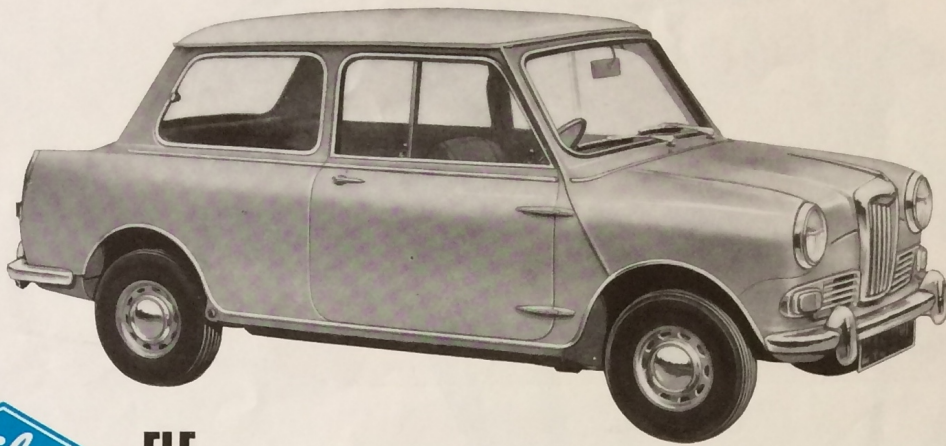


**ELF
KESTREL
4 SEVENTY TWO**



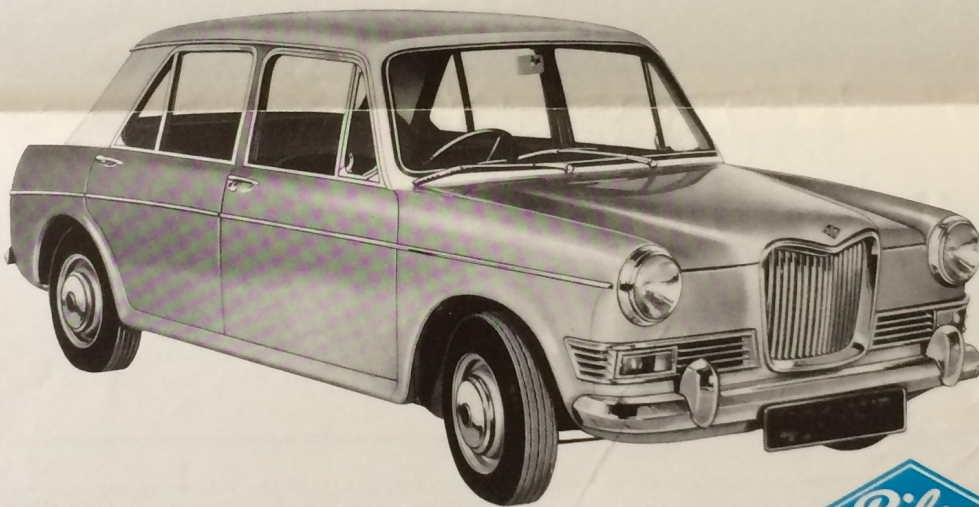
outstanding distinguished luxurious





ELF

Designed and built with all the luxury of the Riley tradition in mind, plus all the advantages of Mini-motoring. With Hydrolastic® suspension and large capacity engine, the Riley Elf has been styled and appointed to reflect your own good taste. The desirable, incomparable Riley Elf is craftsman-built to give you years of 'Magnificent Motoring' in miniature.



KESTREL



Magnificent Motoring

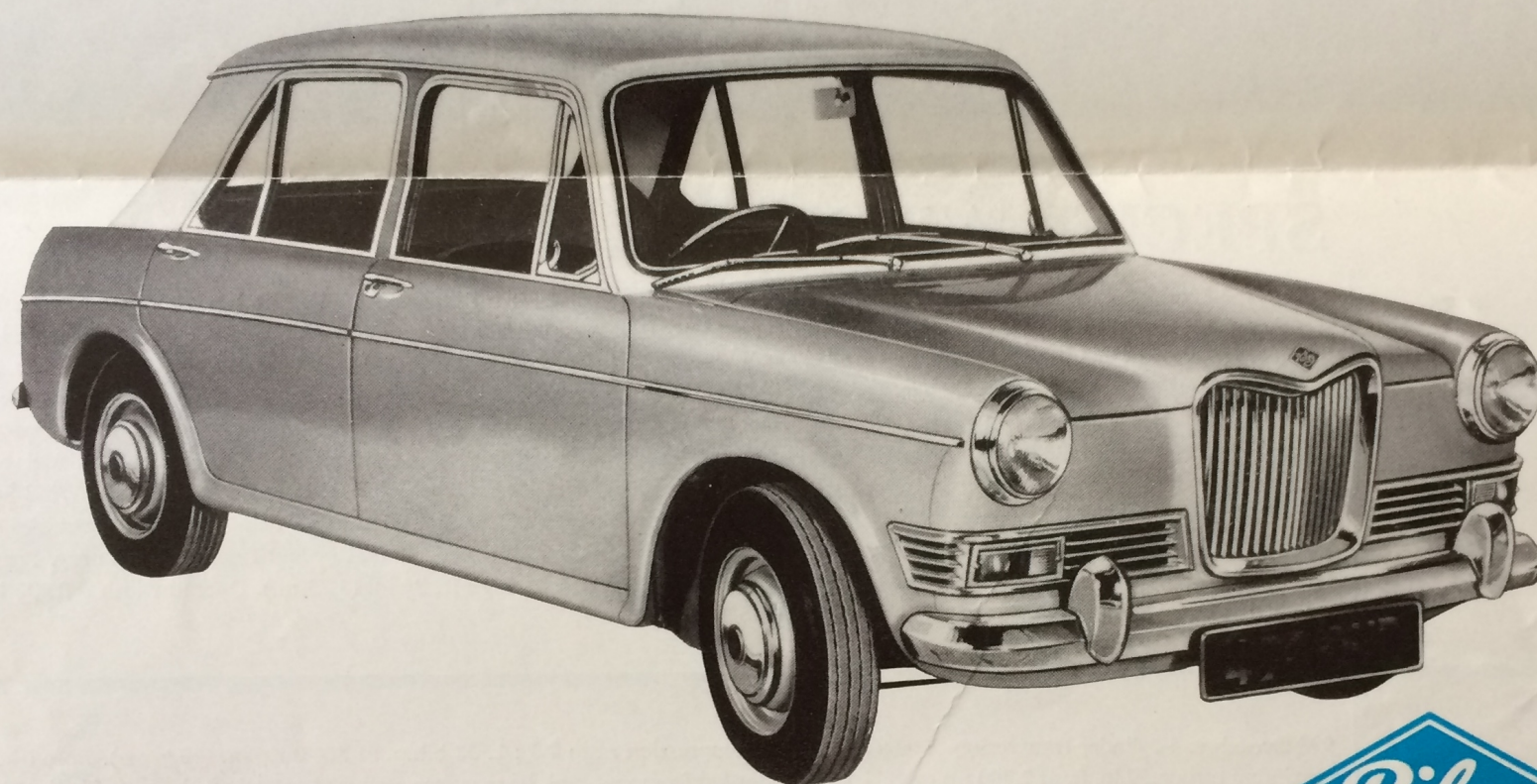


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KESTREL



Like its legendary pre-war namesake, the new Riley Kestrel sets a new high standard of performance, luxury, and compactness for the sporting motorist. The lively twin-carburettor 1098-c.c. engine with the now-famous Hydrolastic® suspension makes the Riley Kestrel a car to compliment your driving skill and enable you to recapture the pleasure of motoring.



4/SEVENTY TWO

The Riley 4/Seventy Two is a distinguished motor-car with irrepressible spirit. It has traditional Riley luxury, comfort, and stability and its standard equipment is comprehensive and luxurious. The 1622-c.c. sports-tuned engine gives brilliant acceleration and high cruising speeds. The Riley 4/Seventy Two is the car for the man who likes refinement with his speed. Automatic transmission is optional.





KESTREL

SPECIFICATIONS

1098-c.c. o.h.v. 4-cylinder transversely mounted engine. Compression ratio 8.9 : 1 (optional 8.1 : 1). 55 b.h.p. at 5,500 r.p.m. (std.). Bore 64.58 mm., stroke 83.72 mm., maximum torque 61 lb. ft. at 2,750 r.p.m. Twin S.U. carburettors fed from rear tank by rear-mounted S.U. electric fuel pump. Fuel tank capacity 8 Imperial gallons (36.4 litres). Diaphragm-spring single dry-plate clutch. Four-speed gearbox with baulk ring synchromesh on top, third, and second. Remote-control central floor gear change. Drive transmitted by universally jointed shafts to the front road wheels. Final drive ratio 4.133 : 1. Hydraulic brakes—discs at front, drums at rear. Hydrolastic suspension. Rack-and-pinion steering. High-output dynamo with current-voltage control. 12-volt, 43 amp.-hr. battery (at 20-hr. rate). Speedometer with total mileage recorder; water temperature, oil pressure and fuel gauges; revolution counter. Combined ignition/starter switch; windscreen wiper, lighting, and panel light switches. Direction indicator control. Wind-up windows on doors with hinged quarter-lights on front doors. Safety glass all round. Fresh-air-type heater and windscreen demisting equipment. Adjustable front seats and all wearing surfaces upholstered in real leather. Large panniers in front doors. Veneered, figured walnut fascia with ashtray. Provision for fitting seat belts and Smiths radio. Wide range of monotone or duotone colours. Overall length 12 ft. 2½ in. (3.73 m.). Overall width 5 ft. 0½ in. (1.53 m.). Approximate weight 16½ cwt. (840 kg.).



ELF

998-c.c. o.h.v. 4-cylinder transversely mounted engine. Compression ratio 8.3 : 1. 38 b.h.p. at 5,250 r.p.m. (40 gross). Bore 64.58 mm., stroke 76.2 mm., maximum torque 52 lb. ft. at 2,700 r.p.m. S.U. carburettor fed from rear tank by rear-mounted S.U. electric fuel pump. Single dry-plate clutch. Four-speed gearbox with baulk ring synchromesh on top, third, and second. Central floor gear change. Drive transmitted by universally jointed shafts to the front road wheels. Final drive ratio 3.765 : 1. Fuel tank capacity 5½ Imperial gallons (25 litres). Hydraulic drum brakes front and rear. Hydrolastic suspension. Rack-and-pinion steering. High-output dynamo with current-voltage control. 12-volt, 34 amp.-hr. battery (at 20-hr. rate). Speedometer with total distance recorder; fuel, oil pressure, and engine temperature gauges. Combined ignition/starter switch; windscreen wiper, lighting, and panel light switches. Direction indicator control. Double sliding windows to each door, hinged rear windows. Fresh-air-type heater and windscreen demisting equipment. Safety glass all round. Special sound insulation to body. Spacious interior with leather upholstery (leathercloth on non-wearing parts). Large pockets in doors and beside rear seat, glovebox in fascia and parcel shelf behind rear squab. Provision for fitting seat belts and Smiths radio. Wide range of duotone colours. Overall length 10 ft. 10⅝ in. (3.31 m.). Overall width 4 ft. 7½ in. (1.40 m.). Approximate weight 13 cwt. (665 kg.).



4/SEVENTY TWO

1622-c.c. o.h.v. 4-cylinder engine. Compression ratio 8.3 : 1. 68 b.h.p. (net) at 5,000 r.p.m. Bore 76.2 mm., stroke 88.9 mm., maximum torque 89 lb. ft. at 2,500 r.p.m. Twin S.U. carburettors fed from rear tank by rear-mounted S.U. electric fuel pump. Fuel tank capacity 10 Imperial gallons (45.4 litres). Single dry-plate clutch. Four-speed gearbox with synchromesh on second, third, and top gears. Remote-control central floor gear change. Axle ratio 4.3 : 1. Automatic transmission, with selector lever mounted on steering-column, available as an optional extra. Hydraulic drum brakes front and rear. Independent front suspension by coil springs and wishbone, hydraulic piston-type dampers and anti-roll bar. Rear suspension by semi-elliptic springs, piston-type hydraulic dampers, and stabilizer bar. Cam-and-peg steering. High-output dynamo with current-voltage control; 12-volt, 58 amp.-hr. battery (at 20-hr. rate). Speedometer with trip and total mileage recorder; engine revolution counter; fuel, engine temperature, and oil pressure gauges; ammeter; electric clock. Combined ignition/starter switch; windscreen wiper lighting and panel light switches. Direction indicator control. Winding windows and hinged ventilation panels to all doors; fresh-air heater and windscreen demisting equipment. Safety glass all round. Adjustable front seats, folding arm-rest on rear seat. Provision for fitting seat belts and Smiths radio. Wide range of duotone and monotone colours. Overall length 14 ft. 10½ in. (4.52 m.). Overall width 5 ft. 3½ in. (1.61 m.). Approximate weight 22½ cwt. (1140 kg.).

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