

GENERAL DATA

The items given below show the differences between the standard specification and the Imp and Chamois Rally Conversion.

ENGINE

| | | | | |
|--------------------------------|-----|-----|-----|-------------------------|
| Bore | ... | ... | ... | 2.856 in. (72.542 mm.) |
| Stroke | ... | ... | ... | 2.38 in. (60.4 mm.) |
| Capacity | ... | ... | ... | 60.9 cu. in. (998 cc.) |
| Max. B.H.P. (gross) | ... | ... | ... | 62 @ 6,200 r.p.m. |
| Max. B.H.P. (nett) | ... | ... | ... | 58 @ 6,000 r.p.m. |
| Max Torque in lbs./ft. (kg.m.) | ... | ... | ... | 59 (8.1) @ 4,000 r.p.m. |

CARBURETTORS

| | |
|-----------------------------------|---------------------|
| Twin Zenith-Stromberg Type CD 150 | |
| Needle | ... F.6 |
| Spring | ... Red |
| Idling speed | ... 800-1000 r.p.m. |

ROAD SPEED/ENGINE SPEED

| Road speed at 1,000 r.p.m. | Standard | Close ratio |
|----------------------------|-------------------------------|--------------------------------|
| Top | 15.1 m.p.h. (24.29 k.p.h.) | 13.96 m.p.h. (22.46 k.p.h.) |
| Third | 10.9 m.p.h. (17.5 k.p.h.) | 9.76 m.p.h. (15.7 k.p.h.) |
| Second | 6.9 m.p.h. (11.1 k.p.h.) | 6.9 m.p.h. (11.1 k.p.h.) |
| First | 3.7 m.p.h. (5.9 k.p.h.) | 3.7 m.p.h. (5.9 k.p.h.) |
| Reverse | 4.4 m.p.h. (7.0 k.p.h.) | 4.4 m.p.h. (7.0 k.p.h.) |

IGNITION SYSTEM

| | |
|---|------------------------------|
| Ignition timing (static—at full retard) | ... 3° B.T.D.C. |
| Distributor—Despatch No.... | 41058 |
| —Contact breaker gap |015 in. (.381 mm.) |
| | Distributor Distributor |
| | R.P.M. Degrees |
| Ignition centrifugal advance: | 300 Start |
| | 500 0°-2° |
| | 1000 5°-7° |
| | 1500 10°-12° |
| | 2000 11½°-13½° |
| | 3000 14°-16° |
| | 3500 15°-17° |

VALVES

| | | |
|-------------------------|-----|------------------------------------|
| Timing—Inlet opens | ... | 23° B.T.D.C. |
| —Inlet closes | ... | 53° A.B.D.C. |
| —Exhaust opens... | ... | 61° B.B.D.C. |
| —Exhaust closes... | ... | 15° A.T.D.C. |
| Head diameter—Inlet | ... | 1.28 in. (32.512 mm.) |
| —Exhaust | ... | 1.06 in. (26.924 mm.) |
| Valve spring—Type | ... | Double |
| —Loading—Inner | ... | 16.5 lbs. (7.5 kg.) |
| —Fitted length—Inner... | ... | 1.08 in. (27.4 mm.) |
| —Free length | ... | 1.545 in. (39.2 mm.) approx. |
| Tappet clearances—Inlet | ... | .006/.008 in. (.1524/.2032 mm.) |
| —Exhaust | ... | .012/.014 in. (.3048/.3556 mm.) |

| | Hg" (inches. of mercury) | |
|--------------------------|--------------------------|------------------------|
| Ignition vacuum advance: | 4 | ½°-2½° |
| | 5 | 2°-3½° |
| | 6 | 3°-5° |
| | 7 | 5°-6½° |
| | 8 | 6°-8° |
| | 9 | 7½°-9½° |
| | 10 | 9°-11° |
| Sparkling plug—Type | ... | Champion N.9Y or N.64Y |
| —Gap... | ... | 0.25 in. (.635 mm.) |

DIMENSIONS

| | | |
|----------------|-----|--------------------------|
| Overall height | ... | 4 ft. 5½ in. (135.8 cm.) |
| Kerb weight | ... | 1568 lbs. (710.9 kgs.) |