

*Riley*  
The Riley Motor Club of  
South Australia

# e.Crank

January/February  
2024

First meeting for  
the Year  
22 February

# President's Update



Welcome to 2024.

Thank you to everyone who came to our post-Christmas, Christmas picnic. It was a great way to start a new Riley year.

And it was a fantastic way to catch up with all of you in a less-stressed time of the year. The consensus from those who were there is that we should make it our new date for our Christmas get-together. The Committee will take this into consideration when we put our Calendar of Events together for the year.

As mentioned in my last Update, we need to form a sub-committee to start organising the 2026 National Rally. This year's rally is only three months away. 2025's rally in WA will be here before we know it making the need to get the ball rolling pretty obvious.

I will send out an email with the date, time & place this will happen after the next Committee meeting. A sub-committee of a Rally Chair, Rally Secretary, Rally Treasurer, Rally Captain and a couple of Rally Committee Members will need to come together.

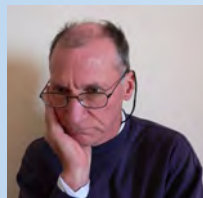
Speaking of committees, March will be our Annual General Meeting at which time all positions on the Committee are declared vacant. Many of you have served on the Committee over the years of your membership. Some have not. Is it time you stepped up to help with the running of the club? I think that it would be great to have you on the Committee. See page 9.

All the upcoming events are in the Events Calendar on the right. We definitely will be having a meeting on April 25, Anzac Day.

Get them Rileys on the road; that's what they were made for.

**Mark**

## A Few (maybe final) Words from The Editor



I've been wondering whether the e.Crank should continue. We have email, a website and social media. And I have a feeling that the e.Crank doesn't have a strong readership in its target audience. I'm happy to continue. I enjoy it. However, do we need a magazine in its current form? What do **you** think. If I get fewer than 10% responses that'll be the decider. And while you're in responding mode, see page 9. Rob has had almost no response from his request in the last edition.

# The EVENTS Calendar

(All the links are clickable)

Date	Event	More Details
Feb 22	Club Meeting	7.30pm Shannons Insurance Offices, 863-865 South Rd, Clarence Gardens
Mar 3	All British Day	<a href="https://www.allbritishday.com/">https://www.allbritishday.com/</a>
Mar 17	Historic Motor Vehicles Gathering	Barratt Reserve, West Beach 10-2pm.
Mar 28	AGM and Club Meeting	7.30pm Shannons Insurance Offices, 863-865 South Rd, Clarence Gardens
April 14	McLaren Vale Vintage and Classic	<a href="https://www.vintageandclassic.com.au/">https://www.vintageandclassic.com.au/</a>
April 25	Club Meeting	7.30pm Shannons Insurance Offices, 863-865 South Rd, Clarence Gardens
May 13-18	National Rally Bundaberg	<a href="http://rileysa.org.au/national-rallies/">http://rileysa.org.au/national-rallies/</a>
May 23	Club Meeting	7.30pm Shannons Insurance Offices, 863-865 South Rd, Clarence Gardens

## Getting those Rileys on the Road

The club maintains a list of members who would like to drive cars owned by other members who are unable to do so and welcome others to drive them. Contact the Secretary if you're in either category.

### On the Cover

Rob Revitt's photo of his Christmas installation featuring Bub the Elf.



# Christmas in January

*Almost everyone who was there. Somehow, I missed Lizzie.  
She says she was probably "out with the cats". Sue took my photo. Ed*





*The Festivities & holidays are over and it's back to work. Christmas is only 10½ months away.*



*A Boxing Day "Steam-up" on the other side of the planet.*





# Australia Day 2024

*Bev and David Thomson had Riley guests for lunch on Australia Day.*



*Guests Ralph Thomas from South Africa and Paul Baée from Sydney with Bev and David.*



*Jessicar the Roadster all dressed up for Australia Day.*



*Australia Day 1911, Minlaton. SLSA Australia Day Car (PRG 1617/16/1).*



*Centenary Celebrations 1936 King William Street. SLSA <https://collections.slsa.sa.gov.au/resource/B+8334/117>*

*Edited and coloured by Kelly Bonato of A Colourful History.*



# Septimus has not been Slack over the Festive Season

by Andrew Porter

Septimas Hughes (the living Metro(G)nome) again took time out from his busy schedule, touring with the Amazing Wintergreen Spoon Ensemble, to project manage a fuel pump upgrade on the "Porter Edition" RMA.

Prior to the Arthur Clisby Memorial Picnic in September 2023, a few of us took part in the Distinguished Gentleman's Drive (which raises money for men's health projects and programs).

The Drive took us up the Freeway to Strathalbyn. The uphill part of the Drive proved that the RMA is a mighty beast. A sluggish fuel starved beast that dragged itself up the hill in a beastly manner.

The old question of "How do you tell the difference between an RMA and an RMB?" was well and truly answered. Yes.....if you pass it, it is an RMA. If it passes you, it is an RMB.

Before the end of the journey to Strathalbyn, the decision was made to change the mechanical fuel pump to an electric one.

Online research and advice from Riley folk, both here and overseas, determined that the best option was a Facet Posi-flow 60104 (1.5-4psi. 95 litres/hr).

The Posi-flow is a small plastic bodied pump that only needs a 12v positive supply and is earthed to the chassis. It is a "push" pump, rather than a "pull" pump and so, needs to be fitted close to and preferably below the fuel tank, at an angle of approx. 45 degrees. Mounting below the fuel tank was not possible, but as per the installation instructions, the pump can be mounted up to 12" above the bottom of the fuel tank without priming problems.

The pump has been attached the to the rear of the spare wheel compartment, behind the differential and tucked up out of harm's way. The 12v positive feed is from the same circuit that provides power to the brake light switch. Septimus determined that this was the best option, given available and required amperage (1.5 amps) on the circuit and given that the circuit is only active when the ignition is on.

The solid fuel line coming from the fuel tank was cut and redirected to the fuel pump via a filter and then back to the main solid fuel line at the rear wheel arch.

In the engine bay, the old flexible fuel hose from the solid line to the fuel pump was replaced, and redirected via a fuel regulator (adjustable, but set at 2.5psi), to the carburettor. An overflow pipe has been fitted to the carburettor.

The mechanical fuel pump has been removed and a mild steel plate now covers what would otherwise be a gaping hole.

Project cost was just over \$200 (\$125 for the pump; \$25 for carburettor overflow pipe; \$33 for fuel regulator \$25 for fuel hose and sundries). Installation time approx. 2.5 hrs.



*Septimus Hughes carries out a final inspection.*

Hill climbing performance has improved. Donald Campbell's land speed records, however, are not under threat at this stage.

Purists may weep, but overall, Team Septimus, considers this a good modification to assist with driving in modern traffic.



*Pump and filter in place*

Other tasks successfully project managed over the break include a spin-on oil filter conversion and the addition of reversing lights. See below. More on that later maybe.





# LETTERS TO THE EDITOR

Hello Leigh,

I'm reaching out on what, I imagine, will be a very "long shot" regarding any information on what I believe was a Riley Kestrel 15/6 that "lived" in Adelaide.

My limited information comes from my late father who worked at Smith & Dove in Pirie Street in the late 1930s prior to joining the RAN in 1940.

Smith & Dove were auto electricians and agents for Lanchester and Daimler cars, but also serviced other makes. My father often talked about a Riley Kestrel they looked after for the Adelaide socialite Judith Van Zuilecom (who married Robert Napier, the eldest son of Sir Thomas Mellis Napier, in 1940).

He was charged with delivering the Kestrel to Port Adelaide as Miss Van Zuilecom was returning on a ship from one of her frequent trips "abroad". ([See here Ed](#)) Like most young blokes, taking the Kestrel for "a burn" was irresistible, and a rapid trip through the Adelaide Parklands ensued before delivering the Kestrel to the docks and returning to work on the train.

Needless to say, his high-speed antics in the parklands in such a rare car belonging to a well-known socialite had been noticed and a member of the public had "dobbed him in" to his boss at Smith & Dove.

After a "dressing down" from the Manager he returned to his duties likely saved by the fact that his father ran the large vehicle workshops for Goldsborough Mort & Co and directed a lot of auto electrical work to Smith & Dove.

As mentioned previously, I believe it was a 15/6 as my father described the car as having a "fast back" saloon body and "pre-selector gearbox". He noted in his journal that the car was grey in colour but nothing else to identify which version of the Kestrel. Sadly, it never occurred to me to ask him as he remained a car enthusiast to the end, an interest that both my brother and I have inherited. But before you ask, no Rileys ...yet!

If anyone has any information on this Riley Kestrel or if it still exists, I would be delighted to hear from them.

Kind Regards,  
Mark Johnson, Renmark SA.  
[mark-sev@iinet.net.au](mailto:mark-sev@iinet.net.au)

*A quick google search reveals that Judith Van Zuilecom arrived on the TSS Ulysses from South Africa in 1936. [See here](#). This could be the trip mentioned. It's definitely the person as other search results confirm.*

*We hope that someone can assist Mark in his search.  
Please respond to Mark **and me**.*

*And.....more on those lovely Kestrels on page 11. Ed*

# LOL

compiled by **Gil Netts**.





# Rileys on Screen

compiled by  
**Miles Prower**

Ann-Marie Porter found this one.

The Manhood of Edward Robinson is a short story written by Agatha Christie which was published in 1924.

Edward Robinson, a city clerk much under the thumb of his fiancée, Maud, decides on a whim to spend some competition prize money to buy a sports car. He takes it to the country for a drive. After coming back from a walk, he finds, to his surprise that he has got back into the wrong car, and there is a stolen diamond necklace in the pocket....

You can see a film version [here](#).



Years ago Peter Boorman was a club member. He built a Le Mans - style Roadster. It still lives, now in the ACT. You can see it [here](#).

In November last year the Victorian club held a Gala Lunch and Car Display to celebrate the special anniversaries of their club, the Riley Pathfinder and the original Riley Motor Club.

110 present and past members and family attended the lunch and the car park was filled with at least 36 Rileys from 1929 to 1967 including 17 pre-war cars.

The location was Bellevue Orchard in Officer owned by Rob, Anne, Jo & Chris Russo.

2023 was a very special year for the orchard and the Russo families as well. It was 70 years that the Russo family had work this property and 25 years since they had a huge hail storm that damaged most of the crop of apples, which led to the establishment of the Summer Snow apple juice product.

See the video [here](#).

*This text edited from Marilyn Threlfall's article in the Blue Diamond.*



# What do you want from Your Club?

For a while now the number of members that have been coming to our events has been quite low. A few of the events only had three Rileys and not many more members.

The events that had the largest attendances in the last year were:

- \* the Christmas function, for which unfortunately not many people turn up in Rileys.

- \* Christmas in July – We had 7 Rileys, a Citroen and a few moderns.

- \* All British Day

Another well-attended “event” was a working bee (over numerous weekends) to help Sue get Eleanor back on the road. Six members were involved.

At the moment we don’t have a Club Captain. We have Mark Hayes doing the Club Captain’s role but with the number of hats he is wearing at the moment it would be nice to find someone that can take on the role. I felt sorry for Anne-Marie when she had the role, she put in a huge amount of work organising events and she wouldn’t know how many people were going to attend and whether all her work was going to be in vain. I would be more than happy to take on the role but due to my work load, strange hours and interstate work, I would be too unreliable to give the position the amount of time that would be required. I would be more than happy to assist anyone that would like to step up to the plate.

We have members that have cars off the road being restored or repaired and this may be the reason for non attendance. As a club we are happy for members to come along in moderns. And there are members who have cars but they are unable to drive. We can help put people together and get more people attending.

I would be happy to lend a car to someone from the club function as long as they are familiar with driving a Riley. I lent Bub, My Elf, to my sister for the McLaren Vale Vintage and Classic this year and she went down there with two of her friends. Unfortunately, there were only two other Rileys entered and another Riley met us at the winery. Even though numbers were very low everyone had a really nice time and they were all made very welcome. Hopefully, they will come along next year.

There are Car and Coffee events early on Sunday mornings around the city which last usually for only a couple of hours from 8 till

10. These are good events to get noticed but we would need to have a minimum of 3 or 4 cars attend to make them stand out. I have taken mine to the Nuriootpa Cars and Coffee a few times but with one car it doesn’t get noticed as much.

There is talk about promoting the club and getting new members. To achieve this we will need to promote ourselves first and make our events better supported.

Everyone in the club gets on well together. It is always a highlight of my month when we have a function (apart from getting out of the office for a day). I always enjoy getting one of the cars out of the shed and driving through the hills ....or wherever we go.

Even though there were only three of us in Rileys at the recent Yankalilla Classic we still had a good time. John and Liz were also there but they were in a Citroen. There was a lot of interest from the public in the Rileys. People stopped, read the fact boards and stopped for a chat. It would have been a lot better if we had a few more members there to answer some questions. There are a couple of members at the moment that have their Rileys on the market. Shows like the All British Day, Yankalilla Classic or the McLaren Vale Classic are ideal places to show them.

There are a few things that we need to look at as a group and get some feedback on to assist in getting events that you as members would be happy to attend.

- Do members want drives in their Rileys to a destination and stop for a picnic lunch where it is a bit more informal and bookings aren’t necessary?
- Do you want it more structured, like Christmas in July where we book into a hotel or function where bookings need to be made and you can’t just turn up?
- Do you want mid week events and not just Weekend events?
- Do you want social evenings?
- Do you want technical events – We have a lot of members doing various work on their cars and as a group we could meet and help out getting more cars on the road?
- Is one function a month too many?
- Do we want to co-ordinate functions with other clubs and have joint functions?

Please, can I have some feedback on what you want from the club and if you have any ideas for events for the future? And let us know if you are interested in the Club Captain’s role and help unload some pressure off our hard-working President.

I can be contacted on email [robrevitt@gmail.com](mailto:robrevitt@gmail.com) or 0457004478.  
Rob

## 2024 Committee Nomination Form

I hereby nominate..... for the Committee of the Riley Motor Club of SA Inc.

Proposer Name..... Signature.....

I agree to stand for election to the Committee of the Riley Motor Club of South Australia Inc. and I am prepared to accept the following position.

Position/s ..... Signature of Applicant.....

The positions open to members of the Committee are:

President  
Vice President  
Secretary  
Treasurer  
Club Captain  
General Committee  
General Committee

Other Roles

Minute Secretary  
Conditional Registration Registrar  
Conditional Registration Registrar  
Magazine Editor  
Magazine Editor 2  
Spare Parts New  
Spare Parts Used

Please forward to: The Secretary, Riley Motor Club of SA Inc., [secretary@rileysa.org.au](mailto:secretary@rileysa.org.au), PO Box 267 Fullarton, SA 5063, or personally.



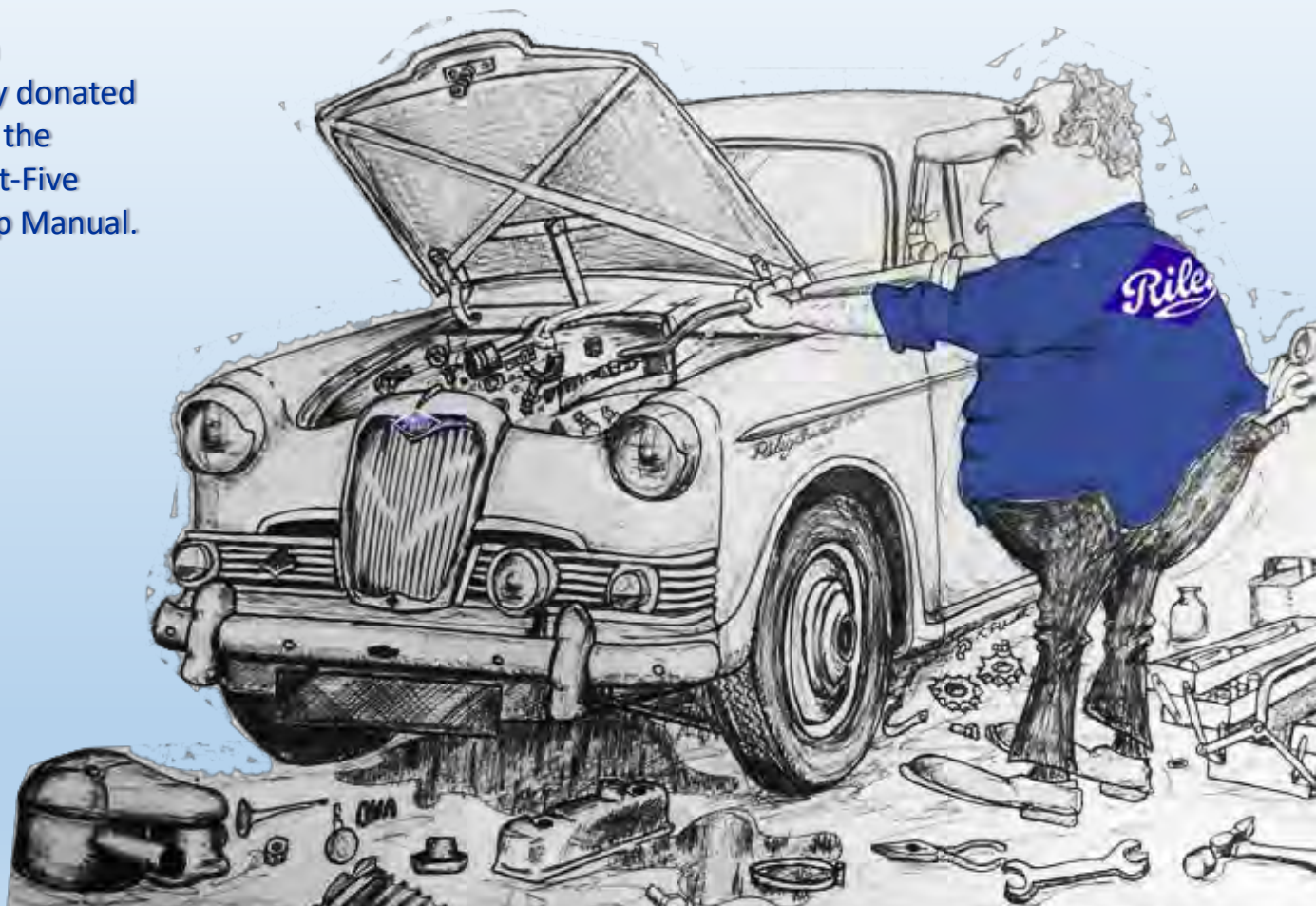
**The 2024 National Rally is in  
Bundaberg, Queensland.  
13-18 May.  
See the promotional video [here](#).**

**You can  
register now.  
The forms are  
[here](#).**



## ***A New Acquisition for our Library***

Jim Sloan  
has kindly donated  
a copy of the  
One-Point-Five  
Workshop Manual.



*This is not  
Jim Sloan  
nor anyone else  
we know.*




# From the Riley Marketing Department in 1936

an over eighty job!!

32 **THE MOTOR** May 5, 1936.

## A rather unusual car-by



It may be described briefly as a combination of the well-known Kestrel coachwork with the 1½ Litre chassis on which the 1935 T.T. was won. So that you get this quite astonishing result: a touring saloon with better than "sports" car performance! Naturally the car will be produced in somewhat limited quantities because the standard Riley models are doing very well, thank you. But the delivery position of the Kestrel-Sprite is very favourable indeed and the price—lower than was originally intended—is £398. If you want to do well over "eighty," in comfort that has not hitherto been possible in any car under £400, this unusual Riley will delight your heart. Please write to the factory for a full specification.

## KESTREL-SPRITE

1½ Litre Kestrel-Sprite Saloon, £398. 1½ Litre Lynx-Sprite Open Tourer, £398. Dunlop Tyres and Triplex Glass all round.  
Riley (Coventry) Limited, Coventry.

25 KINDLY MENTION "THE MOTOR" WHEN

THE AUTOCAR. ADVERTISEMENTS. JUNE 26TH, 1936. 87

## SO THERE!



It's a funny world. We've been saying for a couple of months that we're not making—we CAN'T make (please believe us!)-a lot of this particular model; that it's an "over eighty" job, and a saloon at that, the finer points of which are definitely wasted on ordinary motorists like you and me; and yet . . . well, there are a lot more of you want this car than can have it. So pipe down, you fellows who never do over "sixty" unless you can see right along an empty four-mile straight at 7 o'clock on Sunday morning. (You can bat as fast as that on a standard Riley anyway, without paying for the privilege of driving this model).

You see, nobody'll know you've got a Kestrel-Sprite unless you handle it like one. You can? Oh, all right. Queue up.

## KESTREL-SPRITE

1½ Litre Kestrel-Sprite Saloon, £398. 1½ Litre Lynx-Sprite Open Tourer, £398. Dunlop Tyres and Triplex Glass all round.  
Riley (Coventry) Limited, Coventry.

MENTION OF "THE AUTOCAR" WHEN WRITING TO ADVERTISERS WILL ENSURE PROMPT ATTENTION.



*Our fact checkers have determined that the adjacent image is real. Apart from the blue birds that is. Simon in accounting snuck in and edited the image and then we were hacked and then.... It's a long story.*

*We can't be sure about the origins of the two ads. They're certainly not Ford Avenue Productions. We're just a bit uneasy about the language.*

*And sadly, with all the cutbacks our researchers have now gone to greener pastures and we're waiting on 457 or 482 (we've lost count) visa applicants and refugees to fill our fact checker vacancies.*



# From the Archives - the RMB.2

Found by Chance Hapning

## RILEY MOTORS LIMITED

PROPRIETORS: MORRIS MOTORS LTD.



CHAIRMAN  
VISCOUNT NUFFIELD, G.B.E.

VICE-CHAIRMAN  
R. F. HANKS



TELEPHONE:  
ABINGDON 251-2-3-4  
TELEGRAMS:  
RILEY-ABINGDON



General Manager  
J. TATLOW

### ABINGDON WORKS ABINGDON-ON-THAMES

To all Distributors, Dealers and Retail Dealers.

Dear Sir(s)

AF/S/28.  
12th March 1952.

We have just introduced certain modifications in the 2½ litre Riley engine, which will now be known as the RMB.2 Series, commencing with engine No.1.

These engines are now fitted with ramped cams, which improve quietness of the valve gear. The tappet clearance, as indicated on the plate on the valve cover, should be set on these engines to .011" hot. The water pump has been re-designed to eliminate the secondary drive belt for the fan, and the pump itself embodies new internal components. The oil pump is of larger capacity, with wider gears, and the release valve, which is pre-set, is now on the oil pump body, there being no external adjustment.

If it should be necessary to check the valve timing, for this purpose only, rocker clearances should be set at .019" and the timing should then be, inlet opens 12 degrees before top dead centre, exhaust closes 20 degrees after top dead centre.

After checking, it is, of course, essential to re-set to the running clearance of .011".

Finally, the distributor is now in the reverse direction of rotation i.e. it now runs anti clockwise. (when looking down on the rotor arm)

On the 1½ litre engine ramped cams have again been introduced, commencing engine number being No. 10311. The running clearance on the rockers is .015"

To check the timing, the valve clearance should be opened to .025", at which the timing will be as before, namely, inlet opens 7 degrees before top dead centre, exhaust closes 20 degrees after top dead centre.

After checking, the clearance must, of course, be re-set to the running clearance of .015".

On the 1½ litre, the distributor still runs in clockwise direction.

The above is sent to you as preliminary information, and our Technical Publications Department are taking the necessary steps to reprint the relative pages of the respective Instruction Books and Workshop Manuals, and revised pages will be issued as soon as available.

Yours faithfully,  
*A. Tatlow*  
Riley Motors Limited.



# FOR SALE

## 1949 RMB

Very good condition - goes well  
Brakes/Radiator recently reconditioned  
Has been garaged and covered  
Selling to create garage space  
Located in Stirling SA

\$25,000 ono

Contact : Sam Sullivan 0417 212 243  
samsullivan1@bigpond.com



*Jonathan Horne took this lovely photo of his RMB outside the Dering Arms at Pluckley in Kent and posted it on the Riley RM Series 1945-57 facebook page.*



# TAIL-LIGHT SWITCH INSIDE CAR

## NEW INVENTION WILL SIMPLIFY MATTERS FOR MOTORIST

**A** NEW traffic regulation is to be framed, permitting a dash-board switch for car tail-lights.

This has been made possible by an invention of two Australians, Messrs. R. Lappin and E. Moore, of Randwick.

They have devised a fool-proof indicator fixed to the dashboard, which shows the driver if the tail-light is functioning.

With the apparatus installed, motorists will be able to switch the tail-light on and off from inside the car.

It will abolish an obsolete regulation, which has vexed motorists in New South Wales for years.

The old regulation was introduced with the idea mainly of preventing car thieves from extinguishing the tail-light while driving, to avoid identification of the number.

But that idea has long been considered archaic, and no check to car thefts.

### Official Approval

The designers demonstrated their invention yesterday evening to heads of the police and traffic departments.

"The police have favored the use of a dashboard switch for tail-lights for some time," said the Police Commissioner (Mr. MacKay).

"It seemed foolish that motorists should be obliged to leave their cars in all weathers to switch on a tail-light."

The Acting-Commissioner of Road Transport (Mr. Neale) also found the invention met all requirements of the Traffic Department.

## FOR THE PROTECTION OF PEDESTRIANS.

### Motorists May be Compelled to Insure.

Motorists may soon be compelled to take out insurance policies against accidents in which pedestrians are involved. The Assistant Treasurer (Mr. F. A. Cooper) will present an official report on the subject to Cabinet. The R.A.C.Q. are opposed to the scheme, but are in favour of a safety financial responsibility law as exists in U.S.A. and Canada.

## Club Mooted To Guard Privilege Of Low-Number Plates

Establishment of an "Under One-Hundred" Club, comprising motorists with registration plates 1 to 100 in the old series, is suggested by Mr. R. C. Thomas, of Parramatta, whose plate bears a solitary "3."

NO. 1 is still held by Sir Frederick Stewart; and No. 2 is on a car used by Mr. E. S. Shaw, managing-director of Hunt Bros. (Sydney) Motors, Ltd.

Mr. Thomas considers that in view of the now rapid replacement of old plates by the new series, holders of the highly-prized low numbers, dating back to 1910, have a common interest in preserving their distinction.

Mr. Shaw thinks it an excellent idea.

Since the latest type of number-plates was instituted by the Transport Department in May, 1937, some 50,000 have been placed in use on motor vehicles.

The A and B series are now "sold out," and it won't be long before the C series is exhausted.

With the total number of vehicles registered in N.S.W. approximating 200,000, there is a long way to go before the old plates become museum pieces, but eventually of course they must disappear.

The new series in its present form—starting from AA000 and running to ZZ999—gives 576,000 combinations, exclusive of I and Q, which will not be used.

### £500 Offered For Plate

By the time that is exhausted, many improvements will no doubt have been made in Sydney's traffic facilities. With nearly twice as many vehicles on the roads as at present—assuming that by then all the old numbers will have been replaced—traffic otherwise would be reduced to walking pace. As it is, walking is often the quicker way in the heart of the city.

Preferences for the new numbers are more evenly divided as they present possibilities of duplicating the owner's initials or even, in some instances, a telephone number.

Some desire to obtain what they consider lucky numbers. Others seek the first or last in a series, or some combination associated with their business or private interests.

It is the practice of the Transport Department, however, to issue numbers in the order in which applica-

tions are received. Batches of plates are sent out to country and suburban registries, and are available only in these localities.

The motorist's best chance of obtaining the combination he wants is to watch for new numbers appearing on the streets, and time his application accordingly, hoping that luck will help him out.

As much as £500 is stated to have been offered for one of the low numbers in the old series.

Trading in number-plates is discountenanced by the Transport Department, but of course there is no legal limit on the amount an owner may accept for his car; and this amount may be influenced by the number-plates that go with it.

New series plates are supplied when new cars are registered, and the department encourages motorists to hand in old plates for new ones, obtainable upon payment of 2s for the pair.

The new plates are considered by the authorities to be an advance upon the old in neatness, strength, and legibility. On the latter score, some owners are eager for distinctive combinations; others for various reasons which invite speculation, seek to be less conspicuous.

## 7000 MILES EACH YEAR

Yearly mileage of motor vehicles in Australia averages approximately 7000 each.

This estimate is based upon the fact that petrol consumption per vehicle is about 350 gallons a year, and the assumption that the average fuel yield of all classes of vehicle is 20 miles to the gallon.

In America, the yearly average consumption is approximately 480 imperial gallons a vehicle; but there of course petrol prices are much lower.

The total spent on petrol each year in Australia, is roughly £24,000,000. One third of the total goes to the Commonwealth Government as petrol tax.

World consumption of petrol in 1937 was the highest ever—34,500,000,000 gallons.



# In the Workshop



Our president Mike Quinn is a talented craftsman. He recently worked through the process of repairing a gear change lever for Paul Stark.

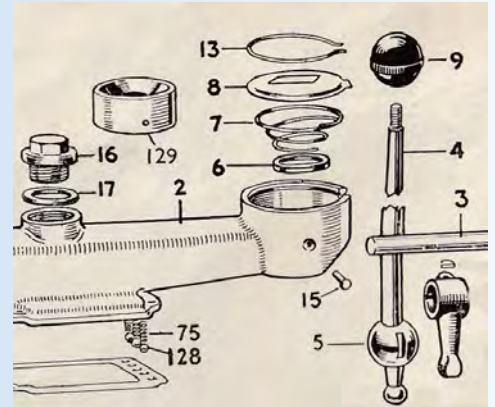
The two marked sections of the stick (on the left) started out 70 years ago as spheres.

However, despite the significantly large amount of lubrication inside the gearbox they wear and the end result is very sloppy gear change and a lot of rattling.

Lazarus will not suffer from such annoyances.

Photograph by Paul Stark.

## Part Number F2.5 - Gear Change Lever



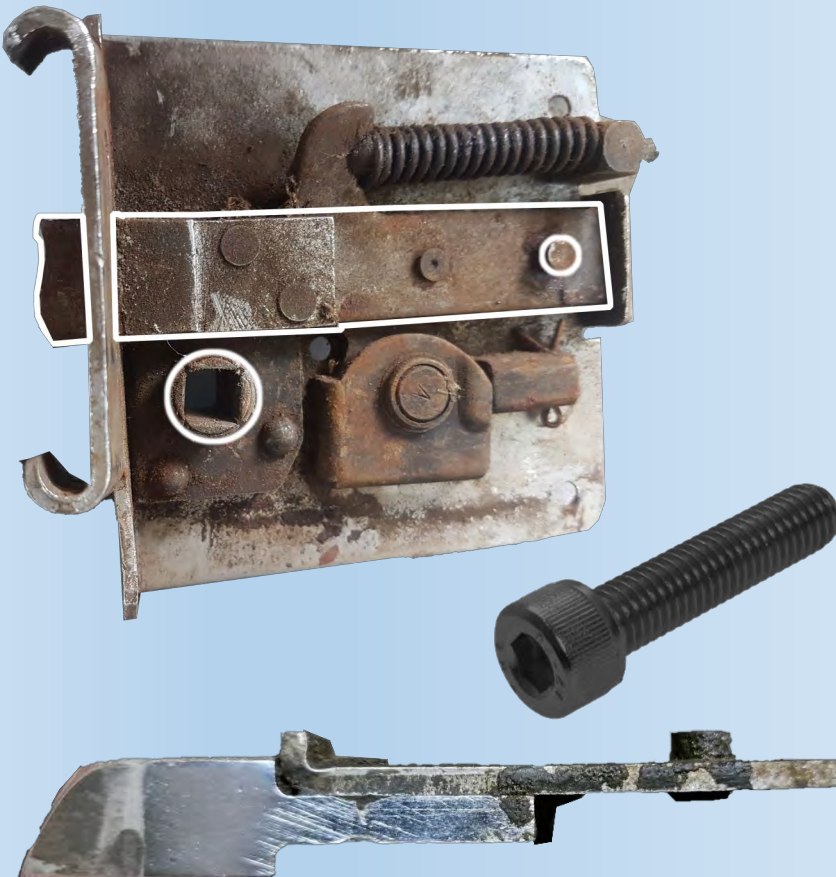
## WARNING!

### Part Number F2.16 - Plug for Gearbox Cover Assembly



Members are advised that this part may, "in some circumstances", be dislodged from its associated aperture at the top of the gearbox and, with movement of the vehicle, fall to the ground where it might or might not ever be found again.

Circumstances usually include forgetfulness and inattention at the time the part is unscrewed often involving an oil change.



## This is an RM door lock.

The large circled section through which the shaft goes is prone to failure. In this image you can see the four cracks in the cast.

Mark Pullan is in the process of repairing his. The part is being remanufactured by the RM Club in the UK. However, to remove it from the assembly the rectangular marked component needs to be removed. A rivet circled on the right-hand side prevents it from sliding out of the housing.

After careful consideration and extensive Consultation, Mark decided to remove the rivet, drill and tap and insert a hex socket head cap screw. He then ground the head down to a suitable height.

He is well on his way to solving the door lock problem. Just waiting for parts from the UK.

Photographs by Mark Pullan.



# On Holiday

compiled by Victor Mower



*The other images are from the other side of the planet but this one is more local. Phil Evans' Nine Ubeaut (with accommodation behind).*



*A very awful photo*





# ***WFH is so 2023.***

Working from the car is  
the new normal.

And it's not even new.





# Familiar shapes

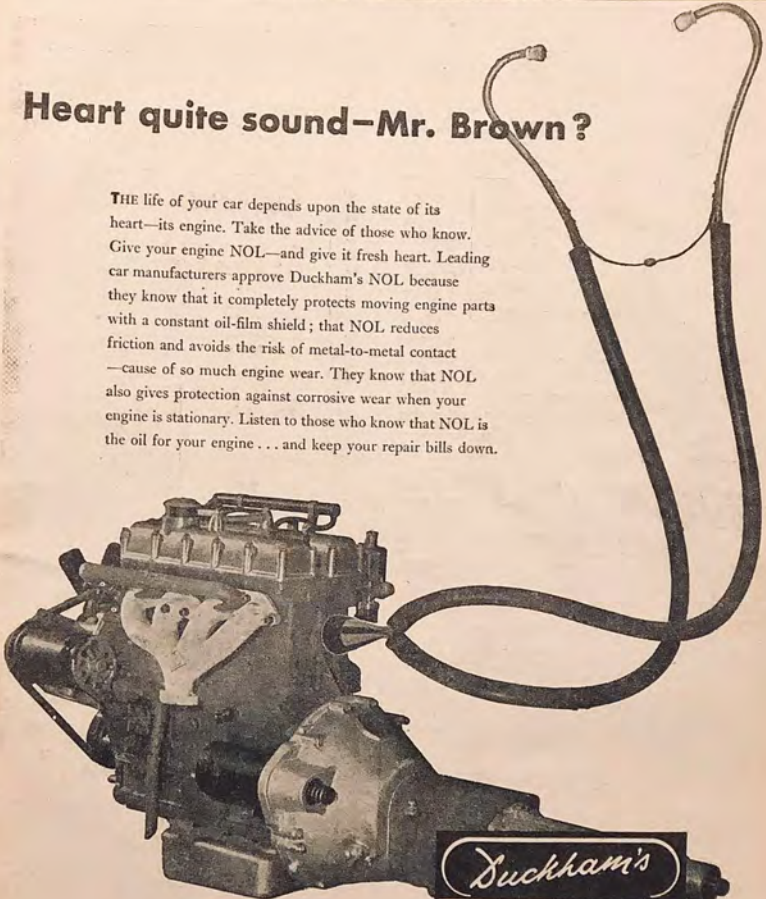
*A Pathfinder motor in a 1955 Duckham's Oil ad.*

*Below: If you give it only a cursory glance it might be a modified Pathfinder motor in an RM.  
But no, it's a Mazda motor.*

October, 1955 PRACTICAL MOTORIST AND MOTOR CYCLIST 413

## Heart quite sound—Mr. Brown?

THE life of your car depends upon the state of its heart—its engine. Take the advice of those who know. Give your engine NOL—and give it fresh heart. Leading car manufacturers approve Duckham's NOL because they know that it completely protects moving engine parts with a constant oil-film shield; that NOL reduces friction and avoids the risk of metal-to-metal contact—cause of so much engine wear. They know that NOL also gives protection against corrosive wear when your engine is stationary. Listen to those who know that NOL is the oil for your engine . . . and keep your repair bills down.



**Your engine's best shield**

Write for descriptive literature  
ALEXANDER DUCKHAM & COMPANY LIMITED, HAMMERSMITH, LONDON, W.6.





# AUTOVIA

Saloon £975



## ANNOUNCEMENT

**A**UTOVIA cars have now been in private owners' use for some considerable time. Their reports of the car's performance and reliability have more than fulfilled the designers' expectations and the company is now in a position to accept orders.

Applications for the Autovia catalogue are requested from prospective owners of quality cars. Write to Autovia Cars Limited (Chairman: Victor Riley), Midland Road, Coventry.



The provision of exceptionally roomy coachwork on a chassis of reasonable dimensions is an exclusive Autovia feature due to the compactness of the 24 h.p. V-8 engine.

A27

MENTION OF "THE AUTOCAR" WHEN WRITING TO ADVERTISERS WILL ENSURE PROMPT ATTENTION.

# Ads, ads and more ads

a glorious heritage

— proudly upheld!



**D**EVELOPED from the experience gained in nearly 50 years of high - performance motor car manufacture, the new 1½ and 2½ litre Saloons combine flashing acceleration, effortless speed, and sureness of roadholding with sleek streamlined beauty. Take the wheel on an open road, and you'll agree that it's "Riley for Magnificent Motoring."



A NUFFIELD PRODUCT

Distributors for Victoria and Southern Riverina:

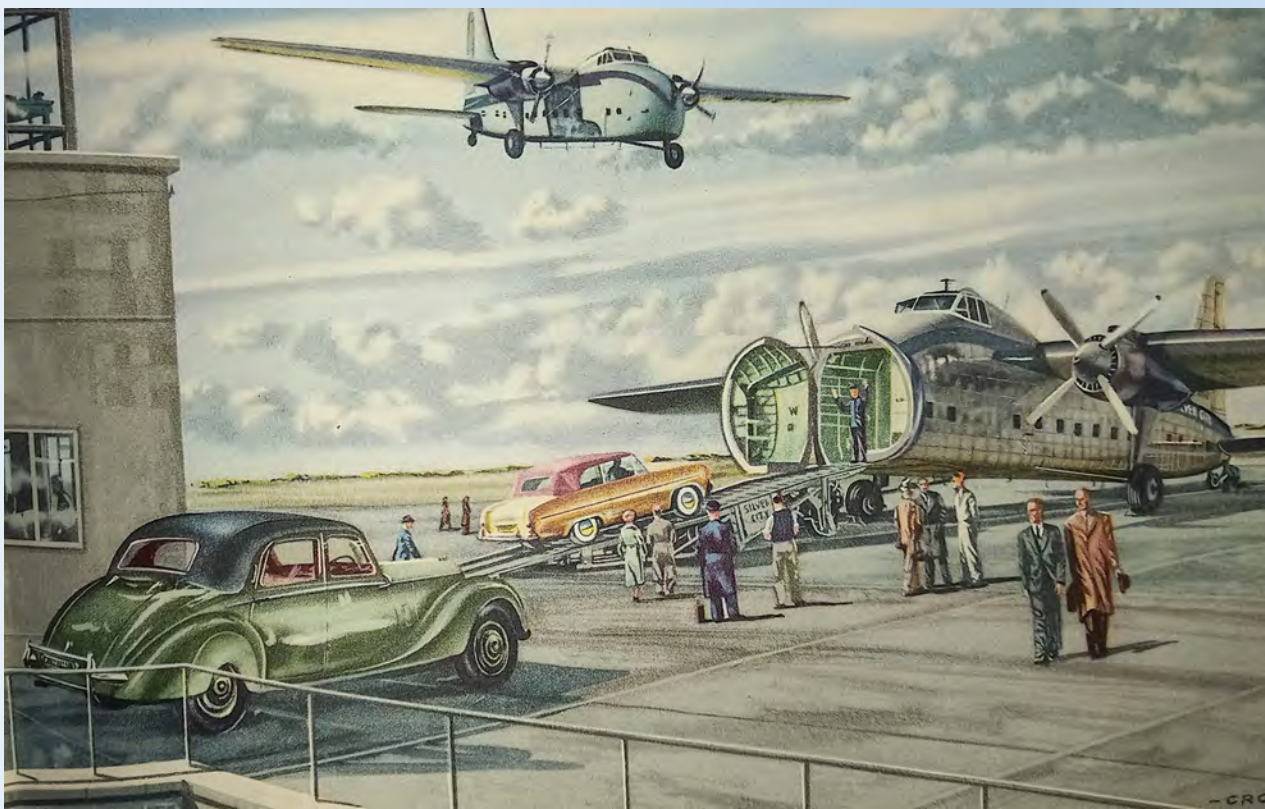
**KELLOW-FALKINER PTY. LTD.**

206-218 RUSSELL STREET, MELBOURNE - - PHONE JM1555



# Roy's RME Riley

by Leigh Johnson



If these brush strokes look familiar, you might be recognising them from an Eagle Comic or Annual or the packaging from an Airfix model.

The illustrations are by Roy Cross. His work was very popular in the 50's. Know Your Airliners was published by Perry Colour Books in 1955.

One of the illustrations shows cars being loaded into a Superfreighter. And in the foreground is a very recognisable RME.

Yours for 2/6 then, (4/3 in Australia according to my copy) you can still pick up a copy for about \$25.



## SUPERFREIGHTER



Most enterprising post-war venture in commercial aviation is the cross-Channel vehicle ferry service started by Silver City Airways in 1948, which now carries tens of thousands of motor cars, motor cycles and bicycles, and their owners, between Britain and the Continent each year.

Powered by two 2,000 h.p. Hercules 734 engines, the Mk 32 Superfreighter version of the Bristol 170 transport was specially designed for the air ferry. It has room for three cars, some bicycles and 15 passengers in its big square-section fuselage, and is tremendously sturdy.

Earlier Mk 21 and Mk 31 Freighters and Wayfarers can also be seen, with shorter noses, square-tipped fin and capacity for only two cars.

SPAN : 108 ft. LENGTH : 73 ft. 4 in.  
LOADED WEIGHT : 44,000 lb.

MAX. SPEED : 230 m.p.h.

RANGE : 1,270 miles at 164 m.p.h. with 8,000 lb payload.

*SUPERFREIGHTERS and FREIGHTERS are used by Air Charter and Silver City Airways.*





# RILEYS IN THEIR TIME

*compiled by Al Dentay*

*A younger Graeme Pinkney took this photo in 1969 at St Johns Wood, London. That's a younger Diana on the left. He had sold William, the 1933 Monaco, and the new owners were picking it up.*



*Above and below. "Someone's Dad's Rileys".*



*A Riley sits next to a Maserati, formerly raced by Fangio and then owned by Reg Hunt in Melbourne.*

*Note the position of the Roadster's wipers at rest, the windscreen de-fogger and a lone Lucas SLR700 spot light. Needs another on the right to match. See page 5.*

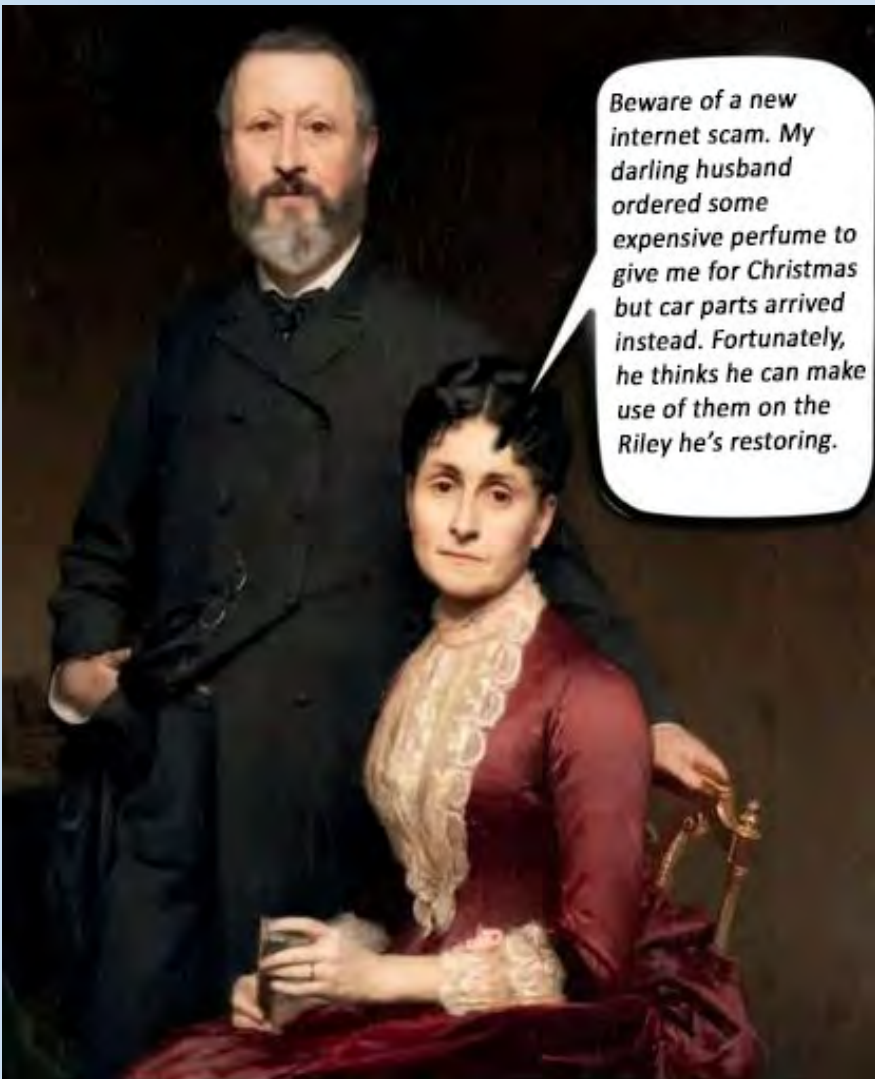





# Meming it

compiled by Freida Eyre

*Silent  
Night*



Beware of a new internet scam. My darling husband ordered some expensive perfume to give me for Christmas but car parts arrived instead. Fortunately, he thinks he can make use of them on the Riley he's restoring.




Don't be mad. I said I was sorry. I should have made reservations.  
Talk to me Mary.  
Mary...?!?!  
MARY????????????

I'm  
FINE




I like your name...

Thanks, I got it for my birthday



Mother, why didn't Santa visit and leave a gift?

Santa judges whether you deserve a gift based on our socio-economic status child and we are too poor



You're 96 and still don't need glasses?

No dear, I drink straight from the bottle.



# Signs I've Seen

compiled by  
Barb Wyre







***On the corner of Sturt and Morphett Roads in the early 50's. In the background are the yet to be developed suburbs of Seacombe Gardens and Seacliff Heights which weren't surveyed until the late 50's. True story.***

The Riley Motor Club of South Australia is one of six Riley clubs in Australia. There are other Riley clubs in Queensland, New South Wales, Victoria, the ACT and Western Australia. We have around 100 members across South Australia with Rileys spanning the 1920s to the 1960s. We meet monthly (but not in January) on the Fourth Thursday of the month at 7.30pm at Shannons 863-865 South Road, Clarence Gardens. And every month we take our Rileys out for a run somewhere. Classic cars were made for cruising.

The e.Crank is produced by the folk at **Ford Avenue Productions**. [See here.](#) **(A hobby not a business.)** Readers are advised that the views and opinions expressed in the e.Crank are solely the views and opinions of the contributors and are not necessarily the views and opinions of the management or membership of the Riley Motor Club of South Australia Inc. Additionally, the names and images of dead people may be included. If you have some issue with that we encourage you to write to [wedontcare@gmail.com](mailto:wedontcare@gmail.com).

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