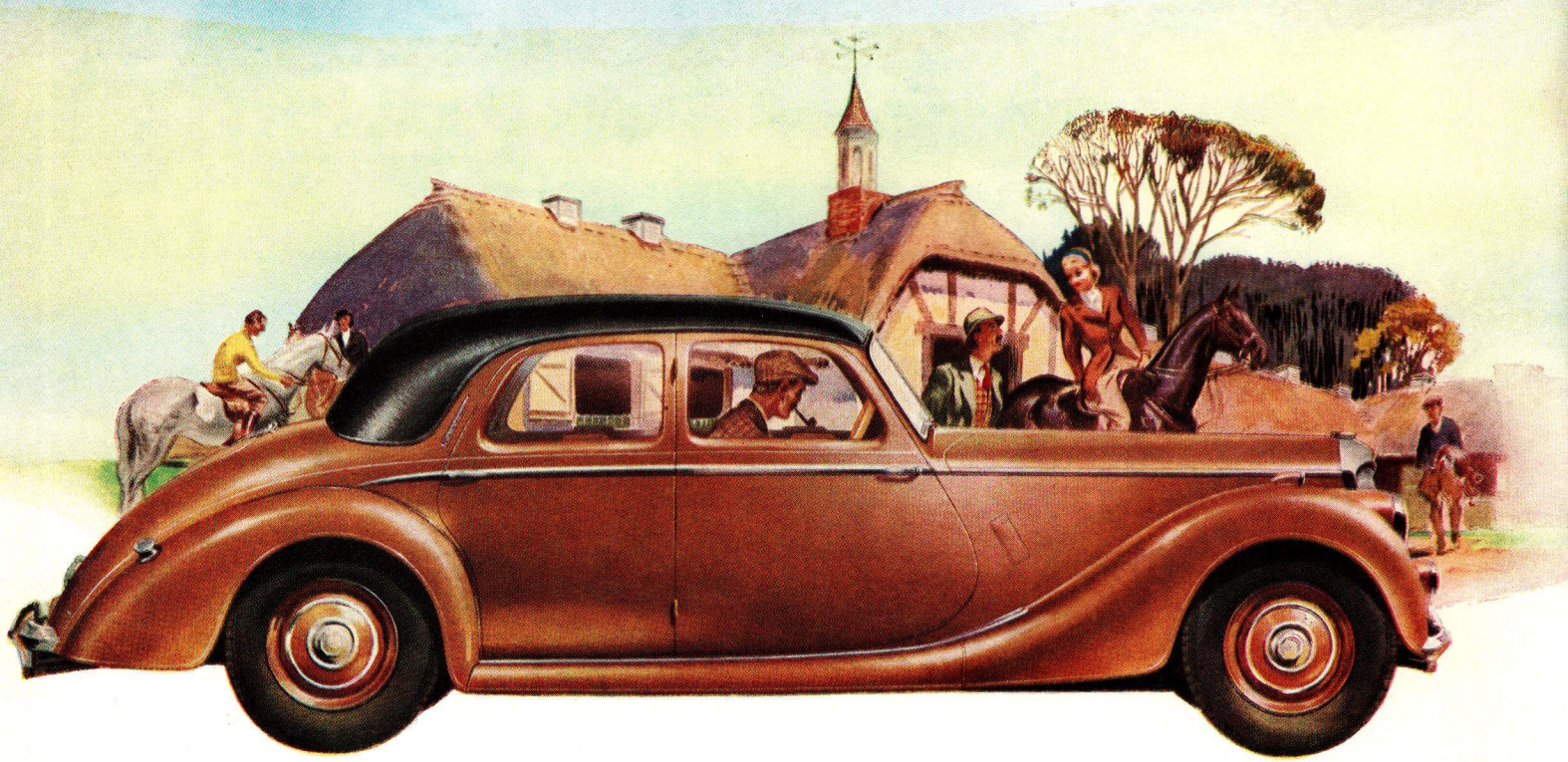
Publication No. N.E.L. 182

Riley

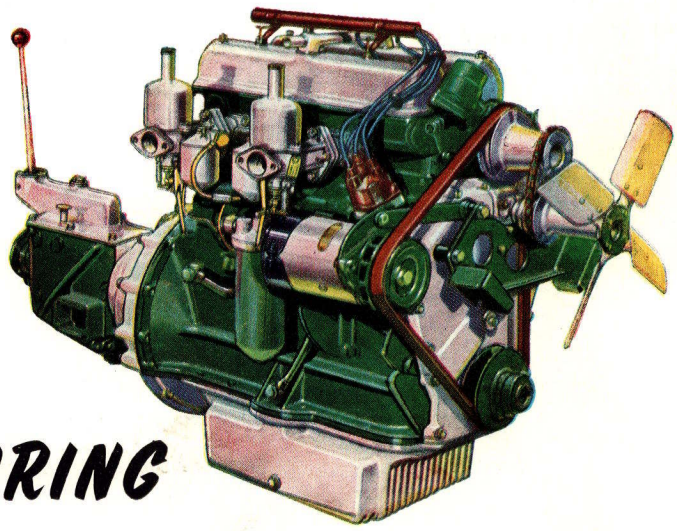
1½ LITRE 2½ LITRE



2½ LITRE SALOON (in Sun Bronze)

—and here's the secret of Riley super performance

Among those motorists who study engine details the Riley has always held a high position of esteem because enthusiasm for the niceties of engine design is often the first step towards Riley ownership. The world-famous Riley is available in a 2½ litre model, capable of 100 miles an hour, and a 1½ litre model which also provides the thrill of sports car performance. Proved leadership in design makes permanent a Riley owner's enthusiasm for his car.

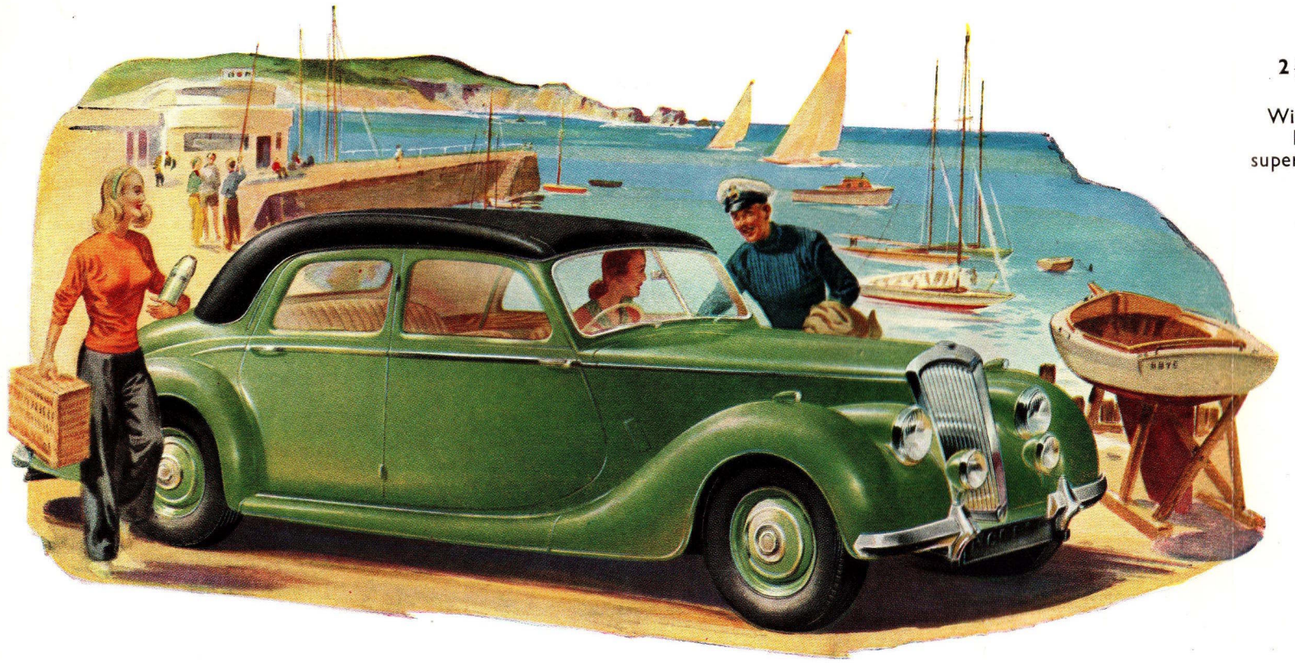


FOR MAGNIFICENT MOTORING

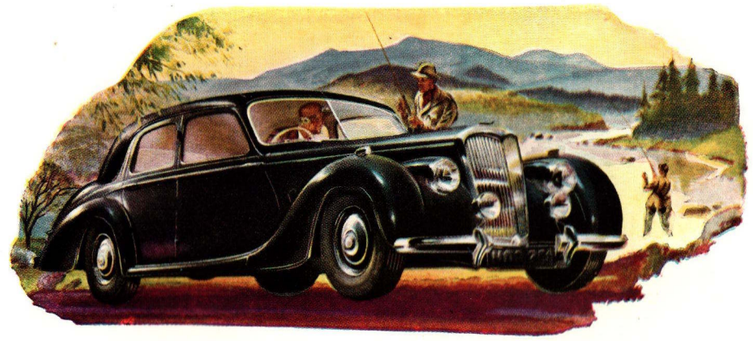
CARS THAT CREATE ENTHUSIASTS!

Riley owners constitute a special class of motorist—a very particular and exacting class. Their unwritten motto is "Once a Riley owner, always a Riley owner," for possession of a Riley generates and develops enthusiasm. In a Riley the world-wide fraternity of Riley owners get the full thrill of sports car performance, plus the refinements of a saloon.

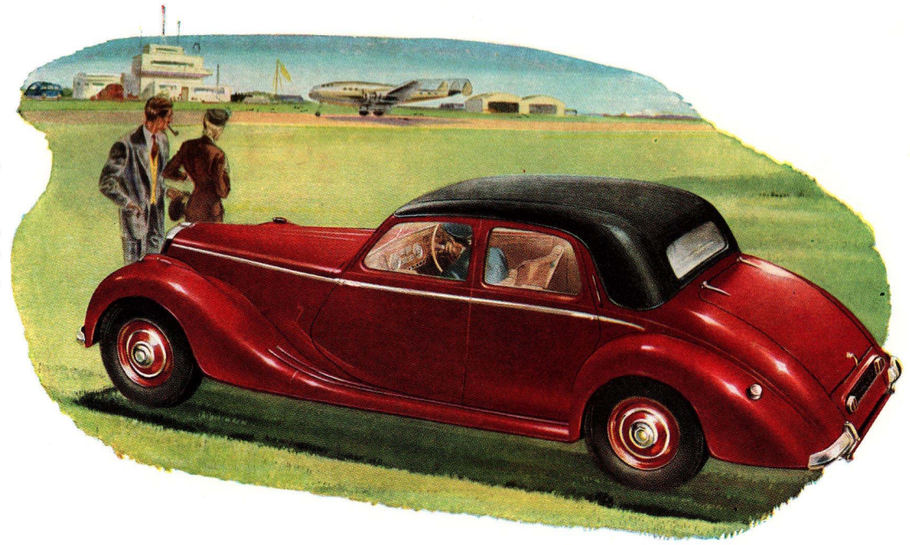
The Riley can be all things to all men. Its proverbial high speed, exceptional road holding and safe braking make it a thrill to drive. Its fine styling makes it a thrill to own.



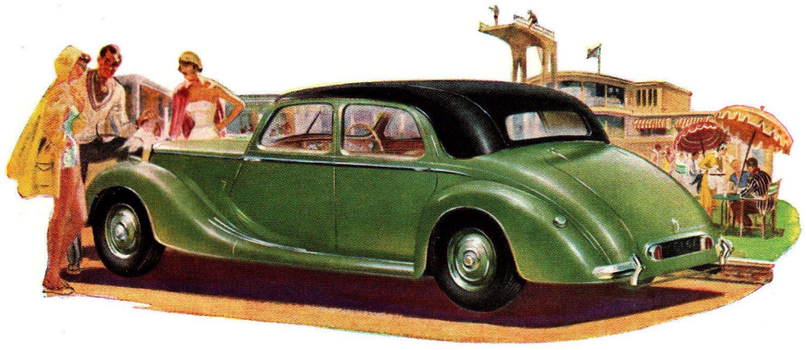
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The high standard of performance, perfect riding comfort and exceptional luggage space of a Riley are shown to advantage on a holiday tour.



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With its capacity for sustained high speeds, combined with superb riding comfort, the Riley represents modern luxury travel at its finest.



1½ LITRE SALOON (in Almond Green)
The long graceful lines and tasteful interior appointments make a Riley outstanding in the most elegant company.

SPECIFICATION

ENGINE (1½ LITRE). Exclusive Riley design : four cylinders cast en bloc with the crankcase, bore 69 mm., stroke 100 mm., capacity 1496 c.c. The cylinder head with straight-through inlet and exhaust ports provides maximum gas flow ; machined hemispherical combustion chambers, inclined valves and centrally situated sparking plugs. The engine oil is passed through a full-flow oil filter, the capacity of the sump being 10 pints (5·7 litres).

ENGINE (2½ LITRE). Exclusive Riley design ; four cylinders cast en bloc with the crankcase, bore 80·5 mm., stroke 120 mm., capacity 2443 c.c. The cylinder head with straight-through inlet and exhaust ports provides maximum gas flow ; machined hemispherical combustion chambers, inclined valves and centrally situated sparking plugs. The engine oil is passed through a full-flow oil filter, the capacity of the sump being 14 pints (7·9 litres).

ENGINE MOUNTING. Engine cradled in special rubber cushions, resulting in a complete elimination of engine vibration at all speeds.

CRANKSHAFT. Of special design with three large bearings.

PISTONS. Light aluminium alloy with four rings. Gudgeon pins of large diameter, hardened, ground and burnished. Phosphor-bronze gudgeon pin bushes.

VALVES. In detachable cylinder head at an angle of 90 degrees. Operated from two camshafts in the cylinder block by short, light, stiff push-rods and rockers.

CAMSHAFTS. Two in number, mounted on large-diameter bearings on opposite sides of the cylinder block, are chain-driven.

IGNITION. By battery and heavy-duty coil.

LUBRICATION. Pressure feed to all engine bearings by gear-driven pump of high capacity which is self-priming and enclosed in an oil strainer.

COOLING SYSTEM. Water circulation is by centrifugal pump. The temperature is controlled by a thermostatic valve in the water outlet.

CARBURETTERS. Specially tuned S.U. carburetters to provide maximum performance with minimum consumption.

FUEL SYSTEM. 12½-gallon (56-litre) fuel tank with twin filler caps, one each side of the car.

ELECTRICAL SYSTEM. Lucas 12-volt type with automatic voltage control.

CLUTCH. Single-plate Borg & Beck, with carbon ring to take the withdrawal thrust, eliminating lubrication of the thrust bearing.

GEARBOX. A four-speed gearbox of special design is provided with synchromesh operation for second, third and fourth gears.

FRAME. The Riley frame is light in construction, yet possesses exceptional rigidity. Scientifically placed cross-members provide maximum strength with minimum weight. Deep side-members of box section, downswept in the centre, are employed to give a low centre of gravity, inter-axle seating and easy entry.

REAR SUSPENSION. The rear axle is mounted on long, under-slung, half-elliptic leaf springs.

FRONT SUSPENSION. Riley " Torsionic " independent suspension is used for the front wheels. This employs long torsion bars placed parallel to the frame sides and anchored by splines to the first cross-member. Spring and wheel action is entirely independent on each side.

STEERING GEAR. Transverse rack-and-pinion steering gear. The whole assembly is encased in a large-diameter steel tube, which is rigidly bolted to the front unit, and is completely oil retaining and dust excluding. The three-arm, wire-spoke steering wheel is large in diameter, and adjustable. The wheel centre boss carries a self-cancelling trafficator switch and horn contact. Left- or right-hand steering.

SHOCK ABSORBERS. Both front and rear axles controlled by large-size hydraulic shock absorbers.

REAR AXLE. Banjo type, light yet extremely rigid in construction. The final drive is by spiral bevel gears.

TRANSMISSION. A short open shaft connects the gearbox with the front end of the propeller shaft, making a withdrawal of the gear and clutch unit a simple and quick operation ; thence the drive to the rear axle is by propeller shaft totally enclosed in a torque tube.

BRAKES. Girling four-wheel brakes of the hydro-mechanical type, having hydraulically actuated shoe mechanism on the front wheels and mechanically actuated shoes on the rear wheels : all brakes are fully compensated. If for any reason the front brakes fail to operate, the pedal is so connected that the full power of the rear brakes automatically remains in operation ; the same provision is made in the front brake mechanism to deal with failure of the rear brakes. The hand brake operates on the rear wheels only.

JACKING POINTS. Situated under the bumper over-riders at front and rear of the car. When not in use the jack is carried in the tool box under the bonnet, and rubber plugs are inserted in the ends of the square-section jacking tubes.

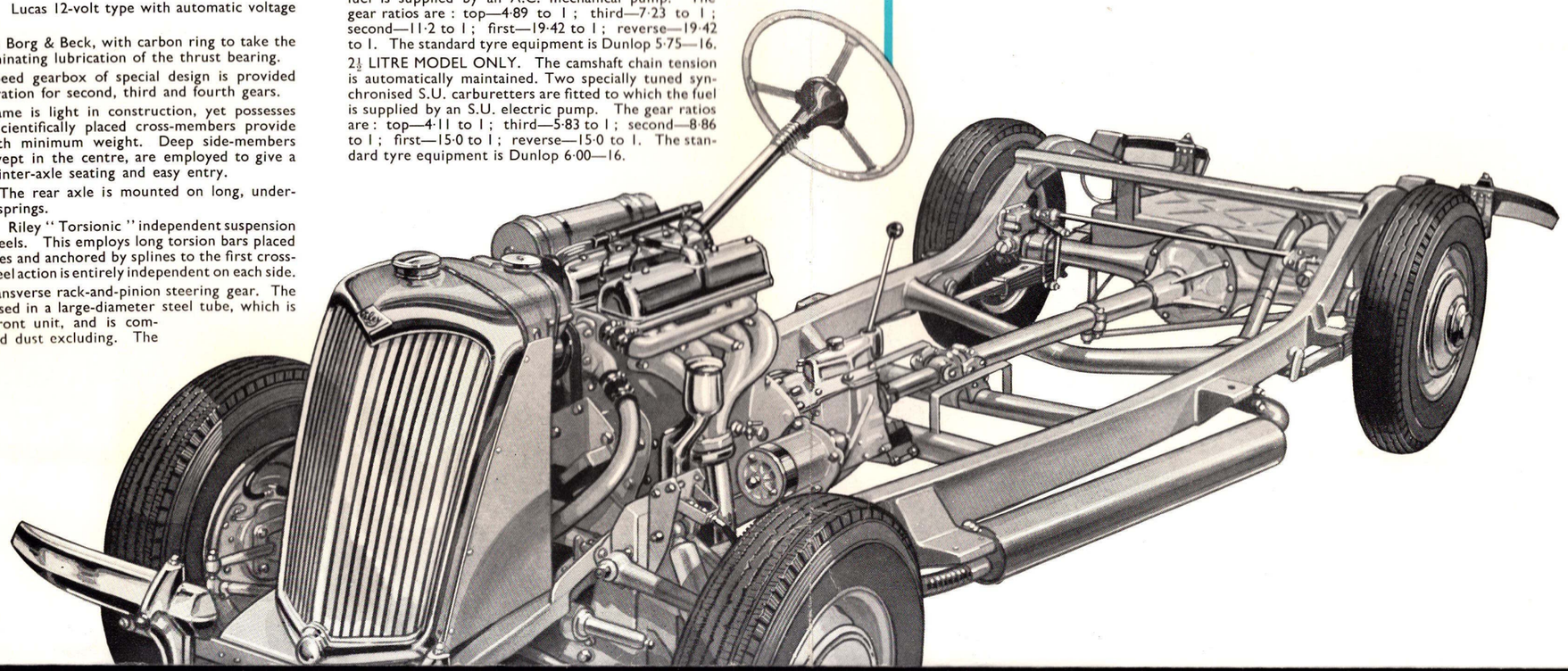
CHASSIS LUBRICATION. This consists mainly of maintaining the level of oil in the gearbox and back axle ; the other points are fitted with oil nipples of Tecalemit self-locking type.

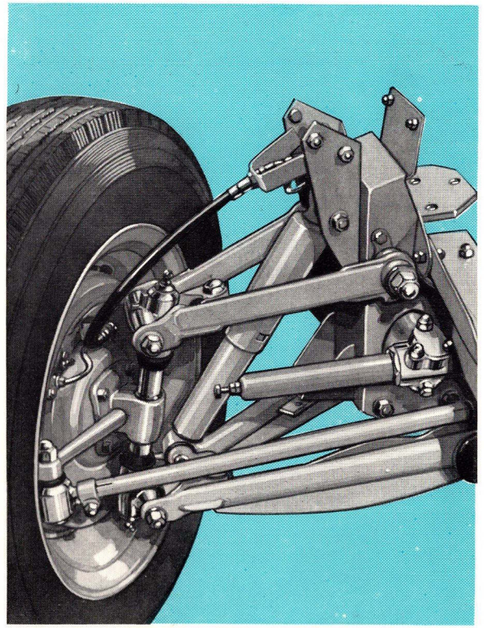
CONTROLS. All controls conveniently placed : the accelerator pedal is on the right and the clutch and brake pedals are positioned to ensure maximum driving comfort and safety. The manual throttle, ignition setting and choke control are conveniently placed on the facia board, together with the starter switch.

WHEELS. Steel disc wheels of pleasing design, with Dunlop tyres, are standard equipment.

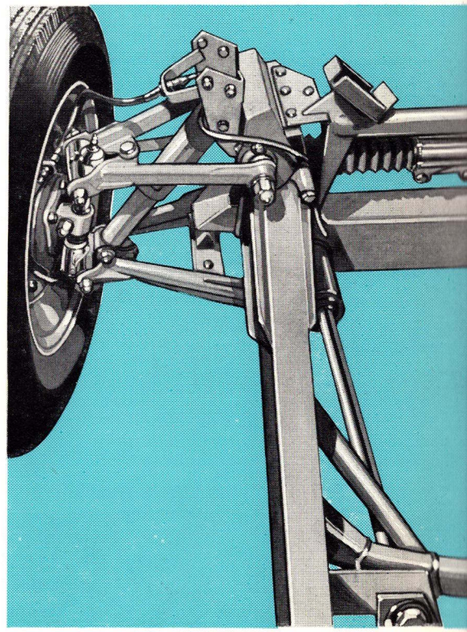
1½ LITRE MODEL ONLY. The camshaft chain tension is adjustable. A specially tuned S.U. carburetter is fitted to which the fuel is supplied by an A.C. mechanical pump. The gear ratios are : top—4·89 to 1 ; third—7·23 to 1 ; second—11·2 to 1 ; first—19·42 to 1 ; reverse—19·42 to 1. The standard tyre equipment is Dunlop 5·75—16.

2½ LITRE MODEL ONLY. The camshaft chain tension is automatically maintained. Two specially tuned synchronised S.U. carburetters are fitted to which the fuel is supplied by an S.U. electric pump. The gear ratios are : top—4·11 to 1 ; third—5·83 to 1 ; second—8·86 to 1 ; first—15·0 to 1 ; reverse—15·0 to 1. The standard tyre equipment is Dunlop 6·00—16.

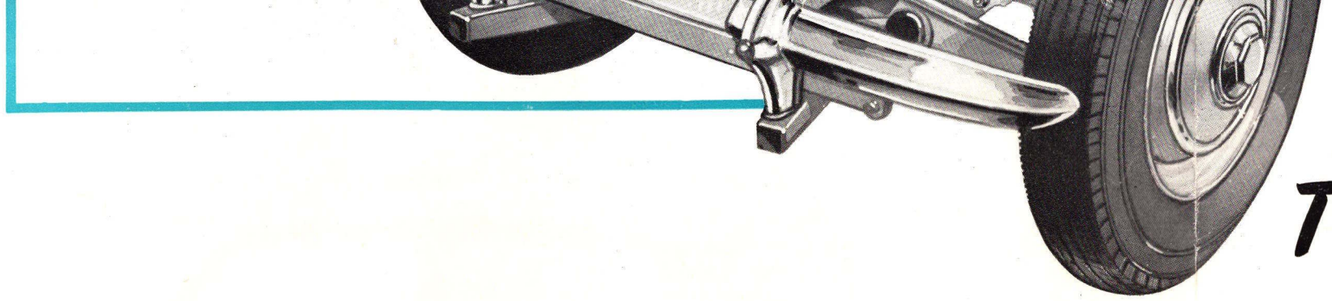




Riley " Torsionic " independent front suspension is a complete unit incorporating the steering mechanism. The long swivel pins are threaded at each end, giving an exceptionally large bearing area, and the wishbones are triangulated for extra strength.



The diameter of the shock absorbers has been increased for improved road holding and greater riding comfort. Rubber bushes at each end of the lower arms eliminate greasing and silence road shocks.

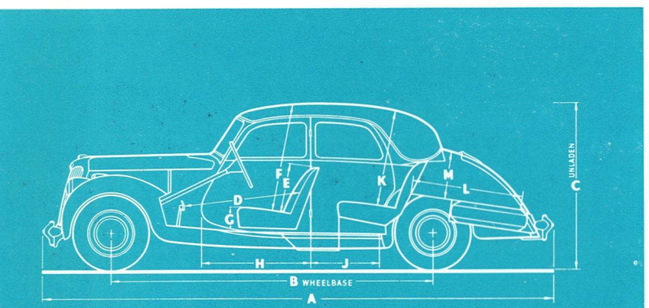


COLOURS : Black with Beige, Maroon, Green or Brown upholstery. Autumn Red with Beige or Maroon upholstery. Metallichrome Almond Green with Beige or Green upholstery. Metallichrome Sun Bronze with Maroon upholstery.

These fine features bring

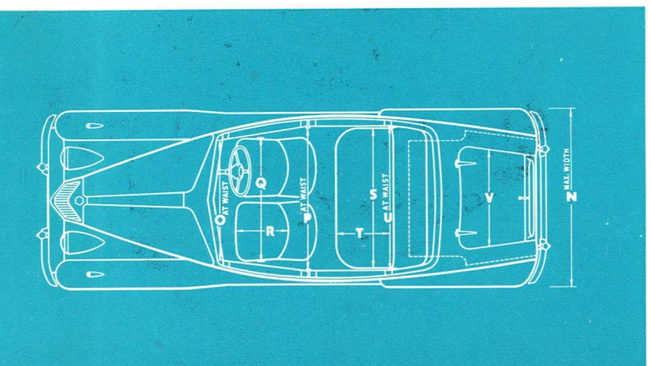
Riley

MAGNIFICENT MOTORING



A	B	C	D	E	F	G
*15′ 6″ (4·7 m.)	*9′ 11″ (3·02 m.)	*4′ 11½″ (1·51 m.)	39″ min. (99 cm.) 44″ max. (112 cm.)	19″ (48·26 cm.)	35″ (88·9 cm.)	10″ (25·4 cm.)
†14′ 11″ (4·55 m.)	†9′ 4½″ (2·86 m.)	†4′ 11″ (1·50 m.)				
H	**J**	**K**	**L**	**M**	**N**	**O**
38″ (96·5 cm.)	24″ (60·96 cm.)	36″ (91·44 cm.)	38″ (96·52 cm.)	17″ (43·18 cm.)	5′ 3½″ (1·61 m.)	42″ (1·07 m.)
P	**Q**	**R**	**S**	**T**	**U**	**V**
52″ (1·32 m.)	46″ (1·17 m.)	18⅝″ (46·99 cm.)	52″ (1·32 m.)	19″ (48·26 cm.)	51″ (1·29 m.)	34⅛″ (87·63 cm.)

* For 2½ litre only. † For 1½ litre only.

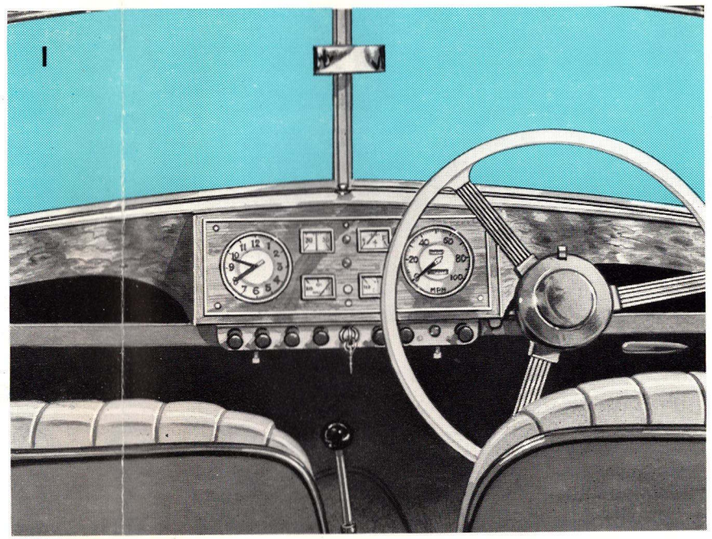


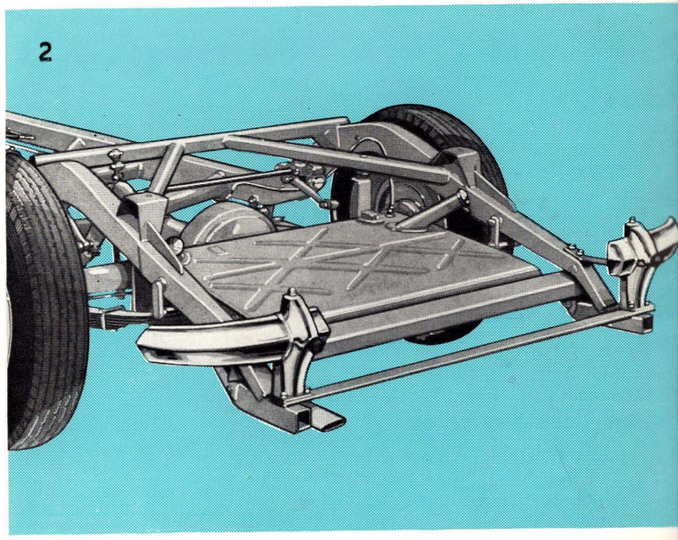
1 *The wide " V "-type windscreen affords splendid all-round vision, both wings being visible from the driver's seat. A full range of instruments, including a water temperature gauge, is well grouped in a handsome walnut panel. The spring-spoked steering wheel is adjustable.*

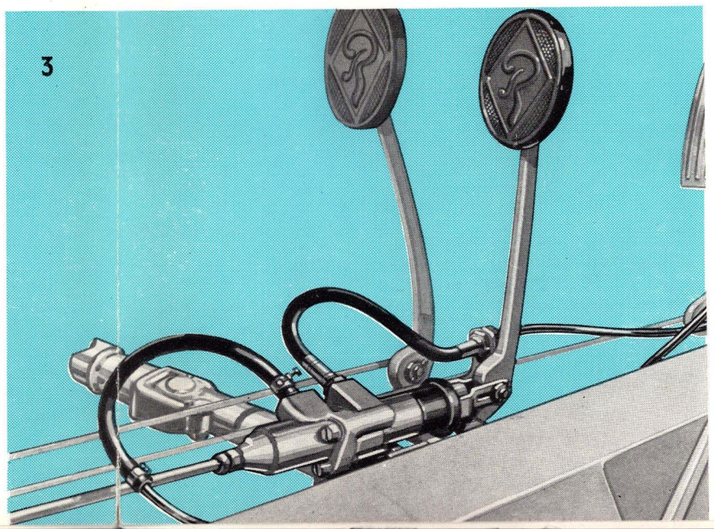
2 *Overlapping box-section and tubular connecting members give great strength and rigidity to the Riley frame. It is downswept in the centre to ensure a low centre of gravity, inter-axle seating and ease of entry. This frame has been developed from long racing experience.*

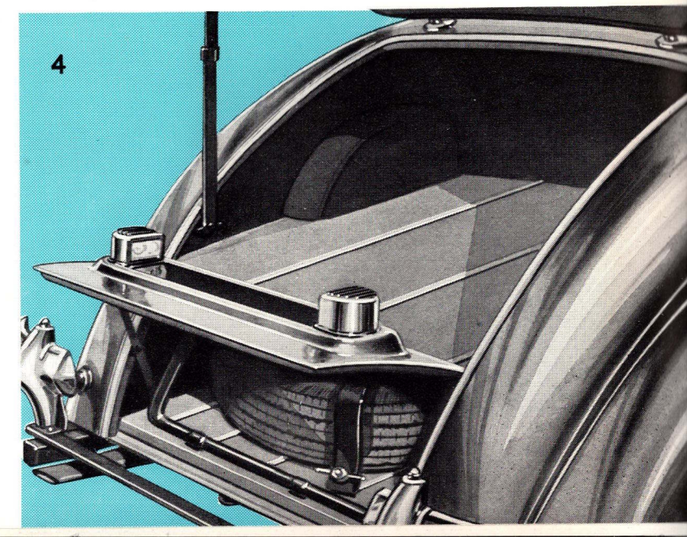
3 *Girling hydro-mechanical brakes of the latest type ensure absolute safety at the high speeds which can be maintained with a Riley. The shoe mechanism is operated hydraulically on the front wheels and mechanically on the rear. Should either fail, the other remains automatically in operation.*

4 *Without giving any appearance of bulkiness in the tail, the luggage locker is of exceptional capacity. All the luggage necessary for an extended tour can be stored without difficulty. The spare wheel is housed in a separate compartment.*





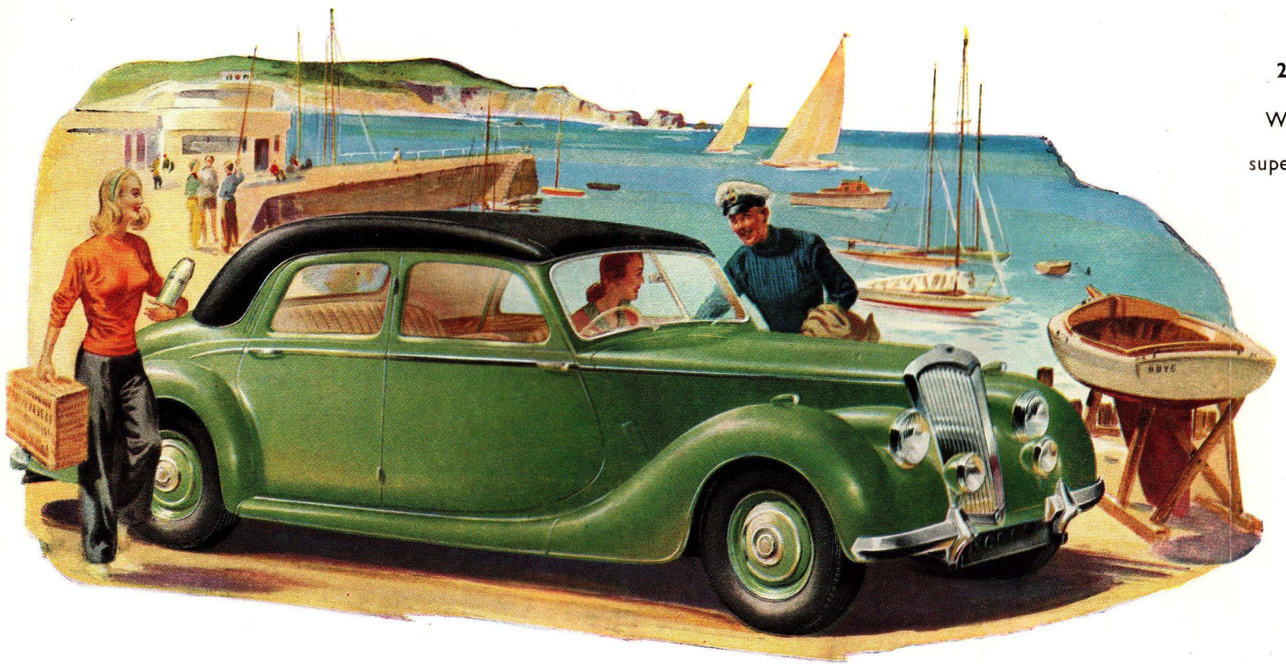




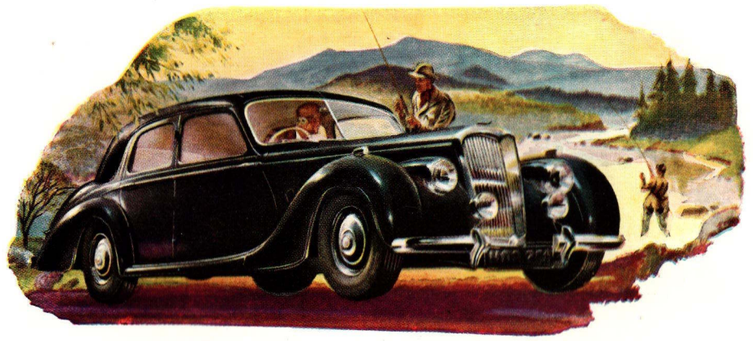
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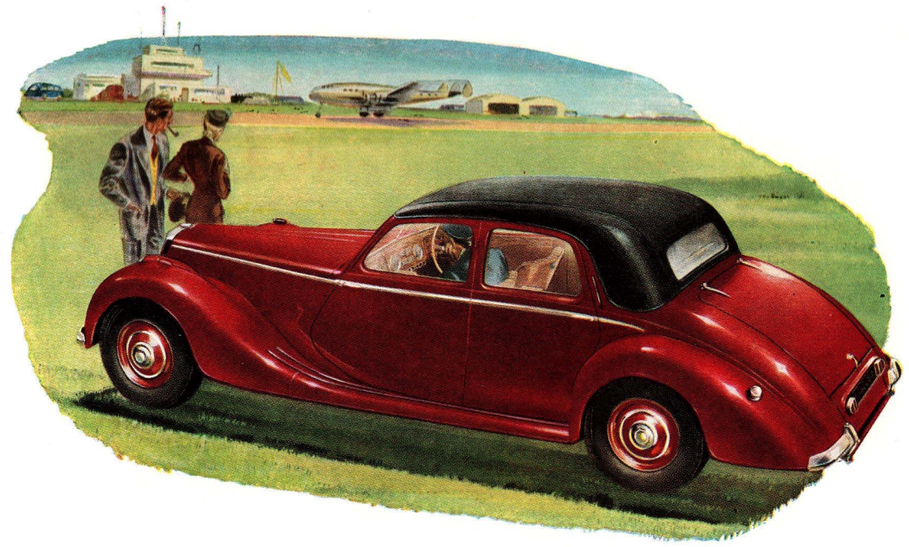
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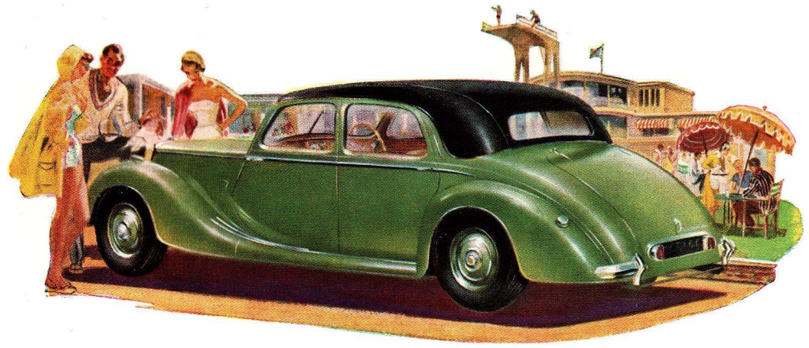
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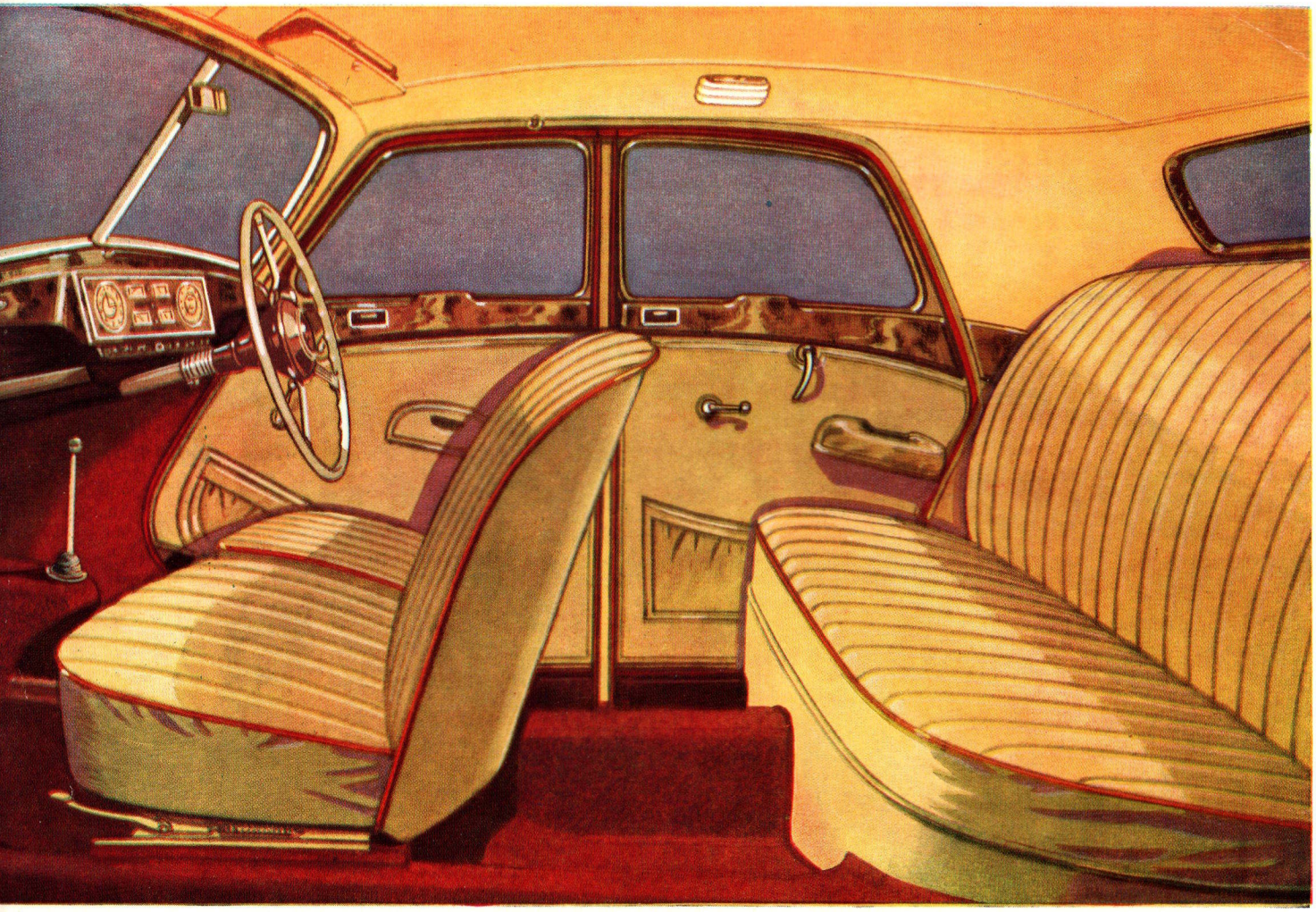
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With its capacity for sustained high speeds, combined with superb riding comfort, the Riley represents modern luxury travel at its finest.



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The long graceful lines and tasteful interior appointments make a Riley outstanding in the most elegant company.



The Riley interior is elegant and luxurious, yet thoroughly practical. All upholstery is in finest quality English leather, and five people can be seated in perfect comfort. Twin sun visors button flush with the roof; large-size map pockets are fitted on the front doors; concealed ash trays are provided for the convenience of both driver and passengers; a folding centre arm-rest forms an integral part of the rear.

Riley cars are available with left- or right-hand steering according to market requirements.

NUFFIELD PRODUCTS

NUFFIELD EXPORTS LTD.

Proprietors MORRIS MOTORS LIMITED

VISCOUNT NUFFIELD, G.B.E., *Chairman*
R. F. HANKS, M.I.Mech.E., *Vice-Chairman*
J. W. MALONE, *General Manager*

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