

WORLD'S MOST LUXURIOUS SMALL CAR --- WITH HYDROLASTIC[®] SUSPENSION ---



for four
LIVELY PEOPLE
and their
luggage

Even the boot is fully carpeted. And there's more space here than in any other car of comparable size. More space still (for flatter luggage) if you utilize the compartment under the rear seat.

NOTE.—To provide maximum space, to ensure maximum convenience, the spare wheel is carried beneath the easily detachable luggage boot floor.



compact as they come, lively as they go . . .
 heavenly to drive, smart to be seen in . . .
 a perfect dream of a car . . .
 styled and appointed to reflect your own good taste . . .
 craftsman-built to give you years of 'magnificent
 motoring in miniature' . . .
 the desirable, incomparable



elf

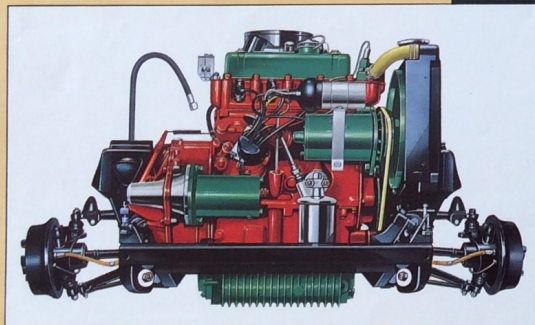
Mk. II

And look! HYDROLASTIC® suspension, too

998-c.c. ENGINE IS TRANSVERSE-MOUNTED

to provide more space for occupants and their luggage.

Developed from the famous rally-proved B.M.C. engine, it is combined in one compact unit with gearbox and differential—to reduce weight, save space, facilitate servicing.

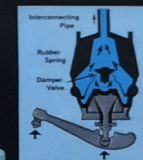
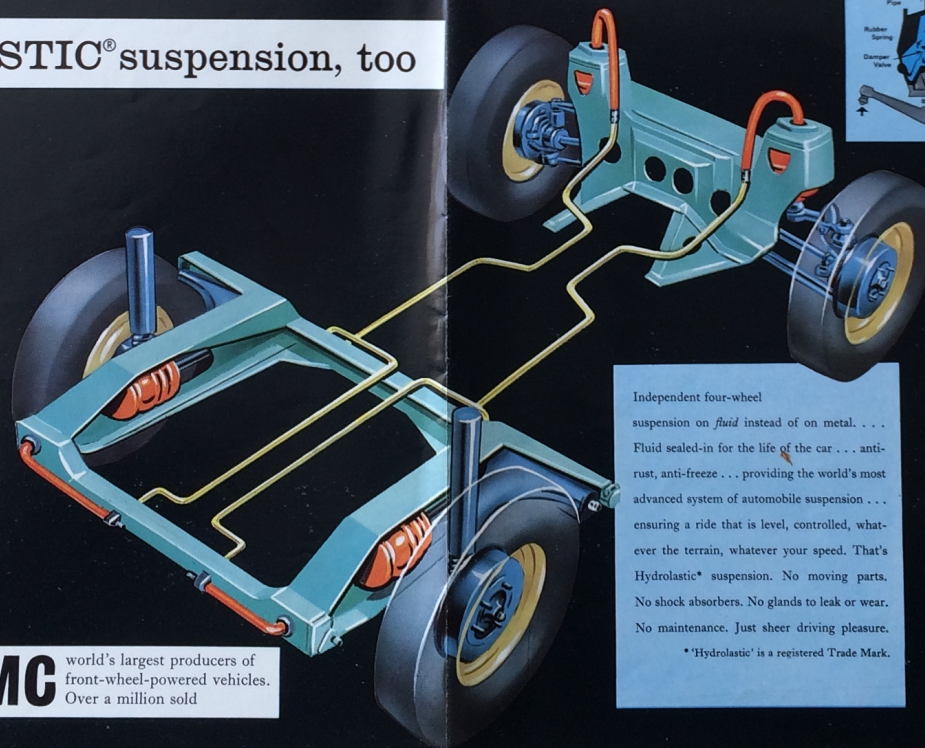


BRAKING IS SWIFTER, SURER

to match the Mk. II ELF's improved motorway performance. Front-wheel brakes incorporate two leading shoes and increased swept area. Rear-wheel brakes have leading and trailing shoes.

BMC

world's largest producers of front-wheel-powered vehicles. Over a million sold



Independent four-wheel suspension on *fluid* instead of on metal. . . . Fluid sealed-in for the life of the car . . . anti-rust, anti-freeze . . . providing the world's most advanced system of automobile suspension . . . ensuring a ride that is level, controlled, whatever the terrain, whatever your speed. That's Hydrolastic® suspension. No moving parts. No shock absorbers. No glands to leak or wear. No maintenance. Just sheer driving pleasure.

* 'Hydrolastic' is a registered Trade Mark.

Give it mountain bends, bad surfaces, a tight schedule—and it hugs the road unflinching. Performance like this doesn't just happen. It has to be engineered. Deliberately. In a new and revolutionary way. To achieve maximum performance B.M.C. designers gave the ELF front-wheel drive instead of the conventional transmission system . . . then saved still more weight by combining in one compact unit the four-speed gearbox, the differential, and the world-famous, rally-proved B.M.C. engine.

To provide better road-holding, safer cornering, they fitted the revolutionary 'Hydrolastic' suspension. To ensure better weight distribution, more room for passengers, they mounted the engine sideways between the front wheels.

This is what lies behind the outstanding quality of every RILEY ELF Mk. II. Imaginative thinking. Advanced engineering. Geared to the exacting requirements of motoring today. Backed by a lifetime's experience in building fine motor-cars.



Look at the
LUXURY

Look at the
SPACE

Fine polished woods, luxurious carpets, and soft, foam upholstery in real leather. . . . Never before has a car of this size featured such rare and luxurious appointments. Never before has so compact a car offered as standard equipment so many 'extras': heater and demister*, screen washers, parking lights, interior roof lamp and fascia lamp, internally operated bonnet lock, special sound insulation, anchor points for B.M.C. seat belts—you'll find them all in every RILEY ELF Mk. II. A full range of instruments, too. And ample space for four adults—with a flat floor for rear-seat passenger comfort. How? Because the ELF's front-wheel drive means no obstructive transmission shaft. And the revolutionary transverse mounting of its engine allows more space for occupants and their luggage.

* Optional for Export markets.



One of the
world's most
ADVANCED
SPECIFICATIONS



Look at
the COLOURS
the STYLING
the GRACE

The grace of a swallow. The styling of *haute couture*. The colourful brilliance of a hand-cut gem. They're all here . . . all the rare and exciting qualities that distinguish the RILEY ELF Mk. II from every other small car in the world. Duotone colours, too. A wide range of them.

Here, in truth, are all the refinements, all the comfort and luxury traditionally associated with the RILEY name. Here is a car of distinction for the man of discrimination.



It's years ahead in
PERFORMANCE
because it's years
ahead in DESIGN

Give it the green light—and it leaves many larger cars standing.

Give it a motorway—and it bowls you along effortlessly at speeds that confer the freedom of the outside lane for mile after mile . . . and with power to spare.

Give it the opportunity—and it squeezes miles out of a gallon as magically as a conjurer squeezes rabbits out of a hat.



SPECIFICATION

ENGINE: Four cylinders. Overhead valves with push-rod and rocker operation. Bore 64.58 mm. (2.543 in.), stroke 76.2 mm. (3.0 in.), cubic capacity 998 c.c. (60.96 cu. in.). B.h.p. 38 at 5,250 r.p.m. (40 gross). Maximum torque 52 lb. ft. at 2,700 r.p.m. Compression ratio 8.3 : 1. Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Aluminium-alloy pistons. Full-flow renewable-element external oil filter.

COOLING: By pressurized, thermostatically controlled thermo-siphon system assisted by impeller pump and fan.

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

CARBURATION: S.U. semi-down draught HS2-type carburettor fed from rear tank by rear-mounted S.U. electric SP-type fuel pump. Air cleaner and silencer. Fuel tank capacity 5½ Imperial gallons (25 litres, 6.6 U.S. gallons).

TRANSMISSION: Single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of—first 13.657, second 8.176, third 5.317, top 3.765, and reverse 13.657 : 1. Central floor gear change. Combined transmission casing and oil sump below engine crankcase. Transversely mounted power unit with mainshaft in constant mesh; differential assembly mounted on side of transmission casing. Drive transmitted by universal-jointed shafts to the front road wheels. Final drive ratio 3.765 : 1.

BRAKES: Lockheed hydraulic brakes. 7 in. by 1½ in. (17.8 cm. by 3.8 cm.) diameter brake-drums at front with two leading shoes and 7 in. by 1½ in. (17.8 cm. by 3.2 cm.) at rear with leading and trailing shoes. Simple shoe adjustment which simultaneously adjusts the hand brake. Hand brake operates on the rear drums.

BODY AND CHASSIS UNIT: Mono-construction body incorporating body shell, floor, bulkhead, and wing valances. Full-width bumpers front and rear with over-riders. Large luggage boot with torsion-bar-assisted lid.

SUSPENSION: Front: independent wishbone suspension with Hydrolastic* displacers (interconnecting front to rear); rear: independent, with trailing arms and incorporating Hydrolastic displacers.

WHEELS AND TYRES: Ventilated disc-type wheels with 4-stud fixing. Dunlop 5.20—10 tubeless tyres. Spare wheel housed in luggage boot.

STEERING: Rack-and-pinion steering with direct linkage to steering-arms on swivel hubs. 15½ in. (40 cm.) diameter 2-spoke steering-wheel with central horn-push. Left- or right-hand steering according to markets.

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 34 amp.-hr. battery (at 20-hr. rate); double-dipping headlamps; foot dipping switch; sidelights; twin stop and tail lamps; rear reflectors; rear number-plate lamps; instrument

lighting; roof lamp with courtesy switches operated by doors; dual-arm windscreen wipers; electric windtone horn; flashing direction indicators with automatic cancelling control; ignition, headlamp main-beam, oil filter renewal, and flashing signal warning lights.

INSTRUMENTS: Speedometer with total distance recorder; fuel gauge; oil pressure gauge; engine temperature gauge.

CONTROLS: Windscreen wiper switch; combined ignition and starter solenoid switch on fascia; lighting switch; mixture control; panel light switch.

VENTILATION: Double sliding windows to each door; hinged rear windows. Fresh-air-type heater and windscreen demisting equipment (optional for Export markets).

GENERAL EQUIPMENT: Safety glass all round; large curved windscreen and rear window; interior safety driving-mirror; windscreen washers; pile carpet floor covering with extra-heavy underfelt; carpeted boot; adjustable bucket-type front seats; leather upholstery with leathercloth on non-wearing parts; large gloveboxes in front compartment and parcel tray behind rear squab; large pockets in each door; companion-boxes at each side of rear seat; washable headlining; road-wheel embellishers; bright sill finishers; chromium-plated radiator grille, gear change lever, petrol filler cap; stainless steel moulding to window apertures; 2 crushable sun visors; ashtray with lid in windscreen rail; special sound insulation to body, including bonnet and boot insulation. Provision for fitting B.M.C. seat belts and Smiths Radiomobile radio.

EXPORT AVAILABILITY (at no extra cost to suit local market requirements): L.H.D. or R.H.D. steering; m.p.h. or km.p.h. speedometer; lighting and flashing equipment; towing eye.

OPTIONAL EXTRAS: Laminated-glass windscreen; Whitewall tyres or Weathermaster tyres (front only).

SELECTED ACCESSORIES (available from your Distributor or Dealer): Seat covers; door pocket ashtray; roof racks; wing mirrors; seat belts; auxiliary lamps; car-valeting items; anti-mist panels; touch-up paints; individual hand tools; rubber mats; battery charger; sun visors; mud flaps.

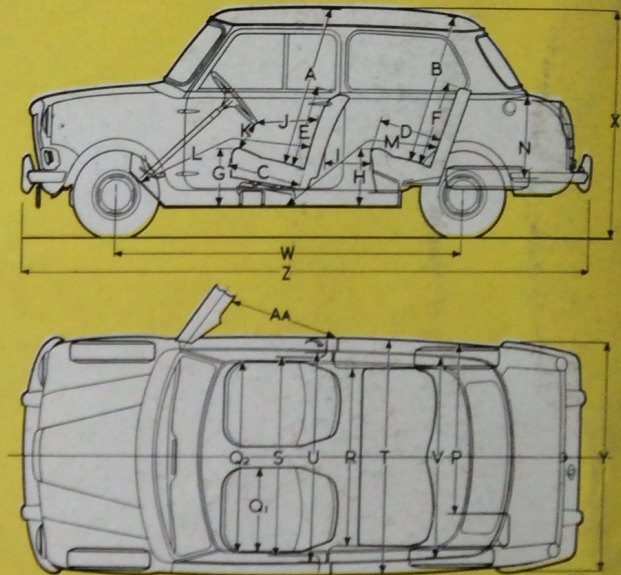
COLOURS

Body Colour	Roof Colour	Upholstery
Arianca Beige	Pale Ivory	Red
Cumberland Green	Old English White	Green
Damask Red	Whitehall Beige	Red
Florentine Blue	Old English White	Blue
Birch Grey	Old English White	Red
Yukon Grey	Birch Grey	Red

Colours are those available at time of publication. For current list see separate colour card.

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DIMENSIONS



LEADING DIMENSIONS AND WEIGHTS		English	Metric
Front seat head room	A	3' 1½"	0.95 m.
Rear seat head room	B	2' 10½"	0.88 m.
Front seat cushion depth	C	1' 6"	0.46 m.
Rear seat cushion depth	D	1' 5"	0.43 m.
Front seat squab height above cushion	E	1' 7"	0.48 m.
Rear seat squab height above cushion	F	1' 8"	0.51 m.
Front seat cushion height above floor	G	1' 1½"	0.34 m.
Rear seat cushion height above floor	H	1' 1"	0.33 m.
Distance between seats	I	{ max. 11½" min. 7½"	{ 0.29 m. 0.19 m.
Steering-wheel to squab	J	{ max. 1' 4½" min. 1' 0½"	{ 0.42 m. 0.32 m.
Steering-wheel to cushion	K	6½"	0.17 m.
Front seat leg reach	L	{ max. 3' 7½" min. 3' 4"	{ 1.10 m. 1.02 m.
Rear seat leg reach	M	{ max. 3' 8½" min. 3' 2½"	{ 1.13 m. 0.98 m.
Luggage boot height	N	1' 4"	0.41 m.
Luggage boot depth	O	2' 0½"	0.62 m.
Luggage boot width	P	3' 1"	0.94 m.
Front seat cushion width—individual	Q1	1' 8"	0.51 m.
Front seat cushion—overall width	Q2	3' 7½"	1.10 m.
Rear seat cushion—overall width	R	3' 5"	1.04 m.
Width between doors	S	max. 3' 9½"	1.16 m.
Width across rear seat	T	max. 4' 4"	1.32 m.
Shoulder width over front seat	U	3' 10"	1.17 m.
Shoulder width over rear seat	V	3' 8½"	1.13 m.
Wheelbase	W	6' 8½"	2.04 m.
Overall height	X	4' 5"	1.35 m.
Overall width	Y	4' 7½"	1.40 m.
Overall length	Z	10' 10½"	3.31 m.
Door entry width	AA	2' 8"	0.81 m.
Track at front		3' 11½"	1.20 m.
Track at rear		3' 9½"	1.16 m.
Turning circle		31' 7"	9.46 m.
Ground clearance		6½"	0.16 m.
Approximate weight		13 cwt.	665 kg.

RILEY MOTORS LIMITED

Proprietors: MORRIS MOTORS LIMITED

(Sales Division)

BOX 41 G.P.O., LONGBRIDGE, BIRMINGHAM

Overseas Business:

NUFFIELD EXPORTS LIMITED

Proprietors: MORRIS MOTORS LIMITED

COWLEY, OXFORD, ENGLAND



C.V. Jos. Ploemen-Schols
MEERSSEN