

SPECIFICATION

PERFORMANCE

Through the gears:

0—30 m.p.h.	3 sec.	0—70 m.p.h.	11 sec.
0—40 m.p.h.	4.5 sec.	0—80 m.p.h.	15.1 sec.
0—50 m.p.h.	6.5 sec.	0—90 m.p.h.	19.5 sec.
0—60 m.p.h.	8.5 sec.	0—100 m.p.h.	25.4 sec.
		30—50 (top)	6.5 sec.

Maximum speeds: Top 124.2 m.p.h.; Third 101.2 m.p.h.; Second 80 m.p.h.; First 50 m.p.h.

Car mileage at completion of test: 4,500 miles.

ENGINE

Daimler SP 250 90 degree V8 water cooled. Bore: 76.2 mm. Stroke: 69.85 mm. Cubic capacity: 2,548 c.c. Compression ratio: 8.2: 1. Power-output 140 b.h.p. (gross) at 5,800 r.p.m. Maximum torque: 155 lb. ft. at 3,600 r.p.m. Two S.U. HD6 carburettors. Lucas coil and distributor (12-volt). S.U. electric fuel pump.

TRANSMISSION

Four-speed gearbox with remote "floor" control. Synchromesh on upper three ratios. Overall ratios: First, 10.5: 1. Second, 6.236: 1. Third, 4.41: 1. Top, 3.58: 1. Reverse, 13.5: 1. Final drive by hypoid bevel.

SUSPENSION

Independent front by coil springs, double wishbones and telescopic dampers. Rear suspension by live axle, semi-elliptic leaf springs and lever-type dampers. Cam and lever steering box.

BRAKES

Girling discs. Front 100 in. dia. Rear 10 in. dia. Hydraulic operation. Fly-off handbrake on rear wheels. Centre-lock wire wheels on test car, but bolt-on perforated pressed-steel wheels optional.

DIMENSIONS

Wheelbase: 7 ft. 8 in. Track: front 4 ft. 2 in., rear 4 ft. Length: 13 ft. 4½ in. Height (to top of hood): 4 ft. 2½ in. Width: 5 ft. 0½ in. Ground clearance: 6 in. Kerb weight: 1 ton. Turning circle 33 ft. 6 in. Fuel capacity 12 gallons (Imp.) including reserve. Average fuel consumption (mostly hard country driving): 24 m.p.g., Premium fuel. Tyres: 5.90 × 15 Dunlop RS5.

BRAKING FIGURES

Using Bowmonk Dynameter. From 30 m.p.h., 100 per cent, 30.2 ft.

PRICE

£1,355 including Purchase Tax. Hardtop and wire wheels extra. Basic price £1,121.

skinned eye could be kept on all quarters. Exhaust noise was low and the acceleration could be used quite freely in built-up areas with no fear of annoyance. Oil pressure kept to a reassuringly high figure even after two or three hours hard driving, and the engine seemed unburstable.

Starting was always instantaneous and little choke was needed before the engine settled down