

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 gap015 in. (.381 mm.)

	Distributor R.P.M.	Distributor 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	1½°-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.)