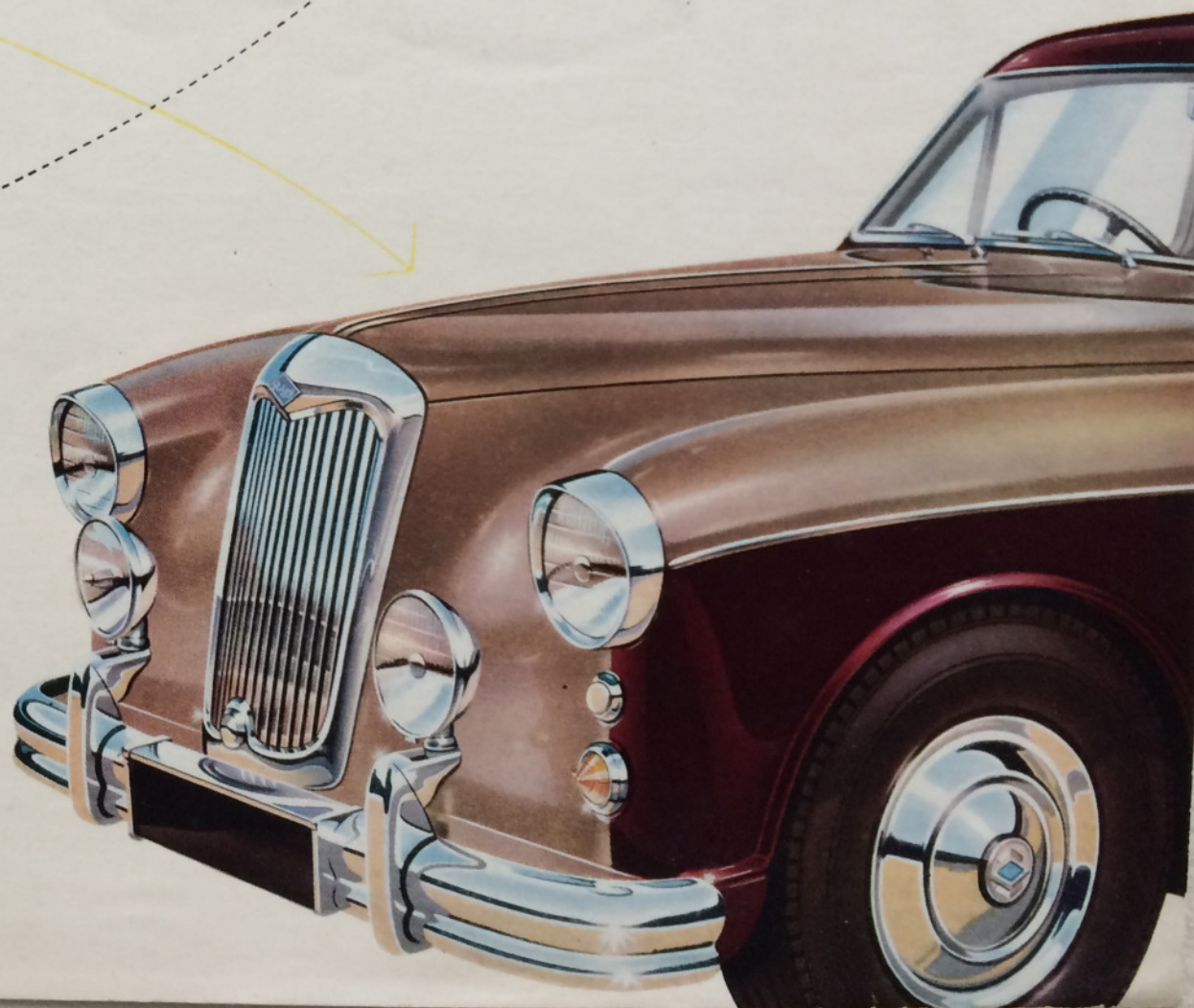


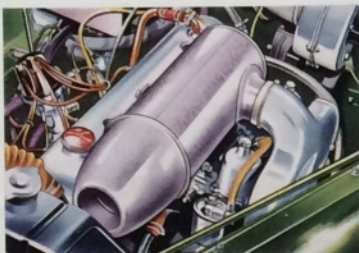
the new Two-Point-Six

created by enthusiasts
..... for enthusiasts

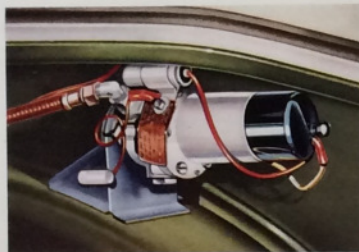


new Riley 6-cylinder *Power*

The new engine and ancillary under-bonnet equipment are well laid out for easy maintenance. Twin S.U. carburettors are fitted with a new high-efficiency sports-car-type air cleaner.



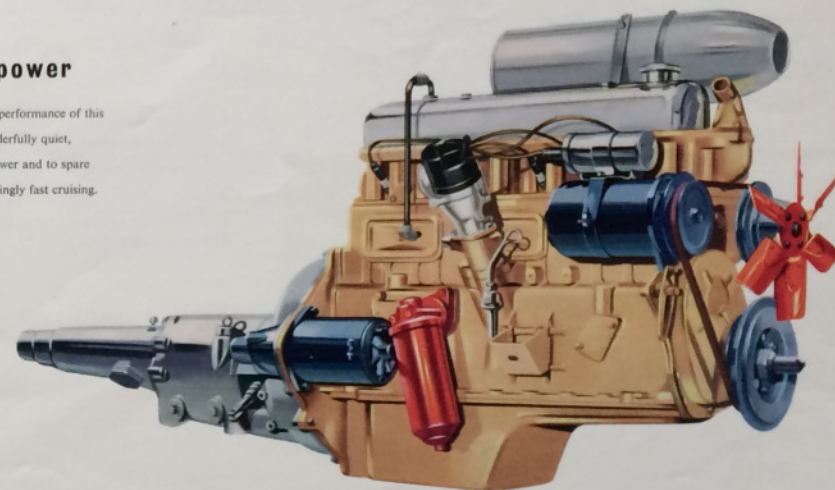
Rear-mounted, high-pressure S.U. electric pump ensures silent, reliable fuel feed to carburettors under all conditions. Vapour locks, even in mountainous areas, are now a hazard of the past.



101 developed horse-power

There's untold satisfaction, pride, and pleasure in the vigorous performance of this advanced new Riley six-cylinder engine. Silky-smooth and wonderfully quiet, yet it packs 101 thrilling brake-horse-power. There's enough power and to spare for acceleration that pushes you back in your seat and for excitingly fast cruising.

two-point-six litre



Magnificent Six Cylinder Motoring



a rare combination of

classic beauty luxurious comfort and high-speed performance



Long-range lamp

An auxiliary long-range driving lamp with an intense 100,000 candle-power beam is fitted for fast night driving. It is extinguished when headlights are dipped and has, also, a separate hand control. A powerful fog lamp is also provided.

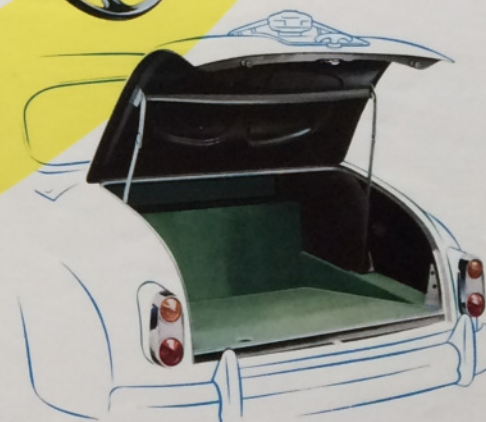


Interior

Here is a car where one can relax into leather—where one's feet rest in deep-pile carpets and one's eye is gladdened by rich, deeply polished walnut. Temperature is finely controlled by a heater/ventilator unit. Large safety-glass windows give good all-round vision. In an atmosphere of comfort and quietness long journeys become exhilarating and destinations arrive all too quickly.

Facia

The beautifully conceived facia contains a full complement of instruments. The steering wheel has a deep-sunk centre for safety, and a padded facia rail is also included. Provision is made for fitting H.M.V. car radio at extra cost.

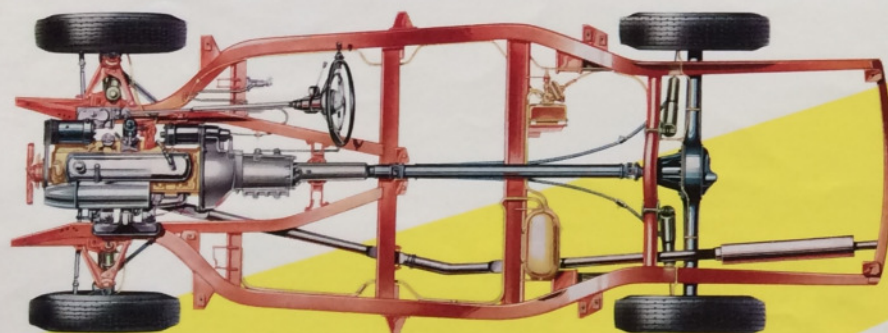


Spacious luggage boot

A flat floor and good width make the 11 cu. feet (31 m.³) of luggage space really useful. The lid is counterbalanced for ease of opening. A really comprehensive tool kit is provided. The spare wheel is mounted on a special carrier beneath the floor and is accessible without disturbing the luggage.

Sturdy chassis

Of welded box-section steel construction, the Riley chassis is extremely rigid yet light. Independent front suspension by torsion bars, a Riley-pioneered feature, and cam and lever steering allow safe 'hair'-s-breadth control at speeds up to the highest of which the car is capable.



Colour availability

Black with either two-colour green upholstery and green carpet, two-colour maroon upholstery and maroon carpet, or biscuit and brown upholstery and maroon carpet.

Basilica Blue and Teal Blue with two-colour grey upholstery and blue carpet.

Shannon Green and Leaf Green with either two-colour green upholstery and green carpet or biscuit and brown upholstery and green carpet.

Charcoal Grey and Frilford Grey with either two-colour grey upholstery and maroon carpet or two-colour maroon upholstery and blue carpet.

Maroon and Kashmir Beige with either two-colour maroon upholstery and maroon carpet or biscuit and brown upholstery and maroon carpet.

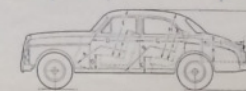
Black and Frilford Grey with either two-colour maroon upholstery and maroon carpet or two-colour grey upholstery and blue carpet.

Black and Chartreuse Yellow with either two-colour green upholstery and green carpet or biscuit and brown upholstery and green carpet.

In the case of the duotone body finishes the lighter colour is the centre body colour.

Dimensions

A (max.)	A (min.)	B (max.)	B (min.)	C	D	E	F	G	H
46 in. 117 cm.	41 in. 104 cm.	43 in. 109 cm.	40 in. 101 cm.	13 in.	35 in. 89 cm.	37 in. 94 cm.	23 in. 58 cm.	33 in. 84 cm.	36 in. 91 cm.
J	K	L	M	N	O	P	Q	R	S
25 in. 63 cm.	19 in. 48 cm.	32 in. 81 cm.	61 in. 155 cm.	113 1/2 in. 288 cm.	121 in. 307 cm.	67 in. 170 cm.	185 1/2 in. 471 cm.	55 1/2 in. 141 cm.	54 1/2 in. 138 cm.
T	U	V	W	X	Y	Unladen Weight:		Luggage Boot Capacity:	
57 in. 145 cm.	20 in. 51 cm.	53 1/2 in. 136 cm.	18 in. 46 cm.	41 in. 104 cm.	41 1/2 in. 105 cm.	121 cwt. 1638 kg.		11 cu. ft. (31 m. ³)	



Turning circle 37 ft. 6 in. (11.429 m.). Ground clearance 6 1/2 in. (16.5 cm.). Track: front 54 1/2 in. (1.381 m.), rear 54 1/2 in. (1.381 m.).

ENGINE: Six cylinders: bore 79.375 mm. (3.125 in.), stroke 88.9 mm. (3.5 in.), cubic capacity 2639.4 c.c. (161.06 cu. in.); compression ratio 8.3 : 1, developing 101 brake-horse-power at 4,750 r.p.m. Overhead valves operated by push-rods from 4-bearing camshaft. Duplex roller chain drive to camshaft with automatic tensioner. Four-bearing, forged-steel, counterbalanced crankshaft. Renewable steel-backed white-metal-bearing liners. Aluminium-alloy pistons, fitted with 3 compression rings and 1 oil control ring. Lubrication by eccentric vane-type oil pump driven by the camshaft. Renewable element external full-flow oil filter.

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

IGNITION: By battery and coil. Automatic advance and retard with centrifugal and vacuum control and micrometer adjustment. Suppressor equipment.

CARBURATION: Twin S.U. H4 automatic carburettors with air cleaner and silencer. Fuel supply by rear-mounted S.U. high pressure electric pump from 13-gallon (59-litre, 15.5 U.S. gallon) fuel tank. Concealed fuel filler fitted with lock.

TRANSMISSION: Borg & Beck single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh engagement on second, third, and top gears, giving overall gear ratios of: first 12.93, second 8.03, third 5.60, top 3.90, and reverse 17.52 : 1. Short gear change lever conveniently placed at side of car with remote control. Hardy Spicer propeller shaft with needle-bearing universal joints and reverse spline sliding joints. Three-quarter-floating axle with hypoid final reduction gears.

BRAKES: Servo-assisted, high-stability, Lockheed hydraulic, fully compensated brakes operate on all 4 wheels from the foot pedal. The hand brake is cable-operated from a pull lever alongside the steering column, acting on the rear shoes through a relay lever.

CHASSIS FRAME: Sturdy box-section chassis frame of exceptionally rigid construction designed to give maximum stiffness with minimum weight.

BODY: All-steel with turret-type roof. Large one-piece curved windshield and large rear window. Full-width bumpers front and rear fitted with over-riders.

SUSPENSION: Independent front wheel suspension by torsion bars splined into wishbones and provided with vernier adjustment. Rear suspension by rubber-mounted semi-elliptic springs. Double-acting hydraulic telescopic dampers front and rear.

WHEELS AND TYRES: Ventilated disc-type wheels with 5-stud fixing fitted with chromium-plated wheel discs. Dunlop 6.70—15 tubeless tyres. Spare wheel housed in special carrier under luggage boot.

STEERING: Cam and lever steering box directly connected to steering arms on steering swivel pins by a track-rod with ball-jointed tie-rod extensions, giving exceptionally precise steering. Three-spoke safety-type steering wheel with horn ring. Right or left-hand drive available according to market. (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 hour rate); double dipping headlights with prefocused twin-filament bulbs; hand-operated headlamp dipping switch mounted on steering column; headlamp main beam warning light; separate parking lamps mounted below headlamps; twin stop and tail lamps with rear reflectors; reversing lamp with automatic switch; number-plate lamp; fog lamp; long-range driving lamp; ignition warning light; map-reading lamp; dual-arm self-parking windshield wiper; twin windtone horns; flashing signal direction indicators with warning light; 2 interior roof lamps operated by automatic switches on rear doors and also individually; instrument panel lighting.

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

CONTROL PANEL: Fog and driving lamp switches; ventilation and demisting controls; ignition switch; starter switch; mixture control; windshield wiper switch; panel light switch; two-position lamp switch; windshield washer control.

VENTILATION: Heating, ventilating, and windshield demisting equipment with fresh-air intake on scuttle controlled from driving position; winding windows to all doors with hinged ventilating panels on front doors.

GENERAL EQUIPMENT: Safety glass all round; deep well-sprung upholstery with foam rubber seat cushion overlays; leather upholstery with leathercloth on non-wearing parts; bucket-type or bench-type adjustable front seats to choice; 3-place rear seat with folding centre arm-rest; pile carpets; ashtrays front and rear; driving mirror with anti-glare control; fixed door handles with press-button door release; door locks; door check strap with automatic catches to hold doors in open position; arm-rests on all doors also act as door-pulls; large parcel shelf behind rear seat; glovebox in fascia with lock; polished wood fascia with sponge rubber protection rail; polished wood door cappings and surrounds; 2 sun visors; large luggage boot with easy-to-operate counterbalanced lid (capacity 11 cu. ft. or 31 m.³); windshield-washing equipment; provision for fitting H.M.V. radio.

OPTIONAL EQUIPMENT: Automatic transmission; overdrive; radio.

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