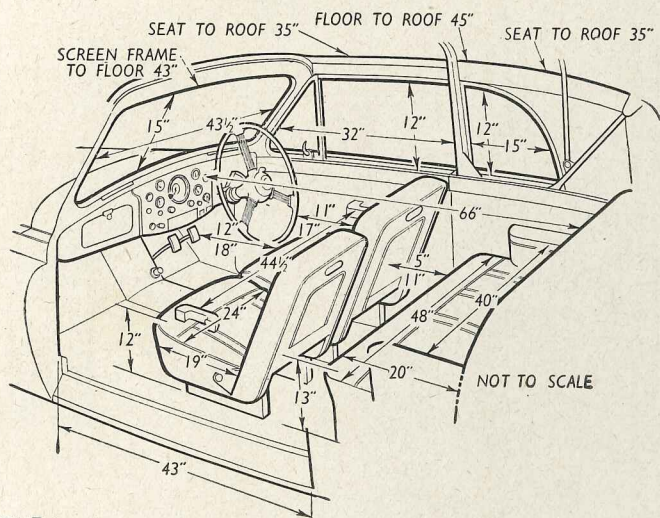
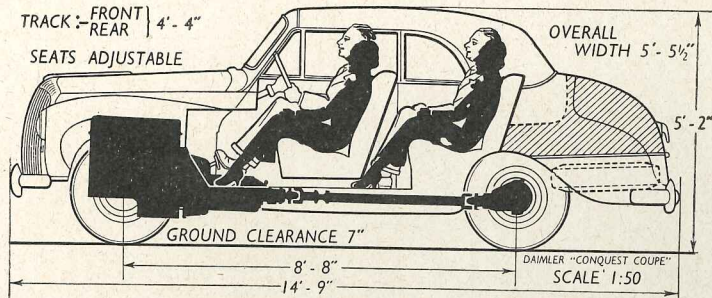


The Motor Road Test No. 19/54 (Continental)

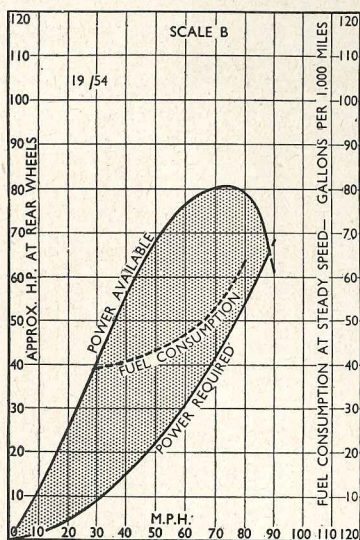
Make: Daimler

Type: Conquest Coupé (2 carburetters)

Makers: The Daimler Co. Ltd., Coventry



WEIGHT (see text, Unladen kerb weight ... 29½ cwt., Front/rear weight distribution ... 51/49, Weight laden as tested ... 33½ cwt., N.B.—Tests made on an early example: Unladen kerb weight of a later car 27½ cwt.)



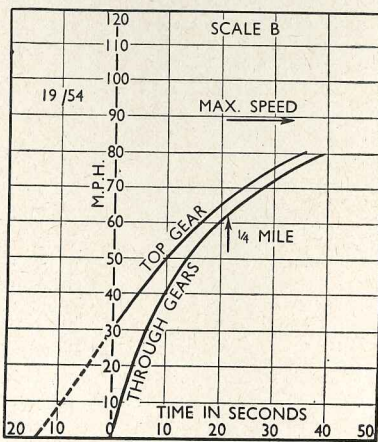
Drag at 10 m.p.h. ... 46 lb.
 Drag at 60 m.p.h. ... 201 lb.
 Specific Fuel Consumption when cruising at 80% of maximum speed (i.e. 71.2 m.p.h.) on level road, based on power delivered to rear wheels ... 0.72 pints/b.h.p./hr.

HILL CLIMBING (at steady speeds)

Max. top gear speed on 1 in 20 ... 75 m.p.h.
 Max. top gear speed on 1 in 15 ... 69 m.p.h.
 Max. top gear speed on 1 in 10 ... 53 m.p.h.
 Max. gradient on top gear ... 1 in 8.4 (Tapley 265 lb./ton)
 Max. gradient on 3rd gear ... 1 in 5.7 (Tapley 385 lb./ton)

BRAKES at 30 m.p.h.

0.90g retardation ... (= 33½ ft. stopping distance) with 75 lb. pedal pressure
 0.70g retardation ... (= 43 ft. stopping distance) with 50 lb. pedal pressure
 0.25g retardation ... (= 120 ft. stopping distance) with 25 lb. pedal pressure



Test Data

CONDITIONS. Cold, damp weather with moderate cross wind. Damp concrete road surface (Ostend-Ghent motor road). Premium grade pump fuel. Car tested carrying 2 people and luggage.

INSTRUMENTS

Speedometer at 30 m.p.h. ... 2% fast
 Speedometer at 60 m.p.h. ... 6% fast
 Speedometer at 80 m.p.h. ... 4% fast
 Distance recorder ... 5% fast
 (1% fast on later car)

MAXIMUM SPEEDS

Flying Quarter Mile
 Mean of Four Opposite Runs ... 89.0 m.p.h.
 Best Time equals ... 90.5 m.p.h.

Speed in gears

Max. speed in 3rd gear ... 61 m.p.h.
 Max. speed in 2nd gear ... 41 m.p.h.

FUEL CONSUMPTION

25.5 m.p.g. at constant 30 m.p.h.
 24.5 m.p.g. at constant 40 m.p.h.
 23.0 m.p.g. at constant 50 m.p.h.
 21.5 m.p.g. at constant 60 m.p.h.
 19.0 m.p.g. at constant 70 m.p.h.
 16.0 m.p.g. at constant 80 m.p.h.
 Overall consumption for 1384 miles, 70.3 gallons, equals 19.7 m.p.g.
 Fuel tank capacity 15 gallons

ACCELERATION TIMES Through Gears

0-30 m.p.h. ... 6.2 sec.
 0-40 m.p.h. ... 9.2 sec.
 0-50 m.p.h. ... 13.5 sec.
 0-60 m.p.h. ... 19.7 sec.
 0-70 m.p.h. ... 27.7 sec.
 0-80 m.p.h. ... 39.0 sec.
 Standing Quarter Mile ... 21.4 sec.

ACCELERATION TIMES on Two Upper Ratios

	Top	3rd
10-30 m.p.h.	9.7 sec.	6.5 sec.
20-40 m.p.h.	9.5 sec.	6.6 sec.
30-50 m.p.h.	9.7 sec.	7.5 sec.
40-60 m.p.h.	11.5 sec.	—
50-70 m.p.h.	14.7 sec.	—
60-80 m.p.h.	19.1 sec.	—

Maintenance

Sump: 10 pints, S.A.E. 30. Fluid flywheel: 8 pints, S.A.E. 30. Gearbox: 5½ pints, S.A.E. 30. Rear Axle: 2½ pints, S.A.E. 90 E.P. gear oil. Steering Gear: S.A.E. 90 E.P. gear oil. Radiator: 18 pints (3 drain taps). Chassis Lubrication: By oil gun every 1,000 miles to 3 points on propeller shaft, by grease gun to water pump every 3,000 miles (Automatic lubrication to 15 points). Ignition Timing: 9° b.t.d.c. static. Spark plug gap: 0.020 in. Contact breaker gap: 0.014 in.-0.016 in. Valve timing: I.O., 13° b.t.d.c.; I.C., 65° a.b.d.c.; E.O., 55° b.b.d.c.; E.C., 23° a.t.d.c. Tappet clearances (Hot) Inlet and Exhaust, 0.013 in. Front wheel toe in: ¼ in. Camber Angle: 1½°. Castor Angle: zero. Tyre Pressures: Front 24 lb. Rear 24-26 lb. according to load. Brake fluid: Girling crimson. Battery: 12 volt, 51 amp.-hr., Lucas GTW9A. Lamp bulbs: 1 volt. Headlamps: 42/36 watt (Lucas No. 354); Sidelamps/direction indicators and stop/tail lamps, 18/6 watt (Lucas No. 361). Number plate lamp, 6 watt (Lucas No. 222). Reversing lamp, 18 watt (Lucas No. 221). Fog lamps, 38 watt (Lucas No. 325).

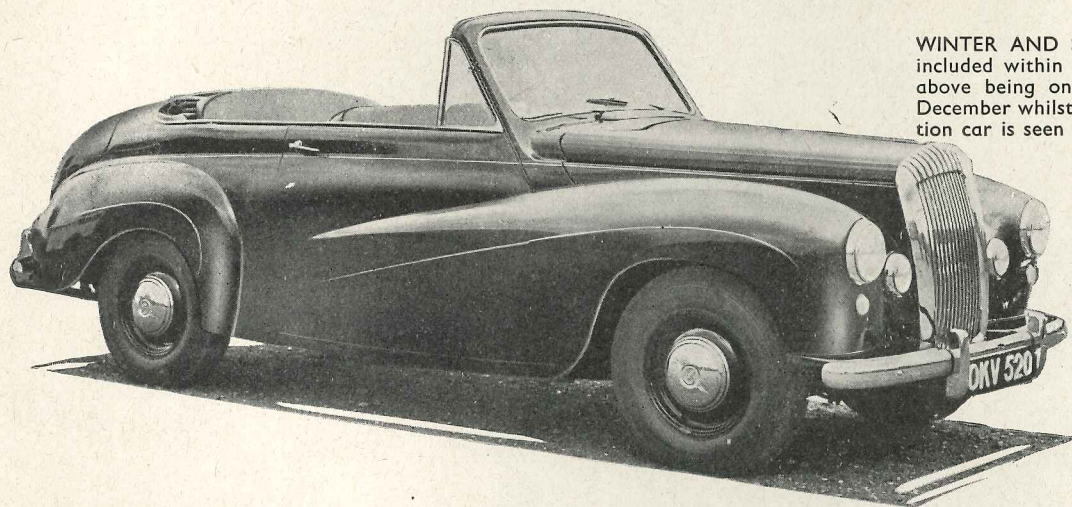
The DAIMLER Conquest Coupé

A Fast Touring
Convertible with
Power-operated
Hood

WHEN, thirteen months ago, the Daimler Company introduced its new 2.4-litre Conquest saloon, fresh ground was broken by a concern most of whose products, as was freely admitted, had previously been known for staid dignity rather than lively performance. At Earls Court last year the Conquest was accompanied on the Daimler stand by a roadster of imaginative appearance powered by a twin-carburettor, high-compression version of the same engine, developing 100 b.h.p., and in the spring of 1954 the Conquest Century models were announced to the public, being the saloon and a coupé on the same chassis



WINTER AND SUMMER conditions were included within this test, the snowy scene above being on the Mont Cénis Pass in December whilst on the left a later production car is seen in summer motoring trim.



seating only four people in the standard of comfort associated with this class of motoring, although the almost flat floor and the "bench" shape of the separate front seats make another passenger just possible for short runs. One might in fact wish that the seats had their squabs curved to give more lateral support; in

with the more powerful engine. Thus in the course of a year the car which is the subject of the present report has made a considerable departure in several respects from Daimler tradition.

With some justification we claim a more than usually extensive acquaintance with the drophead coupé, the prototype of which was used to carry two members of our staff on a 1,500-odd-mile round trip to Italy some months ago, while a recent weekend of revision enabled us to make some interesting comparisons with the model now in production. The most notable of the differences observed was a reduction in unladen weight of almost two hundredweight, of which the greater part had been taken off the rear axle with a small effect on front/rear weight distribution. Reference will be made to this in consideration of the performance figures obtained with the prototype; for the moment some more general comments may be made on a car in which performance is still, perhaps, not the prime consideration.

Fairly well up in the price range, the Conquest coupé is intended for a well-defined market amongst those who require

comfortable, long-distance motoring and in particular a truly convertible four-seater. In the last respect it is rare among current British productions in the provision of a power-operated hood which, a small detail in itself, is the key to the character of the car.

With a width between the front arm rests of 44½ in., and 40 in. between those at the back, the Daimler lays claim to

every other respect, however, they are excellent, deeply upholstered to provide an untiring ride for driver and passengers, and upright enough to give the former a really commanding position for his work. This is a high-built car, in which not only the floor line but the seats are high, so that there is none of the "cushion-on-the-floor" effect often found in fast touring machines. A high bonnet obscuring the near-side front wing is the only disappointing factor in the view ahead through a fixed windscreen with substantial but reasonably slim pillars.

A change from the prototype is that the side windows are now raised and lowered manually, those in the doors having quite quick-acting handles (working contrary to the usual direction, so that winding them forwards raises the glass), while the quarter lights are pivoted but without handles and must be swung down into the body by taking hold of the frame. As there are no body side pillars this is more easily done with the front windows lowered.

Operation of the hood, which can be moved manually if necessary after turning a release handle behind the driver's seat, is extremely simply effected from a button

In Brief

Price: £1,225 plus purchase tax	
£511 10s. 10d., equals £1,736 10s. 10d.	
Capacity	2,433 c.c.
Unladen kerb weight:	
Model tested	29½ cwt.
Later production	27¾ cwt.
Fuel consumption... ..	19.7 m.p.g.
Maximum speed	89.0 m.p.h.
Maximum speed on 1 in 20	
gradient	75 m.p.h.
Maximum top gear gradient	1 in 8.4
Acceleration:	
10-30 m.p.h. in top	9.7 sec.
0-50 m.p.h. through gears	13.5 sec.
Gearing: 17.4 m.p.h. in top at 1,000	
r.p.m.; 74.5 m.p.h. at 2,500 ft. per	
minute piston speed.	

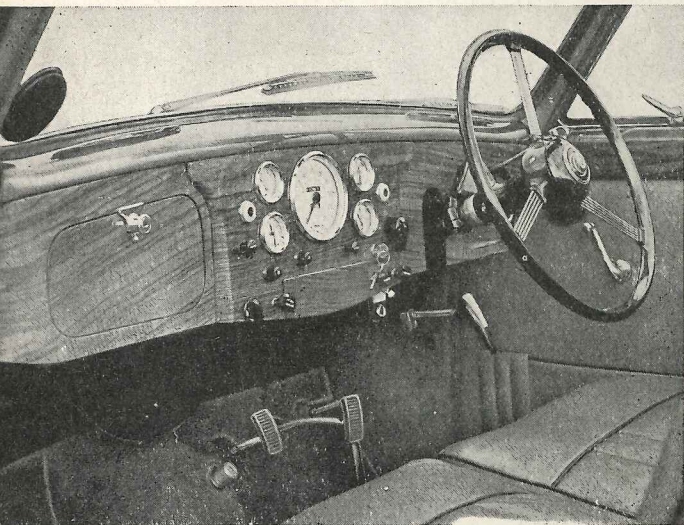


VISION outwards from the rear seat is good even with the power-operated roof raised, thanks to the provision of opening quarter lights to the rear of the large doors.

beneath the fascia panel, adjacent to the steering column. Before retracting it completely into the well behind the rear seat, the cant rails bracing the front part of the hood must be "broken" in the usual way; alternatively, the remainder of the hood may be left in the "de ville" position, the furred material and rails held up by the straps provided. With hood and windows lowered the only part of the car projecting above the waistline is the windscreen, and incidentally, visibility is much improved in a driving mirror whose range of vision is otherwise severely restricted by the small rear window. With the car completely closed draught-proofing is remark-

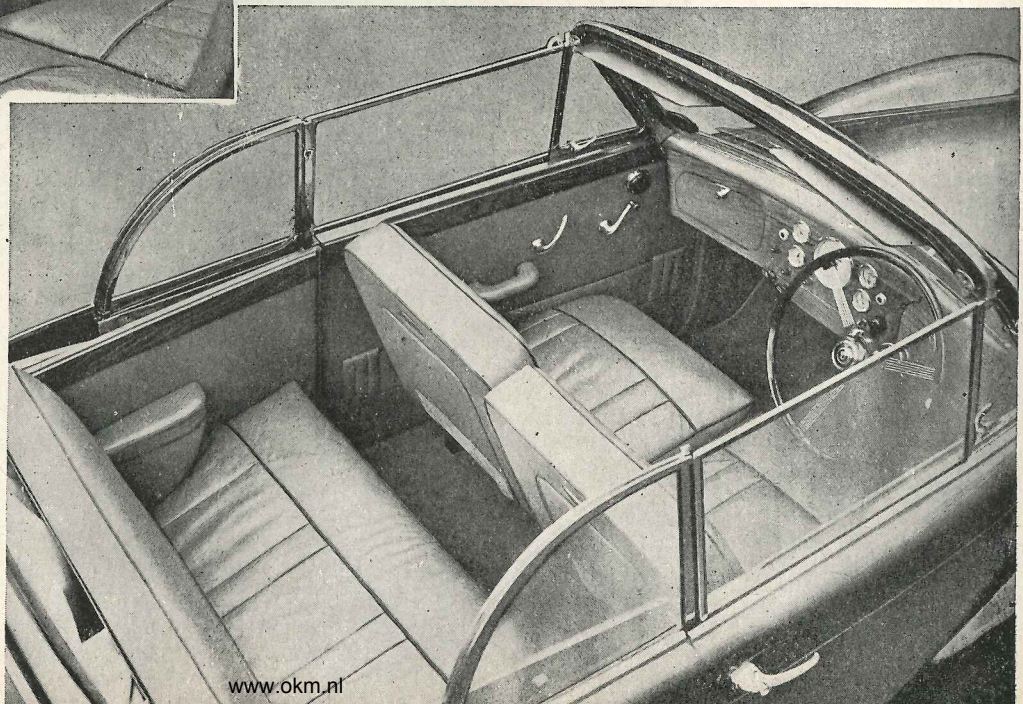
ably good, the small apertures above the window frames being high enough to cause little trouble, and the only serious shortcoming of this body when judged as a two-door saloon is the wind noise which appears to originate in the region of the windscreen pillars. For winter conditions, even the fairly mild ones which accompanied most of our continental journey, a greater output from the heater would be desirable, but this unit earns the fullest marks for taking in really fresh air through an intake on top of the scuttle, clear of traffic fumes.

If we have dwelt at some length on the interior comfort and convenience of the Daimler, it is to emphasize that it is not, and is not intended to be, a sports car; this in spite of the excellent performance put up recently by Conquest Century saloons in both rally and racing events. Its performance nevertheless places it in a category outside the normal run of family cars, open or closed, and it may be reasonably expected that the re-



POLISHED woodwork on the fascia panel is a feature expected upon cars of the Daimler class. Use of a pistol-grip handbrake and a steering-column control for the pre-selective transmission leave the front compartment entirely unobstructed.

FOUR passengers are comfortably accommodated in pleasing surroundings by the two-door convertible body. Individual front seats upholstered in leather are evident in this picture.



The Daimler Conquest Coupé - -

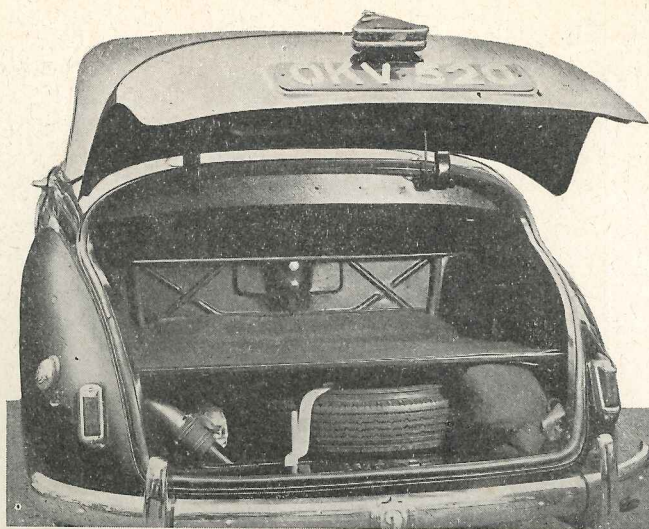
moval of surplus weight since our tests on the prototype car will have brought some improvement in the acceleration figures. The maximum speed (measured with hood and windows raised) is unlikely to be much altered at just short of 90 m.p.h., nor should there be any difference in the figures for fuel consumption at steady speeds, which are taken on a more or less level road. A 200-mile check on overall consumption with the later car also indicated substantially the same figure of 19.7 m.p.g.

Supplementary Throttle

Pleasantly docile despite its good specific output, the engine is not quite a first-touch starter, but warms up quickly with some temporary use of the choke. A pull-out hand throttle is provided which is useful to set a fairly fast tick-over, necessary to avoid slightly uneven slow running, but which makes the car inclined to creep when in gear, unless it is held with the brakes. This control has another use in conjunction with the pre-selector epicyclic gearbox and the Daimler fluid flywheel, which have been features of cars from this concern for many years past. For easy manoeuvring in a confined space, and more particularly on a hill, the technique can be adopted of setting the engine to run at about 1,500 r.p.m., sufficient to provide all the power required, and driving the car solely on the brake pedal. Readers familiar with certain cars equipped with this transmission in the recent past will observe that the arrangement is more "fluid" than that sometimes used, a higher engine speed being needed for positive engagement under load. While power losses are inevitable under hard acceleration at low speed, this does allow the engine to reach the useful part of its speed range, and at the same time makes for great flexibility; for leisurely driving in flat country it is in fact possible to use top gear only, neglecting the gear-change pedal entirely once the gear is engaged, even for starting from rest. As an interesting comparison, acceleration from 0-30 m.p.h. in top gear

- - - Contd.

SEPARATED from the storage for the spare wheel and tools, the flat-floored luggage locker is of useful roominess despite encroachment by a well into which the roof folds.



alone takes 14.4 sec., against 6.2 sec. using the gearbox. For fast driving the change is, of course, both quick and crash-proof, and is made literally with the finger-tips, but a routine is needed, especially at night, to ensure that the selector lever is in the intended position in its quadrant before the pedal is pressed. A valuable improvement would be an illuminated pointer on the steering column to indicate the gear selected. An annoying feature of the prototype, which now appears to have been largely eliminated, was vibration of the gear-change pedal at high speeds in the indirect gears, sufficient to restrict the comfortable maximum speed in third to about 50 m.p.h. and thus to have an adverse effect on acceleration. While the vibration on the production model was no longer so severe, it was still present at speed and easily felt through the driver's left foot, which normally rests in close proximity to the pedal. However, a cruising speed of a genuine 75 m.p.h. does not appear to overwork either the car or its occupants.

Stability and Suspension

Firmer than is nowadays customary, the suspension (independent at the front by laminated torsion bars) reacts to bad road surfaces in a manner that is heard rather than felt, thanks largely to the well-padded upholstery, and one has cause to thank the firmness for a lack of pitching when the brakes are applied suddenly. For a car which is high rather than wide there is not an inordinate amount of roll, but as mentioned earlier, more curvature of the seat backs would help to prevent passengers sliding about. Tyres softer than recommended help to cushion the ride for gentle driving, but squeal quite obtrusively if the car is cornered energetically, and for most purposes it is preferable to increase the pressures. Adhesion is quite good on both wet and dry surfaces, the understeer encountered on entering a corner giving way to oversteer if the car is accelerated hard. The steering is light and rather low geared, and there is some lost motion which makes rapid changes of direction difficult. On the car in its production form reaction through the wheel had been reduced, but could still be felt.

Praise must be given to the 11-in. hydro-mechanical brakes which not only produced maximum retardation with light pedal pressure but stood up well to Alpine motoring, showing no signs of fading even

on the heavier early model, and for this kind of driving, the easy change-down possible with a pre-selector gearbox is of considerable help. The handbrake, although of pull-out type, requires no great effort to hold the car on a steep hill.

The polished-wood facia panel contains five instruments of unusual and excellent legibility, a large circular speedometer with distance recorder and trip, flanked by ammeter, radiator thermometer, fuel gauge and clock. In addition there is a red warning light for the ignition and a green one to indicate low oil pressure, and minor controls include buttons for the starter and electric wipers—adequate, but not self-parking—heater and panel-light rheostats, a temperature control for the heater and a pull-out knob governing the petrol reserve of about two gallons. A switch conveniently placed near the driver's left hand controls headlights of fair but not outstanding range, fitted with a foot-dipper, and two built-in fog lamps.

Wide pockets in the doors supplement a very small open cubby-hole on the driver's side of the facia and one on the other side not much bigger—it will not, for example, take the car's stiff-backed instruction book—can be locked with the ignition key. The latter also fits the lock of the large and useful luggage boot, in which the spare wheel and tools are carried in a separate tray and are removable without disturbing any other contents.

Occasional Maintenance

One further feature of the Daimler must properly be mentioned, well-suited as it is to a car of just this type. While it is not expected that the owner would contemplate doing his own routine servicing, the temporary loss of a car while this is done can be a nuisance in many circumstances; by virtue of the automatic chassis lubrication system on the Daimler it is possible to go for long periods without any thought of maintenance at all. In point of fact the test car on its return from Italy was taken straight down to Wales and back, adding a further 500 miles to the distance covered, and in the whole of that time was not touched with a tool of any description.

Appealing to the buyer in search of fast and comfortable open-car motoring for four people, yet with a dual-purpose car which can be as snug as a saloon when required, the Conquest coupé should have a sure future in a category in which it has few competitors.

Mechanical Specification

Engine	
Cylinders	6
Bore	76.2 mm.
Stroke	88.9 mm.
Cubic capacity	2,433 c.c.
Piston area	42.4 sq.in.
Valves	Pushrod o.h.v.
Compression ratio	7.75/1
Max. power	100 b.h.p.
at	4,400 r.p.m.
Piston speed at max. b.h.p.	2,566 ft. per min.
Carburettors	2 S.U., type H.6
Ignition	Lucas coil
Sparking plugs	14mm. Lodge HLN
Fuel pump	AC mechanical
Oil filter	Tecalemit

Transmission	
Clutch	Daimler fluid flywheel
Gearbox	Pre-selective epicyclic
Top gear	4.56
3rd gear	6.71
2nd gear	10.05
1st gear	17.47
Propeller shaft Hardy Spicer open (2½ in. dia.)	...
Final drive	Hypoid bevel (4-star differential)
Top gear m.p.h. at 1,000 r.p.m.	17.4
Top gear m.p.h. at 1,000 ft./min. piston speed	29.8

Chassis	
Brakes	Girling hydro-mechanical
Brake drum diameter	11 in.
Friction lining area	184 sq. in.
Suspension:	
Front	Independent (wishbones and laminated torsion bars)
Rear	Semi-elliptic
Shock absorbers	Girling telescopic
Tyres	Dunlop 6.70—15

Steering	
Steering gear	Bishop cam and roller
Turning circle	34 feet
Turns of steering wheel, lock to lock... ..	3½

Performance factors (at laden weight as tested):	
Piston area, sq. in. per ton	25.2
Brake lining area, sq. in. per ton	109
Specific displacement, litres per ton mile	2,485

Fully described (saloon) in *The Motor*, March 10, 1954.

Coachwork and Equipment

Bumper height with car unladen:	
Front (max.) 21 in., (min.) 11½ in.	
Rear (max.) 23 in., (min.) 14 in.	

Starting handle	Yes
Battery mounting	Under rear seat
Jack	Screw type
Jacking points	4 on frame, front and rear
Standard tool kit: Tool roll, 3 d/e spanners, box spanner, tommy bar, hub cap spanner, adjustable spanner, oil plug extractor, pliers, screwdriver, distributor gauge, oil gun, grease gun, jack, wheel brace, brake bleeder tube, hub cover remover.	

Exterior lights: 2 headlamps, 2 sidelamps, 2 fog-lamps, 2 stop/tail lamps, number plate lamp, reversing lamp.	
---	--

Direction indicators	Flashing type self-cancelling
Windscreen wipers	2-blade electric, non-self parking

Sun vizors	Two
Instruments: Speedometer with decimal trip, fuel contents gauge, ammeter, coolant thermometer, clock.	

Warning lights: Dynamo charge, oil pressure, direction indicators, headlamp main beam.	
--	--

Locks:	
With ignition key	Doors, luggage locker, glove locker, petrol filler
With other keys	Nil
Glove lockers	2 (small) on facia panel, one with lid and lock

Map pockets	2 on doors
Parcel shelves: Nil (well behind rear seat available for parcels only when folding top is erect)	
Ashtrays 4 (2 in doors, 2 behind front seats)	
Cigar lighters	Nil

Interior lights	1 on hood frame
Interior heater: Heater and de-mister with fresh air intake on top of scuttle.	

Car radio	Optional extra
Extras available Laminated glass windscreen, radio	

Upholstery material	Leather
Floor covering	Rubber-backed carpets
Exterior colours standardized: 5 (black, silver grey, light green, ivory, blue).	
Alternative body styles: 4-door 6-light saloon; 2-seat roadster.	