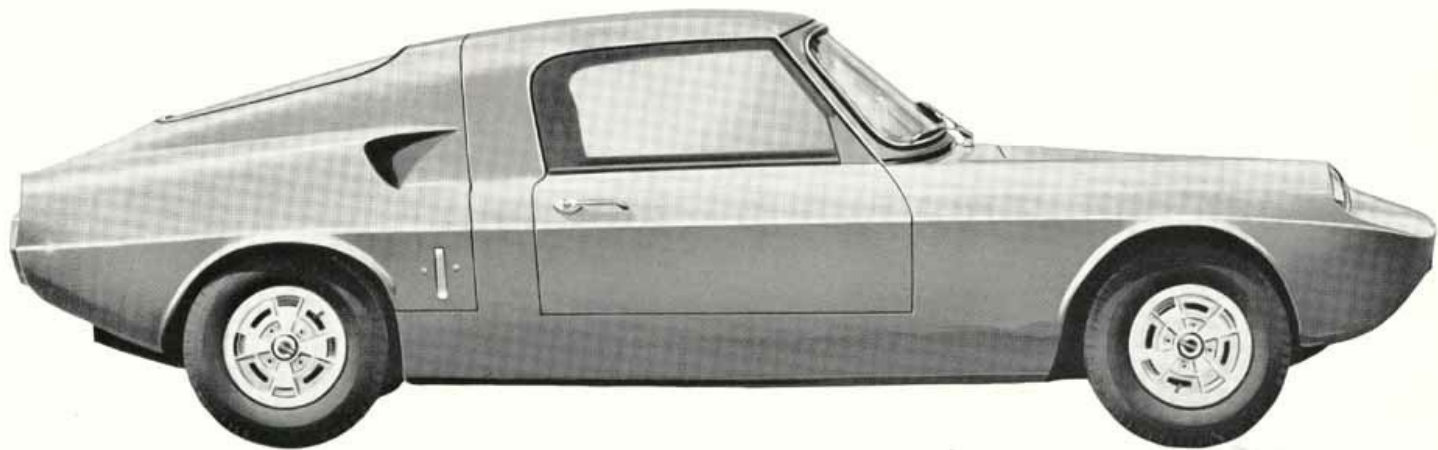


UNIPOWER GT



UNIPOWER GT. PERFORMANCE

Excellent visibility is maintained in all directions by a large one-piece wrap-round 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.

THE UNIPOWER GT is without doubt a true 'grand

touring' car, combining good looks with high aerodynamic 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.

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 manu-

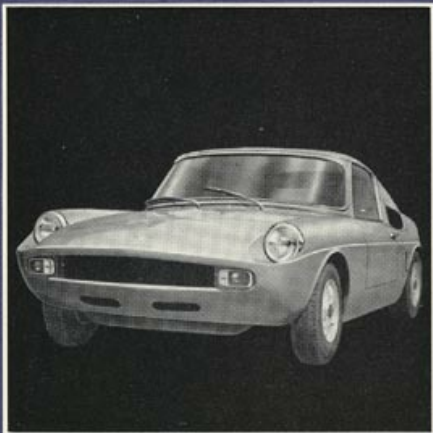


Overall height	3' 4 $\frac{1}{2}$ "
Overall length	11' 7"
Overall width	4' 9 $\frac{1}{2}$ "
Overall length between wheel centres	7' 0"

ECONOMY COMFORT & SAFETY

factured 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: 3' 4½"
Weight: 10 Cwt. Length: 11' 7"
Wheelbase: 7' Width: 4' 9½"

ENGINE. In-line, 4-cylinder, water-cooled, overhead valve with three-mainbearing counter-balanced 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 air cleaners. S.U. electric fuel pump type S.P. mounted under tank at front. Petrol tank capacity 6 gallons (27.2 litres), fuel filters 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. × 1½ in. drums at rear. Handbrake—central pull up lever, operating rear wheels.

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

COOLING SYSTEM. Pressurised radiator with pump, electric fan and thermostat; capacity approximately 12 pints (6.8 litres).

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

Specification subject to change without notice.

Designed & printed by Mears Caldwell Hacker Ltd.

Publication No. 68/5000/2

STEERING. Rack and pinion; 2½ turns lock-to-lock; three-spoke 13 in. diameter steering-wheel, turning circle 30 ft. Track (with 4½ in. rim wheels): front 4 ft. 1½ in., rear 4 ft. 2 in.

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 4.5 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 Triplex 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 and fully carpeted.

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 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 × 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.

COLOURS. A selection of 8 colours is available on request.

OPTIONAL EQUIPMENT. 1,275 c.c. Power unit, heater/demister, sun visors, alloy road wheels, spot and fog lamps, reversing lamp, oil cooler, adjustable shock absorbers, seat belts, sunshine roof, face level ventilation, 5 speed gear-box, air horns. Also available in left hand drive form for export.

COMPETITION MODEL. Details available on request.

UNIPOWER CARS

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