

SPEEDWELL G.T.

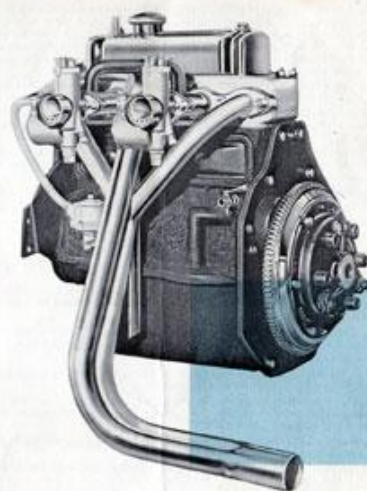
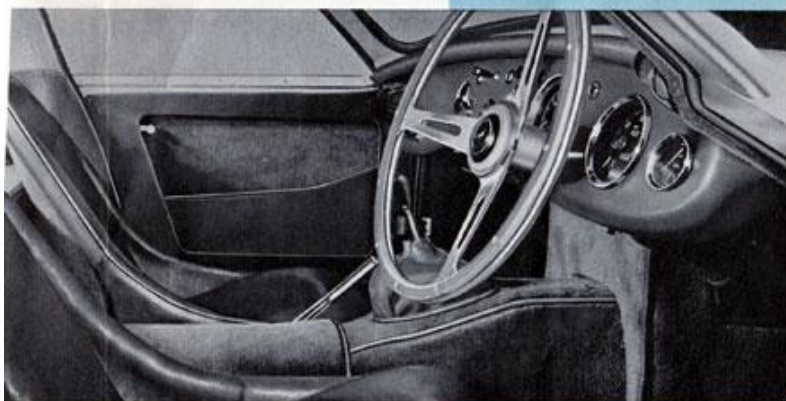


Aero-dynamic styling - all round visibility - luxurious interior

The Speedwell GT is a true Grand Touring car designed to incorporate all the requirements of the fastidious sporting motorist in a unique combination of sleek body lines, personal comfort, delightful road holding, smooth running balanced power unit and brakes that inspire confidence. A superb way to travel and motor in the real sense of the word.

The body is developed on the famous Austin-Healey Sprite chassis and every care is taken to ensure weather proofing, sound insulation, maximum luggage space and engine accessibility. The entire car is undersealed. The dashboard layout includes all necessary instrumentation and control switches and is faced in real hide.

The Speedwell Clubman 60 engine is a true Grand Touring engine and combines the essential qualities of performance. The twin Amal carburetors ensure sustained high-speed performance of speed characteristics. The engine is lighter than the usual regular attention and lubrication system ensures protection for all parts at safe running temperature.



ious interior — perfect braking — powerful 60 B.H.P. engine!

Clubman 60 engine is developed from racing experience: essential qualities of reliability and outstanding flexible the twin Amal carburettors play an important part in the speed performance of the car as well as its efficient low-ticks. The engine is in no way fussy and requires no more pular attention and service. An oil cooler in the lubricates protection for all bearing surfaces by maintaining oil temperature.



Front discs optional.

The coil spring independent front suspension is controlled by a heavy duty stabiliser bar. Specially tempered quarter elliptic rear springs with axle movement controlled by a Panhard rod ensure that the road holding of the Speedwell GT is one of the best.

Wire wheels ensure maximum cooling for the hydraulic drum brakes which are fitted with anti-fade linings. Front disc brakes are available as optional equipment.

If you want to go Grand Touring

then the Speedwell GT is the car for you.

SPEEDWELL GT SPECIFICATION

ENGINE

In-line 4-cylinder O.H.V. "A" type BMC unit, water-cooled, three bearing counter-balanced crankshaft. Bore 64.0. Stroke 76.2mm. Cubic capacity 980cc. Maximum b.h.p. 60 at 6600 r.p.m. Maximum torque 50 at 4500 r.p.m. Speedwell Clubman 60 cylinder head giving a compression ratio of 9.8:1. Oversize inlet valves in IN 52, exhaust valves in KE 965 mounted on double valve springs. Flat top solid skirt pistons, complete crankshaft assembly static and dynamically balanced with lightweight flywheel. Vandervell lead-inium bearings fitted throughout. High speed camshaft.

Exhaust System: Three-branch full-flow tubular manifold and straight-through silencer fitted at rear fitted with twin chrome tail-pipes.

Fuel System: Twin monobloc amal carburettors (Twin HS2-S.U.-semi-downdraught optional). S.U. type electrical fuel pump fitted in engine compartment. Cold air box fitted to carburettors. Tank capacity 9 gallons (40 litres).

Lubrication System: Full pressure feed, wet sump. Vane type pump driven from camshaft. Full-flow external oil filter with renewable element. Oil cooler. Sump capacity 6 pints (3.4 litres) plus 2 pints (1.1 litre) for filter and cooler.

Ignition System: Bosch coil and distributor. K.L.G. Plugs.

Cooling System: Aero-dynamic cooling air entry ducted to pressurise radiator with pump, fan and thermostat. Capacity 11 pints (6.2 litres).

MECHANICAL

Clutch: Single dry plate 6½ in. (15.88 cm.) with Speedwell springs. Hydraulically operated by pendant pedal.

Gears: Four-speed synchromesh on second, third and top. Ratios—first 3.628; second 2.374; third 1.412; top 1.00; reverse 4.664. Remote control gear lever centrally placed on floor. Oil capacity 2.3 pints (1.33 litres).

Propeller Shaft: Open, with needle roller bearing universal joints. Sliding splines in gearbox.

Rear Axle: Hypoid, three-quarter floating, banjo type. Ratio—choice of 3.7; 4.2; 4.5; 4.9; 5.1; 5.3. Oil capacity approximately 1.75 pints (1 litre).

Steering: Rack and pinion—2.3 turns of steering wheel, lock to lock. Two spoke-16 in. diameter steering wheel. Turning circle approximately 31 ft. 6 in. (9.60 m.).

Suspension: Front—independent, with wishbones, coil springs, shock absorbers and anti-roll bar. Rear—quarter elliptic leaf springs with shock absorbers, radius arms and Panhard rod to control axle movement. Lever type hydraulic shock absorbers.

Brakes: Foot—pendant pedal operating on drum brakes fitted with anti-fade linings. Hand—centre pull-up lever operating on rear wheels through compensator.

Road Wheels: 13 in. centre knock Balanced wire wheels, 61-spoke fitted with 5.20 x 13 high speed tyres and tubes.

ELECTRICAL

12 volt, 38 amp./hr. capacity battery. Double dipping headlamps with foot-operated dip switch, side lamps combined with front flashers, twin stop tail-lamps combined with reflectors, twin flashing direction indicators, rear number plate lamp, twin self-parking windscreen wipers. Matched pair of horns, combined ignition and starter switch, easy click-action switches operating lamps and other electrical accessories.

INSTRUMENTS

120 m.p.h. speedometer with trip and total mileage recorder. 8,000 r.p.m. electronic rev. counter. Combined water temperature and oil pressure gauge, petrol gauge, oil temperature gauge. Warning lamps to indicate no dynamo charge and headlamp high beam position. Warning lamp to show flashers working. Concealed instrument illumination.

BODYWORK

Closed two-door, two-seater Grand Touring car. Aero-dynamic body shape. Main chassis structure consists of Sprite all-steel mono-construction with aluminium top and bonnet (bonnet may be in fibreglass). The aluminium top is not removable. Complete bonnet assembly comprising front wings, radiator ducting, headlamps, etc. is hinged at the front and is opened as a complete assembly for maximum engine accessibility. Double curvature laminated glass front windscreen. Double curvature perspex rear screen. Double curvature removable sidescreens. Each door has an open pocket and is fitted with an internal catch release as well as external sliding door handle. The two bucket seats have foam rubber cushions and the back of the seats tip forward to allow access to the luggage compartment in which the spare wheel is housed horizontally. Complete body is undersealed and sound insulated. The entire interior is covered with close fitting carpet. Dashboard faced in hide and rest of interior is finished in P.V.C.-coated fabric. Roof is trimmed in light washable material. A windscreen washer operated from the dash is fitted as standard equipment.

HEATING SYSTEM

Complete fresh-air heating and ventilating equipment with windscreen demisting is fitted as standard equipment.

OPTIONAL EXTRAS

Radio, close ratio gears, Super de-luxe all leather interior with light-weight seats, front disc brakes with 8 in. rear drums. Alternative Axle Ratios. Nine-spring competition clutch.

Competition shock absorber valves. Speedwell Clubman 70 racing head with rocker gear, inlet manifolds and Amal carburettors. Racing side exhaust system. Wood rimmed steering wheel.

DIMENSIONS

Length: 11 ft. 6 in. (3.5 m.)
Width: 4 ft. 8 in. (1.43 m.)

Height: 4 ft. (1.26 m.)
Weight: Approximately 12 cwt. (600 kg.)

PERFORMANCE DATA

Overall gear ratios—			4.9 axle		
18.9 m.p.h. per 1000 r.p.m.	First	13.53	14.46 m.p.h. per 1000 r.p.m.	First	17.70
	Second	8.86 (100 miles an hour at 5740 r.p.m.)		Third	11.59 (90 miles an hour at 6790 r.p.m.)
	Third	5.27		Top	4.58
	Top	3.73		Reverse	22.56
	Reverse	17.40		First	18.59
4.2 axle	First	15.31	5.1 axle	First	18.59
16.7 m.p.h. per 1000 r.p.m.	Second	10.02 (100 miles an hour at 6510 r.p.m.)	13.75 m.p.h. per 1000 r.p.m.	Second	12.17 (90 miles an hour at 7100 r.p.m.)
	Third	5.90		Third	7.24 (hour at 6630 r.p.m.)
	Top	4.22		Top	5.13
	Reverse	19.68		Reverse	23.90
4.5 axle	First	16.52	5.3 axle	First	19.50
15.45 m.p.h. per 1000 r.p.m.	Second	10.82 (100 miles an hour at 7020 r.p.m.)	13.13 m.p.h. per 1000 r.p.m.	Second	12.76 (80 miles an hour at 6630 r.p.m.)
	Third	6.43		Third	7.59
	Top	4.56		Top	5.38
	Reverse	21.25		Reverse	25.07

Maximum rev. limit 6,800 r.p.m. Sustained 5,800 r.p.m.

NOTE: 4.5 ratio for continuous town traffic conditions, mountain areas, etc. 4.2 ratio for town traffic conditions, but also some longish fast runs. 3.7 ratio mainly fast, long distance runs. Other ratios are only recommended for closed track competition work.

Due to possible supply difficulties we reserve the right to alter specification, design or equipment without prior notice.

SPEEDWELL

PERFORMANCE CONVERSIONS LTD.

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