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*surely the most luxurious small car in the world * * **

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

Mark II

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**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 (Mark 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.

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**One of the
world's most
ADVANCED
SPECIFICATIONS**

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.





**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 (Mark 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.



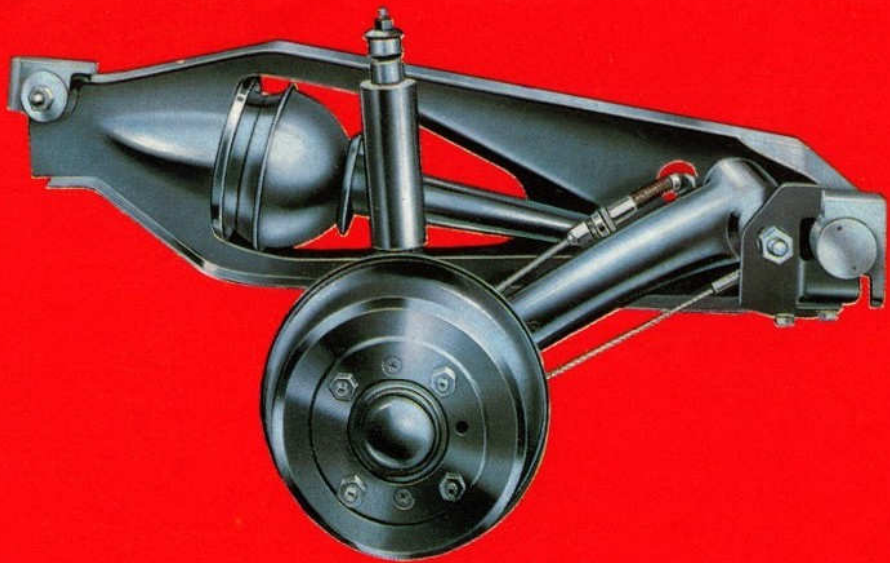
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**It's years ahead in
PERFORMANCE
because it's years
ahead in DESIGN**

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.



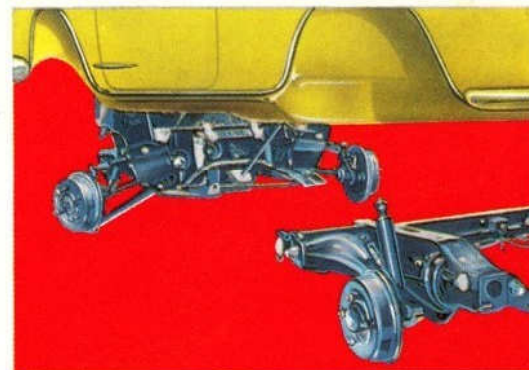


**HERE'S WHAT GIVES IT
A SMOOTHER, SAFER RIDE . . .**

Independent rubber suspension—on all four wheels. To provide better traction, safer cornering, added safety. To smooth out the miles and ensure that you never arrive tired.

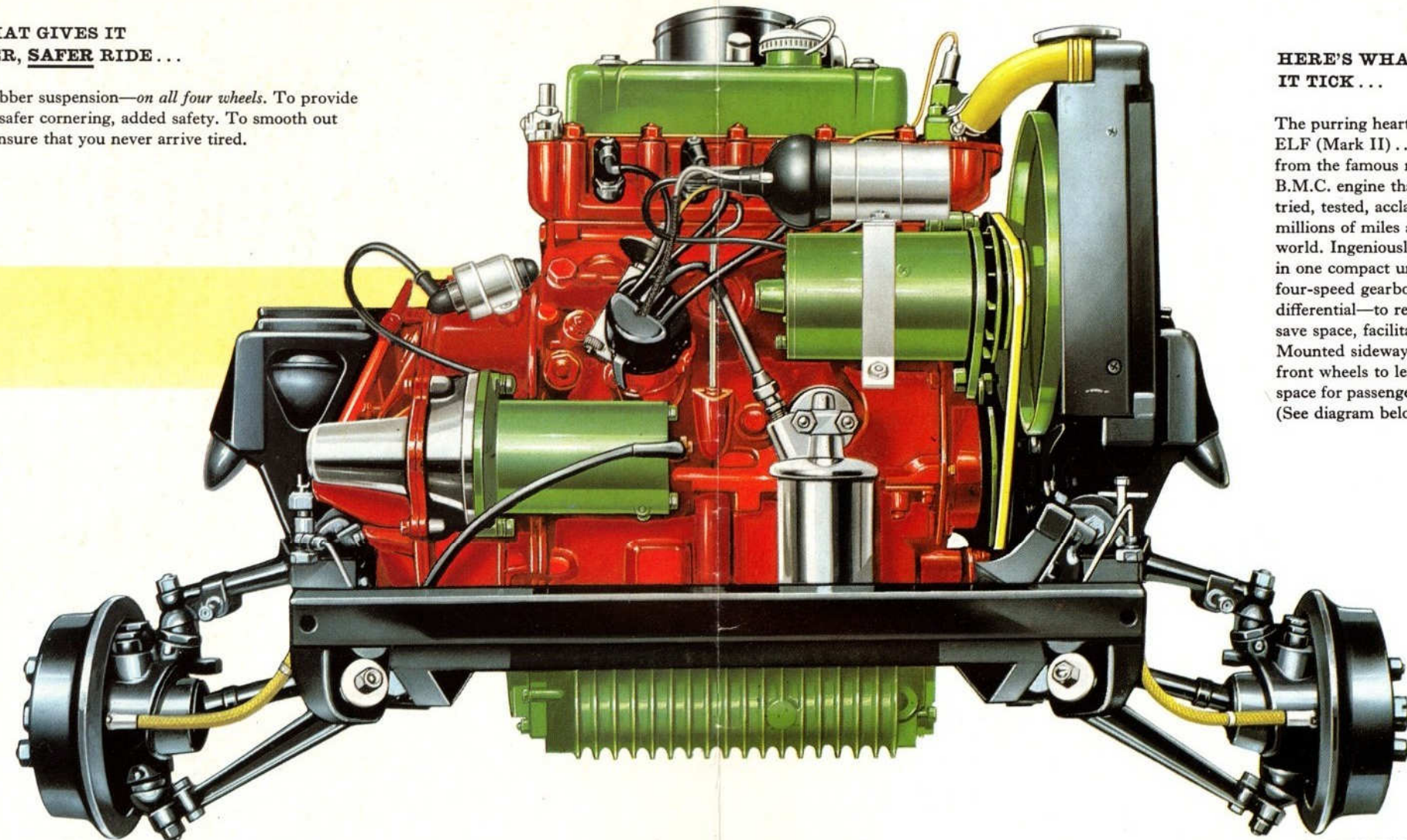
**HERE'S WHAT GIVES IT
EXTRA STRENGTH**

The body is a single welded unit for greater rigidity and safety. And there are two robust steel sub-frames, front and rear to carry the chassis assemblies.



**HERE'S WHAT GIVES IT
SWIFTER, SURER BRAKING . . .**

To match the brilliant motorway performance of the Riley Elf (Mark II). For positive, efficient action—extra safety—extra driver confidence: Front-wheel brakes with two leading shoes and increased swept area. Rear-wheel brakes with leading and trailing shoes.

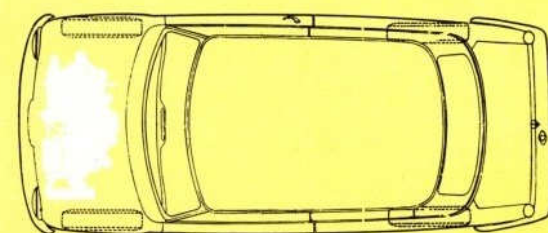


**HERE'S WHAT MAKES
IT TICK . . .**

The purring heart of the RILEY ELF (Mark II) . . . developed from the famous rally-proved B.M.C. engine that has been tried, tested, acclaimed through millions of miles all over the world. Ingeniously combined in one compact unit with the four-speed gearbox and differential—to reduce weight, save space, facilitate servicing. Mounted sideways between the front wheels to leave more space for passengers and luggage. (See diagram below.)

**ENGINE IS
TRANSVERSE-MOUNTED**

Diagram shows unusual 'sideways' mounting of engine—to leave maximum space for the occupants and their luggage.

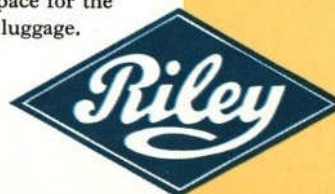


Give it mountain bends, bad surfaces, a tight schedule—and it hugs the road unfailingly.

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 all four wheels with independent rubber 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 (Mark II). Imaginative thinking. Advanced engineering. Geared to the exacting requirements of motoring today. Backed by a lifetime's experience in building fine motor-cars.



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: Independent front suspension by rubber cone spring units; upper and lower suspension arms attached to swivel hubs by ball joints. Independent rear suspension by rubber cone spring units and radius arms. Hydraulic telescopic dampers front and rear.

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 (L.H.D. not available in the U.K.).

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; dual-arm windshield wipers; electric windtone horn; flashing direction indicators with automatic cancelling control; ignition, headlamp main-beam, and flashing signal warning lights.

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

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

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

GENERAL EQUIPMENT: Safety glass all round; large curved windshield and rear window; interior driving-mirror; windshield 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 sun visors; ashtray with lid in windshield 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; laminated-glass windshield; towing eye.

OPTIONAL EXTRAS: Whitewall tyres or Weather-master tyres (front only). Steering lock (Export only). Radio.

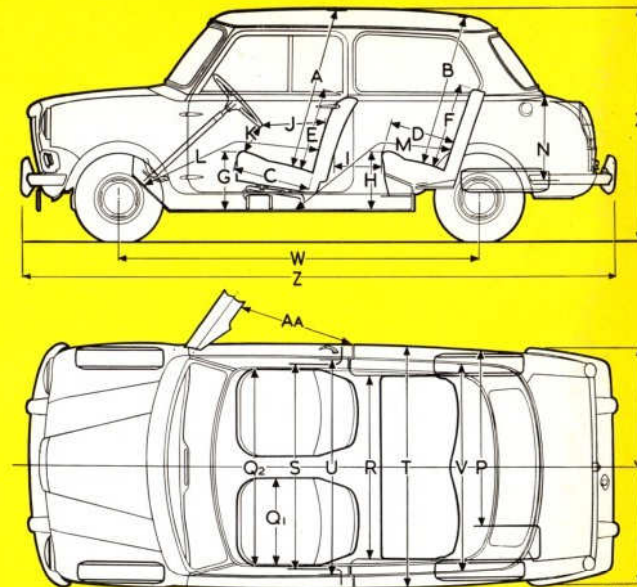
SELECTED ACCESSORIES (available from your Distributor or Dealer): Seat covers; door pocket ashtray; roof racks; wing mirrors; seat belts; auxiliary lamps; car-valeing items; anti-mist panels; touch-up paints; individual hand tools; rubber mats; battery charger; sun visors.

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.

DIMENSIONS



LEADING DIMENSIONS AND WEIGHTS		English	Metric
Front seat head room ..	A	3' 11"	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' 11"	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.

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