

You'll take your hat off to the

NEW

Riley

One-Point-Five

powered for thrilling performance



A smaller Riley thousands have been waiting for . . .

The new  *One-Point-Five*

IN the new Riley One-Point-Five the great Riley tradition for magnificent motoring finds new, exciting expression.

This smaller Riley is what thousands of motorists have been waiting for. It is in the tradition of the famous

Riley Nine and 1½-litre models of the past. But the One-Point-Five is brilliantly modern from stem to stern.

It provides thrilling sports car performance in a modern saloon and has surprisingly low running costs.

Steering and roadholding are superb even by Riley standards. The sports-tuned, twin-carburettor engine is matched

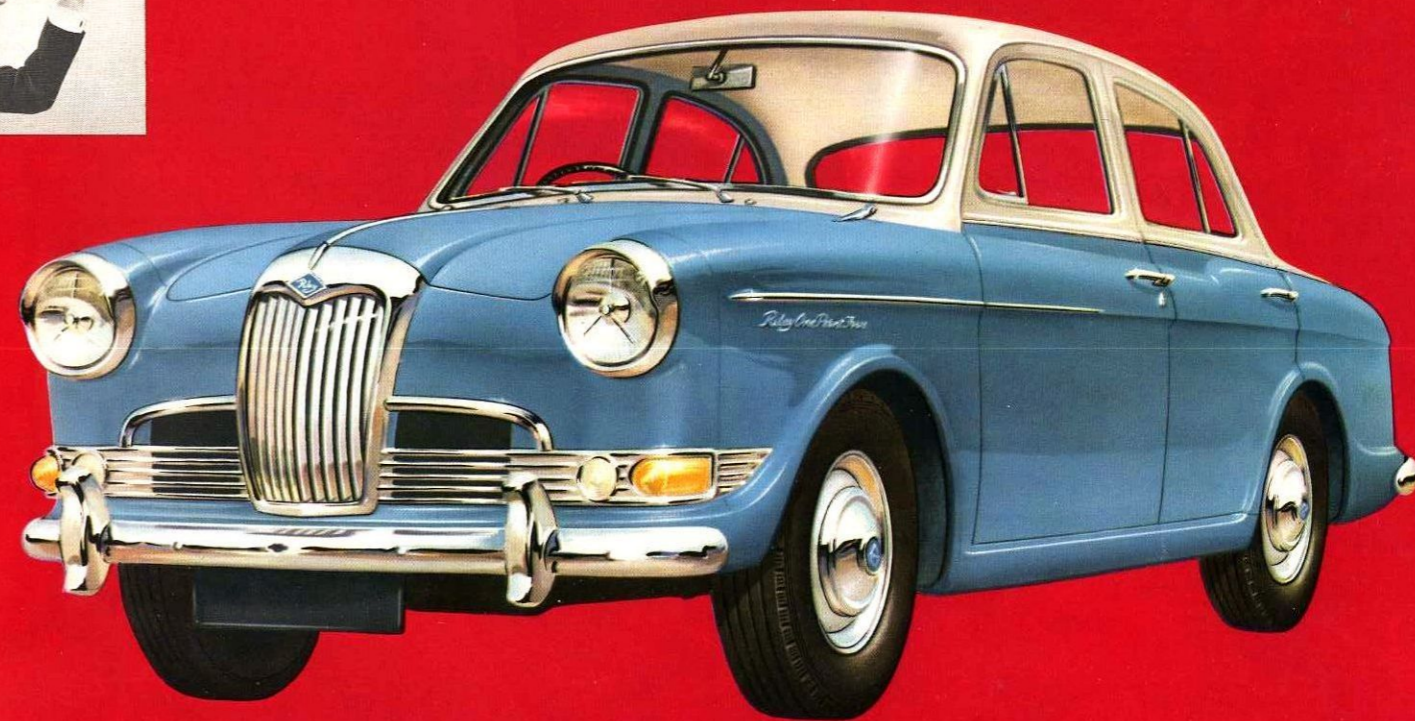
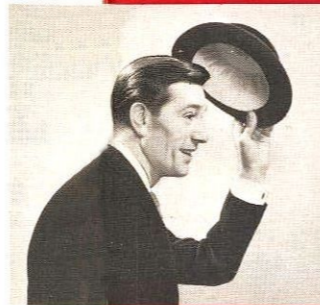
with a specially high top gear, which is actually better than an overdrive. This gives the One-Point-Five

a long stride—it can cruise very fast with the engine running well within its capacity.

In every detail the Riley One-Point-Five is built for the man who likes to travel far and fast and safely

and takes a delight in the performance of his car. From the short floor-mounted sports-type gear shift to the fine

instrument panel with its big rev. counter this car declares itself built by enthusiasts for enthusiasts.



You'll take your hat off to these big features too!



Polished wood fascia

The luxury fascia panel of the Riley One-Point-Five is faced with beautifully grained polished walnut veneer.



Instruments include rev. counter

The instrument arrangement has classic simplicity with three matched large-diameter round dials. These include a rev. counter—a feature specially sought after by enthusiasts.



Takes stacks of luggage

You'll seldom want to use all the luggage space you get in the Riley One-Point-Five, but when you do, what a blessing to have it! The spare wheel has its own enclosure—no need to unload luggage to get to it.

Two-colour luxury

Really comfortable seating for four adults. That's the designers' aim in the Riley One-Point-Five. Here you can see how liberally this aim has been interpreted. The interior has a striking contemporary smartness aided by the two-colour leather covering of the seats. Top-quality trim all round and polished walnut veneered cappings to the door panels complete the luxury effect.



Short sports-type gear shift

The gear shift on the Riley One-Point-Five is a short, remote-control type, set centrally in the floor. For the sheer pleasure of driving this is the choice of enthusiasts everywhere.

S P E C I F I C A T I O N

ENGINE: Four cylinders; bore 73.025 mm. (2.875 in.), stroke 88.9 mm. (3.5 in.), cubic capacity 1489 c.c. (90.88 cu. in.). Compression ratio 8.3 : 1, developing 68 b.h.p. at 5,400 r.p.m. Overhead valves operated by push-rods from 3-bearing camshaft driven by duplex roller chain. Three-bearing crankshaft with renewable steel-backed white-metal bearing liners. Aluminium-alloy pistons. Renewable-element external full-flow oil filter.

COOLING: By pressurized system assisted by impeller pump and fan. Circulation thermostatically controlled.

IGNITION: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

CARBURATION: Twin S.U. automatic semi-down-draught carburettors fed from rear tank by rear-mounted S.U. electric fuel pump. Oil bath air cleaner. Fuel tank capacity 7 Imperial gallons (32 litres, 8.4 U.S. gallons).

TRANSMISSION: Borg & Beck single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh engagement on second, third, and top gears, giving overall ratios of first 13.56, second 8.25, third 5.12, top 3.73, and reverse 17.73 : 1. Central remote-control gear change lever. Final drive by Hardy Spicer propeller shaft with needle-bearing universal joints and reverse-spline-type sliding joint. Three-quarter-floating rear axle with hypoid final reduction gears; the pinion is mounted on taper-roller bearings.

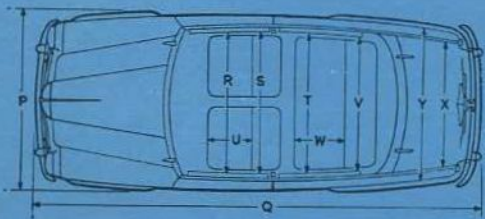
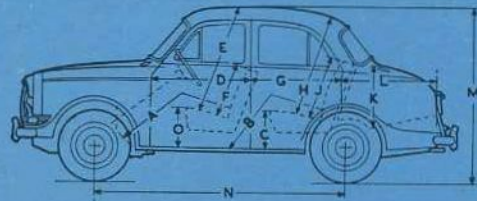
BRAKES: Girling hydraulic fully compensated brakes, operated on all 4 wheels by pendant-type foot pedal. 9 in. diameter brake-drums at the front with 8 in. at the rear. Simple shoe adjustment which simultaneously adjusts the hand brake. The central hand brake lever operates the rear shoes through a simple compensating system employing open cables.

BODY AND CHASSIS UNIT: The mono-construction body incorporates the body shell, floor, bulkhead, frame members, and wing valances. Full-width bumpers front and rear with over-riders. Deep well-sprung upholstery with foam-rubber seat cushion overlays on spring cases; leather upholstery in duotone colour scheme with leathercloth on non-wearing parts. Polished walnut veneer facia and door cappings; large glovebox in facia with lid. Wide, one-piece curved windshield and large curved rear window. Sponge rubber protection rails above and below facia. Large luggage boot with automatic lid stay. Capacity 11 cu. ft. (311.5 m.³).

SUSPENSION: Independent front suspension by long torsion bars with vernier adjustment, long swivel pins, and hydraulic piston-type dampers with arms forming upper suspension link. Rear suspension by semi-elliptic rubber-mounted springs and piston-type hydraulic dampers.

WHEELS AND TYRES: Ventilated disc-type wheels with 4-stud fixing, equipped with 5.00-14 Dunlop tubeless tyres. Spare wheel carried in separate compartment in boot.

STEERING: Rack and pinion steering gearbox with deep-sunk-centre 3-spoke safety-type steering wheel, diameter 16½ in. (41.9 cm.). Finger-tip control for flashing direction indicators, and central horn-push. Left- or right-hand drive available according to market. Left-hand drive not available in the United Kingdom.



D I M E N S I O N S

A (max.) 3 ft. 9 in. 1.142 m.	A (min.) 3 ft. 4 in. 1.015 m.	B (max.) 3 ft. 10 in. 1.168 m.	B (min.) 3 ft. 6 in. 1.066 m.	C 1 ft. 1 in. 33 cm.	D 2 ft. 6½ in. 77.5 cm.
E 3 ft. 3 in. 99 cm.	F 1 ft. 9 in. 53.3 cm.	G 2 ft. 3 in. 68.6 cm.	H 3 ft. 1 in. 93.9 cm.	J 1 ft. 11 in. 58.4 cm.	K 1 ft. 7 in. 48.2 cm.
L 2 ft. 9 in. 83.8 cm.	M 5 ft. 0 in. 1.52 m.	N 7 ft. 2 in. 2.18 m.	O 11½ in. 29.2 cm.	P 5 ft. 2 in. 1.57 m.	Q 12 ft. 9 in. 3.88 m.
R 4 ft. 4 in. 1.32 m.	S 3 ft. 11½ in. 1.206 m.	T 4 ft. 2 in. 1.26 m.	U 1 ft. 6 in. 45.7 cm.	V 3 ft. 10 in. 1.168 m.	W 1 ft. 7 in. 48.2 cm.
X 3 ft. 4 in. 1.015 m.	Y 3 ft. 10 in. 1.168 m.	Unladen Weight 18 cwt. 3 qrs. 4 lb. (approx.) 954 kg.		Luggage Boot Capacity 11 cu. ft. (311.5 m. ³)	

RILEY MOTORS LIMITED

Proprietors: MORRIS MOTORS LIMITED

(Sales Division) COWLEY, OXFORD

OVERSEAS BUSINESS:

NUFFIELD EXPORTS LIMITED

Proprietors: MORRIS MOTORS LIMITED

COWLEY, OXFORD, ENGLAND

Printed by The Nuffield Press Ltd., Cowley, Oxford, England. 23/9 (13987) 7/58-100m.

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 57-amp. hr. battery (at 20-hr. rate); double dipping hooded headlamps with prefocused bulbs; ignition warning light in engine revolution counter dial; headlamp main beam warning light in speedometer dial; foot dipping switch; separate sidelights; twin stop and tail lamps incorporating reflectors; number-plate lamp; non-glare instrument lighting; dual-arm self-parking windshield wiper; twin windtone electric horns; flashing signal direction indicators with warning light incorporated; roof lamp with independent and automatic switches operated by the front doors.

INSTRUMENTS: Speedometer with trip and total distance recorders; engine revolution counter; fuel gauge; oil pressure gauge; engine temperature indicator.

CONTROL PANEL: Mixture control; starter switch; fog lamp switch; ignition switch; panel light switch; two-position lamp switch; windshield wiper switch; windshield washer control.

VENTILATION: Winding windows to all doors; hinged ventilating panels to front doors. 3½-kilowatt heating and ventilating equipment with heat control and windshield demisting ducts.

GENERAL EQUIPMENT: Safety glass all round; ashtray in each front door with central ashtray for rear compartment; anti-glare driving mirror; door locks with fixed handles and push-button lock release; all doors lockable from inside; both front doors lockable from outside; pile carpets; arm-rests on rear doors also act as door-pulls; loop-type door-pulls on front doors; bucket seats with instant adjustment; two sun visors; special jack with side jacking point; provision for fitting H.M.V. car radio; windshield washer. **Optional Equipment:** Radio.

COLOURS: Black with either red and pale beige, green and pale beige, or cream and biscuit upholstery. Yukon Grey with either red and pale beige or green and pale beige upholstery. Leaf Green with either green and pale beige or cream and biscuit upholstery. Florentine Blue with blue and pale beige upholstery. Damask Red with either red and pale beige or cream and biscuit upholstery. Birch Grey with either red and pale beige, green and pale beige, or blue and pale beige upholstery. Black and Birch Grey with either red and pale beige, green and pale beige, or blue and pale beige upholstery. Damask Red and Kashmir Beige with red and pale beige upholstery. Yukon Grey and Birch Grey with either red and pale beige or green and pale beige upholstery. Black and Chartreuse Yellow with green and pale beige upholstery. Old English White and Leaf Green with either green and pale beige or cream and biscuit upholstery. Old English White and Damask Red with either red and pale beige or cream and biscuit upholstery. Old English White and Florentine Blue with blue and pale beige upholstery.

The carpets are in red, green, brown, or grey to suit the colour scheme. All road wheels are aluminium-finished.

The issue of this folder does not constitute an offer, and the right is reserved to alter prices and/or specifications at any time without notice. Sales are conditional upon Terms of Business, Warranties, and Service arrangements issued by Riley Motors Limited and/or Nuffield Exports Limited. For prices see separate list.

