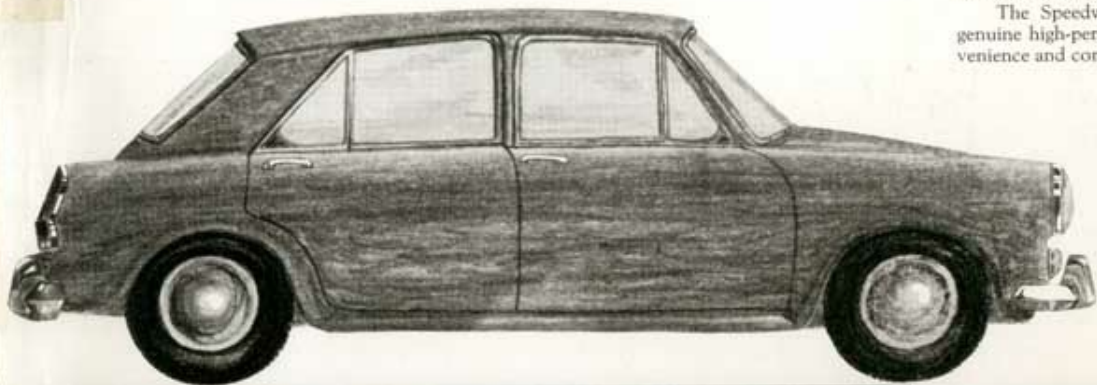


Speedwell Austin 1300GT

**Find a fast car that is just as happy running the family down to the coast as it is winning the Traffic Light Grand Prix, and you're in for a rare, and very enjoyable, motoring experience. This is the special kind of car that Speedwell have produced in the 1300GT.**



There's no compromise about the 1300GT it is a very fast car. You can cruise the entire length of a motorway at 95mph. You may even be accused of having a V-8 under the bonnet.

It is also an extremely tractable family saloon, purring through traffic so contently that you'll wonder why you never liked town driving.

True to Speedwell policy, the 1300GT was designed to be a supremely safe car. Servo-assisted brakes with anti-fade linings bring the 90bhp performance under your complete control. And a car that has the superb roadholding of the Austin 1100, improved still further by Speedwell, is obviously going to think twice before moving one inch out of line round bends.

The Speedwell Austin 1300GT is for the man who wants a genuine high-performance car that doesn't ask him to sacrifice convenience and comfort.

#### **Performance**

with normal final-drive ratio-16.4 mph.1000 rpm

#### **Acceleration**

0-30 mph in 4.5 secs

0-40 mph in 7.0 secs

0-50 mph in 8.3 secs

0-60 mph in 10.8 secs

0-70 mph in 14.6 secs

0-80 mph in 18.5 secs

#### **Maximum Speeds**

top 106 mph

3rd 90 mph

2nd 64 mph

1st 38 mph

#### **Fuel consumption**

(average) 27 mpg

### Engine

Based on BMC 1275 Cooper-S unit 4 Cylinders, transversely mounted

Bore 71.15 mm Stroke 81.28 mm Capacity 1292.8cc  
Crankshaft Chrome-Molybdenum steel forging.

Pistons Solid type with special high-speed ring-equipment

Camshaft Special Speedwell design

Camdrive Duplex chain

Cylinder Head Machined and polished as used on racing engines

Valves "Nimonic" alloy. Inlet 35.6 mm, exhaust 31.0 mm

Valvesprings Special double springs of Speedwell design made in Swedish steel

Rockers Speedwell "high-lift" type, forged alloy steel



Carburettors Twin large SU type H.4

Inlet manifold Hand-matched and polished

Exhaust Tubular-steel tuned system with twin outlets

Flywheel Specially machined low-weight type

Balancing Reciprocating parts hand-balanced within  $\pm 2$  gram

Rotating parts dynamically balanced within 5 gram/cm

Clutch Diaphragm-type with high-strength spring

Transmission Remote controlled gearbox with baulk ring synchromesh on 2nd, 3rd and 4th.

Ratios 4th 1.000 3rd 1.412 2nd 2.172 1st 3.628

Option (extra cost) Alternative ratios based on use of "S" type gearbox. Closer spaced ratios.

Ratios 4th 1.000 3rd 1.355 2nd 1.916 1st 3.200



Final-drive Helical spur gears with differential.

Ratio giving 16.4 mph per 1000 rpm  
100 mph at 6100 rpm.

For customers with competition use in mind, a 105 bhp version is available for the same price, but at the expense of tractability. Speedwell engineers do not recommend this for normal road use.

Option (no extra cost) Extra-high ratio final drive, giving 17.9 mph at 1000 rpm or 100 mph at 5600 rpm

Low-ratio final drive giving—14.9 mph at 1000 rpm or 100 mph at 6700 rpm

Cooling Pressurised, sealed-system radiator

Lubrication Full-flow oil cooler fitted as standard

Engine power 90 bhp at 6500 rpm

over 87 bhp between 5500 and 7000 rpm

Engine Torque 85 lbs.ft. at 5000 rpm

over 70 lbs.ft. from 3500 to 6500 rpm

over 65 lbs.ft. from 1000 to 7000 rpm

Maximum RPM 7500 momentary, 7000 sustained

Suspension

Hydroelastic modified for extra high-speed stability

Brakes

Vacuum Servo. Anti-fade front brake pads.

Anti-fade rear brake linings.



**Try the 1300GT at Speedwell Performance Cars 763 Finchley Road NW11 Speedwell 2226**

## **Graham Hill's 1300GT**

"Strictly speaking the 1300GT is my wife's but it has proved to be one of the most useful cars we have ever owned.

It's in daily use taking the children to school and going shopping and I often take it for a quick day trip to Snetterton or Brands Hatch.

On the straight it's as fast as I need and the superb suspension gives tremendous confidence under all conditions of road or weather."

