

1960



April 59 - 1960



FOR THE MAN WHO REALLY CARES



THE NEW



4 SIXTY EIGHT

Never has the motorist been offered so much all-round value and quality as in the new Riley 4/Sixty Eight. Beneath the long, low, elegant lines is the vital power of the high-performance, twin-carburettor, 1½-litre engine giving brilliant acceleration with surprising economy.

Here, too, are steering and suspension designed in harmony. The steering is the cam and lever type beloved of enthusiasts everywhere. The new front suspension has coil springs with double acting lever-type dampers. Together they give this new Riley fantastically safe cornering and a wonderfully steady, safe ride.

Open the door of the Riley 4/Sixty Eight for a lasting impression of luxury, room, and light. Real leather and the superior interior finish with walnut veneer fascia and door cappings bring pride of ownership into fashion again—for the man who really cares about motoring.

for Magnificent Motoring

Riley for Magnificent Motoring

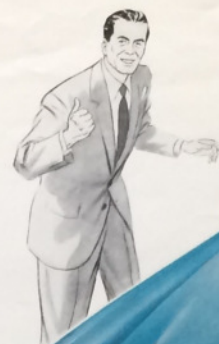
The Riley 4 Sixty Eight is the family car for the enthusiast—the man who really cares about motoring. With its spacious, luxurious body, brilliant performance, wonderful all-round vision, and real economy in running, the Riley 4 Sixty Eight is not only the latest, but also the finest, of the great series of 1½-litre Rileys.





Supreme driving comfort

Behind the wheel of the Riley 4 Sixty Eight luxury is constantly with you. There's supreme driving comfort. The trimmed, padded burr walnut veneer fascia with its wide moulded parcel trays directly beneath will appeal to the most discriminating Riley owner. There's safety and convenience with the two-spoke, dished steering-wheel; and instant response from the readily accessible half horn-ring.



Stronger, Lighter, Safer Body

The Riley 4 Sixty Eight is built on the latest monocoque construction. The body has greater strength and rigidity, greater safety. Yet it saves so weight. You'll quickly notice the all-in-one feeling about this new Riley, and the extra-good power-to-weight ratio.

And the Body is rustproofed

Respraying of the body means extra-long life, especially underneath, where every car is most vulnerable.

THE MAN WHO REALLY CARES DRIVES A



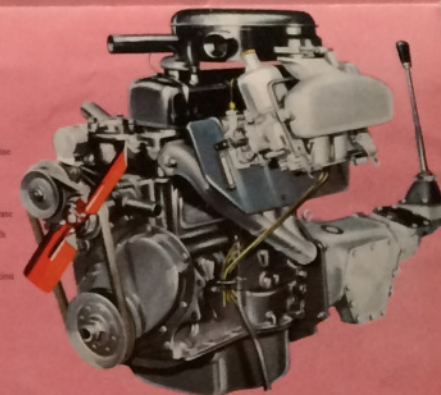
And all this luggage space

There's plenty of luggage space in the spacious boot of the Riley 4 Sixty Eight—19 cubic feet (538 m.³) of it! It opens wide for easy loading, and there's no obstruction from the spare wheel, which is stored away in a completely separate compartment under the boot.



Power for brilliant performance

This is the sports-tuned 13-litre engine that gives the Riley 4 Sixty Eight its wonderful performance. Twin carburettors help this engine to generate plenty of power that is delivered with tremendous verve and surprising economy. Result—brilliant acceleration with high cruising speeds and low running costs.



New instrument panel

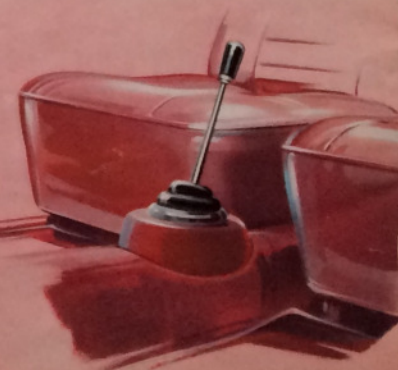
The Riley 4 Sixty Eight gives you the extra instruments a keen motorist really needs—a revolution counter, engine temperature gauge, oil pressure gauge, as well as the normal speedometer, ammeter, and fuel indicator. These instruments are grouped in a new-style cockpit right under the two-spoke steering-wheel. One glance gives you a clear view of all the instruments.



Sportsman's gear shift in the Riley 4 Sixty Eight is where you like it—on the floor in the middle of the car. And it's the short, stubby, direct lever favoured by motoring enthusiasts everywhere. It falls naturally to hand and gives you positive gear control.

Comfortable motoring

Seats in the Riley 4 Sixty Eight are designed for perfect long-distance motoring. With all wearing surfaces upholstered in real leather, they consist of latex foam cushions moulded and shaped to give positive support to thigh, back, and shoulder. Front seats are of the favoured bucket type—the rear seat is fitted with an arm-rest. To complete the interior, luxury door cappings are of fine-quality, polished walnut veneer, and carpets are deep wool pile.



SPECIFICATION

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. Overhead valves operated by push-rods from 3-bearing chain-driven camshaft. Three-bearing counterbalanced crankshaft. 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 and silencer. Fuel tank capacity 10 Imperial gallons (45.4 litres, 12 U.S. gallons). Concealed fuel filler fitted with lock.

TRANSMISSION: Borg & Beck single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of—first 15.64, second 9.52, third 5.91, top 4.3, and reverse 20.45 : 1. Central floor gear change. Hardy Spicer propeller shaft with needle-bearing universal joints. Three-quarter-floating rear axle with hypoid final reduction gears; axle ratio 4.3 : 1.

BRAKES: Girling hydraulic fully compensated brakes, pendente-type foot pedal; 9 in. (22.9 cm.) diameter brake-drums front and rear; two-leading-shoe front brakes, leading and trailing shoes at rear; simple shoe adjustment which simultaneously adjusts the hand brake; hand brake operates on rear shoes from pull-up lever through simple compensating system.

BODY AND CHASSIS UNIT: The mono-construction 4-door saloon body incorporates the body shell, floor, bulkhead, frame members, and wing valances. Large

wrap-round bumpers front and rear with over-riders. Deep, well-sprung upholstery with foam-rubber seat cushions; leather upholstery with leathercloth on non-wearing parts. Large luggage boot, 19 cu. ft. (538 m.³) capacity, with counterbalanced lid; boot lid with lock. Ground clearance 6 $\frac{1}{8}$ in. (16.9 cm.).

SUSPENSION: Independent front suspension by coil springs and wishbones, 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. Dunlop 5.90—14 tubeless tyres. Spare wheel stowed in special carrier below luggage boot.

STEERING: Cam and peg steering gearbox, ratio 15 : 1. Two-spoke, 17-in. (43.2-cm.) safety steering-wheel with half horn-ring. Turning circle 37 ft. 6 in. (11.43 m.). Track: front 4 ft. 0 $\frac{1}{2}$ in. (1.241 m.), rear 4 ft. 1 $\frac{1}{4}$ in. (1.267 m.). Left-hand-drive not available in the United Kingdom.

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt, 58-amp.-hr. battery (at 20-hr. rate); double dipping headlamps with prefocused bulbs; foot dipping switch; separate sidelights; twin stop and tail lamps; rear reflectors; number-plate lamp; non-glare instrument lighting; dual-arm, self-parking windshield wiper; twin windtone horns; flashing direction indicators with automatic cancelling control; roof lamps; ignition, headlamp main beam, and flashing signal warning lights; reversing lights.

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

CONTROLS: Lighting switch; panel light switch; combined ignition and starter switch; windshield wiper switch; mixture control; flashing direction-indicator control mounted on steering-column; windshield washer control; heater controls.

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

GENERAL EQUIPMENT: Safety glass all round; large wrap-round windshield; windshield-washing equipment; driving-mirror; pile carpets with underfelt; 4 ash-trays; 2 sun visors; door locks with fixed handles and push-button lock release; bucket-type front seats with individual adjustment; folding arm-rest in rear seat; arm-rests on rear doors; glovebox in fascia with lock; sponge-rubber protection rail above fascia; large parcel tray; provision for fitting H.M.V. radio.

OPTIONAL EXTRAS: H.M.V. radio, duotone body colours, rimblishers, heater or fresh-air system according to Export markets.

COLOUR SCHEMES:

Single-tone Body Colours:

Leaf Green with green upholstery and green carpet.

Birch Grey with crimson upholstery and carpet.

Damask Red with crimson upholstery and carpet.

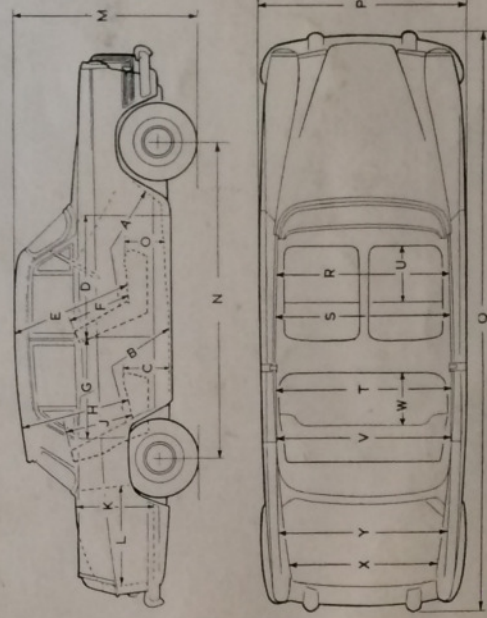
Duotone Body Colours:

Yukon Grey and Birch Grey with crimson upholstery and carpet.

Damask Red and Old English White with crimson upholstery and carpet.

Connaught Green and Leaf Green with green upholstery and carpet.

DIMENSIONS



A 3 ft. 6 in. (1.07 m.)	B 3 ft. 6 in. (1.07 m.)	C 1 ft. 1 $\frac{1}{4}$ in. (34 cm.)	D 3 ft. 1 in. (94 cm.)	E 3 ft. 1 in. (94 cm.)
F 1 ft. 8 $\frac{1}{4}$ in. (52 cm.)	G 2 ft. 8 in. (81 cm.)	H 2 ft. 11 in. (89 cm.)	J 1 ft. 10 $\frac{1}{2}$ in. (57.1 cm.)	K 1 ft. 8 $\frac{1}{2}$ in. (52 cm.)
L 2 ft. 6 in. (76 cm.)	M 4 ft. 11 $\frac{1}{2}$ in. (1.52 m.)	N 8 ft. 3 $\frac{3}{8}$ in. (2.52 m.)	O 1 ft. 2 in. (35 cm.)	P 5 ft. 3 $\frac{1}{2}$ in. (1.61 m.)
Q 14 ft. 10 $\frac{1}{2}$ in. (4.52 m.)	R 4 ft. 7 in. (1.40 m.)	S 4 ft. 3 in. (1.30 m.)	T 4 ft. 7 in. (1.40 m.)	U 1 ft. 6 $\frac{1}{2}$ in. (47 cm.)
V 4 ft. 3 in. (1.30 m.)	W 1 ft. 6 $\frac{1}{2}$ in. (47 cm.)	X 3 ft. 7 in. (1.09 m.)	Y 4 ft. 7 in. (1.40 m.)	Unladen Weight 22 $\frac{1}{2}$ cwt. (1143 kg.) approx.

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.



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