



WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971



www.wvpc.org.uk

'WESSEX WAYS' FEBRUARY 2023

CHAIRMAN'S CHATTER

Hi everyone,

Well here we are again another month gone by, I trust that those of us who took part in the Holly Run had a really enjoyable time, we personally thought that it was a great success, I was also pleased to see Lin Hammerton there, I can remember her stepping in and running the Club a couple of times.

Hopefully I will have some news about the Drive it Day run shortly, it may even make the deadline for this Magazine fingers crossed.

I think that the next Club night is a quiz there will of course be a scintillating prize 🏆 for the winners so make sure you don't miss out.

Well that's me done for now so you all drive and ride with care.

Doug.

CALENDAR OF FORTHCOMING EVENTS

Tuesday 14th February - Club Night at Cobham's - Valentine Quiz

Tuesday 14th March - Club Night at Cobham's - Bingo

Tuesday 11th April - Club Night at Cobham's - Easter Bonnet Parade

Sunday 23rd April - Drive it Day

Tuesday 9th May - Club Night at Cobham's - Coronation Theme

Tuesday 13th June - Club Night at Cobham's - Cars in the Field

Saturday 8th July - Westival 2023 at Fryers Field, West Moors

Tuesday 11th July - Club Night at Cobham's - Quiz Night

PLEASE REMEMBER TO RENEW YOUR MEMBERSHIP

HOLLY RUN ON SUNDAY 22ND JANUARY 2023

Approximately 25 members turned up in the car park at West Moors. Weather was a bit chilly but at least it was dry. Everybody set off by 12 pm, I think we were the last to leave. The route took us out through Three Legged Cross towards the A31 and then on to the Matchams Road and turning left at Hurn over the Avon Causeway, down to Sopley. Turn left at Woolpack Inn and as we were driving through Bransgore, I noticed Brian Luker's Avenger on the side of the road with the bonnet up. I went back and waited for him to change the points and condenser (the joys of old cars) and then followed him to the Potting Shed with no more problems. We were joined by a few other members here making 29 members in all to sit down and enjoy a really good meal and service. I would like to thank Janet and Paul Palmer for organising a very successful event. Dennis (Ed).



VEHICLE OF THE MONTH - RILEY RM SERIES



RMA

RMA

The RMA was the first post-war Riley. It was announced in August 1945 with the news it would become available in the autumn. It used the 1.5 L engine and was equipped with hydro-mechanical brakes and an independent suspension using torsion bars in front. The body frame (not to be confused with the chassis) was made of wood in the English tradition, and the car featured traditional styling. The car was capable of reaching 75 mph (121 km/h). The RMA was produced from 1945 until 1952 when it was replaced by the RME.

RMB

The 2.5 L (2443 cc) RMB was a lengthened RMA launched a year later in 1946.

It used the 2.5 L (2443 cc) "Big Four" engine with twin SU carburettors, starting with 90 hp (67 kW) but increasing to 100 hp (75 kW) for 1948 with a 95 mph (153 km/h) top speed.

The wheelbase was 6.5 in (165 mm) longer and the overall length was a full 7 in (178 mm) longer. The RMB was replaced by the RMF for 1952.

A car tested by *The Motor* magazine in 1949 had a top speed of 90 mph (140 km/h) and could accelerate from 0–60 mph (97 km/h) in 16.8 seconds. A fuel consumption of 19.6 miles per imperial gallon (14.4 L/100 km; 16.3 mpg-US) was recorded. The test car cost £1224 including taxes.

RME

Released in 1952, the RME was an improved RMA. It still used the 1.5 L four and featured a fully hydraulic braking system. The body had an enlarged rear window with curved glass. To improve acceleration the rear axle ratio was changed from 4.89:1 to 5.125:1.

When the 2.5 L (2443 cc) car ended production in October 1953 a switch to no running boards was amongst many updates to the RME including wholly new shaped front mudguards.

Produced from 1952, it was discontinued in 1955 and ultimately its place in the range went in 1957 to the much shorter and unrelated, intended but unused, replacement for the Morris Minor — Riley One-Point-Five also sold as Wolseley 1500, Morris Major and the Austin Lancer.

An RME tested by *The Motor* magazine in 1952 had a top speed of 75 mph (121 km/h) and could accelerate from 0–60 mph (97 km/h) in 29.5 seconds. A fuel consumption of 24.2 miles per imperial gallon (11.7 L/100 km; 20.2 mpg-US) was recorded. The test car cost £1,339 including taxes.



BRUCE RANDALL'S RME