



Keestrel





Keestrel

A full range of instruments is set off by the warm gleam of polished woods. Here, as elsewhere, quiet luxury is the keynote.



The most
FOR MAGNIFICENT
MOTORING

Small-car handling and parking.
Big-car comfort for a family of five.
And all their luggage.



compact, most luxurious sporting 5-seater

As ahead of its time as its legendary pre-war namesake. That's the revolutionary new RILEY KESTREL. Setting the standard for the 1970s. Combining *performance* with *compactness* with *luxury* to a degree unmatched by any other sporting

saloon of its size. The feel of real leather. The gleam of real wood. All reflect the character and craftsmanship that are so much a part of the Riley tradition. All contribute to the pride you'll feel when driving this new RILEY KESTREL.



Kestrel

the lustre of the Riley name plus the brilliance of BMC engineering

A name for style that's admired and applauded wherever sportsmen meet. A name for elegance that graces a paddock as nobly as it does a motorway. The proud name of RILEY. One of the oldest marques in the history of sporting motoring—combined with the newest engineering developments from BMC. These are some of the unique advantages you get with this new RILEY KESTREL. The technical wizardry is explained on the following pages.





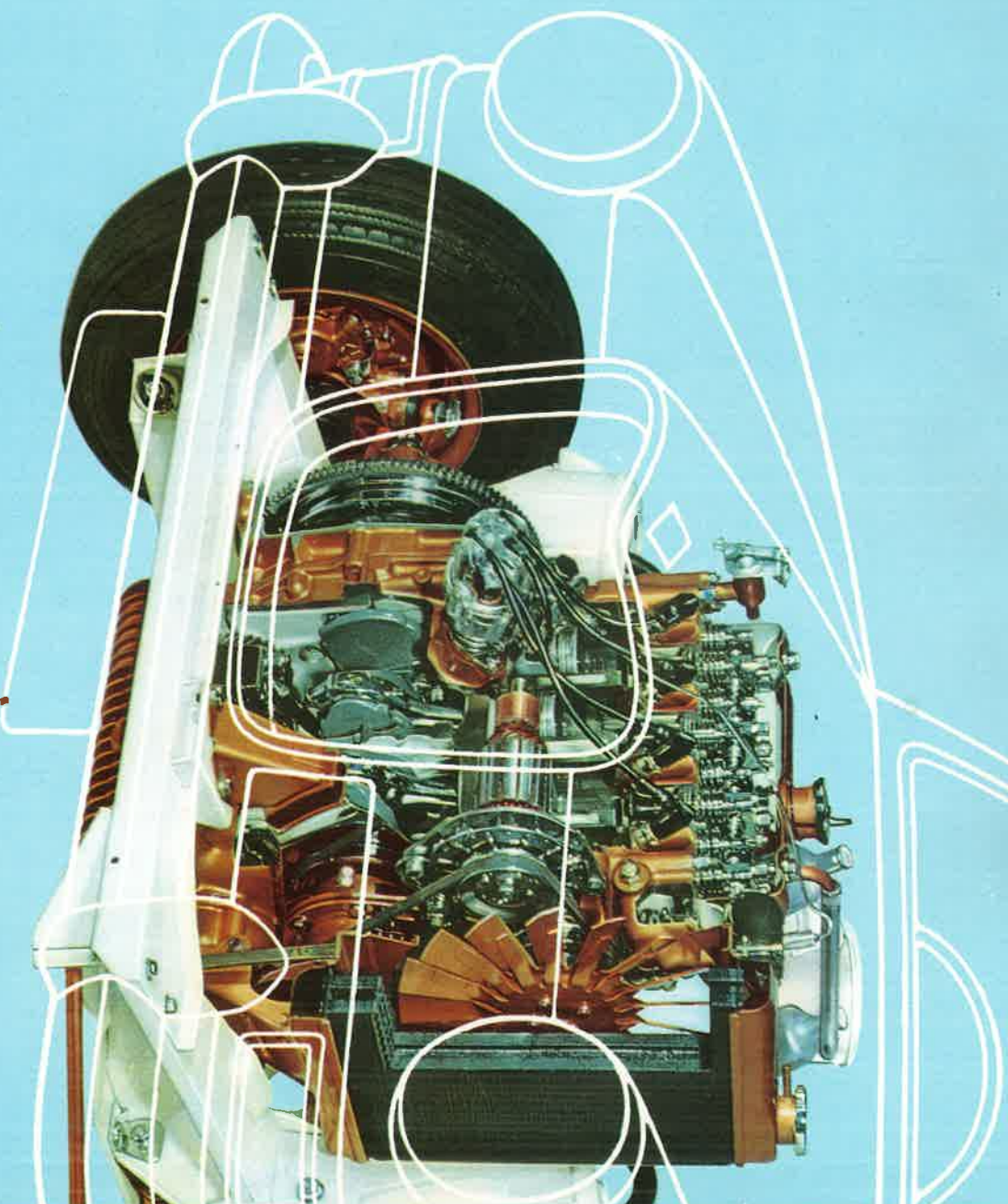
the appeal of a space-saving weight-saving east-west engine

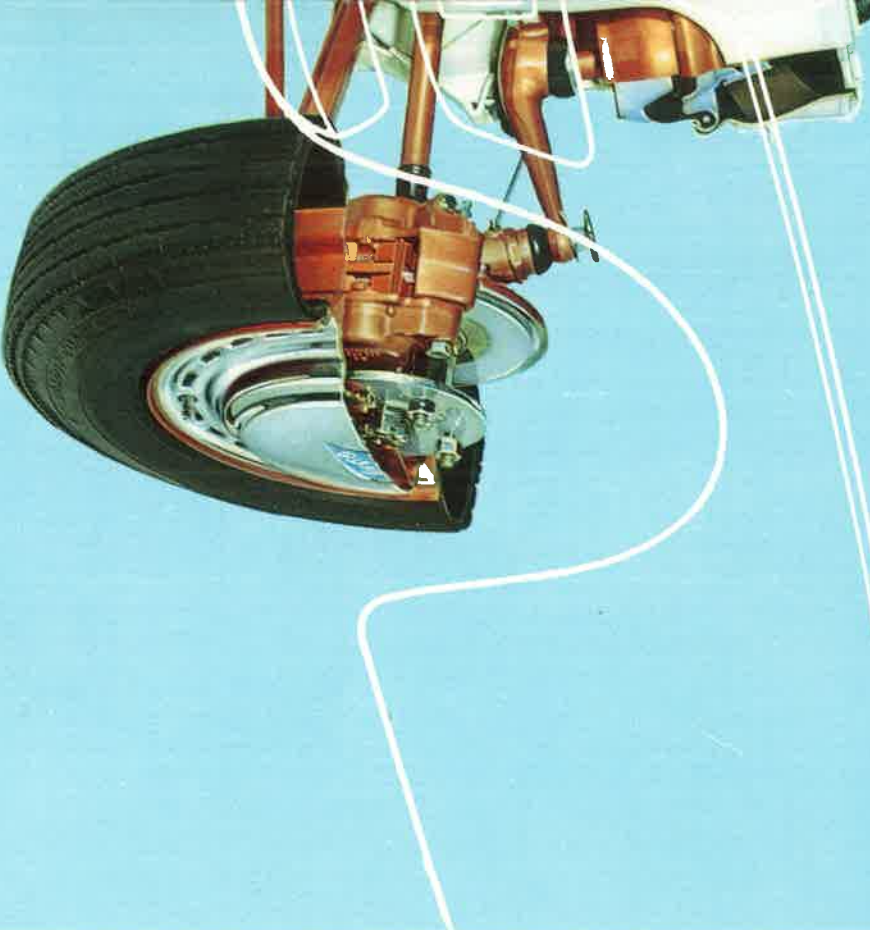
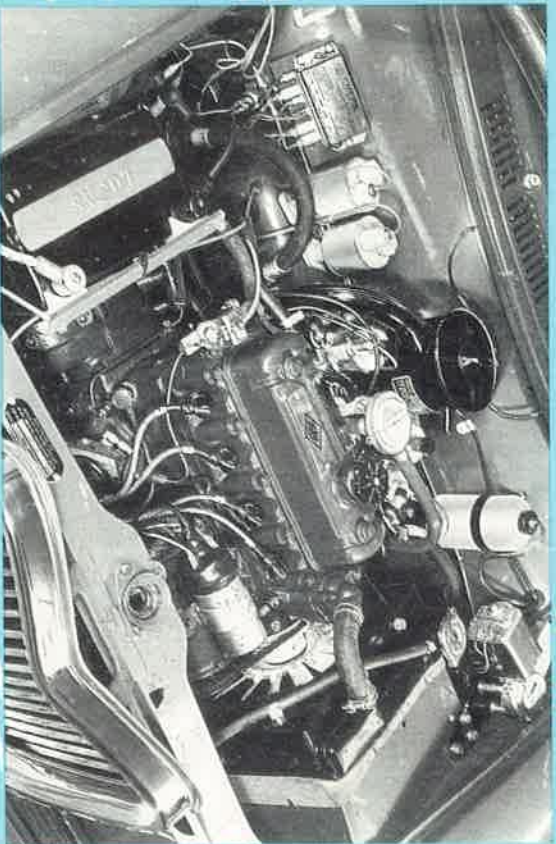
plus front-wheel drive for better road-holding, twin carbs. for added thrust

The lively twin-carburettor 1098 c.c. engine is combined with clutch, gearbox, and final drive in a single space-saving, weight-saving power pack. Then transverse-mounted to leave still more room for passengers and their luggage. Front-wheel drive means improved road-holding, further weight-saving, still better performance.

the added safety of front disc brakes

Self-adjusting disc brakes of 8" diameter on front wheels ensure fade-free braking at all speeds. Pressure-limiting valve between master-cylinder and rear drum brakes apportions braking more accurately between front and rear wheels—for both wet and dry road conditions.





Kestrel

the supreme comfort of hydrolastic[®] suspension . . .

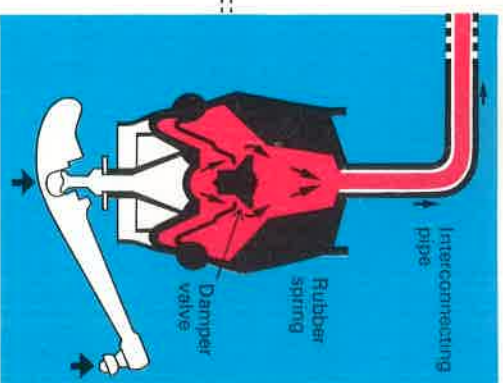
to smoothe the miles, absorb the hours and make
every journey more relaxing

No pitching. No rolling. No jolting. Because of separate pitch and roll control bars. Because of rubber-mounted sub-frames. Because, above all, of the luxury of 'Hydrolastic' suspension—the world's most advanced system of automobile springing.

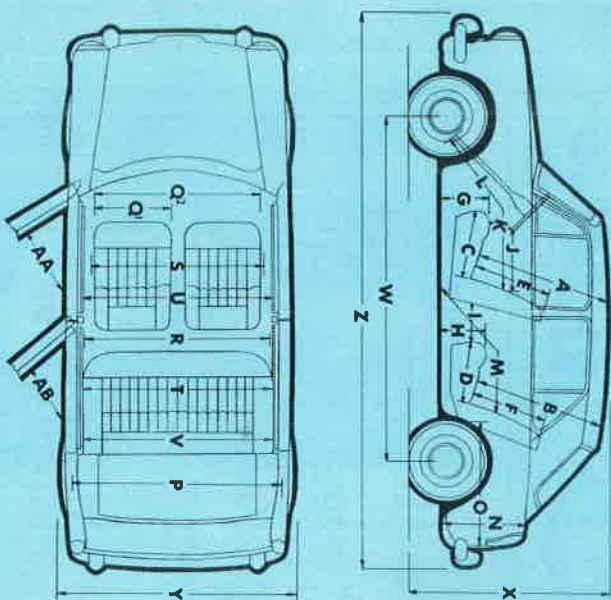
This uses a water-based, anti-freeze fluid to apply the dynamic force to the rubber spring units on which each wheel is carried.

The fluid is interconnected, by pipes, to the front and rear suspension units on the same side of the car. This enables the wheels at the back to anticipate the action of those at the front. Thus road-bumps are ironed-out—and the Riley Kestrel maintains an even keel. Always.

That's 'Hydrolastic' suspension. No moving parts. No glands to leak or wear. No maintenance.



DIMENSIONS



Front seat head room ..	A	37 in.	93.98 cm.
Rear seat head room ..	B	36 in.	91.44 cm.
Front seat cushion depth ..	C	18 in.	46.99 cm.
Rear seat cushion depth ..	D	17 in.	43.18 cm.
Front seat squab height above cushion ..	E	18 in.	45.72 cm.
Rear seat squab height above cushion ..	F	22 in.	55.88 cm.
Front seat cushion height above floor ..	G	13 in.	34.29 cm.
Rear seat cushion height above floor ..	H	13 in.	34.29 cm.
Distance between seats—minimum ..	I	14 in.	35.56 cm.
Steering-wheel to squab—maximum ..	J	10 in.	25.40 cm.
Steering-wheel to squab—minimum ..	K	16 in.	41.91 cm.
Steering-wheel to cushion ..	L	12 in.	31.75 cm.
Front seat leg reach—maximum ..	M	7 in.	19.05 cm.
Front seat leg reach—minimum ..	N	45 in.	115.57 cm.
Rear seat leg reach—maximum ..	O	42 in.	107.95 cm.
Rear seat leg reach—minimum ..	P	44 in.	112.58 cm.
Luggage boot height ..	Q	44 in.	112.58 cm.
Luggage boot width ..	R	22 in.	55.88 cm.
Front seat cushion width—individual ..	S	33 in.	83.82 cm.
Front seat cushion overall width ..	T	47 in.	120.6 cm.
Width between front doors—maximum ..	U	20 in.	50.8 cm.
Width across rear seat—maximum ..	V	46 in.	117.3 cm.
Shoulder width over front seat ..	W	50 in.	127.0 cm.
Shoulder width over rear seat ..	X	52 in.	132.1 cm.
Wheelbase ..	Y	61 in.	155.1 cm.
Overall height ..	Z	93 in.	237.5 cm.
Overall width ..		63 in.	160.0 cm.
Overall length ..		146 in.	371.2 cm.
Front door entry width ..	AA	28 in.	71.12 cm.
Rear door entry width ..	AB	26 in.	66.04 cm.
Track at front ..		51 in.	129.7 cm.
Track at rear ..		50 in.	127.0 cm.
Ground clearance ..		6 in.	15.24 cm.
Kerb weight ..		1,852 lb.	840 kg.

SPECIFICATION

ENGINE: Four-cylinder o.h.v. transversely mounted engine; bore 64.55 mm. (2.543 in.), stroke 83.17 mm. (3.296 in.), cubic capacity 1098 c.c. (67 cu. in.). Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Aluminium-alloy pistons. Compression ratio 8.9 : 1 (optional 8.1 : 1); develops 55 b.h.p. at 5,500 r.p.m. (std.). Maximum torque 61 lb. ft. at 2,750 r.p.m.

Fuel System: Twin S.U. HS2-type semi-down-draught carburetors fed from rear-mounted S.U. electric fuel pump. Paper element air cleaner with silencer. Filters contained in fuel tank and fuel pump. Tank is fitted under luggage boot and has capacity of 8 Imperial gallons (9.5 U.S. gallons, 36.4 litres).

Lubrication System: Sump forms oil bath for gearbox and final drive. External full-flow oil filter with renewable element. Oil capacity (including transmission) 7 1/2 pints (9 U.S. pints, 4.25 litres) plus 1 pint (1.2 U.S. pints, .57 litre) for external filter.

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

Cooling System: Water-cooled, pressurized, system with separate expansion chamber. Circulation thermostatically controlled assisted by impeller pump and fan. Coolant capacity 6 1/2 pints (8.1 U.S. pints, 3.8 litres), including heater.

TRANSMISSION: Clutch: Diaphragm spring single dry plate, 7 1/2 in. (18 cm.) diameter, with hydraulic operation.

Gearbox: Four-speed with baulk ring synchromesh on second, third, and top gears. Remote-control central floor gear change lever. Combined transmission casing and oil sump below engine crankcase. Engine mainshaft in constant mesh with differential assembly mounted on side of transmission casing. Drive transmitted by universally jointed shafts to the front road wheels. Overall gear ratios—first 14.95, second 8.98, third 5.83, top 4.133, and reverse 14.99 : 1. Final drive ratio 4.133 : 1. Road speed at 1,000 r.p.m. in top gear 14.92 m.p.h.

STEERING: Rack and pinion, with direct linkage to steering-arms on swivel pins, 16 1/2 in. (41.2 cm.) diameter steering-wheel, 3 1/2 turns lock to lock. Left-hand or right-hand steering according to market. Turning circle 34 ft. (10.365 m.).

SUSPENSION: front: Independent wishbone suspension with Hydrolastic* displacers (interconnecting front to rear). Rear: Independent trailing arms with Hydrolastic displacers. Auxiliary springs and anti-roll bar.

BRAKES: Lockheed hydraulic brakes. Pendant-type pedal, 8 in. (20.3 cm.) diameter self-adjusting disc brakes front and 8 in. (20.3 cm.) diameter brake drums at rear with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjust the hand brake. Central pull-up lever operates the hand brake on rear drums. A pressure-limiting valve is introduced between the master cylinder and the rear drum brakes to more accurately apportion braking between front and rear wheels for both wet and dry road conditions.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.

RILEY MOTORS LIMITED

Proprietors: MORRIS MOTORS LIMITED

(Sales Division)

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

Overseas Business:

BMC EXPORT SALES LIMITED

LONGBRIDGE, BIRMINGHAM, ENGLAND

WHEELS AND TYRES: Dunlop 5-50—12 tubeless tyres on ventilated disc-type 4J x 12 in. wheels with four-stud fixing. Spare wheel housed in luggage compartment. Wheel trims fitted as standard.

ELECTRICAL: High-output dynamo with current-voltage control; 12-volt, 40-amp, -hour battery (at 20-hour rate) located in engine compartment; double dipping sealed-beam headlights; foot-operated dip switch; parking lights; twin stop/tail lamps; rear reflectors; number-plate lamp; flashing direction indicators with self-cancelling control; instrument and parcel shelf lamps; dual-arm windscreen wipers; twin electric horns; interior roof light with courtesy switch; warning lights for ignition, headlight main beam, oil pressure, and oil filter renewal; self-cancelling flasher switch lever on steering-column incorporating warning lamp.

INSTRUMENTS: Speedometer with total mileage recorder; oil pressure, water temperature and fuel gauges; revolution counter.

CONTROLS: Ignition/starter switch; mixture control; lighting switch; panel light switch; windscreen washer, windscreen wiper, and flashing direction indicator control with combined headlight flasher switch. Fresh-air heater/demister unit.

COACHWORK: Four-door saloon of mono-construction, rubber-mounted to front and rear sub-frame assemblies to give insulation between road wheels and body. Full-width bumpers with over-riders front and rear. External rotary ratchet-type locks on both front doors; front and rear doors lock from inside; children's safety catches fitted to all doors. Large paniers in front doors. Wind-up windows on doors; hinged quarter-lights on front doors. Curved safety-glass windscreen with curved backlight and sidelights. Veneered, figured walnut fascia with ashtray; central ashtray for rear compartment. Two crushable sun visors. Interior safety rear-view mirror. Adjustable front seats, and all wearing surfaces upholstered in real leather. Fitted carpets on floor. Luggage boot at rear of car fitted with locking spring-assisted lid; capacity 9 1/2 cu. ft. (27 m.³). Bonnet lock cable operated from inside car; separate safety catch; bonnet held open by telescopic prop. Anchor points for seat belts at front. Provision for radio.

OPTIONAL EXTRAS: Laminated-glass windscreen; whitewall and Weathermaster tyres; reclining front seats; electrically heated rear window.

EXPORT AVAILABILITY: To satisfy world market requirements the following variations from the production specification are available for Export at no extra cost: right- or left-hand steering, m.p.h. or km.p.h. speedometer; lighting equipment to suit Export requirements. The following items are available at extra cost: fresh-air heater/demister; fresh-air unit; laminated windscreen; whitewall tyres; Weathermaster tyres.

SELECTED ACCESSORIES: Available through your Distributor or Dealer: Wing mirrors; seat belts; roof racks; auxiliary lamps; seat covers; car valuing items; locking petrol cap; anti-rust panels; touch-up paints; hand tools; the extinguisher; exhaust trim; badge bar.

COLOURS: A wide range of colours and trim is available. Current colour combinations can be obtained from your Distributor or Dealer. * 'Hydrolastic' is a registered Trade Mark.

Fa. JOS. PLOEMEN-SCHOLS

Amblyerweg 2

ROTHERM - MEERSSEN

