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## 1950 Riley RMC

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|---------------------|--|-----------------|--------|
| Lot sold            | <b>USD 40 159 - 53 546</b><br>GBP 30 000 - 40 000 (listed) | Drive           | LHD    |
| Year of manufacture | 1950   | Condition       | Used   |
| Chassis number      | to be advised  | Location        |        |
| Number of seats     | 2  | Fuel type       | Petrol |
| Drivetrain          | 2wd  | Exterior colour | Other  |
| Lot number          | 539  |                 |        |

### Description

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1950 Riley RMC 2½-Litre Roadster

Registration no. not UK registered

Chassis no. to be advised

'As a whole, this car gives the strongest possible impression, always associated with the Riley marque, of efficient design in the first instance, and honest workmanship and construction. With its high performance, its useful seating capacity and its quite exceptional luggage space, it should have an especial appeal to those overseas who want a car of character capable of covering big distances fast and tirelessly... more particularly, of course, in countries where the weather remains settled for long periods.' - Autocar on the Riley RMC.

Despite producing some fine small saloons and sporting cars, and carving out an enviable competition record for itself during the early 1930s, Riley had lost its battle to remain independent by the decade's end and was part of the Nuffield Organisation. Rileys of the immediate post-war years were, nevertheless, recognisably products of the 'old firm'. Most popular of these was the 1½-litre RMA sports saloon, which came with torsion bar independent front suspension, rack-and-pinion steering, Girling hydro-mechanical brakes, four-speed synchromesh gearbox and Riley's classic twin-camshaft, overhead-valve engine in four-cylinder guise. Further up the range there was the 2½-litre RMB (identical to the 1½-litre model from the windscreen backwards) which used the pre-war Big Four's 90bhp engine in a lengthened RMA chassis. Built at Coventry and introduced in 1946, the RMB

was blessed with 100bhp from 1948 (at which time production was shifted to the MG works at Abingdon) and in this form was good for a top speed of around 95mph. Roadster RMC and drophead coupé RMD versions were manufactured between 1948 and 1951 before the surviving Riley 2½-Litre saloon model was face-lifted in 1½-Litre RME fashion, becoming the RMF. A total of 507 RMCs and 502 RMDs had been completed by the time production of soft-top RMs ceased.

This RMC is described as an older 'body-off' restoration, and we are advised that the engine was rebuilt approximately 1,000 miles ago with new pistons and bearings in white metal. It is said to drive well, smoothly in all gears, and to have excellent brakes. Finished in Old English White with brown leather trim, brown mohair hood, this rare and desirable 'old school' Riley soft-top comes complete with side screens, with Belgian paperwork, and an old V5 registration document.

## Bonhams 1793

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