EXPORT EDITION

NUFFIELD EXPORTS

REF. No. NEL. 75



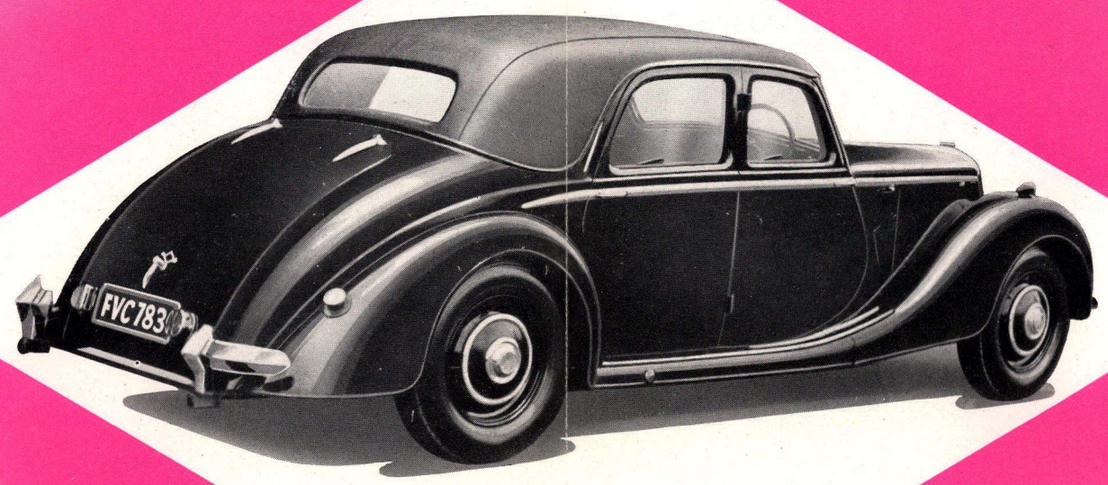
THE NEW Riley 2½ LITRE

THE NEW Riley 90 hp 2½ LITRE

Performance. The Riley 90 h.p. engine unit, with twin S.U. carburetters, is capable of exceptionally high speeds. It has ample power, gives untiring service, and no demand is made on it without instant response. Superlative road-holding qualities, the ability to corner fast and safely, and a well-chosen gear-box, enable surprisingly high speeds to be maintained over long runs.

Chassis. The front of the chassis is so designed and manufactured that the "Torsionic" front suspension unit is readily but accurately positioned and attached. The side members are of welded construction and cross-braced by circular section tubes. At the rear, the chassis has been adequately strengthened in order to deal with the weight of fuel in the rubber-mounted tank and any luggage which may be placed in the boot. The Riley frame is light in construction, possessing exceptional rigidity. This provides a unique stability to the car, in addition to improving riding comfort. This rigid construction gives excellent support to the coachwork and renders it exceptionally durable and rattle-free.

"Torsionic" Independent Front Suspension. The new front suspension departs from standard practice. Instead of front springs, two torsion bars working on an engineering principle deal with every road condition and require no maintenance or attention. It has been so designed that the complete unit incorporates the steering mechanism, which is of special design. The result is an extremely rigid front end which provides accurate steering under all conditions.



Body. The air-flow shape of the body is good, with a power-weight ratio of 90 b.h.p. for 28 cwt. (1,422 kilos), or 63 b.h.p. per ton. The inference is that the capability of the car for attaining high speeds has not been achieved merely by paring down the weight, but that the designers have provided a sturdy chassis and body and a high power output suited to sustained high-speed travel under varying conditions at home and abroad.

Comfort. A high degree of comfort is provided in the best Riley manner. The seating is good and five adults can ride with the utmost comfort, all passengers being carried well within the wheelbase without loss of leg-room. The seats are upholstered in cloth edged with leather, both front seats being adjustable. Visibility is excellent, the steering column is adjustable for rake as well as length, and the wheel is of the sporting type with three flexible spokes. A deep shelf is provided under the instrument panel for small parcels.

Safety. Girling hydro-mechanical brakes with 12 in. (30.48 cm.) ribbed drums are fitted. These are actuated by hydraulic means on front wheels and mechanical on rear. The mechanism is so arranged that should a failure of either set occur, the full power of the remaining set is available.

Two large 12-volt built-in headlamps provide ample illumination for night driving. Twin pass lamps, operated by a separate switch, can be used to pass oncoming drivers to avoid dazzle.

DISTINCTION PLUS OUTSTANDING PERFORMANCE

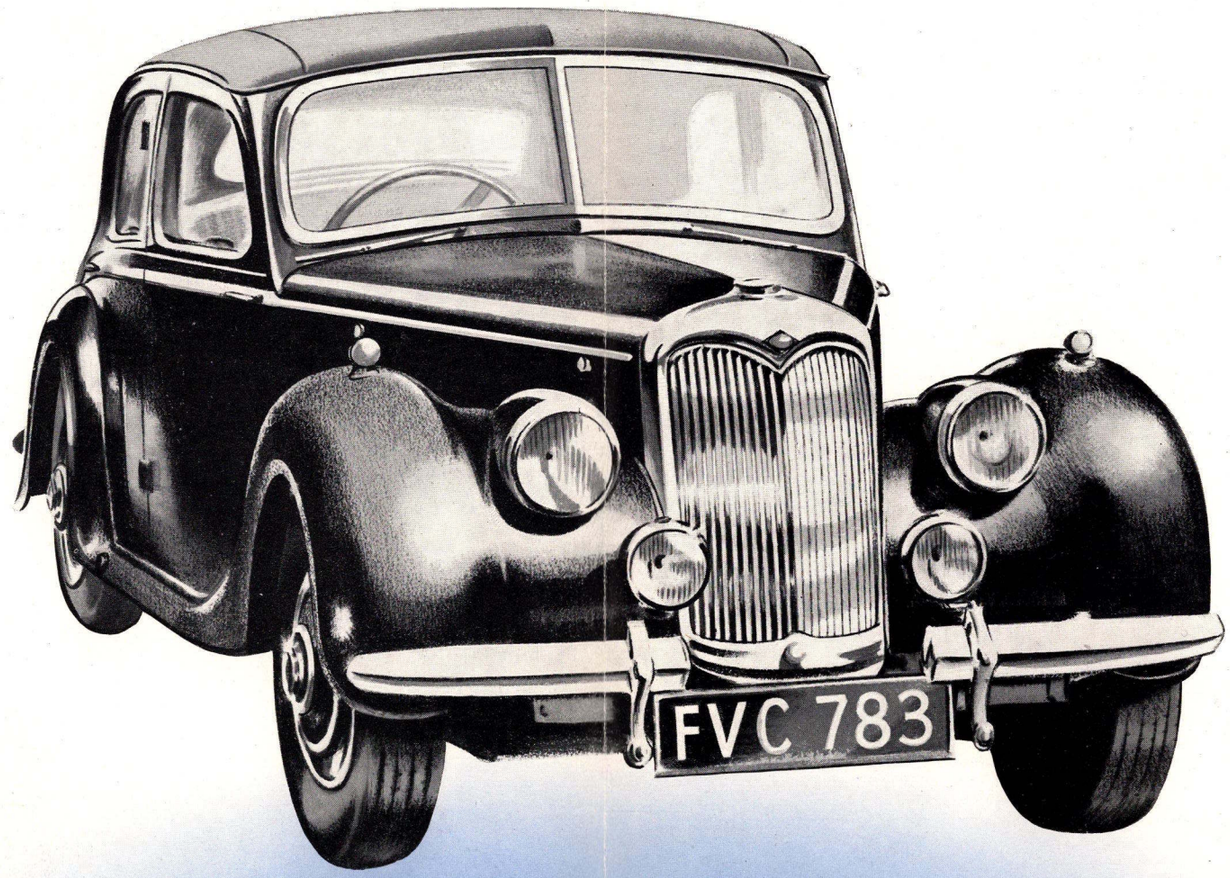
THE NEW Riley 90 hp 2½ LITRE



Post-war motoring at its best. A new car designed in the modern manner. A triumph for British designers and skilled craftsmen. The latest success from a factory that has for fifty years provided the motoring public with cars of an exceptionally high standard. This is the Riley 2½ litre saloon.

Amazing power, unfailing service, with very high performance by the 90 h.p. engine. Road-holding qualities that have to be tried to be fully appreciated.

A complete sureness of safety at exhilarating speeds; a very high degree of comfort for five adult passengers; coachwork of advanced design, and a front suspension that has already proved a triumph for Riley engineering.



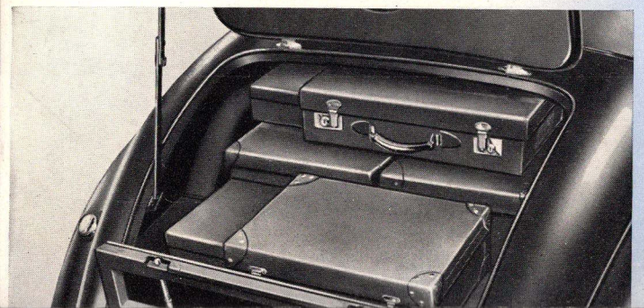


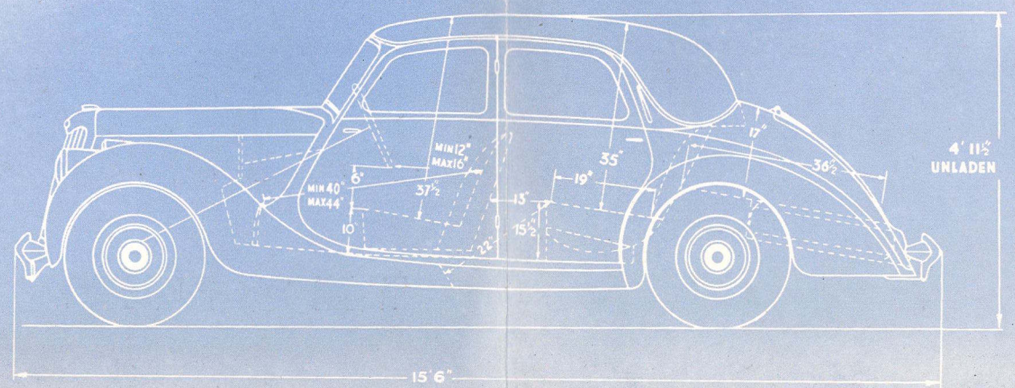
"Typically Riley" aptly describes the general appearance and design of the car. A large wheelbase gives the car a basis for its graceful appearance. Doors and seats are so designed that despite low overall height the car can be entered easily, and both front and rear passengers have ample head-room. A V-type windscreen gives the driver a clear and wide range of visibility.

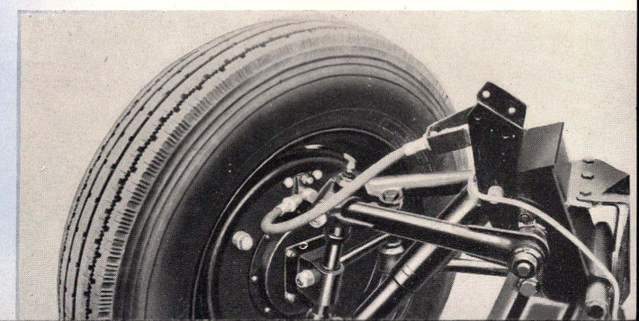
Due to the special design of the front end, an exceptionally small turning circle of 36 ft. (10.97 m.) has been obtained.

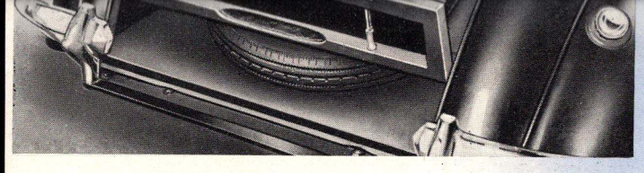
Controls are conveniently placed and exceptionally smooth and light in action, with special attention given to the driver's position. The spring telescopic steering wheel is adjustable for reach.

A further Riley addition to "Magnificent Motoring."

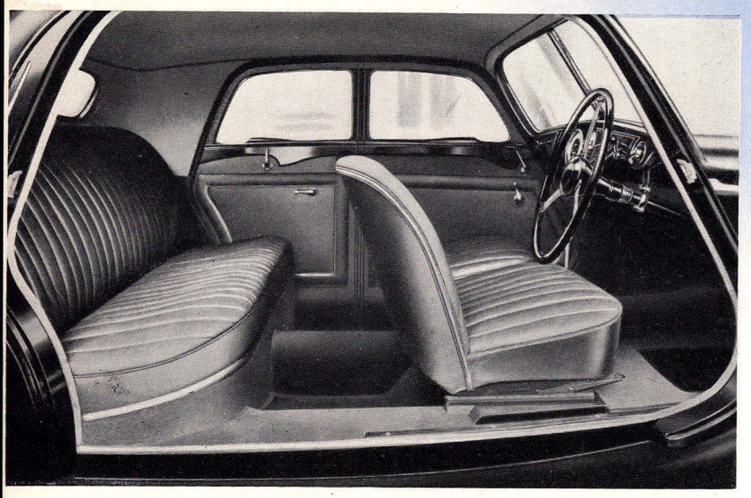




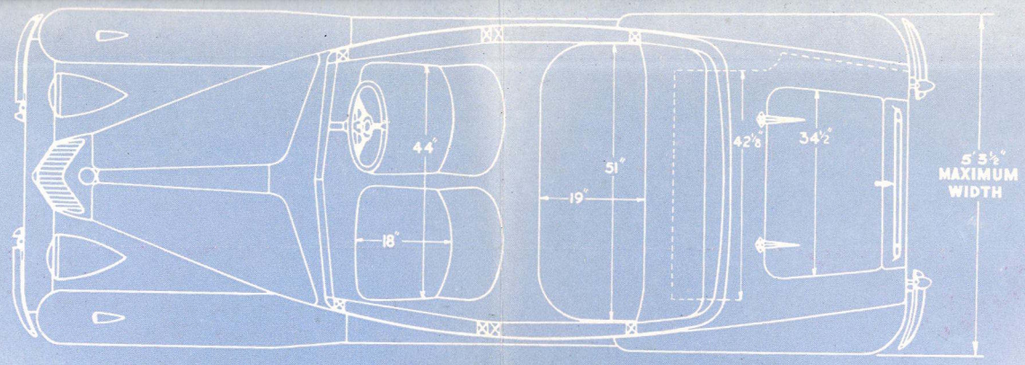




Large quantities of luggage can be accommodated in the boot of the car, completely protected from the weather. The spare wheel is housed below, being accessible through a hinged panel.

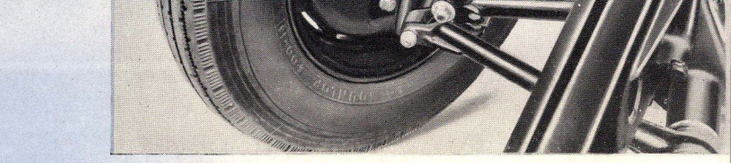


Seated well within the wheelbase, five adult people can be accommodated in comfort. Deep wells provide ample leg-room for rear passengers, and the front seats are adjustable. Upholstery is in leather.

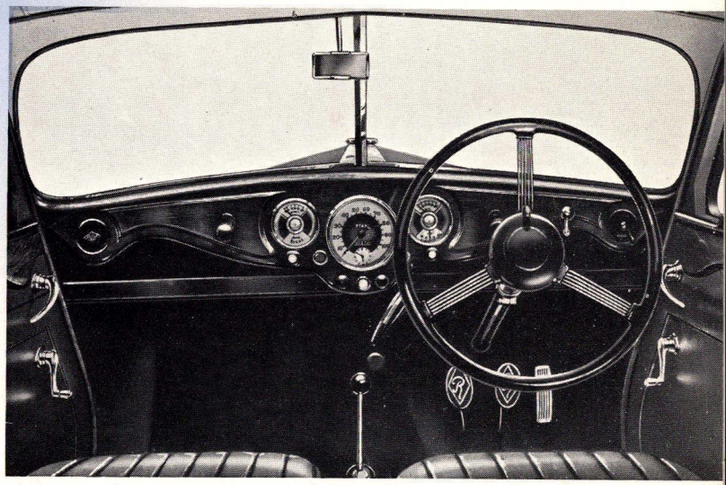


DIMENSIONS *and* DATA

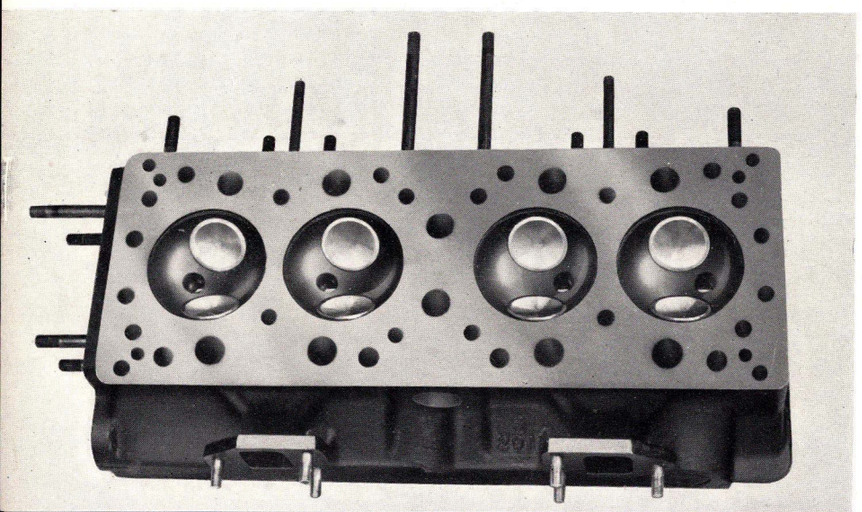
Overall height	4 ft. 11½ in. (1.49 metres)
Width	5 ft. 3½ in. (1.61 metres)
Length	15 ft. 6 in. (4.72 metres)
Turning circle	Left-hand : 37 ft. (11.28 metres) Right-hand : 36 ft. (10.97 metres)
Ground clearance	7 in. (18 cm.)
Wheelbase	9 ft. 11 in. (3.02 metres)
Track	4 ft. 4¼ in. (1.32 metres)
Weight	28 cwt. (1422.47 kg.)
Engine	4-cylinder o.h.v., hemispherical head
Bore	80.5 mm.
Stroke	120 mm.
Capacity	2,443 c.c.
Brake horse-power	90 at 4,000 r.p.m.
Gear ratios	Top 4.11 to 1, third 5.83 to 1, second 8.86 to 1, first 15 to 1, reverse 15 to 1
Brakes	Girling hydro-mechanical
Wheel size	6.00×16
Tyre size	16 in.×6.00 in.
Petrol tank capacity	12½ gallons (57 litres)



The Riley " Torsionic " independent suspension is used for the front axle. Torsion bars are placed parallel to the frame sides. The spring and wheel action is entirely independent on each side, and the top and bottom struts are of tubular and hinged construction.

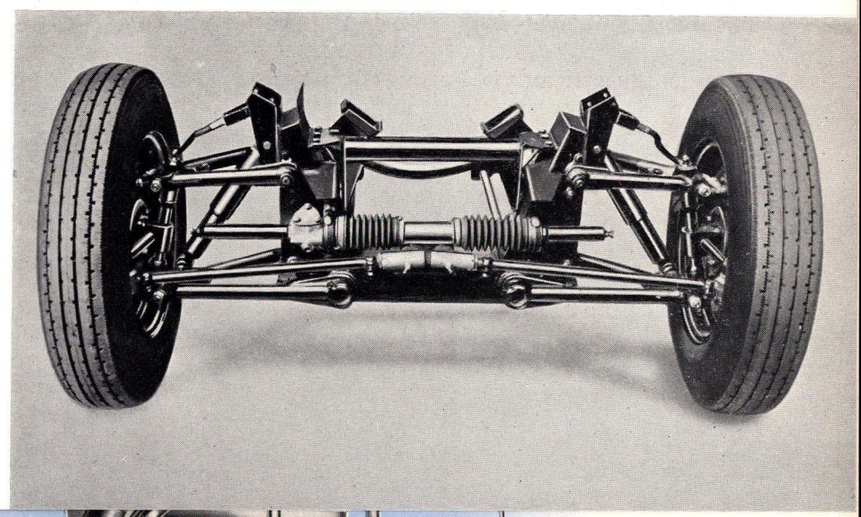


All controls are conveniently placed, instruments neatly grouped and easy to read and the telescopic steering column is adjustable for reach. The "V" type windscreen provides excellent visibility and has an opening section for the driver.



The hemispherical cylinder head with straight-through inlet and exhaust valves provides maximum gas flow ; machined combustion chambers, enclosed valves and centrally situated sparking plugs.

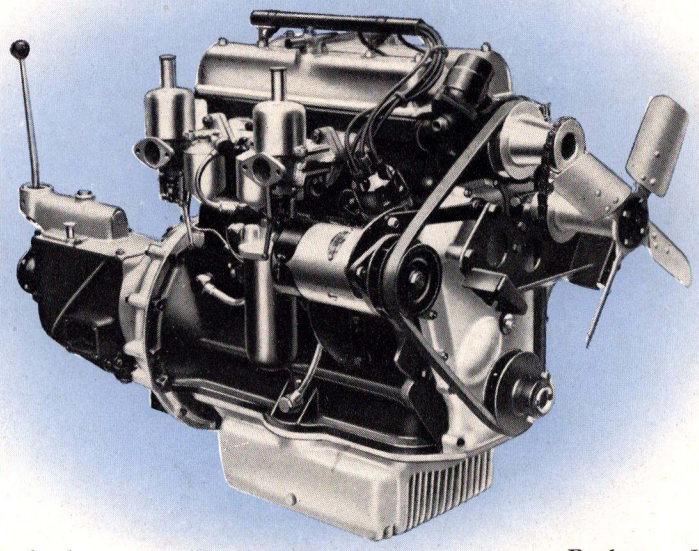
The rack and pinion steering gear is smooth, positive and light in action. A front view of the Riley " Torsionic " suspension is also shown with extra long swivel pins and dampers.



SPECIFICATION

EXPORT EDITION
NUFFIELD EXPORTS
REF. No. NEL. 75

SPECIFICATION



Engine: Four-cylinder overhead-valve, bore 80.5 mm., stroke 120 mm., giving a capacity of 2,443 c.c. Twin S.U. carburetters interconnected by a balance pipe. The well-known hemispherical cylinder head is maintained, as is the "cross-flow" type of cooling, which ensures a greater flow of cooling water through the cylinder head than through the block.

Pistons : Light aluminium alloy with four rings. Gudgeon pins of large diameter, hardened, ground and burnished.

Camshaft : Two in number, mounted on large diameter bearings, on opposite sides of the cylinder block. Drive by duplex chain, the tension being automatically maintained by idler sprockets.

Lubrication : Particular attention has been paid to the oiling system to ensure a pure and adequate supply of oil at all times. A gear-type pump draws oil from a large capacity sump to feed big-ends and main bearings. Oil under pressure is also supplied to timing gear, camshaft bearings, valve and rocker gear.

Engine Mounting : Engine and gearbox mounted as a complete unit upon scientifically placed rubber pads at either end of unit. Steel steady cables fitted at front and rear control movement.

Fuel System : 12½-gallon (57-litre) petrol tank mounted at rear end of frame. Twin fillers to petrol tank.

Exhaust : Great care has been taken to eliminate back pressure in the system. In order to ensure that no unnecessary stresses are placed on the exhaust system, flexible rubber attachments are provided at various points. A large silencer, 40 in. (101.6 cm.) long, working in conjunction with an expansion chamber, ensures that the exhaust is both silent and efficient.

Gearbox : Four-speed gearbox, with synchromesh operation for second, third and top gear. Top 4.11 to 1, third 5.83 to 1, second 8.86 to 1, first 15 to 1, reverse 15 to 1.

Brakes : Highly efficient Girling four-wheel brakes, actuated by hydraulic means on the front wheels and mechanical on the rear.

Hydraulic Dampers : Rear dampers of the Luvax-Girling double-acting pressure recuperative type securely attached to the chassis side members. The two dampers are interconnected by means of a torsion bar, the object being to provide an efficient method of dealing with body-roll. The front dampers are of the sealed hydraulic type, requiring no maintenance.

Clutch : Borg & Beck single plate with carbon ring to take the withdrawal thrust, obviating lubrication of the thrust bearing.

Electrical System : 12-volt coil. Wiring single pole. The dynamo, belt-driven from crankshaft, operates in conjunction with a compensating voltage control unit. Lucas high-frequency horns. Traffic indicators with delayed action return switch, electrically operated, in centre of steering wheel. Twin front screen wipers with remote driving motor.

NUFFIELD EXPORTS LIMITED

VISCOUNT NUFFIELD, G.B.E., *Chairman* SIR MILES THOMAS, D.F.C., *Vice-Chairman*

Telephone : Oxford 77733 *Telex :* Oxford Telex 7168 *Telegrams and Cables :* Morex, Oxford

Codes : Bentley's, Bentley's Second Phrase, A.B.C. (5th and 6th editions), Western Union and Private

COWLEY, OXFORD, ENGLAND

AUTHORISED DISTRIBUTORS :

Printed in Great Britain by The Nuffield Press Limited, Cowley, Oxford, England. 23/20 (47675)