

Unipower

GT



PERFORMANCE ...

ECONOMY ...

COMFORT ...

SAFETY ...



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GT



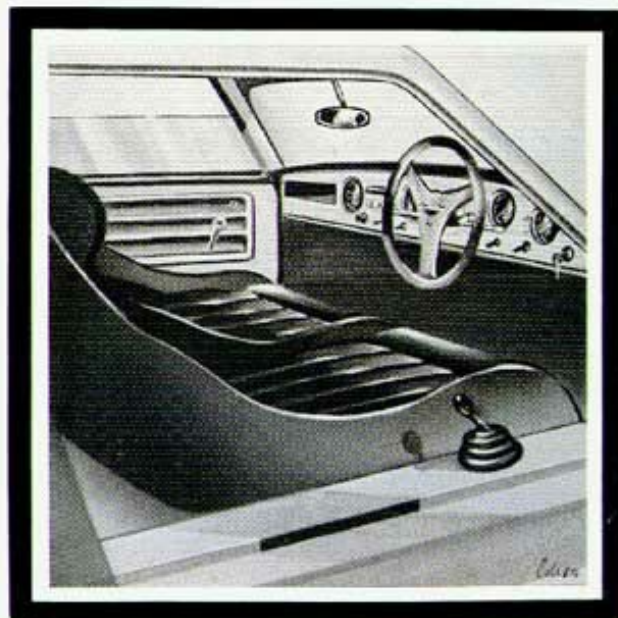
THE UNIPOWER GT is without doubt a true 'grand touring' car, combining good looks with high aero-dynamic efficiency, superb road-holding and startling performance due to its light but immensely strong and durable structure. It is a perfectly comfortable and docile road car and yet it can be thoroughly competitive on the racing circuit.



Excellent visibility is maintained in all directions by a large one-piece wrap-around laminated windscreen mounted into a pressed steel frame. Crash pad and side cappings trimmed in black are fitted to eliminate windscreen reflection. Full instrumentation has been carefully positioned for quick reference. All major switches are fitted within finger-tip operation.

Design Features

- ★ Following the most up-to-date trends, the power unit has been positioned transversely at the rear, thereby reducing frontal area and improving the performance.
- ★ Independent suspension at front and rear, fitted with telescopic hydraulic shock absorbers and coil springs. Twin brake system for maximum safety and stopping power.
- ★ Compact aero-dynamic glass fibre body manufactured to close tolerances and bonded to tubular steel chassis frame offers exceptionally high power/weight ratio.
- ★ Due to engine positioning and transmission layout ample leg room is afforded, semi-reclined adjustable seats and steering column to suit Driver's requirements.



Specification

DIMENSIONS. Height: 40½". Length: 11' 8". Width: 4' 9". Weight: 10 Cwt. Wheelbase: 7'.

ENGINE. In-line, 4-cylinder, water-cooled, overhead valve with three-mainbearing counterbalanced crankshaft. In unit with clutch, gearbox and final drive, installed transversely at rear of car.

998 c.c. Bore 2.543 in. (64.58 mm); stroke 3.00 in. (76.20 mm); cubic capacity 60.96 cu. in. (998 c.c.) compression ratio 9:1 maximum b.h.p. 55 at 5,800 r.p.m. Torque 57 lb. ft. at 3,000 r.p.m.

GEARBOX. 4-speed with baulk ring synchromesh on second, third and top, in unit with engine and final drive; remote-control, side mounted gear change lever. Final drive to rear wheels via helical spur gears, universal joints and open shafts; drive casing in unit with engine and gearbox.

Final Drive. 998 c.c. 3.765:1 (17/64). Alternatives available on request.

FUEL SYSTEM. Two Type HS2 S.U. carburettors with combined air cleaner and silencer with two paper elements. S.U. electric fuel pump type S.P. mounted under tank at front. Petrol tank capacity 6½ gallons (30 litres), fuel filter in pump.

LUBRICATION SYSTEM. Full pressure to engine bearings; sump forms oil bath for gearbox and final drive; internal gear-type pump driven by camshaft; full-flow oil filter with renewable element, gauze strainer in sump; magnetic sump drain plug. Oil capacity including transmission, 8 pints (4.5 litres) approximately, plus 1 pint (0.57 litre) for filter.

BRAKES. Four-wheel hydraulic, operated by pendant pedals. Twin master cylinders operating independent systems front and rear. 7 in. diameter discs at front and 7 in. x 1½ in. Drums at rear. Handbrake—control pull up lever, operating rear wheels.

IGNITION SYSTEM. 12-volt; coil and distributor with automatic and vacuum control.

COOLING SYSTEM. Pressurized radiator with pump, fan and thermostat; capacity approximately 5½ pints (3 litres), plus 1 pint (0.57 litre) for heater when fitted.

TRANSMISSION. Clutch 7½ in. (184 mm.) diameter hydraulically operated by pendant pedal.

Specification subject to change without notice.

STEERING. Rack and pinion; 2½ turns lock-to-lock; three-spoke 12 in. diameter steering wheel, turning circle 30 ft. Track (with 4½ in. rim wheels); front 4' 1½", rear 4' 0½".

BODY. Two-seater, two-door body of glass fibre construction bonded to space-frame chassis and all-steel windscreen frame assembly. Rear section of body incorporates separate boot of 5.8 cu. ft. and engine compartment, hinges at rear for easy maintenance and access to luggage. Bonnet space houses fuel tank, spare wheel and brake/clutch master cylinders. Additional luggage space behind seats. Curved laminated screen in metal surround with twin-jet windscreen washers. Doors are hinged at forward edges and fitted with independently adjustable windows. Wide rear window offers ample vision. Interior trim in washable Vinyl-treated fabric.

ELECTRICAL. 12 volt, 60 amp. hour capacity battery at 10 hour rate located behind passenger seat. Double-dipping headlamps with column operated dipswitch. Sidelamps, rearlamps and flashers combined in single units. Twin blade electrical windscreen wipers.

INSTRUMENTS. Fuel gauge, oil pressure gauge, combined oil and water temperature gauge, tachometer and speedometer with trip. The various switches, including combined ignition/starter switch, are mounted on fascia.

ROAD WHEELS. Standard: Pressed-steel four-stud fixing 4½ in. rim to take 145 x 10 tyres. All finished in Old English White.

SUSPENSION FRONT: Independent wishbone suspension with coil springs/dampers.

REAR: Independent with twin radius arms and coil springs/dampers.

OPTIONAL EQUIPMENT: Heater/demister, sun visors, alloy road wheels, spot and fog lamps, oil cooler.

COMPETITOR MODEL. Details available upon request.

COLOURS. Black, British Racing Green, Dark Blue, Old English White, Tartan Red.

UNIVERSAL POWER DRIVES LTD.

AINTREE ROAD,

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