

1929 RILEY BROOKLANDS

Registration No. MN3648 (previously WD3648 – retrieval of the original registration number should be possible through the DVLA) Car No. 8059

Specification: 9HP four cylinder, water cooled, ohv, bore 60.3mm stroke 95.2mm, capacity 1087cc, four speed gearbox, suspension semi elliptic, wheel base 8ft., paintwork blue.

The first Riley sports car to use the Nine engine was the inspiration from the great J.G. Parry Thomas, soon to be tragically killed while attempting to break the Land Speed Record in "Babs" at Pendine Sands in March 1927. The project was picked up by Reid Railton, the first few 'Brooklands Speed Models' being built by Thomson and Taylor. Driven by Railton, the new racing car won its first race at Brooklands in the Autumn meeting of 1927 at 91.37mph, astonishing for an 1100cc car. Many Brooklands Class G records were established in 1928, including the 500 miles at a respectable 87.09mph. Capable of 80mph in standard form, the 'Brooklands' in essence was created from a standard Nine chassis which was double cranked, shortened by fifteen inches, narrowed at the back, with under slung rear springs, in line with the frame. The bodywork was so low that when measured, the radiator cowl was only 36 inches from the ground. The prototype had a fabric body and was believed to weigh about 1,120 lbs, Coventry-built production versions arriving at 1,680 lbs.

The car was acquired by the present owner in March 1999 as a non-runner and since then has undergone a full restoration. Since the end of World War II and into the 1950's/60's it was believed to have been raced at the Brighton Speed Trials, Silverstone and elsewhere by various drivers including, Geoffrey McArdle (see photograph in catalogue taken from Issue 195, September 2004, "The Riley 50 register bulletin" page 37). Prior to that, little is known about the car. It's first registered owner was W. L. Morgan, 16 High Street, Rugby on the 24th March 1932. The log book states "1st registered in the UK as WD 3648 on 24th March 1932. Previously registered and/or used prior to the date of registration above. Declared manufactured 1929". In view of the engine being non-standard, having lengthened valves, the off-setting of the rocker box covers and the enlarged sump suggests a competition history. What was Car No. 8059 doing from 1929 to 1932?

It is offered for sale with Isle of Man registration documents and numerous photographs of restoration. One of the best examples around today. The Riley Brooklands was one of the most successful works and privateer racing cars of the late 1920's and 1930's, particularly in hill climbs and at Les Mans.