RCS Newsletter 1 / 2018

Muttenz, im April 2018

Liebe RCS – Mitglieder und RILEY – Freunde

Das lange Warten soll nun mal bald ein Ende haben. Väterchen Frost hat uns in diesem Winter wahrlich genug Minusgrade beschert. Nicht einmal für „Bewegungs-Fahrten“ reichte die Motivation. Die verschiedenen Winter-Rallys bilden natürlich da eine Ausnahme.

Die Winterzeit ist auch die Zeit des Technik-Seminars unseres Dachverbandes (SHVF) in Baden. Alljährlich werden die Vertreter der Marken-Clubs aufgeboten, um das neuste aus der nationalen und internationalen Oldtimerszene zu erfahren. Werner Schröter und der Schreibende (als blutiger Anfänger) haben daran teilgenommen. Zurzeit ist die Einführung der neuen FIVA-Card das grosse Thema. Ich habe versucht, die wichtigsten Punkte im nachstehenden Bericht zusammen zu fassen. Felix Aschwanden, Technik-Verantwortlicher im SHVF hat uns die erfreuliche Information gegeben, dass zumindest unsere Nachkriegs-Rileys von der „schwarzen“ FIVA-Liste gestrichen werden sollen.

Die Winterzeit ist aber die Zeit, das eine oder andere aufzuräumen und nicht mehr Gebrauchtes zu entsorgen. Bei dieser Gelegenheit habe ich in den mir beim seinerzeitigen Kauf ausgehändigten Unterlagen zu meinem MG NB Magnette 1936 ein Road Test u. a. eines Riley 1.5 Saloon in der Zeitschrift Autocar von Oktober 1947 entdeckt. Als Ausnahme unseres gewohnten Layouts habe ich diesen auf den beiden letzten Seiten für Euch aufbereitet.

Unsere GV steht demnächst auf dem Programm. Die Einladung samt Anmeldeformular erfolgt mit dem Versand dieses News-Letters. Der Vorstand hofft auf das Erscheinen zahlreicher Rileys am Green!

Viel Spass beim Lesen der folgenden Beiträge wünscht

Urs Meier

FIVA-Card

Als Mitglied des SHVF stellt der Riley-Club Schweiz aktuell zwei Inspektoren (Werner Schröter, Urs Meier), welche jeweils an den jährlich durchgeführten Technik-Seminaren teilnehmen, mit dem Ziel, die Befähigung zu erlangen, Anträge für FIVA-Cards unserer Marke zu prüfen und die Antragsteller zu unterstützen.

Am diesjährigen Technik-Seminar vom 27. Januar 2018 wurden die Neuerungen und Änderungen im Erstellungs-Prozess der neuen FIVA-Card vermittelt. Als Rookie auf diesem Gebiet habe ich versucht, die wichtigsten Punkte zusammen zu fassen:

Alle historischen Fahrzeuge sollen eine weltweit gültige Identifikationsnummer erhalten. Diese bleibt beim Fahrzeug (wie die Stammnummer im CH-Fahrzeug-Ausweis).

Für die Klassifizierung der Fahrzeuge (A, B, etc.) ist im Ausweis ein Feld vorgesehen. Die Klassifizierung wird vom jeweiligen Landesdachverband (ANF) vorgenommen. Nicht in allen Ländern wird das so, wie in der Schweiz, praktiziert. In Ausweisen aus diesen Ländern bleibt das Feld leer.

Es sind neu drei Modifizierungsstufen vorgesehen:

- in period: in der Periode verändert
- period type: ausserhalb der Periode verändert, aber in perioden-gerechter Art
- non period type: Veränderungen mit perioden-fremden Teilen

Im neuen Ausweis wird für die Angaben zur Historie mehr Platz eingeräumt.

Der Antrag beinhaltet die folgenden Informationen:

Grundinformationen, wie:
- Auto oder Motorrad
- Hersteller, Marke, Typ, Baujahr
- Kennzeichen, Registration

Hauptkomponenten, wie
- Chassis
- Motor
- Getriebe, Antrieb
- Vordere Aufhängung, Lenkung
- Modifikationen in der Periode (10-15 Jahre), Dokumente (Rechnungen) liegen vor
- Hintere Aufhängung
- Karosserie, Aufbau

Nebenkomponenten, wie:
- Ansaug- und Auspuffsystem
- Felgen, Reifen, Bremsen
- Elektrisches System (z.B. Aufrüstung von 6 auf 12 V)
- Zubehör und/oder Sportausrüstung

Unterlagen/Referenzen, wie
- Fotodokumentation
- Spezifische Dokumente (Zulassung, Form 13.20)
- Weitere Dokumente, wie Verkaufsprospekte, Ersatzteil-Listen
- Unterlagen über Restaurierungen
- Zusätzlichen Informationen zur Geschichte

Die Hauptkomponenten der Fahrzeuge werden wie folgt differenziert:

- Original — mit dem Fahrzeug ursprünglich entstanden, Dokumente liegen vor
- Original-Type: — gleiche Spezifikationen, wie Original, aber nicht dokumentiert
- modifiziert: — nicht ursprünglich mit dem Fahrzeug entstanden, nicht gleiche Spezifikationen wie Original

Die Modifikationen werden wie oben erwähnt, drei Kategorien zugewiesen:

- in Period: — innerhalb von 10 – 15 Jahren nach Baujahr vorgenommene Änderungen mit Rechnungen dokumentiert
- Period-type: — Die Modifikationen können nicht belegt werden, Dokumente aus der Zeit (Kataloge) bestätigen diese aber
- non-Period type: — Diese Modifikationen gab es in der Periode noch nicht

Es ist also von grosser Bedeutung, wenn möglichst viele Dokumente über die Geschichte des Fahrzeuges vorhanden sind.
(Minimalanforderung: Herstellungsjahr, seit wann aktueller Besitzer, Vorbesitzer)

In der Schweiz wird nach wie vor die Klassifizierung in die Gruppen A., B., C., D. und E. vorgenommen. Die Erhaltungsgruppen entfallen (Basis FIVA Technical Code 2010)
Der Veteraneneintrag dürfte nur mit den Klassierungen A. und B. möglich sein.

TERMINE

R C S G V
5. Mai 2018

R C S W E E K E N D
25./26. August 2018

R C S H E R B S T – H O C K
3. November 2018 in Hünenberg

Jubiläum RM Club England
19. – 21. Juli 2019

Hallo Riley Freunde!
Bei uns in Vorarlberg gibt es seit vergangenem Jahr im Rahmen des Renn- und Rally Club Vorarlberg Bergslaloms (sind kleine Bergrennen). In diesem Rahmen gibt es für die Oldtimerfahrer eine gesonderte Gruppe G+S (Gleich und Schnell), heuer eine neue Klasse "Vintage Cars" für Vorkriegsfahrzeuge 1939 und älter. Das wesentliche an dieser Veranstaltung ist: Es werden 2 Probeläufe und 4 Wertungsläufe hintereinander gefahren, Start jeweils ca. 15.00-16.00 h, also keine Wartezeit zwischen den Läufen. Danach gemütliches Beisammensein in gutem Hotel und nach dem Abendessen Preisverteilung in kleinem Rahmen! (Gruppe mit 40 Fahrzeugen), kleines Startgeld 160€, gesperrte Strecke mit nötigem Umfeld, tolle Strecken.Ich werde in Stuben 13. Juli und in Gargellen 18. August teilnehmen, Bei Interesse einfach melden. Ich erkläre näheres dazu gerne!
Mit lieben Grüssen aus dem "Ländle"
Alfred Albiez
PS.: Tel 0043 660 70 88 236 / Alfred.albiez@aon.at

www.riley-club.ch KOLLEKTION

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RCS – Website Bestellformular PDF + Download

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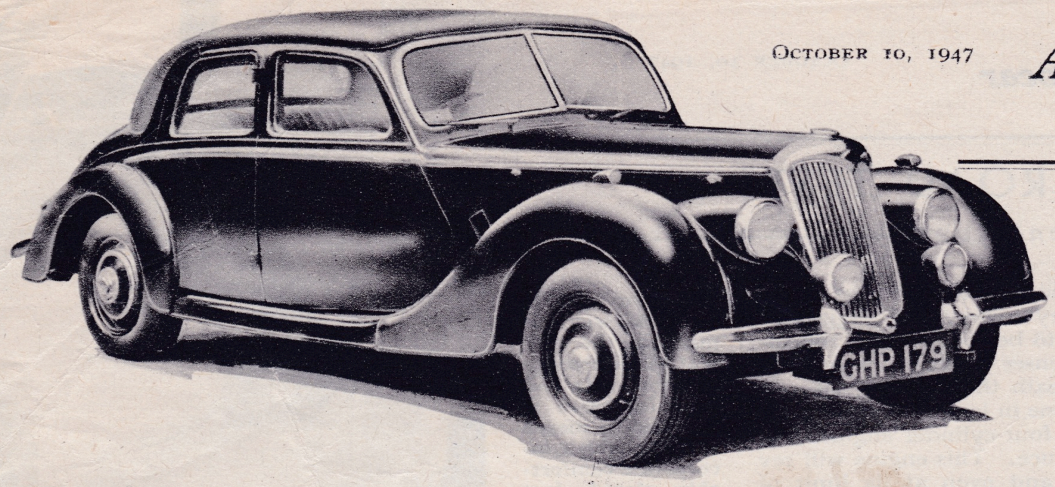
welcher auch sonst mit Rat und Tat und vor allem mit Ersatzteilen für die Clubmitglieder da ist!
Bestellformular PDF + Download auf der RCS – Website bringt einem direkt zur Bestandsliste. Einsehen oder eben herunterladen.



No. 1338
1½-LITRE
RILEY
SALOON

The Autocar ROAD TESTS

DATA FOR THE DRIVER

1½-LITRE RILEY

PRICE, with four-door four-light saloon body, £675, plus £188 5s purchase tax. Total £863 5s.
RATING : 11.9 h.p., 4 cylinders, o.h.v., 69 × 100 mm, 1,496 c.c. **TAX** (1947), £15.
BRAKE HORSE-POWER : 55 at 4,500 r.p.m. **COMPRESSION RATIO** : 6.75 to 1.
WEIGHT, without passengers, 24 cwt 1 qr. **LB. PER C.C.** : 1.82.
TYRE SIZE : 5.75 × 16in on bolt-on steel disc wheels.
LIGHTING SET : 12-volt. Automatic voltage control.
TANK CAPACITY : 12½ gallons ; approx. fuel consumption range, 25-29 m.p.g.
TURNING CIRCLE : 30ft (L and R). **MINIMUM GROUND CLEARANCE** : 7½in.
MAIN DIMENSIONS : Wheelbase, 9ft 4½in. Track, 4ft 4½in (front and rear). Overall length, 14ft 11in ; width, 5ft 3½in ; height, 4ft 11in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10 to 30	20 to 40	30 to 50
4.89 to 1	12.7 sec.	13.3 sec.	15.3 sec.
7.23 to 1	8.6 sec.	9.5 sec.	12.0 sec.
11.20 to 1	6.4 sec.	—	—
19.42 to 1	—	—	—

From rest through gears to:—

30 m.p.h.	7.8 sec.
50 m.p.h.	19.0 sec.
60 m.p.h.	31.2 sec.

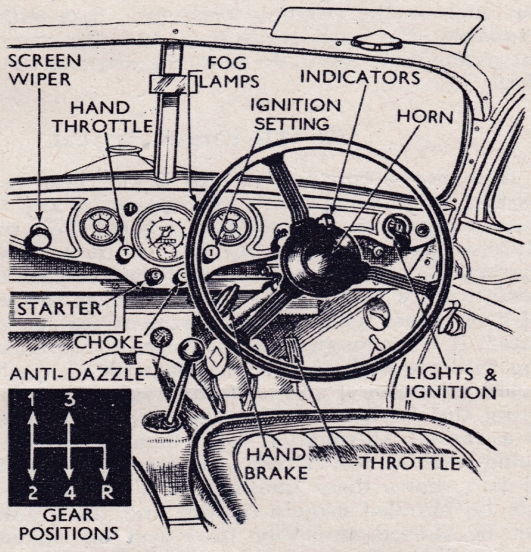
Steering wheel movement from lock to lock : 2¾ turns.
Speedometer correction by Electrical Speedometer : 10 (car speedometer) = 8 ; 20 = 18.5 ; 30 = 28.5 ; 40 = 37.5 ; 50 = 47 ; 60 = 54.5.

Speeds attainable on indirect gears (by electrical speedometer)	M.p.h. (normal and max.)
1st	14–21
2nd	30–36
3rd	48–54

WEATHER : Dry, warm ; wind negligible.

Acceleration figures are the means of several runs in opposite directions.

Current model described in "The Autocar" of February 22, 1946.



IT is possible to take a national pride in the fact that so very good a car in the overall sense as the 1½-litre Riley is produced in this country. This, indeed, is a first-rate example of a type of car which can be said to be peculiar to the British motor industry and which is made better here than anywhere else in the world. The qualities that make it so desirable in an experienced British motorist's eyes are exactly those to appeal to owners in other countries, among them economy of running, comfort of the suspension, and a remarkable accuracy of control which, allied with other features such as a really rigid frame, gives the car an extremely high safety factor.

By no means least, the Riley is modern, with its torsion bar independent front suspension and an external appearance which takes the eye and yet is not gaudy. The frontal treatment in particular shows a concession towards present tendencies, in the building-in of the head lamps, yet the characteristics of a "real car" are retained.

The present occasion is not the first on which *The Autocar* has had road experience of the 1½-litre Riley, but it has afforded a more long-distance opportunity than hitherto of judging the car and of forming opinions which can come only from living with a car in everyday conditions for a time. A very high opinion indeed has been formed of this car, and not for a few features or for its spirited performance alone, but because of a combination of points of appeal in the design and general arrangement and in its behaviour on the road. The result is to make one feel strongly that here is a car well designed and honestly and soundly built, which should give an owner excellent service, and which has such qualities as to lift motoring far above the plane of transport alone.

There is performance in plenty for most requirements as regards the top end of the speed range and decided life in the acceleration ; the figures coldly measured by stop-watch come as something of a favourable surprise when one remembers that an engine of only 1½ litres is pulling a saloon body of generous size for four people and not a featherweight, cramped for space. Further, it possesses a suspension of exceptional merit in both the comfort afforded and the stability provided for cornering and holding the car four-square to the road at speed. It feels completely safe, and passengers, as well as the driver, have the impression of travelling in a train as regards the better features of railway travel. In addition it is a suspension remarkably effective in taking the sting out of really bad surfaces such as are found away from the big towns in overseas territories. Passengers with experience of many cars describe the rear seat riding as altogether exceptional for the absence of shock and for the fact that they are not thrown sideways during fast cornering, even though a central arm rest is not fitted.

From the first moment of starting the engine in the garage in the morning, throughout a day's run with all

The Autocar ROAD TESTS

continued

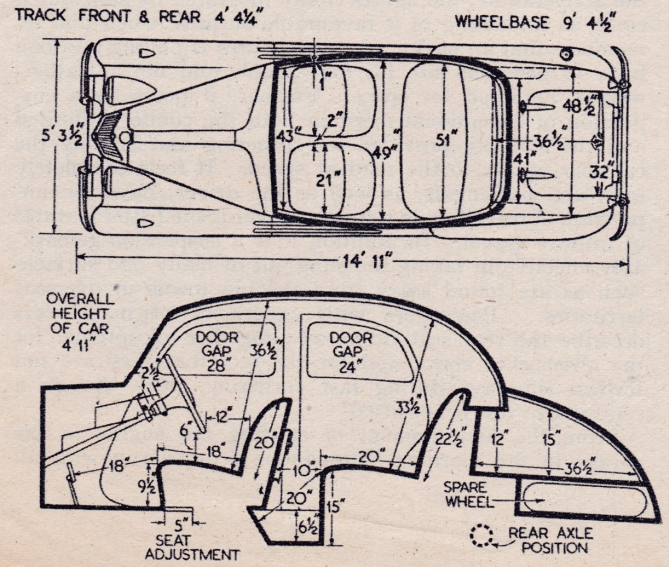
its variety of conditions—traffic, speed on the clear stretches, and climbing—this Riley conveys the suggestion as strongly as it is possible for it to be conveyed of robustness and efficiency. Also one senses quality not only in things that can be seen, but beneath the surface, too.

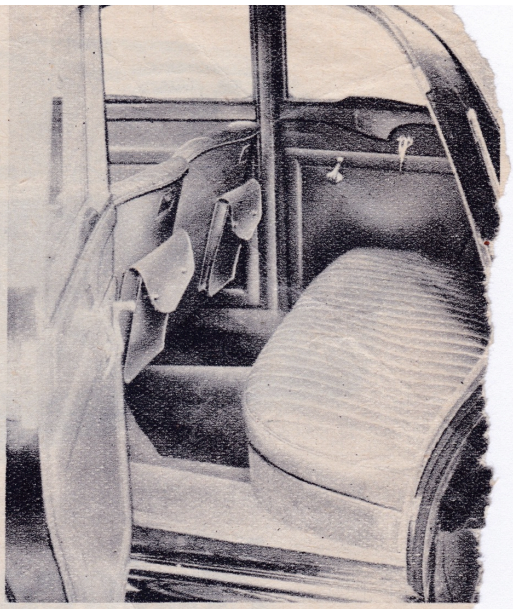
The Riley firm are second to none in length of experience of building a high-output 1½-litre four-cylinder engine, and a remarkably good unit they produce. This engine will rev freely and still remain smooth, and even at its limit of performance on top gear it still makes no fuss, and consequently no sense of strain is induced in the driver or passengers. On level ground, with no help from the wind, a speed of 74 m.p.h. was recorded on *The Autocar's* master speedometer; perhaps 3 or 4 m.p.h. beyond that creditable figure could be gained under more helpful conditions. The car quickly gets up into the 60s and holds the speed well, but such is the engine's behaviour that within the limit available, the road conditions and the driver's ideas of the moment are alone the factors governing the speed which shall be used.

An All-round Appeal

It is not a function of this Road Test to make comparison with the 1½-litre's more powerful and longer-wheelbase companion, the 2½-litre, a Road Test of which *The Autocar* has already published. It may, however, be remarked by one who has sampled the two cars under similar conditions, with a lapse of time between the tests, that the 1½-litre comes as no disappointment for, as already indicated, it has enough sheer performance to make it interesting to drive and, in conjunction with its qualities of road holding, to give it 40 m.p.h. averaging capabilities without tiring the occupants or making the driver work hard. It is a capital all-rounder, by which is meant that besides being able to travel fast it is tractable and flexible, and in fact shows these qualities to a remarkable extent. It can be handled largely on top and third gears in traffic, yet be started smoothly from rest on second gear, and climb all but the more unusual kind of hill on third gear. Second gear sufficed to take it comfortably up a 1 in 6½ gradient on which baulking by other traffic occurred and a fast approach was prevented. An ignition setting control is provided, and with this moved towards the retarded position pinking on the present petrol is virtually eliminated without noticeable loss of performance.

The steering is quite high geared, but is not heavy, and gives the driver an exceptional accuracy of control which, coupled with the fact that the riding is about as stable and





Full use of the available width is made in the rear seat by the absence of elbow rests, and good leg room is provided by means of wells, which incorporate comfortably sloped foot rests. The wallet-type pockets are practical.

even-keel as that of a saloon car is ever likely to be, leaves him unconcerned at what other people on the road may do, for gaps can be shot with complete certainty. Little indication is given by the car's behaviour of what is the ideal speed at which a driver strange to it should take fast bends. It can be cornered with minimum movement of the wheel with a feeling of complete balance, and the safety margin in this as in other connections is wide. The Girling hydro-mechanical brakes do their full share in maintaining this margin, and throughout the test never at any time left the driver with the uneasy suggestion of being near the point of "running out of brake."

The gear change is among the excellent features, with synchromesh on second, third and top of an effectiveness which seldom lets the driver over-ride it and grate teeth. On the infrequent occasions when he does do this, he usually realizes that his clutch technique has been at fault. The lever itself is vertical and all its movements are silkily smooth yet positive. The hand-brake control, of pull-out type under the instrument board, is handy enough to reach and out of the way as regards forming an obstruction, but a pull-up lever between the front seats would be preferred. That remark, plus the fact that a perfect off-the-clutch position is not found for the left foot, and the personal point that it is regarded as a pity that the car is not fitted with a sliding roof, are, indeed, the only adverse comments to be offered, other than on points of detail which arise on every car, and on which opinion is to some extent a matter of individual inclinations. As regards a sliding roof, it is realized, of course, that overseas this fitting is apt to be more a disadvantage than an asset, whilst even in this country by no means every motorist is partial to it.

The driving position brings the driver close up to the spring-spoked wheel, which is telescopically adjustable, and he has extremely satisfactory vision through the deep V windscreen. An average-height driver can see enough of the near-side wing to be useful, and does not notice the central strip of the screen frame as an obstruction to vision. The section of the screen in front of the driver can be opened out. A very good rearward view is given by the mirror, though on a much reduced scale. The horn note is strong but not raucous. The off-side head lamp beam was set too close to the car, reducing the range more than was ideal for fast night driving, but in spite of the built-in principle the beam is readily adjustable.

A luggage boot of very considerable carrying capacity rounds off a body of excellent lines and practical features. The engine is neat and well finished, with its main auxiliaries accessible. It started and warmed up from cold with less use of the mixture control than is general; a hand throttle is fitted for the benefit of those who still like to warm up before moving off. Among the instruments is that now rare but valuable provision, an engine water thermometer. Twin petrol tank fillers make filling up easy from either side and the tank is of a generous size as regards range without replenishing.

Measurements are taken with the driving seat at the central position of fore and aft adjustment. These body diagrams are to scale.