}$ , it can be seen that the power taken by the headlamps is  $\frac{9^2}{1.5} = 54$  Watts and consequently the lamps would be rather dim.

The simple example clearly illustrates the need to minimise the internal resistance of the dynamo and the resistance of the wiring by the use of thick conductors and wires because, when the contact resistance of items like switches, fuses and connectors are included, 0.5 Ohms is not an impossibly high value, particularly for elderly vehicles.

In practice, to satisfy the battery charging requirement mentioned previously, the dynamo emf is more likely to be about 14.5 Volts which would result in the lamps consuming about 80 Watts with 0.5 Ohms circuit resistance.

Having emphasised the wasteful nature of resistance where it is not required, it is now necessary to consider how it may be employed usefully to reduce current; an application which provides the means for regulating the output of a dynamo.

Figure 8 depicts schematically a dynamo and its field winding. It is arranged for positive earth operation which was generally used in cars manufactured between 1936 and 1966.

With positive earth operation, the positive brush is connected to the vehicle body as is the positive terminal of the battery. The terminals labelled D and F in figure 8 are those for the dynamo output and the field winding respectively; corresponding identities are embossed on the cover of the regulator box to indicate the termination points at this location.

Self excitation of the dynamo field has already been mentioned and, to effect this mode of operations, terminals D and F must be linked such that the current through



electromagnetic field winding results directly from the emf generated by the armature. Incidentally the field winding is wound from relatively thin wire such that its resistance limits the field current to about 2 Amps at the rated dynamo output voltage. Direct connection between D and F would, however, result in a very unsatisfactory situation, because, with the excitation dependent upon the output voltage, the latter would tend to increase with the square of the notational speed. In fact this effect is modified by factors, outside the scope of this article, which limit the effect of field current upon the generated emf but this will reach a level in excess of 25 Volts of maximum RPM if terminals D and F are directly connected.

To regulate the dynamo output to a constant voltage suitable for charging the battery, it is necessary to vary the field current such that it reduces by the correct amount as speed increases or to provide some slipping clutch and governor to maintain constant rotational speed irrespective of engine speed. Of these options, the former is the more practical and less costly although on first consideration this might not be apparent.

To effect the control of field current, it is necessary to connect a variable resistance between terminals D and F and to automatically adjust its value to achieve a constant output from the dynamo at all speeds in excess of tick over.

The type of variable resistance with which most people are familiar is that commonly used to control the volume of a radio set. Such a device could undoubtedly be used to vary the field current but, for automatic regulation, a motor would be needed to position its spindle under what is known as a servo control system. Such a system could be fairly easily designed in the 1980s but in the early 1930s such an arrangement would have been difficult to construct in a form suitable for use in motor vehicles. The regulator designers therefore developed a method for inserting a fixed resistance between terminals D and F for varying lengths of time. To understand this most elegant solution to the problem of dynamo output control, it is necessary to examine one further item of electrotechnology; the electromagnetic relay.

The relay fitted to early Lucas CVC regulators has the general form depicted in figure 9.

The relay in figure 9 has an 'L' shaped frame formed from steel strip. A steel rod is attached to the base of the 'L' to form a 'U' shaped assembly. A smaller inverted 'L' shaped piece (also called an armature) pivots its internal corner about a sharp edge at the top of the vertical limb of the frame. Thus the horizontal limb of the armature closes a magnetic circuit, comprising the frame, rod and armature, when it is rocked towards the end of the rod.

The armature pivots away from the rod through a small angle which is limited by an adjustable stop and it is biased against this stop by a leaf spring which is riveted to its vertical limb to create a narrow gap of controlled width in the magnetic circuit. An insulated bobbin, on which are wound a number of turns of insulated wire, is mounted on the rod. This is the energising coil or winding of the relay. When an electric current passes through the energising coil, the armature is magnetically attracted to the end of its rod against the bias of the spring and, if the Ampère-turns are sufficient, it will rock to close the gap in the magnetic circuit. In practice a small brass pip on the underside of the armature presents the gap from becoming fully closed; otherwise it would tend to stick in the energised position when the energising current is switched off. It follows that, if the energised winding has many turns of fine wire, the armature can be made to close for a very small current (remembering that the magnetising force is proportional to the product of Current and Turns) and that the high resistance of this winding may be such that the operating current flows when a minimum voltage

is applied to the energising winding.

Having effected a device which produces a limited mechanical movement under the control of an applied current or voltage, it is possible to employ the movement to open or close switch contacts in another circuit. This is how the relay gets its name and a typical and familiar example of its application in the starter motor solenoid switch.

When a relay is used as a voltage regulator, the contacts are arranged to open when it is energised as shown in figure 9, and these are inserted in the connection between D and F of the dynamo. The energising coil of the relay is connected between D and earth and when the dynamo output voltage reaches a level determined by the gap and the strength of the spring bias the contacts open. Having no field current, the dynamo output will collapse which in turn will cause the relay to de-energise and to reclose the contacts. The net result of this interaction between output and excitation is that the relay armature vibrates rapidly and the dynamo output voltage has an average value mid way between the relays energising voltage and drop out voltages irrespective of rotational speed.

By adjustment of the spring bias, the average controlled output voltage may be set to a level suitable for charging the vehicles battery. To reduce the extremes of the output voltage fluctuation about the average level, a fixed field resistance is connected across the relay contacts to reduce the fall in output during the periods when the relay is energised.

Having examined the basic principles of generation and regulation in the vehicle electrical system, it is now possible to examine the operation of an actual regulator control box and to discover the meaning of the abbreviation 'CVC'.

The internal electrical arrangement of the CVC regulator box is shown schematically in figure 10. Here it will be seen that there are in fact two relays. One of these is the regulator relay, which is much as has already been described and the other is the cut out relay, the operation of which will evolve in the discussion of the units operating principles. Each of the relays has a voltage winding of many turns of fine wire but on examination these will not usually be visible, being hidden beneath a layer of insulating material. What will be apparent will be overwindings of thick enamel covered wire. These overwindings which are shown diagrammatically by thick lines in figure 11, are current windings and the purpose which will become apparent in due course. The current overwindings serve to identify the relays; that for the cut out relay is usually neat and covers the full length of the bobbin and that for the regulator relay tends to be untidy and has three terminations and is sometimes wound from copper tape.

It can be seen, from figure 10, that the D connection from the dynamo output terminal is internally connected to the common frame for both relays which is insulated from vehicle earth (battery positive) by the Bakelite pedestal upon which it is mounted together with termination points for the vehicle wiring. Consequently there is a separate earth terminal (E) for connection to the vehicle chassis. The voltage windings of both relays are internally connected between D and E.

Consider first the regulator relay: It will be seen that the current coil is in two sections with a common centre connection. If a current passes from the centre connection through one section it will provide a magnetising force which augments that of the voltage coil but, because the sense of the winding is reversed, current through the other section will set up a magnetising force in opposition to that of the voltage coil. The aiding section of the regulator relay current winding is that connected to the terminal labelled A, from where it connects externally to the battery via the ammeter. The other end of this section (i.e. the common connection) is connected

internally to D via the current winding and the contacts of the cut out relay. The purpose of this section of the current winding of the regulator relay is to protect the dynamo from damage caused by excessive charging current which can occur if the battery voltage is low due to prolonged use of the starter motor if one of more of its cells develops an internal short circuit. The Ampère-turns due to charging current aid those of the voltage winding to lower the dynamo output voltage accordingly. The other section of current winding is connected to the terminal labelled A1 and it is via this path that the dynamo supplies current to the vehicles electrical circuits. Because the Ampère turns of this section partially oppose those of the voltage winding, current through this section causes a slight increase of the dynamo output voltage to combat volt drop due to high current loadings. Protection of the dynamo against damage caused by short circuits is provided in this case by a fuse, which may or may not be incorporated in the regulator box according to model. If a fuse is fitted internally, as is shown in figure 10, the main electric circuits are connected to terminal A2. Similarly fused circuits feeding accessories connected via the ignition switch are connected to terminal A4.

The current overwindings of the regulator relay therefore compensate the dynamo output for the effects of varying demand and this type of regulator is known as Compensated Voltage Control (CVC). Additional compensation is provided for the effects of ambient temperature upon battery voltage and for the self heating of the regulator box due to power dissipated in its windings and this is the reason why the setting-up instructions call for adjustments to be made as quickly as possible after starting the engine. Temperature compensation is effected by variation of the spring bias for the regulator relay armature, the spring leaf being in fact a bi metal strip.

Readers who have set up a CVC regulator might be puzzled by the fact that the setting up instructions require the dynamo output voltage to be set in the region of 16 Volts, according to ambient temperature, rather than approximately the 14.5 Volts which has featured in our discussion so far. However, the instructions also require to the external wires to be removed from terminals A and A1 (A2) and to be connected together. This removed the current compensation and without this the dynamo output voltage is set to a higher value. The purpose of the cut out relay is to automatically disconnect the dynamo from the battery when the latter is generating a low voltage at tick over. If a cut out is not provided the battery would try to drive the dynamo as a motor under these conditions and would rapidly become discharged.

The contacts of the cut out relay are arranged to make when the relay voltage winding is energised by a dynamo output voltage of about 13 volts. Charging current from the dynamo to the battery passes through the current overwinding to augment the Ampère turns of the voltage winding but, when the dynamo output drops below that of the battery, the direction of current reverses and at some point Ampère turns due to the current overwinding completely oppose those of the voltage winding and cause the relay to de-energise, so breaking the connection until the dynamo output again exceeds the battery voltage. If the dynamo is actually permitted to motor under a slack fan belt the magnitude of the reverse current is much reduced and the cut out relay does not de-energise. It is therefore essential to keep the fan belt tight to ensure that disconnection occurs. It can be seen, from the external connections in figure 10, that the ignition warning lamp is effectively connected across the contacts of the cut out relay and is thus extinguished when the relay is energised. When the dynamo is stationary a small current flows from the battery to the dynamo via the lamp and it is lit to full brightness. As the rotational speed increases the difference between the dynamo output voltage and the battery voltage decreases and the brightness of the lamp decreases accordingly; becoming fully extinguished when the contacts close.

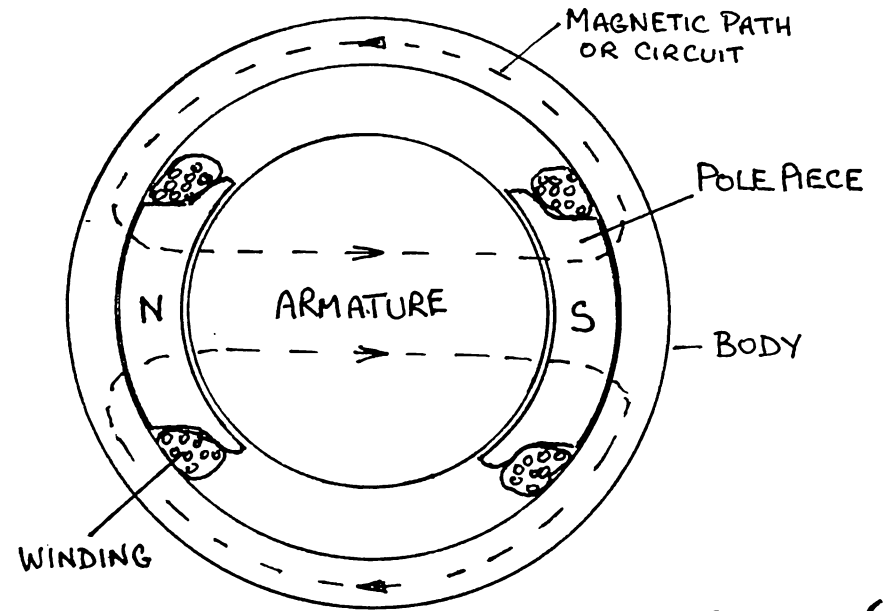


FIGURE 6

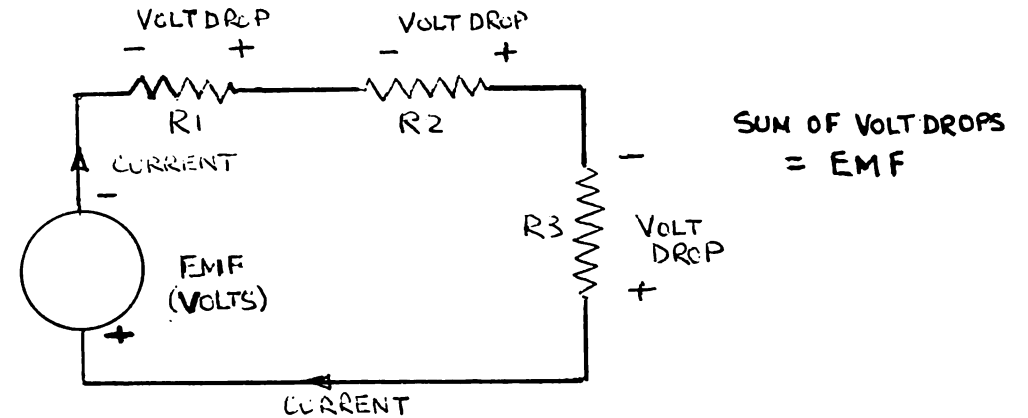


FIGURE 7

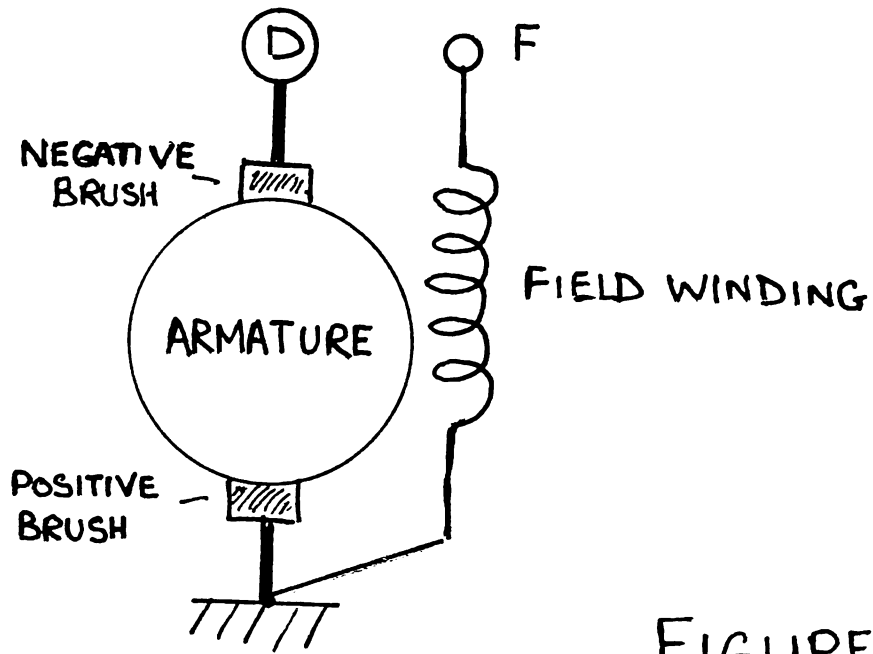


FIGURE 8

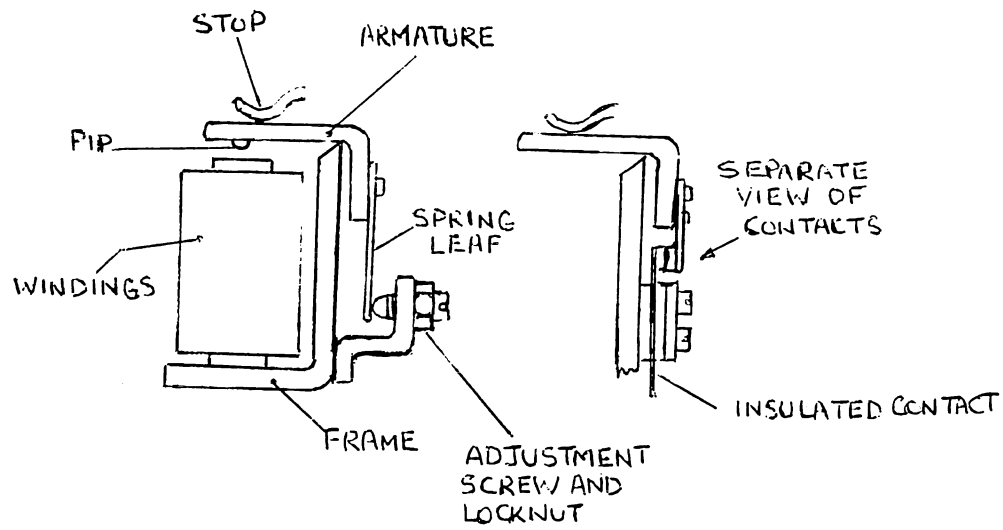


FIGURE 9

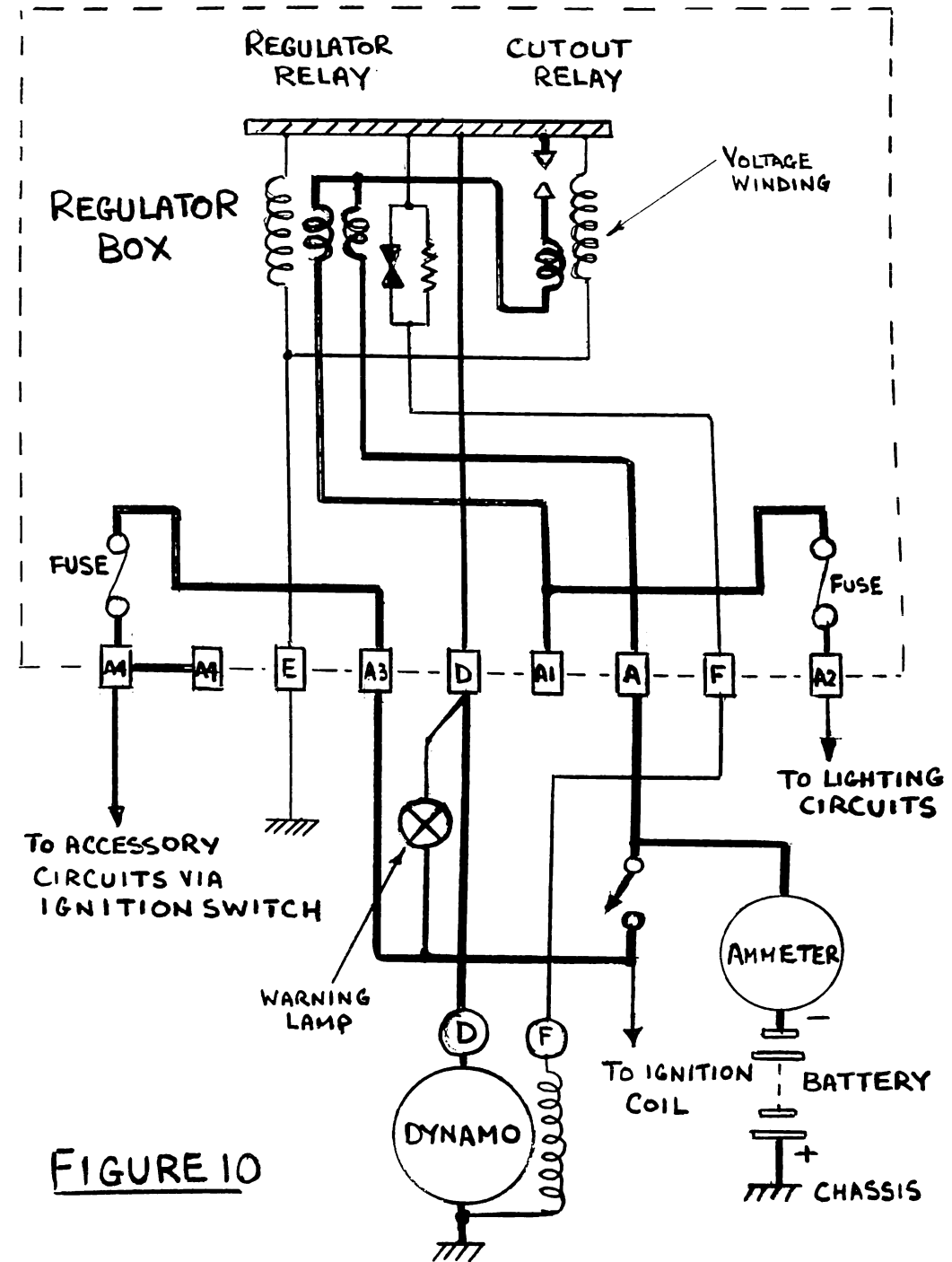


FIGURE 10

# The Editors Notebook



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We now learn that the much travelled ex Alf Palmer Lynx EMT.133 is now owned by old car enthusiast Mr C. Park.

## A USEFUL GADGET

We are very grateful to our Australian counterpart 'The Blue Diamond' and to its un-named contributor for this description of a timing tool for Rileys:-

"The time honoured method of shoving a screw driver blade down the plug hole and holding your finger on it as you turn the crank handle over with your big toe to try and find Top Dead Centre is, to say the least, inaccurate.

So you will need an old K.L.G. or Lodge Plug of the dismantling type, 18mm pre war, 14mm post war, unless you have fitted adaptors to your pre war cars. Take them apart and using the part that goes into the cylinder head, cut off the side electrode then get a tube four and a half inches and braze or araldite it to the top. Run your drill through the threaded section to match up with the 3/8 inch tube you have just attached. Next get a bolt 3/8x8 inches long. Take out No. 1 spark plug, screw in the tool half way until the bolt appears to be at the highest point. At this stage, mark the bolt then remove it and put a mini hacksaw cut in it at the point where it meets the top of the tube. The mini hacksaw blade should give you a cut of 30 thou wide, however check this with feeler gauges to be certain. Put the bolt back in the tube and turn the motor slightly backwards and forwards until you are certain of T.D.C. Screw the gauge in or

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136

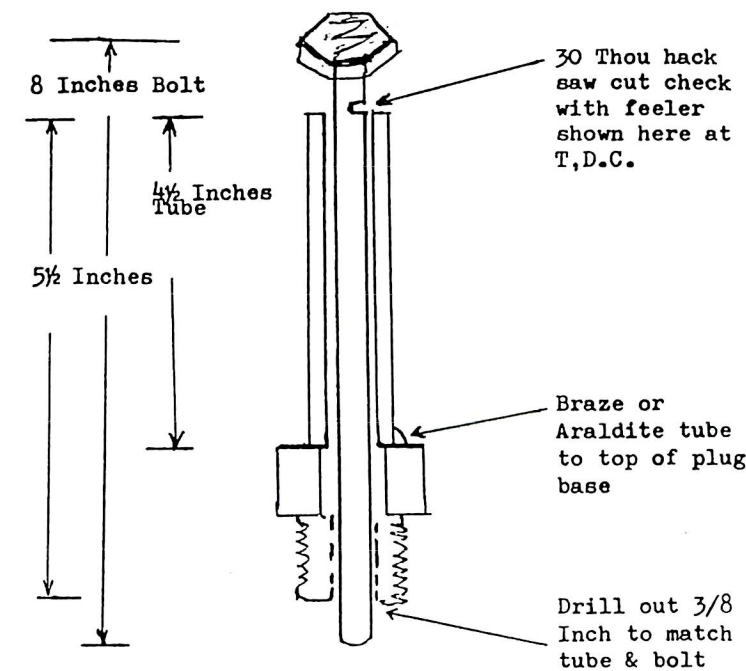
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This is the recommended static timing point for Riley motors and you should then set the points to just spark with the ignition turned on at that setting.

All motors are different so you will have to make small adjustments to suit your own motor."



## THE BULLET

Amongst the many Rileys owned by that arch enthusiast Bob Gerard was a form of 'special' affectionately known as the Bullet.

This car started life as a 1929 Brooklands but had been modified by fitting a Sprite torque tube and rear spring, Girling brakes, k/o wheels and hubs. The engine was ex Maclure, set back by about 7". Compression ratio was 12:1, and there were eight plugs sparking in pairs. Kerbside weight was 11 1/2cwt.

The car had been used as road transport, as a trials car, for general 'hack' work and also for racing. It once came sixth in an Ulster T.T. in the hands of Reg Turner who was Bob's chief mechanic and co-driver. For the 1947 season the car was still further reduced in weight. The performance was said to be sensational. Wonder what happened to it!

23

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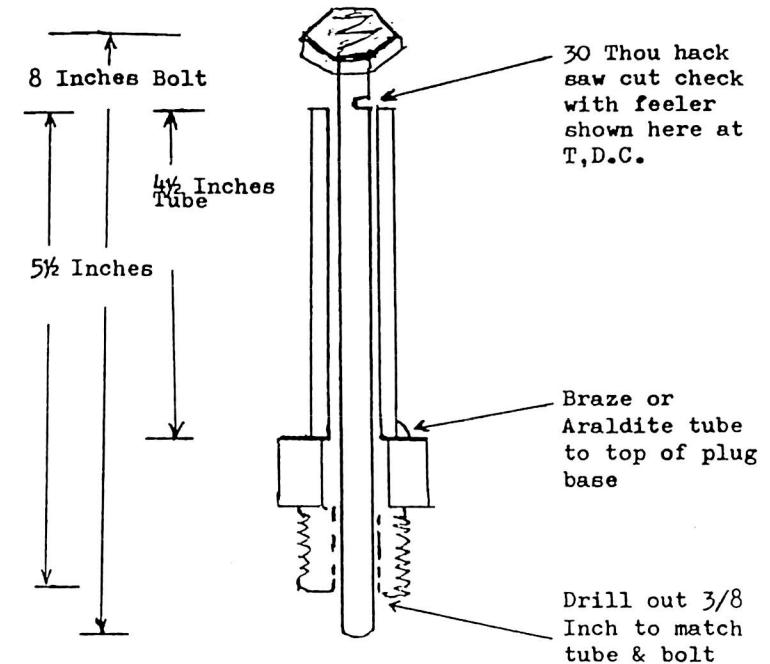
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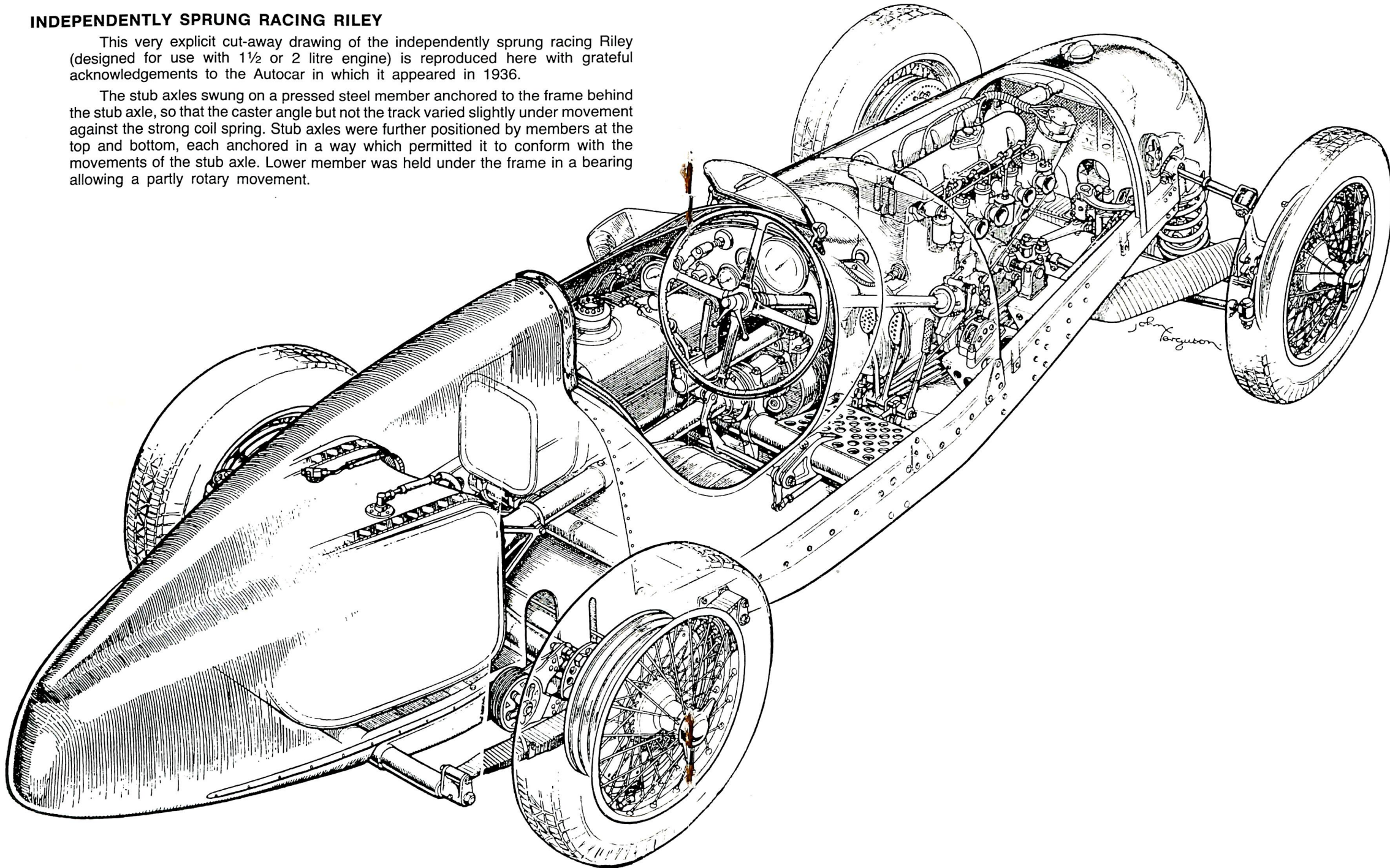
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### INDEPENDENTLY SPRUNG RACING RILEY

This very explicit cut-away drawing of the independently sprung racing Riley (designed for use with 1½ or 2 litre engine) is reproduced here with grateful acknowledgements to the Autocar in which it appeared in 1936.

The stub axles swung on a pressed steel member anchored to the frame behind the stub axle, so that the caster angle but not the track varied slightly under movement against the strong coil spring. Stub axles were further positioned by members at the top and bottom, each anchored in a way which permitted it to conform with the movements of the stub axle. Lower member was held under the frame in a bearing allowing a partly rotary movement.



## COVENTRY NEWS

A little news item about the City where our cars were made. When Coventry Cathedral was bombed and set on fire in 1940, mediaeval nails fell from the roof. These nails were formed into a cross which was presented to HMS. Coventry by the City. The cross was housed in the ship's display cabinet, and went down with the ship when she was damaged and sunk during the Falklands hostilities.

The cross was recovered from the wreck by naval divers and was presented to the new H.M.S. Coventry when she was commissioned at Portsmouth.

## BRUSSELS TO ANTIBES

*by Stephen Close*

My wife Pat and I enjoy participating in continental rallies and, after our successful run in last years Paris — Vichy rally, we decided to enter our 1928. 9hp Mk 2 four-seat tourer in this years Brussels to Antibes rally. This rally was organised by the Richard Grand Organisation and partly sponsored by Laurent Perrier Champagne and the town of Antibes.

One week before the start we had a minor panic when, during a trial run with the spare magneto fitted, the magneto stripped most of the teeth from its fibre distributor drive gear. However, a call to John Tanner at Magneto Repairs Lighting and Ignition Company, followed by a quick drive to Stroud and a replacement gear was soon fitted.

On Friday evening we drove to Dover to catch the night ferry to Ostend. At 03.30 local time, we left the ship and headed towards Brussels. Once in the city, we found our way to the "Grand Place" to join the start of the rally. As we had not previously been sent a list of entrants, we were surprised and delighted to see Peter and Sylvia Sarll in their 1934 Imp. After checking in with the organisers we fitted our rally plates to the car. The accepted practice on continental rallies is to fit the front plate over the front number plate, and, as I had no wish to impede air flow over the radiator, I followed this example. We left our cars in the guarded enclosure in the square and were taken to our hotel where we were given our rally packs containing route cards for the whole rally and the list of entrants. We were also given rally jackets and hats. That evening we attended the first of many champagne receptions for the welcoming talk, followed by dinner and a relatively early night.

On Sunday morning we left our suitcases in the hotel lobby after filling out a custom declaration form for the baggage van. At 09.00 the first car left Brussels and drove to Dinant for lunch, served in the casino. After lunch we set off for Luxembourg, where we were escorted into the city by motorcycle police. The cars were left in a secure area in the "Place Guillaume II" in the centre of the city.

On Monday morning, we started at 08.30 and soon drove into France. We stopped for lunch at Sarreguemines and had a private tour of the museum of faiences. After lunch we set off again and into Germany, where we were soon stopped for the first of the rally timed sections. The idea was to nominate an average speed, in either MPH or KPH, and drive to that speed from a standing start to a flying finish. The stage length was not disclosed but in this case turned out to be 5630 Metres.

That evening we stopped in Baden Baden. Our hotel was called the Fairway Hotel and was sited within its own golf course. The golf theme seemed to be carried to extremes however as, when Pat opened the door to our room, she found an ante room carpeted in astro turf with two practice cups, golf balls and a putter supplied.

Unfortunately, we had to walk through this room in order to go from the bedroom to the bathroom!

Tuesday morning was free to explore Baden Baden before a quick lunch at the hotel followed by a drive through the Black Forest to Titisee. Along the way I checked the accuracy of my chronometric speedometer with the aid of a stopwatch and Kilometer stones. I discovered that it was reading 20 per cent low, despite the apparent accuracy of the odometer. This meant that, for example, an indicated speed of 30 MPH was actually 36 MPH. Fortunately however, to convert to KPH, it was only necessary to double the indicated reading!

On Wednesday, we continued driving alongside high alpine pastures before the steep descent into the Rhine valley. We did not suffer from brake judder, but the braking efficiency was noticeably reduced as the descent continued, necessitating a temporary halt to allow the drums to cool off. The old adage about selecting the same gear to descend a hill as that required to climb the hill, was certainly relevant here!

We crossed the Rhine into Switzerland and continued towards Zurich. We were escorted across Zurich by motorcycle police who remained with us until our lunch stop at Herrliberg. After lunch, we drove a short way before boarding a small ferry to cross the lake Zurich See. We then drove to Merlischachan, near Luzern, where our accommodation was in the Swiss Chalet Hotel. The evening meal was enlivened by three locals playing their Alpenhorns in the next room.

On Thursday morning, we had another ferry to catch before driving over Brunig Pass and into Interlaken for lunch. After this, we drove to Kandersteg and boarded a "roll on roll off" motorail for a train journey under the Balmhorn. Those occupants of saloon cars remained in their cars for the trip, which lasted about 15 minutes, but the others had to leave our cars and stand in a covered compartment. From Goppenstein we drove along the Rhone valley for a short distance before climbing up the side of the valley in a series of steep hairpins to the twin resorts of Montana and Crans, where we were to spend the night. During the evening meal, each team was presented with a small bottle containing Swiss Kirsh, kindly donated by the two Swiss entrants. (I assumed that this was to tide us over until rescue by the dogs on the next days route).

Friday morning was free to explore the ski resort of Crans, before setting off to drive up the "Grand St. Bernard." On route I suffered what was to be my only breakdown on the trip, caused by a blocked carburettor jet. Unfortunately, before I could pull off the road, an Italian driving a Golf GTi swerved to pass me and skidded into the front of a car driven by a Swiss lady, causing minor damage to both modern cars. The Police were soon on hand and after taking all particulars, requested a "call out" charge of 200 Swiss Francs each from the Italian and myself! Meanwhile, with the aid of the official rally mechanic who had caught us up, I cleared the jet and we set off again to drive through the St. Bernard tunnel and into Italy where we were to spend the night at Aosta.

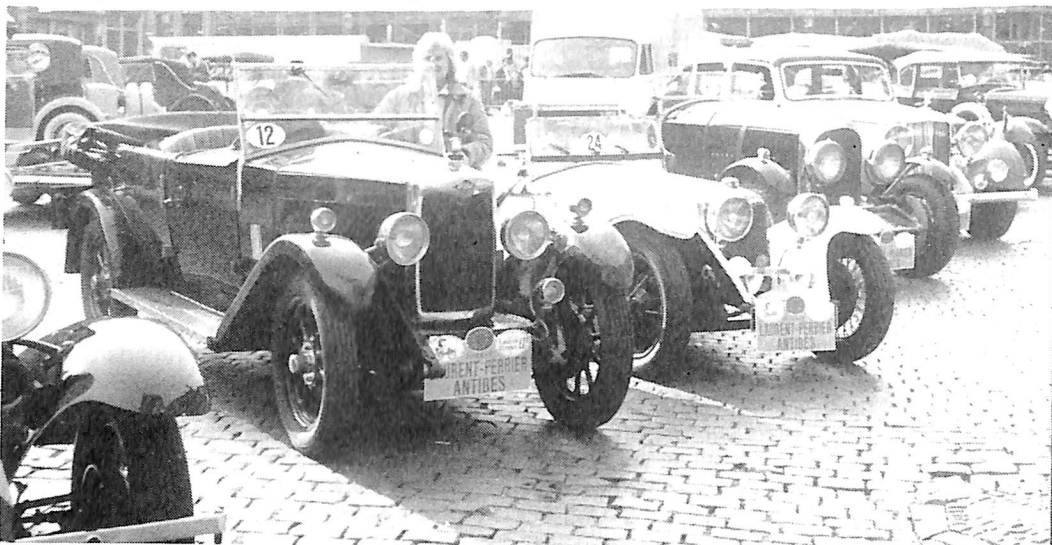
On Saturday morning, we drove to Turin, where we stopped for lunch at the excellent Motor Museum, before driving on to Cuneo for the night. On Sunday we drove through the tunnel at Col del Tenda and into France. We stopped for lunch at Sospel before driving through Nice and on to Antibes for the finish of the rally.

The final dinner was held at a discotheque, where the awards for the week were presented. Our aggregate position was twelfth equal, but everybody went away with a prize, generally champagne. First position went to Alan Hancock, from Britain, who drove a 1910 Rolls-Royce Silver Ghost. Indeed, for driving a two-ton vehicle with rear

wheel brakes only, down some of the passes, he deserved his jeroboam of champagne.

Of the thirty-seven entrants, fifteen were from Belgium, nine were from France, seven were from Britain, two each were from Germany and Switzerland and the last two were from Holland and Sweden.

After the rally, we spent a leisurely six days driving back through France, using mainly "D" class roads, before catching the afternoon ferry from Le Havre to Portsmouth. In all we clocked up 1978 miles in the two weeks and our only serious problem was that caused by contaminated fuel.



Two fine pictures of the Tourer and the Imp during the Rally.

(Photo acknowledgement: Stephen Close).

## TIM CARSON



We are very sorry indeed to have to report the sudden death at the end of August of Tim Carson. Those Register members who are also members of the V.S.C.C. will be particularly sad to receive this news.

Ex Brooklands racing motorcyclist and car driver, and very long serving Secretary of the Vintage Sports Car Club, Tim had — over the years — owned an impressive selection of cars (including a Redwing and vintage '9').

He had been a very good friend of the Riley Register, particularly in its formative period.

This quiet and kindly man will be remembered with great affection by those who knew him and with respect by those who knew of him.

On his retirement some 16 years ago he was honoured by the award of the M.B.E. in recognition of his services to motoring.

We offer our condolences to Tim's son Terry (who used to drive an E.R.A. with great verve).

### A FEW KIND WORDS!

Commentating on the Sports Car race at Donington, Murray Walker paid Rileys a nice 'back-handed' compliment.

He was reminiscing about the electrifying effect the 1938/39 appearances of the Mercedes and Auto-Unions had on the British public who had previously been used to E.R.A.'s and Rileys. "Nothing wrong with those," he added!

### RILEY MARINE ENGINES — FEEDBACK

The Editor of *MOTOR BOATS MONTHLY MAGAZINE* very kindly published a letter asking for information on Riley Marine Engines. A response came from a Mr See of Fareham in the form of this interesting letter:

"Dear Mr Bird.

In answer to your letter in the July issue of *Motorboats Monthly* asking for any



information of these engines. During the period 1926-1939 our family firm Percy M. See was very actively engaged in designing and building outboard and inboard racing hulls. In the early 30's we designed and built a number of R.M.Y.C. Cadet class hulls.

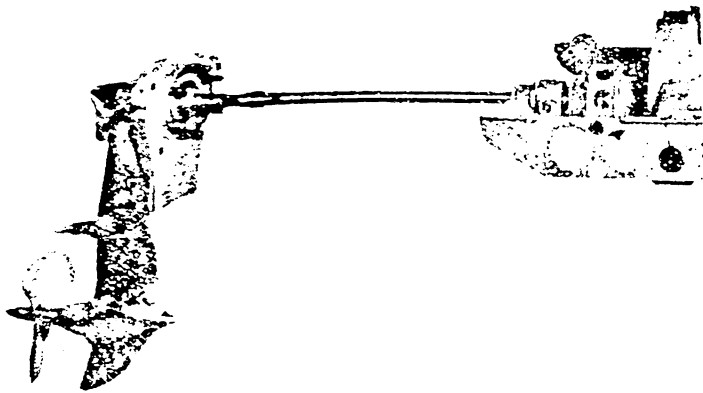
Two of these were fitted with "Riley 9" engines. The first was for J. B. Andre of Andre Shock Absorbers the engine was fitted with clutch only and was prepared by Freddie Dixon. She was named "Kitti" and was raced by John Thornley, late of MG Cars.

The second was for F. J. Bersey of Laystal Engineering Co and was connected to an outdrive built by Laystals. She was named "Minx III" We also designed and built a 15'0" yachts tender for a client in Torquay who was going to instal a 6-cylinder engine himself unfortunately we did not hear anything further from him. I am enclosing a photo copy of "Kitti." The drawing for Minx III were destroyed during the war. As a matter of interest the National Motorboat Museum has amongst a number of half models on loan from me, one of "Kitti."

There was however, another "Cadet" class boat named "Bull Dog" built by Vospers (I believe) and owned by the son of the chairman of the Bristol Aircraft Co. She also had a "Riley 9" engine I am enclosing a couple of photo copies of the British Power Boat Co. R.M.Y.B. "Puppy Dog" class hydroplanes but think perhaps you may already have them.

Yours faithfully  
E. M. SEE"

*Reproduced below is a photocopy of the novel outdrive fitted to Minx III*



★ ★ ★ ★

The Editor knows a man who served his apprenticeship at Thomson and Taylor in the 1930's. He writes:

"Reference the marine Riley engines, I think I told you that we at T&T built and tuned two of them under the instructions of Reid Railton for reinstallation in two speed boats owned by an aristocratic lady whose name escapes me. My part in the affair was to install and test them on T&T's Hennan and Froude dynamometer whilst Reid

Railton put his ear next to the crankcase to listen for internal abnormal noises! Scared me stiff as we had had a con rod exit through the side of the crankcase (not a Riley) and go flying down the test shop. I stood well back from the flight path!"

*(The Editor wonders if the 'aristocratic lady' can have been Lady Mary Grosvenor who was known to have sporting connections).*

★ ★ ★ ★

Phil Hitchman sends a note about the Brooke Car, culled from The World Guide to Automobiles (per Nick Baldwin). It reads:

"J. W. Brooke and Co. Ltd. ran a foundry, boiler-making and general engineering business in Lowestoft. Marine petrol engines were developed and in 1901 a 3 cylinder 10hp example was fitted transversely in a car. Production started in 1903 and accounted for 3/4 of Brooke's business by 1905.

Early cars had a bowl in the centre of the steering wheel for gloves, goggles, etc. A four was offered in 1904 and a six in 1906. S. F. Edge contracted to take a year's output for his sales organisation, but the Brooke car department had all but ceased trading by 1910. The occasional vehicle was produced up to 1913, including in 1910 a curious swan shaped car that hissed! Brooke certainly built the engine for this and may have been responsible for the entire car."

## THE 2nd RILEY SCOTTISH NATIONAL RALLY

*by Bryan Cassidy*

When I read about the Scottish National Rally in the Riley Register bulletin, I was undecided whether to make the trip north or not, or whether a sassenach would be made welcome north of the border. I phoned Jim Dunbar to ask him about the format of the rally and after speaking to him, I was sure that it would be an enjoyable weekend. He mentioned to me about the overnight accommodation and said the response to the rally had been overwhelming and that the main hotel was practically booked up and they were arranging for an overspill hotel or camping in the field (with the bull). I don't dislike camping but detest bulls so I plumped for the overspill hotel which turned out to be first class and one could not have wished for anything better and was definitely the best of the three venues.

The event started from Bannockburn Heritage Centre at midday on Saturday. On arrival we met Jim Dunbar who introduced us to the Register Members and also the R. M. Members and the car park of the centre looked a picture with Rileys stretching from end to end. Before we had lunch in the Heritage Centre Restaurant we visited the Centre and saw a film on the Battle of Bannockburn which made me have second thoughts on whether I would be made welcome or not. During lunch the heavens opened as we left in procession through the town and onto Kippen, Killearn and then to the Glengoyne Distillery. The rain was still fairly heavy and it was a nice relief to step inside for a tour of the distillery. As we entered, there didn't seem to be anyone on duty to pay so we all walked in and was greeted with a wee tot of scotch. The Distillery Manager appeared and said "Don't think you've got away without paying your entry fee, you have to pay to get out."

The tour was very informative and I could tell we had quite a few connoisseurs in our party, particularly the Ulster Riley Contingent. After the tour a few bottles were acquired from the distillery shop and we were on our way back up the A81 to Callander. After a first class dinner at the Pinewood Hotel we all made our way to the Wolesey Park Hotel where the video of the previous year's event was shown, an interesting game of Trivial Pursuit and a natter to many Riley owners carried on till midnight. Everyone made an early start on Sunday morning, picking up our voting forms for the concourse and our packed lunches before we left for Aberfoyle. The weather was perfect and to see around thirty Rileys winding their way through the Scottish countryside was a sight for sore eyes. From Aberfoyle we took the Achray Forest Drive and stopped half way through the drive for a picnic lunch.

After lunch we made our way to Loch Katrine and a trip on the beautiful old steam boat Sir Walter Scott. The voting forms were handed to the officials when entering the boat so that they could work out the results of the event. We had a very pleasant sail on Loch Katrine which lasted about an hour and when we had our feet back on dry land in the Loch Katrine car park the results were announced.

**Best Pre War Car** 1932 Monaco, Mike Cartney from Dunblane

**Best R. M.** 1954 R. M. E. Fred Bell from York

**Best B.M.C.** 1962 Riley 1.5, Bill Bannister

The distance awards were as follows:

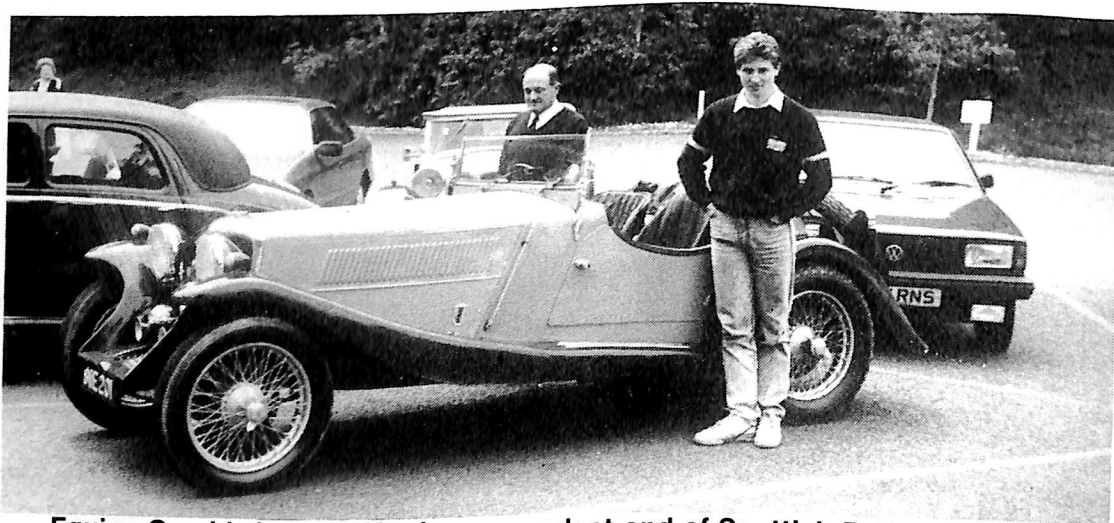
**Pre War Class** Bryan Cassidy, Southport 242 miles

**R.M. Class** Stanley Orr, Orkney 388 miles

**B.M.C. Class** W. Sommerton, Coventry 434 miles

The prizes were presented to the above by Rod Shortell, President of the Ulster Riley Club.

Many thanks to all the organisers and especially to Jim Dunbar for putting on a well organised and very enjoyable event. Thanks also to the Ulster Riley Club. Members for making the journey and by adding a little extra humour to the proceedings.



**Equipe Cassidy in Loch Katrine car park at end of Scottish Rally. In Bryan's words "The handsome one is son Stephen, who navigates on all outings".**

*(Photo acknowledgement: Robin Cameron).*

## **D. F. H. WOOD**

*An appreciation by Richard Odell*

Don Wood passed peacefully away on Sunday, July 16th, 1989, aged 78 years. Don was an enthusiast not only for Riley cars but for life and all it had to offer. He is known to many for his long association with "Agatha" his cherished dark blue 1923 11 h.p. side valve Riley All Weather Coupe which he had owned since 1947. With Agatha, Don competed in all manner of motoring events, rallies, trials, driving tests and even race meetings spanning a period of over forty years.

Don was born at Twyford, near Buckingham, in 1911 and was brought up at the family home, Portway Farm, with his five brothers. Having left school, Don returned to the family home and set up a transport business with brothers Gordon and Tony, known as Wood Brothers Transport. Much of their early custom was generated from the local brickyard at Calvert and serving the local agricultural industry, with their trusty Morris Commercial.

When Tony took over the running of the family farm and Gordon decided to go off to Coventry and serve an engineering apprenticeship, Don was left to run the Transport Business alone, now known as Wood Transport. During those impecunious days Don learnt all their was to know about maintaining and driving motor vehicles of every type, he learnt tricks which would get him out of all sorts of trouble in later years with his Rileys.

Don's real interest in Rileys was germinated at Brooklands with the Maclure family and this was developed after the war when suddenly at the breakfast table in 1947 he saw advertised in The Autocar a S.V. Riley Coupe and he was off to London, a deal was struck, and so began one of the great Riley car/driver combinations of the last 40 years.

Having acquired Agatha, named after the wife of his school headmaster who wore a long dark blue coat, Don became involved in all manner of motoring competitions having joined the V.S.C.C. and the Riley Motor Club. He also competed in modern motor rallies during the 1950's, taking part in the RAC Rally as co-driver to John Dolphin in a Jaguar, in which they were very close to being in the awards list. John Dolphin was later to become Sir John Dolphin, Principal of the Atomic Energy Research Establishment at Harwell.



**A very muddy Don Wood accompanying Richard Odell on a recent Trial.**

Don was also involved with Harold Grace in testing the prototype Riley 1.5 before they became production models, this development work was carried out at the M.G. works at Abingdon.

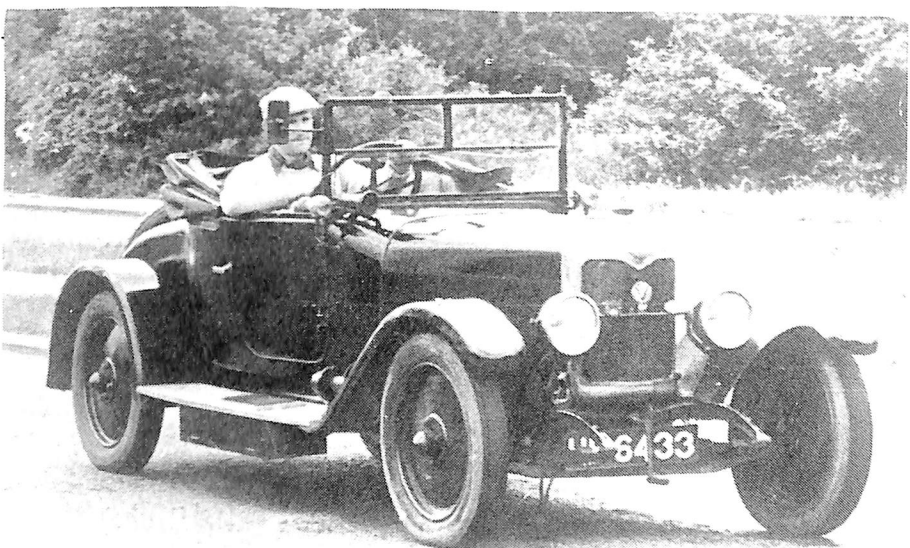
Continuing his interest in competition Rileys, Don managed to buy the short wheel base Red Winger, known as the Sandracer, from the Craxton family of Hampstead in 1956. He had seen the "old racer" performing at Silverstone a few years earlier in the hands of a young Dick Hardy (of Hardy Special fame) and although a little tired from spending the war years in a scrap yard, Don wasted no time in preparing himself and the Sandracer for 1957 V.S.C.C. Prescott. Don astounded everyone by winning the 1500 c.c. Vintage Racing Car Class outright with a time of 57.75 secs, a performance which caused Peter Hull to remark (in Don's words) "Good God the thing goes as well!"

Don competed regularly at Prescott with the Sandracer until the mid 1960's he even towed it on a trailer, to the Gloucestershire hill behind Agatha on one occasion — no mean feat for a half-braked S.V. car of only 1½ litres up and down those Cotswold roads.

When the Riley Register was formed, Don was soon to join and become one of the leading lights in promoting and using side value Rileys, regularly attending the Coventry Rally, often heading the parade in Agatha as the earliest car present, and often accompanied by his wife Dorothy, who had become a loyal companion to him since their marriage in July 1939 until her sad death in 1975.

Many members will remember Don as kind and helpful, a gentleman who exuded enthusiasm, which he passed on to others, he will be sorely missed.

To his second wife, Vera, his children Caroline and Christopher who continues to run Wood Transport, we offer our sincere condolences.



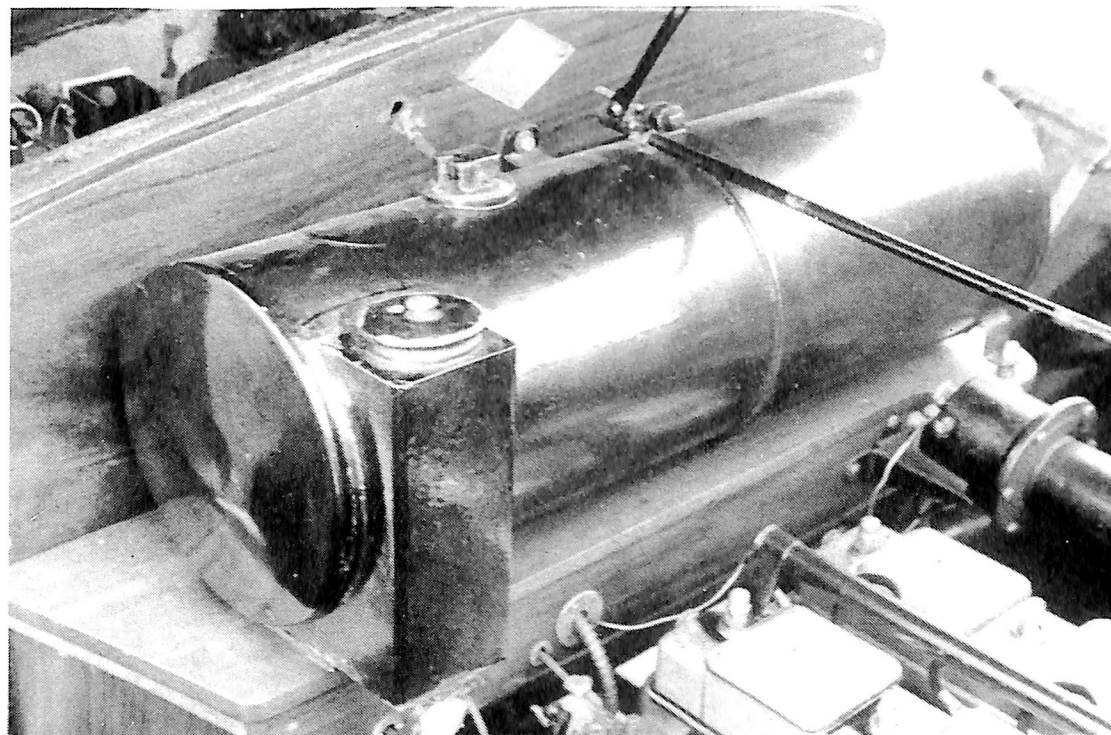
Don with Agatha at an early Coventry Rally parade.

## VINTAGE NINE NOTES

by Adrian Vine

One of the photographs included with these *Notes* shows the boot of a Mark IV which I took at the last Coventry. This picture is of a nice original example, the originality of which is only marred by the obligatory modern rear lights. Notice that the number plate bracket on cars with this 'added-on' boot differed from later models, which had the sort illustrated in previous *Notes*, page fifteen of *Bulletin* 126. The difference in these mounting brackets was reflected in the price — 4/6d for the earlier kind, and only 2/6d for the later, less complicated affair. Should anybody who is restoring this kind of boot need a lock, he simply has to go along to his local auction of house contents and look out for an old suitcase or trunk. I picked up such a trunk not too long ago (it still had Southern Railway tickets stuck to it) for 50p, and this has two perfectly good locks identical to that in my photograph.

Replacing the exhaust system on the older cars, especially Marks I to III, is obviously a problem. I often look underneath these cars when I come across them and generally find Heath Robinson concoctions fabricated from modern exhaust systems. And why not? The exhaust system is out of sight, does not clash with the highly-polished radiator, and so long as it works and the MoT tester is satisfied, does it matter what it looks like? You may not agree with me, but I think it does matter. My own car (very badly restored previously around 1960) has a Heath Robinson system of the worst kind, and I have to say that I find it an eyesore. It is an eyesore to me even when I am not looking at it. Yet there are traces of the original system on my car,



Biarritz petrol tank.

brackets that are shaped and bent quite nicely if you take a moment to study them. Even these humble parts were *designed* by people who took — patently — a pride in craftsmanship, and if they took the trouble over such insignificant details, then I would feel I were cheating somehow if I were not to follow their example. So the modern purpose-built exhaust system will certainly be taken off my car and be replaced by a carefully-made copy of the original. Unfortunately, the illustrations in the Parts Catalogue do not show all Mark III exhaust parts and I have had to do a little research to establish what such a system looked like, which means that I will have to estimate all dimensions *unless* somebody has these details, or, better still, original remains that I would very gratefully be permitted to photograph and measure? The Mark I exhaust system differed in all respects to the later ones, and the systems fitted to Marks II and III was not the same as that used on the IV and V models, although some parts were common on the later four Marks. I particularly would like to know if anyone has an original silencer (not expansion box) as used on the Marks II to V and front and rear pipes as used on Marks II and III.

A Nine owner at Coventry told me that he'd recently taken a Biarritz petrol tank to be converted to a standard sort. This was unfortunate, not only because the 'restorer' made a mess of the petrol tank in question, but because I knew somebody with a perfectly good Monaco-style tank who was desperately trying to exchange for a Biarritz example. Should you require *any* part to make your car more original, let me know, especially if you have something to exchange. I can't guarantee to help of course, but I do get to hear of many people with all sorts of things for exchanging. Also write if you have something you don't require and wish to swap for parts that will be of use.



Mark IV rear end in unrestored condition.

Now that I've mentioned the Biarritz petrol tank, I'd better illustrate the difference by the enclosed photograph. You will see that the Biarritz tank has a "box" built onto the off side on which the filler is situated. If you look closer still, you will notice a neat round "patch" next to the Ripault mechanical petrol gauge. This patch covers the hole where the filler was normally situated on these tanks, and shows that Riley simply took a standard tank and adapted it for the Biarritz. But what exactly was the function of the "box"? I cannot be sure, but I would say that as the Biarritz bonnet hinged from the rear, Riley judged there to be insufficient room to fill the tank, and so move the orifice forward.

Should your Boyce Motometer have ceased to work, Steve White of 25 Barden Drive, Derby will repair it at an all-inclusive price of £10.

It is really depressing to see the 1931 Nine Tourer — incorrectly described as a Mark IV — currently being offered for sale at £22,950. Only a couple of years ago good Nines could be bought for £5,000 and less, but now it seems the wretched money-grabbers have finally got round to realising those merits of the Nine which we've always known of, but kept quiet about.

### MORE ABOUT THE JORDAN ROADWHEEL

Phil Hitchman very kindly sends an advertisement from a 1937 motoring magazine for "The Jordan Magna Steel Wheel" (with knock-off hub cap).

It is interesting to note that these wheels were actually made by John Sankey and Sons of Shropshire. The description read as follows:-

"The Jordan Wheel combines rapid wheel changing facilities with an attractive and at the same time practically indestructible wheel, but in its development it was found practicable to introduce an important safety factor. Its large pressed steel hubs, of exceptional strength and rigidity, are interlocked to prevent the possibility of any movement of the wheel on the axle. This is demonstrated by the fact that the Jordan Wheel cannot be rotated on the axle even before the outside hub is secured to the fixed hub and brake drum by the knock-off central lock-nut. Ordinarily everything depends upon the lock-nut, but in the Jordan Wheel, its function is not to prevent slip, but merely to hold the two interlocked hubs together."

### THE AUTUMN AMBLE

Ian Clayton of Thatcham — he who submitted the 'mystery picture' in issue 134 — writes to say that this year's Amble (from Reading to Bognor Regis) had a number of Rileys among the participants.

The following lined up at Bognor Regis:

PH 8190 1927 Mk I '9' sports 4str  
 UO 6756 1928 Mk II '9' tourer  
 EO 4810 1929 Mk IV Monaco  
 ADA 885 1936 12/4 Kestrel  
 RV 9522 1937 12/4 Lynx Sprite

I. Clayton (Thatcham)  
 S. Close (Newbury)  
 K. Dawes (E. Molesey)  
 J. Failes (Onslow, Guildford)  
 R. Smith (Godalming)

"How about 1930-1935 Rileys next year?" says Ian.

### NUTS

Roger Challis submits this sensible tip.

If split pin hole will not line up on castellated nut, try another nut. Much easier than trying to grind down the first one.

## PERSONALISED NUMBER PLATES

Mention has been made in the Bulletin from time to time of personalised number plates suitable for Rileys.

A Riley Club magazine published in Western Australia carried (in 1987) a large advertisement for number plates made up with Christian names such as Susan, Neil, Wayne, Thomas and many more. These were offered for sale at negotiated price over 500 dollars (about £250?). The advertisement carries an assurance that these plates can legally be exchanged for the existing plates on a purchaser's car.

## NOT TO BE MISSED

In October of 1936 the Autocar published a list of 'Points Not to Miss' by visitors to the Motor Show.

Two of these points refer to Rileys:

'Battery master switch behind the rear seat squab on Rileys'.

'Battery mounting on the Rileys the component being placed beneath the hinged floor of the luggage compartment'.

## STORIES

Remember the story of the man who found a Sprite chassis frame supporting a bridge over a stream, recovered it and ended up with a car?

Our old friend Ean McDowell, writing in the Blue Diamond, tells a comparable story. Years ago he was carrying out excavations for a garage extension, and during the course of these operations he buried a (1934/5) Riley '9' chassis frame — just to get rid of it. (This was in the days when such an item was worth nothing at all). Some 20 years later, the chassis was excavated and was found to be in much better condition than if it had been stored above ground.

Ean also tells a story about an incident during the restoration of his Imp. He took a number of roadwheels to be stripped prior to repainting. The man at the Stripping Company told him that he couldn't put any aluminium items into the tank, and was assured that the wheels were not aluminium. Two hours later the man from the Stripping Company phoned to double check, as he had seen bubbles rising in the tank. A week later when Ean called to collect the wheels he found some assorted rims, wheel centres and spokes. It seems that the spoke nuts had contained aluminium and had 'disappeared' in the stripping tank.

## FUEL

The story is told of an elderly clerk at a country station in the days of steam trains who frequently used up his ration of coal for the office fire.

When this happened he would stroll out onto the platform and hurl verbal abuse at the drivers and firemen of the trains as they came in. The crews usually responded to this abuse by hurling lumps of coal at him, which he picked up and returned to his office.

## RILEY MARINE ENGINES

Chris Briggs turned up the following article in the magazine "Yachting Monthly" for December 1930.

Adapted experimentally to the Royal Motor Yacht Club's "Puppy Dogs" in the spring of last year, the "Riley Nine," so well known on the road, is now being produced in quantities as a marine engine, and a six-cylinder model has been added which is rated at 14 h.p. The "nine" is made in two types. One for speed boats gives 10 h.p. at 1,000 r.p.m. and is rated up to 41 h.p. at 5,000 r.p.m. It weighs 270lb. The other, for cruisers, has a power range of from 8 h.p. at 1,000 r.p.m. to 20 h.p. at 2,500 r.p.m., with a weight of 340lb. The six-cylinder model is rated at from 13.9 h.p. at 1,000 r.p.m. to 34 h.p. at 2,500 r.p.m.

A feature of these engines is the valves which are opposite each other in the cylinder heads with their spindles at an upward and outward slant of about 45 deg. These valves are driven by push rods and rockers from a camshaft at each side of the engine. The arrangements make for a high efficiency while they allow of building twin engines for twin screws with few alterations. The two camshafts are driven by a pinion on the crankshaft through a big idle wheel, the gears being of the helical type to give silent running with a minimum of wear.

Twin plunger oil pumps on the idle wheel spindle provide forced lubrication to all parts, through a filter and a cooler.

Ignition is by magneto for the "nine" and by coil, battery and distributor for the six-cylinder model.

A rotary pump circulates the cooling water, first to the oil cooler, next to the exhaust manifold and, finally to the cylinder jackets. A full electrical outfit is provided on each engine with a pressure of 12 volts.

Riley engines are mounted in an unusual way on the engine bearers. There are no lugs or flanges with the customary holding-down bolts. Instead are two horizontal steel shafts which cross the engine, one above the reverse gear and the other through the forward end of the crankcase. The ends of these shafts are carried in bearing blocks on the engine bearers. To each shaft is fitted a steel cone at each end which fits into a rubber cone in the shaft housing. These rubber cones prevent vibrations from the engines being transmitted to the boat hulls. Four nuts are provided for adjusting the pressure between the cones. With the flexibility given by this method of mounting, universal joints between the engines and the propeller shafts are a necessity and these are supplied in the standard equipments.

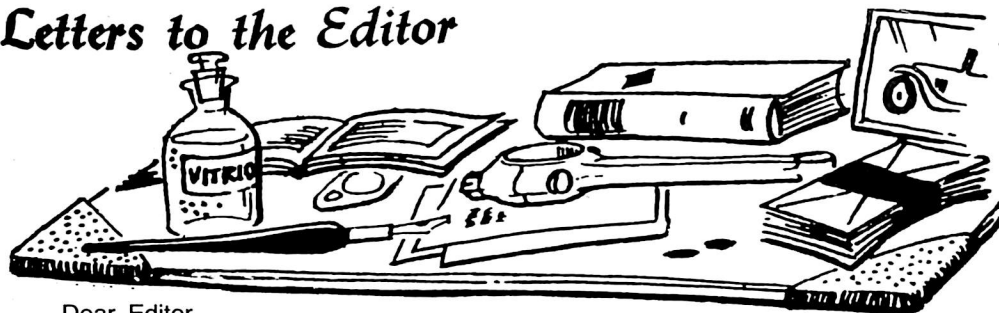
As would be expected by all who are familiar with Riley cars, these Riley marine engines are high-class jobs while having a particularly clean external appearance.

## FERRIES

We learn from the book "A Century and a Half of the Southern Railway" that in 1931 the "Autocarrier" went into service as the first car ferry in the railway's fleet. This was no RO-RO, the cars being loaded and offloaded by crane. A picture in the book shows a Riley being swung aboard.

Unfortunately the Publishers would not allow this picture to be published in the Bulletin without payment of a very large fee.

## Letters to the Editor



Dear Editor,

I noted with sadness the death of Ken Gilling coming so soon after Don Wood, both of whom I regard as founders of the side valve fraternity, and of course of the Register.

Ken gave me great encouragement some 30 years ago in putting RW 9891 and XW 8032 on the road by giving me much technical data and by making or causing to be made, various gears some in small batches and taken into the Register's Inventory (David Walters often acted as Liaison Officer).

We (Ken and I) used to meet at Coventry and other places but not for the last few years due to his ill health.

As you probably know, he bought Max Williamson's side valve which he eventually sold to Peter Arnold. Peter is well on with a perfectionist rebuild which when in use would have delighted Ken.

We older members will always remember his courtesy in all matters.

Yours sincerely

Yours sincerely,

W. R. WARNE, 'Trewarne', Ringmore, Kingsbridge, Devon



Dear Editor,

I was fascinated to read Mike McQuire's letter in the September 1989 Bulletin and it called to mind the fascination of "Motoring Papers" in general. Nowadays the newstands positively bristle with glossy Motoring Mags and the hack in some cases is very clearly evident.

Essentially however they are put out to attract readers who have a thirst for the spirit of motoring, such publications as "Car" pushing its writers to the forefront of present knowledge and circumstances. "Auto-Motor" as W.B. calls the newly combined octogenarian puts out up to the minute sometimes very clinical stuff, but what of the "little" one make clubs and their publications? I have, since my teens in the 50's owned countless thirties cars long sold and regretted but I have hung on to the memberships and noted that as Mr. McQuire hints, a cosy nostalgia is perhaps creeping in.

At the same time a lot of now younger folk, often the sons and daughters of the now "old fogey" generations, are totally baffled even by the words used by those "in the know" who were around when any old evening paper contained a couple or so Rileys from pre-war days at between £20 and £120.

Thirty years ago impecunious enthusiasts were putting their skills to work on old Rileys, Talbots, Lancias et al and spreading the word — just as Dick Thomas has done in his highly readable style in this latest Bulletin.

Thirty years on from the formation of the Register I would hazard a guess that more activity on extreme detail is taking place in many a garden shed and I for one together with Dick Thomas and Mike McQuire would most welcome less travelogues personal reminiscences and more of the technical nitty-gritty stuff. After all its the way they were put together and its modern day ramifications political and otherwise that will see this especially fine breed of motorcar into the next millenium.

Yours sincerely,

ALAN SMITH, Danes House, 34 Stoke Hill, Bristol.

*Editorial Footnote:*

*Whilst appreciating the point of this excellent letter, the Editor reminds that — apart from what he writes himself — he can only print such articles as are submitted to him.*



Dear Editor,

Very many thanks for yet another splendid 'Bulletin' (No. 135) just received and, as always, avidly read. Two items in it prompt me to write with comments:

First, I think that your introductory remarks to the article "A Continental Holiday by Riley" (p.39) may be in error, where it is stated "Using a 12/4 Lynx . . . written about in the Autocar in April 1934 . . ."

I am the privileged owner of BBH 670, chassis no. 22T.112, engine no. T.112, which I understand is the 'first ever' 12/4 Lynx; the twelfth 22T chassis built, hence one of the early group using chain-drive camshafts. This car was first registered in December 1934. Evidently the Lynx which Geoffrey Smith took to the Continent must have been constructed before the Autocar article of April 1934, and I therefore conclude that it cannot have been a 12/4. Remarks later in the article in which various spectators enquire whether the cover over the starter motor (*starter*, ?) hid a supercharger or not, also suggest to me that the car was more likely a 12/6, with a plated cover over the dynamo visible at the foot of the radiator.

Second, the front cover picture (tribute to the Treens) has submerged me in a wave of nostalgia. Following my wartime service (RNVR) I took up a teaching post in Brighton in 1946, and became a member of the Brighton and Hove M.C. which ran the Speed Trials each year on Madiera Drive. For the next four years I acted as one of the Club's marshals at that event — that's me, standing behind John Treen in the picture (white shirt, gesticulating left forearm) talking to — I think — Gerry Ruddock. On the left of the picture, facing left, is Monty Seymour, the B & H.M.C. committee member to whose good offices I owed my Club membership and Marshal's brassard, and many valuable words of wisdom and advice. Alas, Monty died some years ago; his widow Eva still survives and we still keep in touch each Christmas. More nostalgia — are not those tyres on the Treen Riley, 4-50 x 19" Super India's? I used to wear them on my own car in those days; I remember them as giving a hard ride but lasting roughly twice the mileage of the contemporary Dunlops . . .

Yours sincerely,

BOB FLETCHER, Windsbatch House, Old Ford, Frome, Somerset.

*Brian Lloyd-Jacob also wrote similarly about the 'Continental Holiday' car — Ed*

Dear Editor,

Here, as requested in the latest editorial, are some comments/queries regarding certain items in recent Bulletins:

*Mystery Picture (Issue Number 134):*

The Monaco centrefold shown was our everyday transport back in 1978/79. It had a very willing engine in spite of a keen thirst for oil. I purchased it as a non-runner from the widow of Lieutenant Colonel Jenkins, after whom we named it "Elsie" (LC). After many mostly happy miles, we sold it to Chris Tavener. Perhaps, Chris, you would like to continue its story and possibly answer the editor's questions?

*Riley Wheels (Alan Teeder — Issue Numbers 127-132):*

Further to Alan Teeder's excellent article on Riley wheels, I recently found the following reference to the Riley detachable wheel in a copy of "The Small Car Handbook" (c. 1920 I believe).

The Riley detachable wire wheel is one of the older inventions, and is made in several types—one with twin tyres, one with bolt fixing, and a third with a quick-action locking ring. All types may be procured with steel disc covers. The loose wheel of the last type has internal serrations, which mesh with corresponding serrations on the fixed-hub. The locking ring screws home on a plain thread, but is prevented from unscrewing in use by a number of spring bolts, which catch on the ratchet teeth shown in fig. 12, and so keep the ring locked up tightly on its thread. When the owner desires to remove the wheel, a special spanner provided presses the spring bolts out of engagement with the ratchet teeth, and the locking ring then unscrews freely.

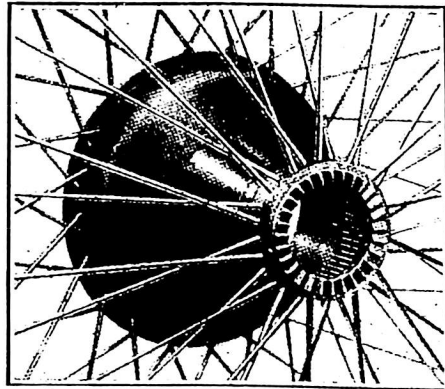


FIG. 12.—The Riley quick detachable wire wheel.

*The Badge of a Legend (David Styles — Issue Number 135):*

With reference to the mention of the "lockable head tube" fitted to Riley cycles, I believe most better quality safety cycles of the period were equipped with this device. However, I was under the impression that it was fitted as an aid to stability when the bike was parked, rather than as an 'anti-theft' device (implied by Mr Styles). Perhaps a more knowledgeable member could confirm or deny this? Does anybody know of a Riley bicycle, if so please let me know?

*Scuttle Ventilators:*

My personal theory on this topic is that the vents should face forwards in all instances, except where top mounted ventilators are also fitted. In this instance, the top ventilators open forwards to allow fresh air in, whilst the side ventilators open to

the rear to extract the stale air.

*What's in a Name?:*

Does anybody know why the "Riley Graves" site in the village of Hyam in the Peak District is so called? The graves commemorate the Hancock family who died victims of the plague in August 1666.

I hope that these few minor items may incite the odd comment to further fill the editorial larder.

Yours sincerely,

IAN COOMBER, May Cottage, 54 Lower Street, Merriot, Somerset.

★ ★ ★ ★ ★

Dear Editor,

It always amuses me when you mention prices that Rileys have been advertised at with concern.

In the latest Bulletin you refer to a Mk. IV tourer for £22,950. When one considers the history of the Riley Motor Company and the reliability and cheapness of running a pre-war Riley I am surprised the above vehicle was not advertised at £122,950.

Even with the comparatively slow rate of appreciation of Rileys I would estimate that an annual mileage of 6 to 7,000 miles can be covered at no cost to the owner.

Yours sincerely,

JOHN BURTON, Wydown, Faversham Road, Boughton Lees, Ashford, Kent.

★ ★ ★ ★ ★

Dear Editor,

It was nice to see the various Cigarette Cards illustrated — the reason that the Riley in Ogden's card No. 19 looks a bit funny is because it is an M.G.! To be precise a "C" type Monthlery Midget, Chassis No. C0253, Reg. No. RX8623, Race No. 32, driven by the winner of the Saorstat Cup, Norman Black chasing another "C" type No. 30. All of which reminds me, I wonder if any Riley enthusiast has come across the MG "C" type Midget fitted with a Riley 9 engine which was driven by Mr J. W. Pannell in the 750 M.C. six-hour Relay Race in August 1951. It was for sale by Mr G. R. Stokes in October 1952 Motor Sport — any clues?

Yours sincerely,

J. J. HALL, 34 Rowan Close, St. Albans, Herts, AL4 0ST.

## BROOKE ENGINES

Roger Challis — Gamecock owning member from Woodbridge — writes to tell us that he has noticed a Brooke single cylinder marine engine in a Chandler's window.

The engine is small, not unlike a Stuart Turner, with a water-cooled head, large flywheel and cord-pull start.

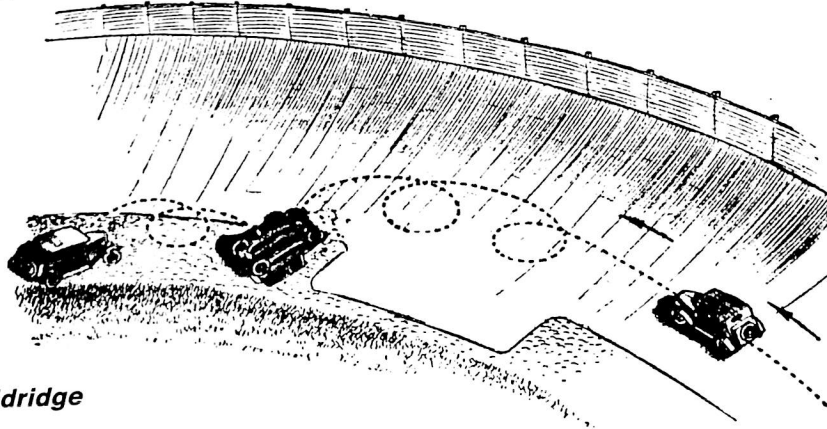
Nameplate details are: "Brooke Marine Maker. Type 2A2/32/33. No.: 4942."

One wonders if the 32/33 of the type indicates the year of manufacture?

**OOPS!**

This sketch appeared in the Motor in November 1931. It shows the antics of a Monaco at Montlhery whilst being driven by K. J. Thomson (the first T of T&T).

The occasion was a record attempt by Thomson and E. A. D. Eldridge. The car had taken the 1,000 mile record at an average speed of 65.83 mph and was continuing to circulate in an attack on the 24 hour record when the accident happened. The car spun round twice, went off into 'the rough', overturned, righted itself and then came to rest. Thomson was unhurt.

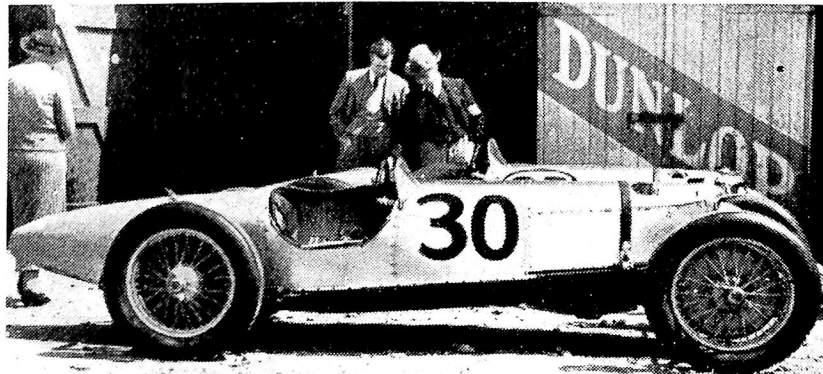


*Inset — E. A. D. Eldridge*

**FRED'S SHED**

Freddie Dixon used to have a lock-up shed 'round the back' of the Paddock at Brooklands. (Readers who have heard the story of Fred, the aircraft workers and the battery charger will know of this!)

Here is a picture of the shed with two appropriate cars standing outside. The picture is not dated, but an uneducated guess makes it about 1937.

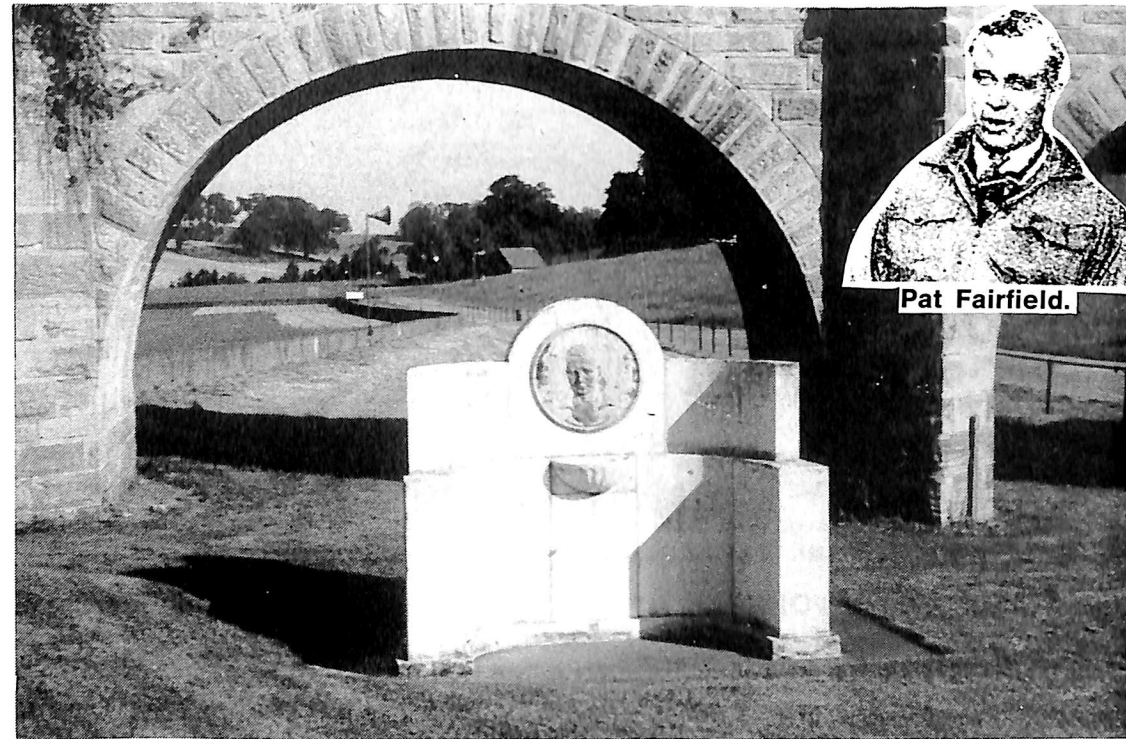


**MEMORIAL**

Remember the Fairfield Memorial? This tribute to the great South African driver Pat Fairfield was designed and sculpted by Bira.

It was originally installed at Donington. At the opening of Goodwood, with Donington still being closed, the memorial was transferred to Goodwood. When Goodwood closed it went to Silverstone, where it stayed for many years. It is now back at Donington, by the Bridge near the Old Hairpin. It is pictured here by the courtesy of Lawrie Edwards, a friend of the Editor.

Both Fairfield and Bira, during their motoring careers, had Riley associations.



**Pat Fairfield.**

**ANOTHER FREDDIE FABLE**

A member of the Riley Geriatric Group sends the following: "Dixon was working on his car which was partly blocking the Paddock entrance at Brooklands, and one of The Lordly Ones desired to pass in his up-market motor. Curtly ordering Dixon to move his car, he was affronted to be ignored, and spoke sharply to this Riley-owning upstart, 'Do you know who I am?'

Whereupon Freddie looked across at his helper and said 'We've got a XXXXX here who doesn't know who he is'."

and adds:

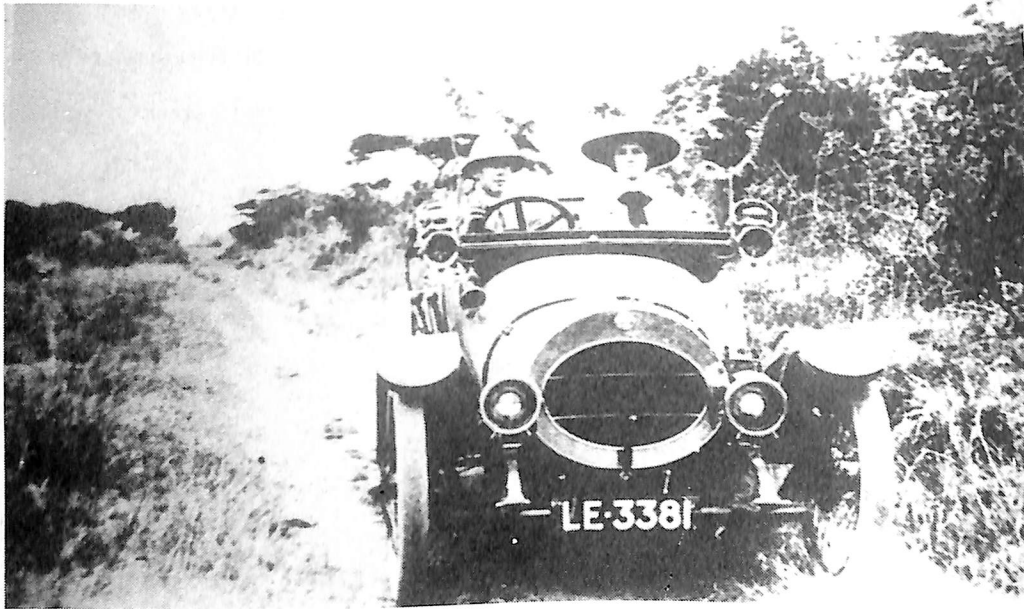
"Lady Campbell once remarked to me 'Mr Dixon was a very ROUGH man'."



## DON'T KNOW

The Editor has a folder marked 'Don't Know Pix', containing a number of unidentified pictures. Some of these are of Australian origin — courtesy of Neal Brandt.

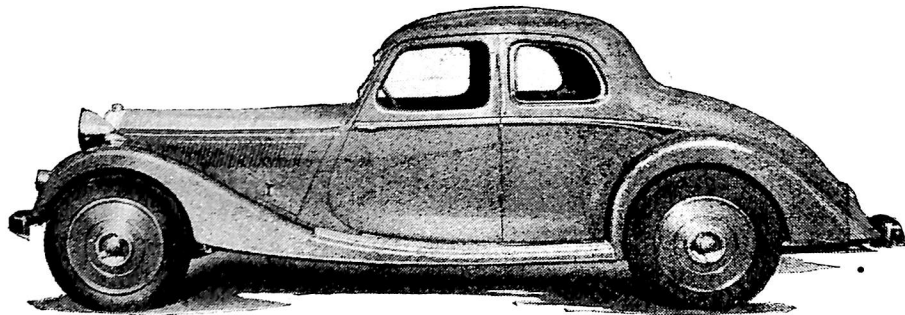
As space permits, these pictures will appear in the Bulletin, in the hope that someone can supply names, dates, places and/or other details. Here is the first one. The print is marked 'Early Riley in southern Africa'.



## GROSE COACHWORK

Phil Hitchman sent us this picture of an attractive coupe body by Grose of Northampton fitted to a 12/4 Riley. This car was referred to in the Autocar in the magazine's review of the cars at the 1936 Motor Show.

Did the Show car survive? Were any others made?



## UPWARD SPIRAL?

Robin Cameron sends photocopies of a couple of pages from the same issue of the magazine 'The Automobile' (August 1989).

One page carries some notes on the prices realised by various cars at an auction sale in May. A 'Concours' 1931 Riley nine tourer was knocked down for £13,700 and a 1935 A.C. Greyhound for £14,000. The other page carries an advertisement of some cars for sale. The A.C. is advertised at £24,950 and a 1931 Riley nine tourer (GT. 7855) for £22,950.

Robin makes the comment: 'It seems the age-old laws of the market place are being turned on their head now — if an old car doesn't sell at the first price you ask, you increase it and increase it until it does'.

## MORE ON RAILCARS

Items about Riley railcars have appeared in the Bulletin on several occasions over the years.

News now comes to hand that in 1936 other railcars were being produced in Coventry and used in several countries overseas.

They were powered by Armstrong Siddeley V.12 petrol engines, driving through pre-selector gearboxes similar to those used by Rileys.

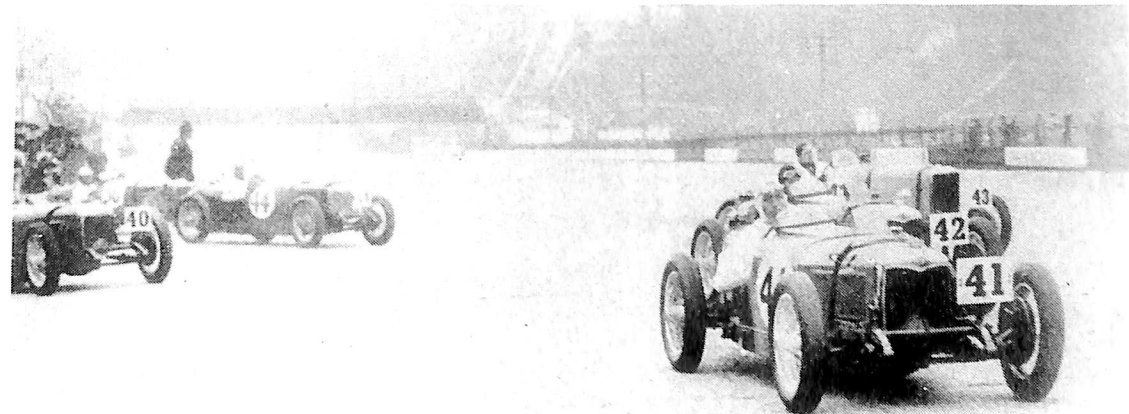
A novel feature of these railcars was that they were fitted with pneumatic tyres specially made by Michelins. It is reported that these provided excellent adhesion to the steel rails and gave an excellent and very comfortable ride.

## NOSTALGIA

Did you watch the Le Mans 24 Hour Race on the box?

Did you agree with the Editor that this event is now but a shadow of its former self? Do you think that the event is not really a 'Le Mans Race' without a Le Mans start?

If so, console yourself with this picture (courtesy of Ron Laws) of Rileys during a Le Mans start at Brooklands.



## FAMOUS RACING DRIVER

Whenever the subject of the racing history of Rileys crops up, it won't be long before the name Charley Dodson is mentioned.

Dodson had a farm in Sussex, and is pictured below hard at work between races.



## TAILPIECE 1

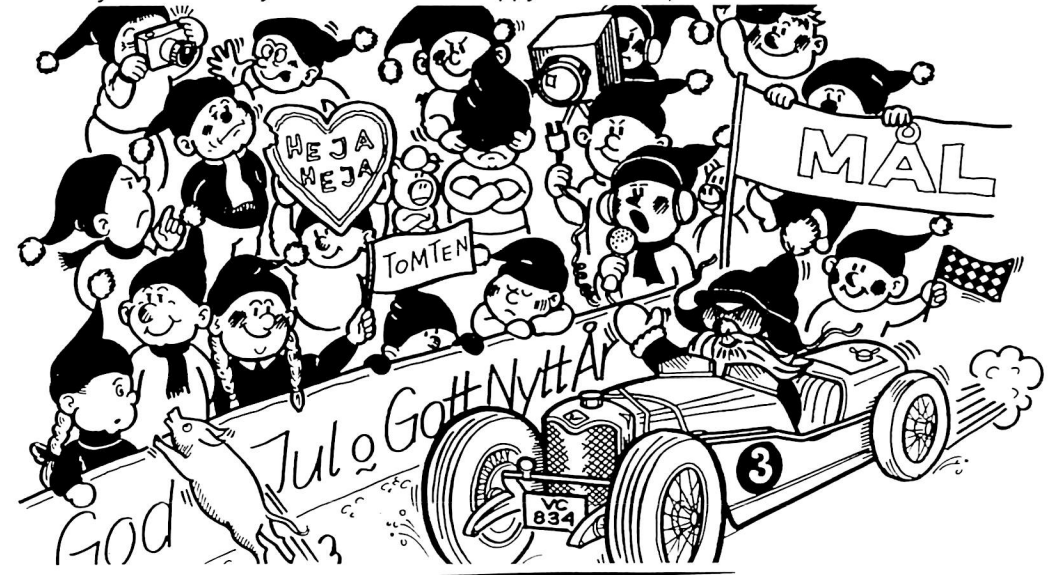
As old as what industry?



## TAILPIECE 2

Roland Haraldsson, now owner of VC.834 sends this Christmassy picture showing the occasion when he allowed someone else to drive his car.

(Note: Heja = Hooray. Tomten = Santa Claus. Mal = Finish. God Jul och Gott Nytt Ar = Merry Christmas and Happy New Year).



## TAILPIECE 3

Cliff Thornton of the National Motor Boat Museum has kindly sent us this delightful cartoon. It was published in the magazine Yachting World in December 1931, and is reproduced here with grateful acknowledgement.

It originally appeared at the foot of an article by 'Osbert' in which he mused on possible power units for the 5½ litre class of racing boat.

