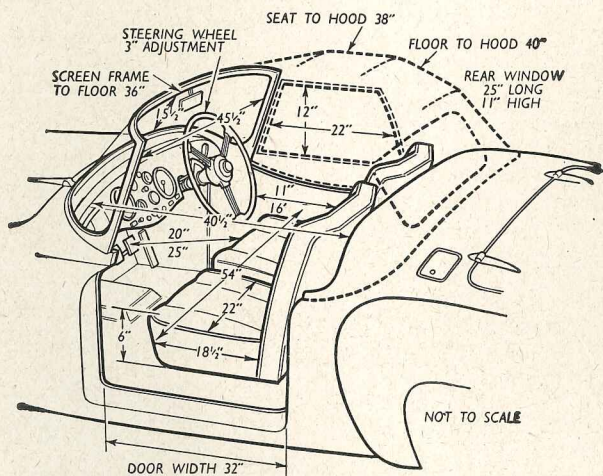
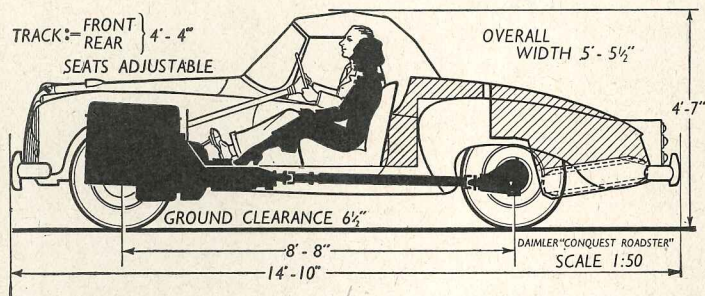


The Motor Road Test No. 21/54 (Continental)

Make: Daimler

Type: Conquest Roadster

Makers: The Daimler Co., Limited, Coventry



Test Data

CONDITIONS: Weather: Fine, warm, moderate cross wind. Surface: Smooth dry concrete (Ostend-Ghent motor road). Fuel: British and Belgian premium grades. Tests made with hood and side screens erected.

INSTRUMENTS

Speedometer at 30 m.p.h.	.. .. .	2%	fast
Speedometer at 60 m.p.h.	.. .. .	2%	fast
Speedometer at 90 m.p.h.	.. .. .	2%	fast
Distance recorder .. .. .	.. .. .	5%	fast

MAXIMUM SPEEDS

Flying Quarter Mile	
Mean of four opposite runs	100.7 m.p.h.
Best time equals	101.7 m.p.h.

Speed in gears

Max. speed in 3rd gear	72 m.p.h.
Max. speed in 2nd gear	48 m.p.h.

FUEL CONSUMPTION

34.5 m.p.g. at constant 30 m.p.h.
32.5 m.p.g. at constant 40 m.p.h.
28.0 m.p.g. at constant 50 m.p.h.
24.0 m.p.g. at constant 60 m.p.h.
22.0 m.p.g. at constant 70 m.p.h.
20.5 m.p.g. at constant 80 m.p.h.
17.5 m.p.g. at constant 90 m.p.h.
Overall consumption for 833 miles, 39 gallons, = 21.4 m.p.g.
Fuel tank capacity 15 gallons.

ACCELERATION TIMES Through gears

0-30 m.p.h.	4.9 sec.
0-40 m.p.h.	7.1 sec.
0-50 m.p.h.	10.6 sec.
0-60 m.p.h.	14.5 sec.
0-70 m.p.h.	20.0 sec.
0-80 m.p.h.	28.0 sec.
0-90 m.p.h.	39.4 sec.
Standing Quarter Mile	20.3 sec.

ACCELERATION TIMES on Two Upper Ratios

	Top	3rd
10-30 m.p.h.	9.1 sec.	5.7 sec.
20-40 m.p.h.	9.3 sec.	6.0 sec.
30-50 m.p.h.	9.2 sec.	6.3 sec.
40-60 m.p.h.	10.4 sec.	7.4 sec.
50-70 m.p.h.	11.6 sec.	—
60-80 m.p.h.	13.5 sec.	—
70-90 m.p.h.	19.4 sec.	—

WEIGHT

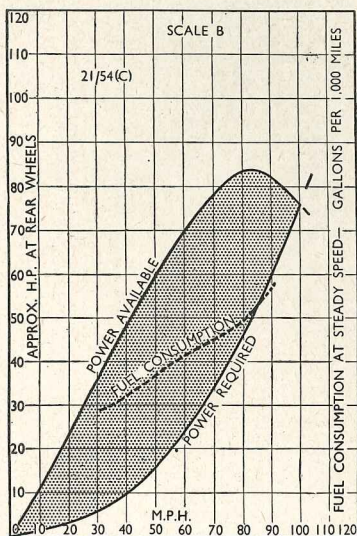
Unladen kerb weight	25 1/2 cwt.
Front/rear weight distribution	53/47
Weight laden as tested	29 cwt.

HILL CLIMBING (At steady speeds)

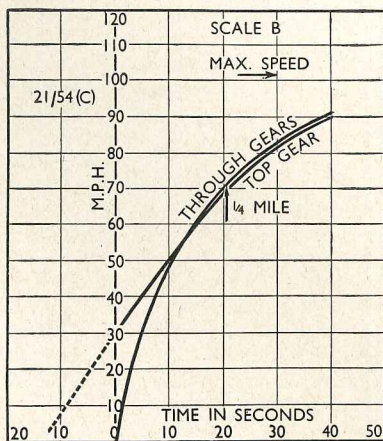
Max. top gear speed on 1 in 20	91 m.p.h.
Max. top gear speed on 1 in 15	85 m.p.h.
Max. top gear speed on 1 in 10	64 m.p.h.
Max. gradient on top gear	1 in 8.1 (Tapley 275 lb./ton)
Max. gradient on 3rd gear	1 in 5.6 (Tapley 395 lb./ton)
Max. gradient on 2nd gear	1 in 4.0 (Tapley 540 lb./ton)

BRAKES at 30 m.p.h.

0.87 g retardation (= 34 1/2 ft. stopping distance) with 115 lb. pedal pressure.
0.85 g retardation (= 35 1/2 ft. stopping distance) with 100 lb. pedal pressure.
0.70 retardation (= 43 ft. stopping distance) with 75 lb. pedal pressure.
0.49 retardation (= 61 1/2 ft. stopping distance) with 50 lb. pedal pressure.
0.17 g retardation (= 177 ft. stopping distance) with 25 lb. pedal pressure.



Drag at 10 m.p.h. 44 lb.
 Drag at 60 m.p.h. 148 lb.
Specific Fuel Consumption when cruising at 80% of maximum speed (i.e. 80.6 m.p.h.) on level road, based on power delivered to rear wheels 0.69 pints/b.h.p./hr.

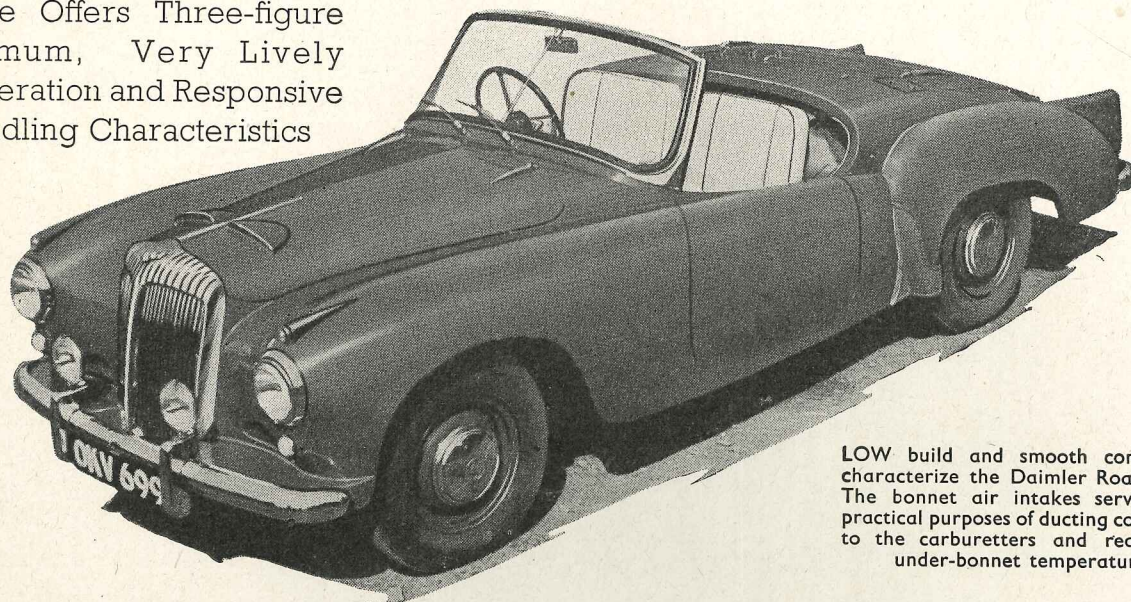


Maintenance

Sump: 10 pints, S.A.E. 30. **Gearbox:** 5 1/2 pints, S.A.E. 30. **Rear Axle:** 2 1/2 pints, S.A.E. 90. **Steering gear:** 1/2 pint, S.A.E. 90. **Radiator:** 17 pints (3 drain taps). **Chassis lubrication:** By oil gun every 1,000 miles to propeller shaft (3 points), grease gun every 3,000 miles to water pump (1 point) and every 6,000 miles to rear hubs (2 points); lubrication automatic to remaining 15 points. **Ignition timing:** 9 degrees B.T.D.C. **Spark plug gap:** 0.020 in. **Contact breaker gap:** 0.014—0.016 in. **Valve timing:** Inlet opens 13 degrees B.T.D.C. and closes 65 degrees A.B.D.C. Exhaust opens 55 degrees B.B.D.C. and closes 23 degrees A.T.D.C. **Tapet clearances:** (Hot) Inlet 0.013 in.; Exhaust 0.013 in. **Front wheel toe-in:** 1/8 in. **Camber angle:** 1/2 degrees. **Castor angle:** Nil. **Tyre pressures:** Front 24 lb., rear 24 lb. **Brake fluid:** Girling Crimson. **Battery:** 12-volt, 51 amp./hr. **Lamp bulbs:** **Headlamps,** 45/35 watt (Lucas No. 360); **Long range auxiliary lamp,** 48 watt (Lucas No. 185); **fog lamp,** 48 watt (Lucas No. 323); **side lamps,** 6 watt (Lucas No. 207); **front direction indicator lamps and reversing lamps,** 18 watt (Lucas No. 221); **rear number plate lamp,** 4 watt (Lucas No. 222); **stop/tail/rear indicator lamps,** 18/6 watt (Lucas No. 361); **panel lights,** 6 watt (AC No. 1570839).

The DAIMLER Conquest Roadster

New Open Edition of the 2½-litre Offers Three-figure Maximum, Very Lively Acceleration and Responsive Handling Characteristics



LOW build and smooth contours characterize the Daimler Roadster. The bonnet air intakes serve the practical purposes of ducting cool air to the carburettors and reducing under-bonnet temperature.

In Brief

Price	£1,180 plus purchase tax
	£492 15s. 10d., equals £1,672 15s. 10d.
Capacity	... .. 2,433 c.c.
Unladen kerb weight	... .. 25½ cwt.
Fuel consumption	... .. 21.4 m.p.g.
Maximum speed	... .. 100.7 m.p.h.
Maximum speed on 1 in 20 gradient	... .. 91 m.p.h.
Maximum top gear gradient	1 in 8.1
Acceleration:	
10-30 m.p.h. in top	... .. 9.1 sec.
0-50 m.p.h. through gears	10.6 sec.
Gearing: 18.9 m.p.h. in top at 1,000 r.p.m.; 81.2 m.p.h. at 2,500 ft. per min. piston speed.	

and, since then, two more variations of the Conquest have appeared in the shape of the Century saloon with a high-efficiency two-carburettor engine, and a four-seater drop-head coupé, also with the special Century engine.

An example of the latter formed the subject of a road test in this journal three weeks ago, and we are now able to supplement this with a test of the Roadster.

This new open model belongs to the still-select group of cars capable of a genuine 100 m.p.h. In this respect the Roadster proved itself a good 10 m.p.h. faster than the more roomy and luxurious coupé, and it is worthy of note that the Roadster is not only 10 m.p.h. faster in maximum speed, but, by an interesting coincidence, is almost exactly that degree ahead in acceleration in the upper ranges. Thus, the coupé reaches 80 m.p.h. from rest in 39 sec., which is within half a second of the time required by the Roadster to reach 90 m.p.h., there being similar parallels at all speeds from 60 m.p.h. upwards. This interesting 10 m.p.h. comparison can be carried even further if the top gear acceleration figures are examined, the 60-80 m.p.h. time of the

coupé, for example, being remarkably close to the 70-90 m.p.h. figure of the Roadster.

Such comparison between the coupé and the Roadster has been deliberately stressed because both offer open motoring, but whereas one provides luxurious and fast travel for four, the other is a two-seater pure and simple with a reduced degree of comfort and a considerably increased degree of performance.

Wide Speed Range

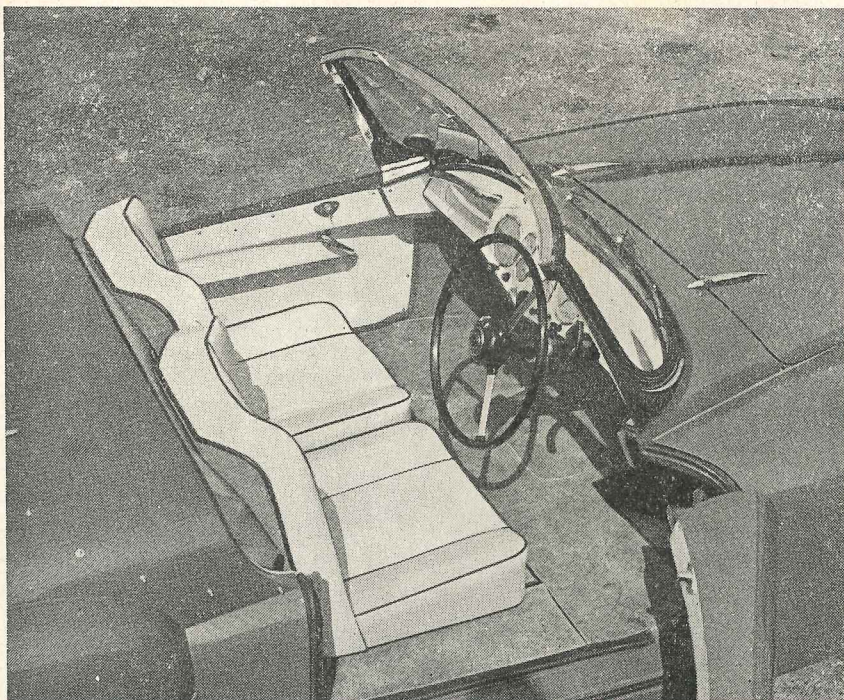
Despite its two carburettors, high-lift cams, high compression and modified timing, however, the Roadster offers very notable fuel economy, reaching the excellent figure of 34½ m.p.g. at a constant 30 m.p.h., and it is not until 80 m.p.h. is exceeded that the consumption drops below 20 m.p.g. Despite the hard driving which a car of this type invariably invites, an overall figure of 21.4 m.p.g. was recorded for the 833 miles over which consumption was checked.

Except in two respects, the Daimler Roadster achieved these results with none of the penalties which are associated in many people's minds with a high efficiency engine. Perhaps its faults had better be disposed of at the outset. They are an exhaust note which is amusing when one is in the mood, but which becomes tiresome on long journeys and, in practice, often discourages full use of the fine performance of the car. Of less importance—and perhaps peculiar—was a rather irregular tick-over.

In all other respects, the performance of the engine proved very satisfactory. It is smooth and effortless throughout its entire range and rapidly swings the needle of the rev. counter round to the



TWIN rear lamps, reversing lights and flashing direction indicators are built into a fin extending from the rear wings. The large expanse of the luggage boot lid is a noticeable feature of this view of the car.



The Daimler Conquest Roadster

INDIVIDUALLY adjustable seats and a telescopic steering column combine to allow comfortable positions for both driver and passenger. The instruments, are grouped in the centre of the fascia panel, flanked by small cubby holes.

combines a fluid flywheel with an epicyclic preselector gearbox, is too well known to need a description here: what does need emphasizing is the excellent way in which its characteristics harmonize with the sporting qualities of this car, not only enabling very quick changes to be made, but also making it possible for the driver to preselect a desired ratio before entering a corner or negotiating an obstacle and then, by a mere kick of the pedal, achieve the desired change at the exact moment required, leaving both hands free. When stationary in neutral, the usual epicyclic whine is present, but by no means obtrusive, and generally speaking the gears may be regarded as very quiet.

As the figures show, the brakes provided good stopping power with very moderate pedal pressure and they gave every confidence at high speeds. A car of this type, however, does deserve a better handbrake than the simple pistol-grip type tucked away right under the fascia.

Precise Steering

The suspension possesses a certain degree of sports-car firmness without being actually harsh, and roadholding is at all times above reproach. Steering and cornering are in every way in keeping with the performance. The steering is fairly high geared but, with the big nicely-placed wheel (with a column adjustment to suit drivers of varying heights), the effort required is moderate and the driver always has the feeling of being able to place the car accurately. Cornering characteristics are devoid of vices and the car can be held in both slow and fast corners in most reassuring fashion.

This feeling of confidence is augmented by major controls which, apart from the handbrake, are well placed, and by minor controls which are readily reached and not liable to confusion.

5,000 mark at which a cautionary red line is inscribed. In practice, another 500-600 revs. are obtainable (making 72 m.p.h. possible in third gear), but such engine speeds are neither desirable nor necessary since the unit is remarkably flexible and provides a wide performance overlap on the nicely-spaced gear ratios.

On the open road, the car reaches a genuine 80 m.p.h. quickly and holds it well, gradients of 1 in 15 being easily within its capabilities at this speed.

Thanks to the flexibility of the engine, the Roadster will also trickle along sweetly at 10 m.p.h. in top gear and, if the fluid flywheel is allowed to do its work, will even start from rest in top and accelerate away smoothly and far from sluggishly right up through the entire range to 100 m.p.h. In

this connection, the top-gear acceleration figures are significant, showing an almost exactly constant rate of acceleration from 10 m.p.h. to 50 m.p.h. with very little tailing off above that speed until maximum is approached.

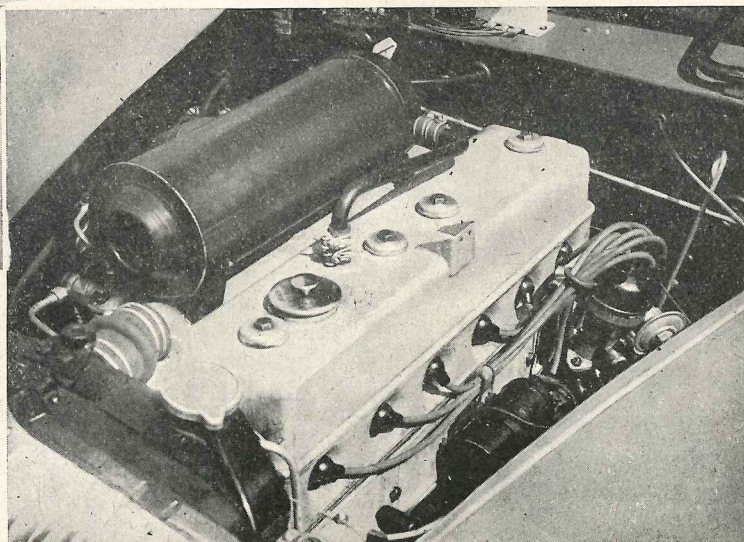
Other virtues of the power unit which may be summarized briefly include easy starting, quick warming-up, adequate cooling even under adverse conditions (performance tests failed to raise the temperature above normal), an entire absence of running-on and mild pinking at low speeds only on some premium grade fuels. Accessibility through the rear-hinged bonnet (provided with two safety catches) is generally good and full marks must be given for a very well-placed dipstick. The two raised air vents in the bonnet top are no mere ornaments; one is ducted direct to the air cleaner intake and the other serves to reduce under-bonnet temperatures.

The Daimler transmission, which



LARGE enough to accept a considerable amount of luggage, the boot also has recesses at the sides into which odds and ends may be stowed. A trapdoor in the floor gives access to the spare wheel.

THE clean layout of the engine, the accessible dipstick and large air silencer into which air is fed from the intake on the bonnet are notable features of the engine compartment.



Contd.

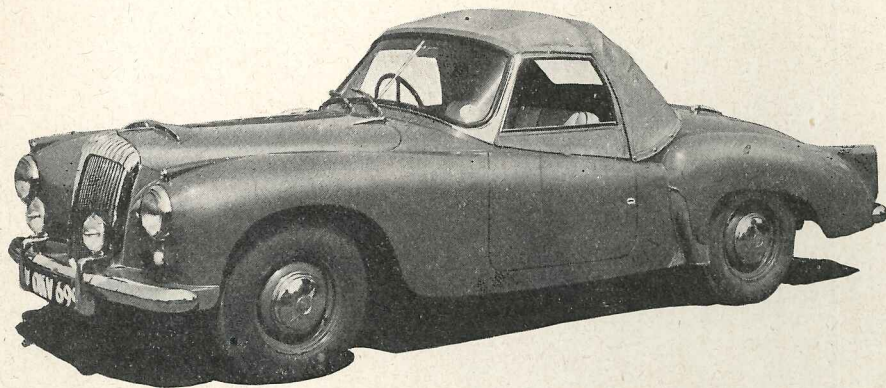
A further undoubted aid to accurate handling is the excellent view over the front wings and low bonnet. The wing lamps (with their red tips clearly visible at night) can both be seen from the driving seat by even a short driver and the field of vision is wide, thanks to the curved screen, the considerable wrap-round of which causes no noticeable distortion. The view to the side and rear with the hood and side screens in place is also very satisfactory, but one could wish that the seats were a little lower in relation to the top of the screen, particularly when the wipers are in action. A further point about the screen is that its pronounced slope produces irritating reflections of the instruments.

The individually-adjustable seats have high squabs set in an alert position and are shaped to give some lateral support; it would be better, however, were the leading

in a special compartment behind the seats, where it is easy to reach but well away from the heat of the engine.

Luggage accommodation is first class. The main area of the boot has a flat floor which will accommodate the largest of suitcases and although there is a step up at the forward end, the increased height of the tail at this point makes a second layer of suitcases possible. There are also very useful and quite sizable recesses in the rear wing which provide ample stowage for tools and oddments. The large boot lid makes access easy and the fact that its hinges are spring-loaded prevents it being cumbersome to open. The spare wheel is carried beneath the main floor of the boot.

So far as the stowage of oddments within the body is concerned, there are two small cubby holes in the fascia panel and a pocket in each door. The latter are quite sizable but would hold more if the trim-panels were extended upwards to make them, in effect, deeper. Both with



ADEQUATE rearward vision when the hood and side curtains are erected is permitted by the large rear window. Signalling flaps are provided on both sides.

edges of the cushion provided with some form of roll to give more support to the thighs.

As an open car, the Daimler is pleasant but would be improved by lower seating in relation to the body sides, an alteration which would probably make the interior less susceptible to back draught.

Two-man Hood

With hood and sidescreens erected, the Daimler is particularly snug—almost too much so in fact, because there is no provision for admitting fresh air and when travelling fairly slowly in hot weather it is necessary to prop open one or other of the signalling flaps with an elbow to keep reasonably cool. Some hood rattles were noticeable on Belgian pavé surfaces.

The hood folds down very neatly behind the rear squabs, but the operation of raising and lowering it is a job more easily performed by two people than by one. Captive nuts would be an improvement on the present detachable wing nuts used for securing the side screens. Stowage of the latter is particularly neat, the divided envelope provided for them fitting into a horizontal recess behind the seats. The battery is also neatly accommodated

and without the hood erected, there is room for a considerable quantity of odds and ends behind the seat.

As will be gathered from the tabulated data, the fascia board is very well equipped, but many sporting drivers would prefer to have the revolution counter in front of them and the speedometer on the passenger's side instead of the opposite arrangement which has been adopted. A useful detail is a grab handle on the fascia for the passenger, but a surprising omission is the absence of an ash tray. Another point of criticism is the arrangement of the door handles (internal only) which are awkward to use both from within and without, but particularly so with hood up and side curtains in place.

Good headlamps are of the utmost importance on a high-performance car and this Daimler is fitted with the latest Lucas "Le Mans 24" type which combine range and spread to a most praiseworthy degree. Normal cruising speeds of the car are well within the range of the lamps and 90 m.p.h. proved possible after dark. Supplementing the main headlamps are a long-range auxiliary and a fog lamp, whilst good marks must also be given for a most adequate pair of reversing lights.

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	Overhead (push rod)
Compression ratio	7.75/1
Max. power	100 b.h.p.
at	4,400 r.p.m.
Piston speed at max. b.h.p.	2,570 ft. per min.
Carburettor	Two horizontal S.U.
Ignition	12-volt coil
Sparkling plugs	Lodge 14 mm. CLN
Fuel pump	AC mechanical
Oil filter	Tecalemit full-flow

Transmission	
Clutch	Daimler fluid flywheel and epicyclic pre-selector transmission
Top gear	4.1
3rd gear	6.05
2nd gear	9.05
1st gear	15.7
Propeller shaft	Hardy Spicer, open
Final drive	Hypoid bevel with 4-star differential
Top gear m.p.h. at 1,000 r.p.m.	18.9
Top gear m.p.h. at 1,000 ft./min. piston speed	32.5

Chassis	
Brakes	Girling hydro-mechanical
Brake drum diameter	11 in.
Friction lining area	184 sq. in.
Suspension:	
Front	Independent by laminated torsion bars and wishbones
Rear	Semi-elliptic
Shock absorbers:	
Front	Girling telescopic, DAS 5/45
Rear	Girling telescopic, DAS 6/40
Tyres	6.00 x 15 Dunlop Road Speed

Steering	
Steering gear	Bishop cam
Turning circle:	
Left	34 feet
Right	34 feet
Turns of steering wheel, lock to lock	2½

Performance factors (at laden weight as tested):	
Piston area, sq. in. per ton	29.2
Brake lining area, sq. in. per ton	127
Specific displacement, litres per ton mile	2,660
Fully described in <i>The Motor</i> , October 21, 1953.	

Coachwork and Equipment

Bumper height with car unladen:	
Front (max.) 19½ in., (min.) 10½ in.	
Rear (max.) 21½ in., (min.) 12½ in.	
Starting handle	Yes
Battery mounting	Behind driver's seat in separate compartment
Jack	Mechanical screw type
Jacking points	4 on chassis, front and rear
Standard tool kit: Foot pump, jack, wheelbrace, grease gun, oil gun (for fluid flywheel), 3 double-ended spanners, box spanner (for plugs), hub-cap spanner, adjustable spanner, flywheel oil-plug extractor, pliers, screwdriver, distributor screwdriver and feeler gauge, bleeder equipment (for brakes), hub-cover remover, tool roll and jack bag.	
Exterior lights: 2 headlamps (double-dipping), long-range auxiliary lamp, fog lamp, 2 side lights, 2 front indicator lamps, 2 rear stop/tail/indicator lamps, 2 reversing lamps, rear number plate lamp.	
Direction indicators	Flasher type, self-cancelling
Windscreen wipers	Dual, electrical
Sun visors	None
Instruments: Speedometer (with trip), revolution indicator, clock, fuel gauge, ammeter, thermometer.	
Warning lights: For oil pressure, ignition, headlamp main beam and direction indicators.	
Locks:	
With ignition key	Petrol filler and boot
With other keys	None
Glove lockers	Two
Map pockets	Two (in doors)
Parcel shelves	None
Ashtrays	None
Cigar lighters	None
Interior lights	None
Interior heater	None
Car radio	None
Extras available	None
Upholstery material	Leather
Floor covering	Carpeting
Exterior colours standardized: Red, ivory, silver, powder blue.	
Alternative body styles: Conquest Century saloon and d.h. 4-str. coupe have chassis similar in many respects to special chassis of Roadster.	