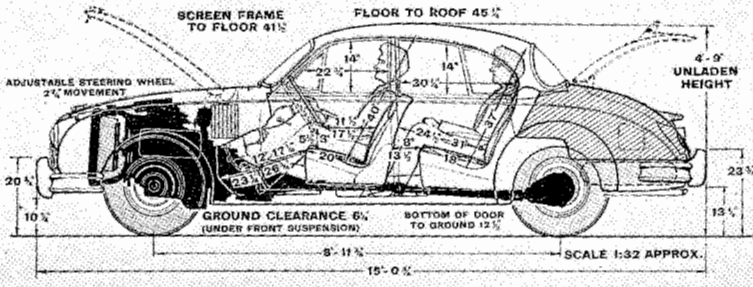
Reprinted from "The Motor", April 17, 1963

The Motor — Extended ROAD TEST No. 15/63

MAKE Daimler • 2½-litre V8 Saloon
• MAKERS The Daimler Co. Ltd., Coventry, England •



Test Data

Conditions: Weather: Mild and dry with light wind. (Temperature 45°—50° F. Barometer 29·8 in. Hg.) Surface: Dry tarmacadam. Fuel: Premium grade pump petrol (98 Octane by Research Method).

MAXIMUM SPEEDS

Flying Mile

Mean of four opposite runs	109·5 m.p.h.
Best one-way mile time equals	110·2 m.p.h.
"Maximile" Speed: (Timed quarter mile after one mile accelerating from rest)	
Mean of four opposite runs	105·9 m.p.h.
Best one-way time equals	107·1 m.p.h.

Speed in gears (automatic control)

Max. speed in 2nd gear	64 m.p.h.
Max. speed in 1st gear	40 m.p.h.

ACCELERATION TIMES from standstill

0-30 m.p.h.	4·8 sec.
0-40 m.p.h.	7·0 sec.
0-50 m.p.h.	9·6 sec.
0-60 m.p.h.	12·5 sec.
0-70 m.p.h.	18·4 sec.
0-80 m.p.h.	24.3 sec.
0-90 m.p.h.	31·8 sec.
0-100 m.p.h.	42·3 sec.
Standing quarter mile 19·8 sec.	

on upper ratios

	Top gear	"kick down" range
10-30 m.p.h.	— sec.	3.6 sec.
20-40 m.p.h.	— sec.	3.9 sec.
30-50 m.p.h.	8·3 sec.	4.8 sec.
40-60 m.p.h.	10·8 sec.	6.5 sec.
50-70 m.p.h.	16·5 sec.	8·8 sec.
60-80 m.p.h.	17·5 sec.	10·7 sec.
70-90 m.p.h.	13·4 sec.	13·4 sec.
80-100 m.p.h.	18·1 sec.	18·1 sec.

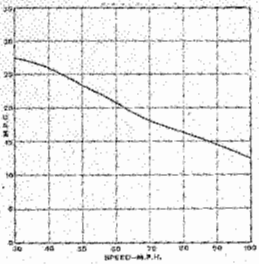
Overtaking

Starting at 40 m.p.h. in direct top gear, distance required to gain 100 ft. on another car travelling at a steady 40 m.p.h. = 455 ft.

FUEL CONSUMPTION

Overall Fuel Consumption for 2,392 miles 140·5 gallons, equals 16·4 m.p.g. (17·25 litres/100 km.)

FUEL CONSUMPTION AT STEADY SPEEDS



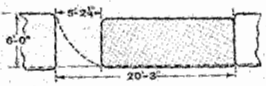
Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 17·2 m.p.g.

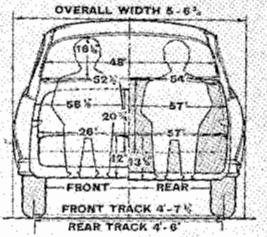
Fuel tank capacity (maker's figure) 12 gallons

STEERING

Turning circle between kerbs:	
Left	33 ft.
Right	34½ ft.
Turns of steering wheel from lock to lock	4½
Steering wheel deflection for 50 ft. diameter circle	= 1·5 turns
Steering force (at rim of wheel) to move front wheels at rest	=15 lb.
Steering force to hold car on 100 ft. diameter circle at 15 m.p.h. (= 0·3 g approx.)	= 4½ lb.

PARKABILITY Gap needed to clear a 6-ft obstruction.





BRAKES

Deceleration and equivalent stopping distance from 30 m.p.h.

1·00 g with 110 lb. pedal pressure	(=30 ft.)
0·97 g with 100 lb. pedal pressure	(=31 ft.)
0·81 g with 75 lb. pedal pressure	(=37 ft.)
0·55 g with 50 lb. pedal pressure	(=55 ft.)
0·23 g with 25 lb. pedal pressure	(=130 ft.)

Handbrake

0·16 g deceleration from 30 m.p.h. (=187 ft.)

Brake Fade

TEST 1. 20 stops at ½ g deceleration at 1 min. intervals from a speed midway between 30 m.p.h. and maximum speed (=70 m.p.h.)

Pedal force at beginning	= 40 lb.
Pedal force for 10th stop	= 45 lb.
Pedal force for 20th stop	= 45 lb.

TEST 2. After top gear descent of steep hill falling approximately 600 ft. in half a mile increase in brake pedal force for ½ g stop from 30 m.p.h. = 0 lb.

Waterproofing

Increase in brake pedal force for ½ g stop from 30 m.p.h. after two runs through shallow watersplash at 30 m.p.h. = 15 lb.

INSTRUMENTS

Speedometer at 30 m.p.h.	accurate
Speedometer at 60 m.p.h.	1½% fast
Speedometer at 90 m.p.h.	2% fast
Distance recorder	1½% slow

WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approximately 50 miles)	29 cwt.
Front/rear distribution of kerb weight	57/43
Weight laden as tested	32½ cwt.