



Daimler



SP 250 Sports Car 1959 - 1964

The SP250 was an attempt to break into the American sports car market when the Daimler range was depleted. The drive behind the project was the Turner designed 2.5 litre V8 engine. There were three distinct specifications, the B spec car has strengthened chassis and more features as standard. The C spec has further features as standard. The mechanical specification is similar throughout the production run.

SPECIFICATION.

Layout: A two door 2+2 open fibreglass body on a steel chassis, front engined rear wheel drive. There is a detachable hard top available as an extra.

Engine: V8 ohv in a hemispherical head of 2,548cc capacity; bore & stroke, 76.2 x 68.9 mm; compression ratio 8.2 to 1; twin SU carburettors; 140 bhp at 5,800 rpm, maximum torque 155 lb. ft. at 3,600 rpm.

Transmission: A 9" Borg and Beck single dry plate clutch mated to a four speed gearbox with synchromesh on 2nd, 3rd & 4th as standard. There were options of overdrive and automatic transmission. The final drive is by Hypoid bevel ratio 3.85 to 1.

Suspension, Steering, & Brakes: Front:- coil springs, double wishbones, & telescopic dampers. Rear:- semi- elliptic springs with lever type dampers. The steering is a Cam Gears cam and peg type. Girling hydraulic disc brakes on all wheels.

PERFORMANCE.

Top Speed;	123.7 M.P.H.	
Acceleration;	0-30 M.P.H.	3.2 secs.
	0-50 M.P.H.	6.8 secs.
	0-60 M.P.H.	8.9 secs.
	0-80 M.P.H.	15.3 secs.
	0-100 M.P.H.	25.6 secs.
	Standing 1/4 mile	17.0 secs.
Fuel Consumption	23 M.P.G.	

DIMENSIONS:

Wheelbase	7ft 8 ins.
Length	13ft 4.5 ins.
Width	5ft 0.5 ins.
Dry Weight	2,218 lbs (19.75 cwt, or 1,005kg.)

PRICE:

On launch £1,395

Extras available included Wire Wheels, Front and rear bumpers, Hardtop, Overdrive, Automatic Transmission.

PRODUCTION:

R.H.D. 1,445 L.H.D. 1,200 Total 2,645



The
Daimler
&
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