

No. 1344  
DAIMLER  
TWENTY-SEVEN  
LIMOUSINE

## The Autocar ROAD TESTS

### DATA FOR THE DRIVER

#### DAIMLER TWENTY-SEVEN

PRICE, with Hooper six-light limousine body, £3,795, plus £2,109 16s 8d purchase tax, total £5,904 16s 8d.

RATING : 26.93 h.p., 6 cylinders, o.h.v., 85.09 × 120.015 mm., 4095 c.c. TAX, £10.

BRAKE HORSE-POWER : 110 at 3,600 r.p.m. COMPRESSION RATIO : 6.3 to 1.

WEIGHT, without passengers, 52 cwt. LB. per C.C. : 1.42.

TYRE SIZE : 8.00 × 17in on bolt-on steel disc wheels.

LIGHTING SET : 12-volt. Automatic voltage control.

TANK CAPACITY : 20 gallons; approx. fuel consumption range, 12-14 m.p.g.

TURNING CIRCLE : soft. (L. and R.). MINIMUM GROUND CLEARANCE : 7in.

MAIN DIMENSIONS : Wheelbase, 12ft 6in; track, 5ft (front); 5ft 3in (rear). Overall length, 17ft 9in; width, 6ft 2in; height, 6ft.

#### ACCELERATION

Overall gear ratios	From steady m.p.h. of		
	10 to 30	20 to 40	30 to 50
4.727 to 1	11.6 sec.	12.1 sec.	13.5 sec.
7.218 to 1	8.0 sec.	9.0 sec.	10.7 sec.
11.156 to 1	6.5 sec.	—	—
19.735 to 1	—	—	—

From rest through gears to:

30 m.p.h. . . . .	9.2 sec.
50 m.p.h. . . . .	19.5 sec.
60 m.p.h. . . . .	28.7 sec.

Steering wheel movement from lock to lock, 4 turns.

Speedometer correction by Electrical Speedometer : 10 (car speedometer) = 11; 20 = 21; 30 = 31.5; 40 = 42; 50 = 52; 60 = 62; 70 = 73.

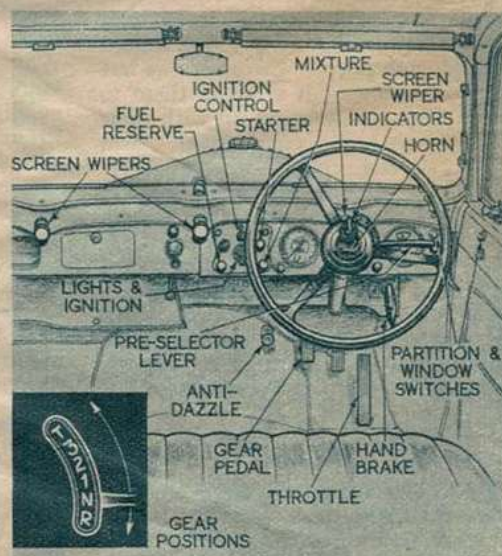
Speeds attainable on indirect gears (by Electrical Speedometer) M.p.h. (normal and max.)

1st . . . . .	12-18
2nd . . . . .	28-34
3rd . . . . .	50-55

WEATHER : Damp surface, cold, light breeze.

Acceleration figures are the means of several runs in opposite directions.

Current model described in "The Autocar" of March 22, 1946.



**A** PART from the few inches in wheelbase and overall length which the Daimler Twenty-seven six-cylinder concedes to the Straight Eight model this is the biggest British car at present in production, and one of the biggest in the world. In point of fact it carries coachwork of exactly the same size and seating capacity as the Straight Eight. With a car such as this, whose makers are entitled to the proud legend, "Motor Car Manufacturers to H.M. the King," and which especially from recent notable associations seems to belong to royal and ceremonial occasions, it is natural to think of it as a carriage affording exceptional luxury. Therefore it is a matter for enthusiastic surprise that this large, indeed vast, car should prove to possess so high a degree of performance as is displayed on the road.

Here is a vehicle capable of supporting anywhere in the world the best traditions of British automobile engineering, of appearing impressive in any company, and at the same time providing driving and handling standards acceptable to anyone who takes delight in driving a good car fast. It may be regarded as being primarily a chauffeur-driven type of car, with emphasis placed on the noble rear compartment, virtually a luxuriously appointed small room into and from which one steps with the greatest ease, and which can be shut off from the driving compartment by a

glass partition. But the front compartment is laid out on normal owner-driver car lines except that the seat is in one section and not immediately adjustable.

Whether such a car as this is able to accelerate from one speed to another in a matter of so many seconds is perhaps a matter of comparative unimportance, but this big Daimler, on being put through the same test as is applied to lesser cars, shows creditable results. As regards top speed it runs up quickly to 70 m.p.h. and can be cruised at that rate. With a sufficient length of clear road the speedometer climbed to a reading of 77 and stayed steadily there. Subsequent checks showed the speedometer to be appreciably *slow* in its readings, increasingly so with the speed, and the last-mentioned figure in fact represented a true speed of between 80 and 81 m.p.h. This is a fine performance for a very big car which on the same top-gear ratio will come down to zero m.p.h., because of the fluid flywheel transmission, and restart smoothly without change of gear.

One feels that such performance at the top end of the range is probably beyond that which is likely to be demanded by any owner of this model; yet it is of interest as denoting the reserve of power and refinement at lower but still speedy rates of travel. It means that the big Daimler seems hardly to be moving at all at a steady mile a minute,

"THE AUTOCAR" ROAD TESTS . . . continued

not exerting itself in the least and travelling with a full load with a suggestion of magnificent aloofness.

There is a fine feeling of solidity resulting from the massive frame construction. A remarkable degree of riding comfort is afforded by the suspension, which is independent by means of coil springs in front. It is seldom at any speed that the even, level progress of this great car is even momentarily disturbed by any irregularity in the road surface. Passengers in the rear compartment travel as if remote from the mechanism, and, such is the stability, they remain comfortable even when the driver indulges in cornering methods which no chauffeur would be likely to employ!

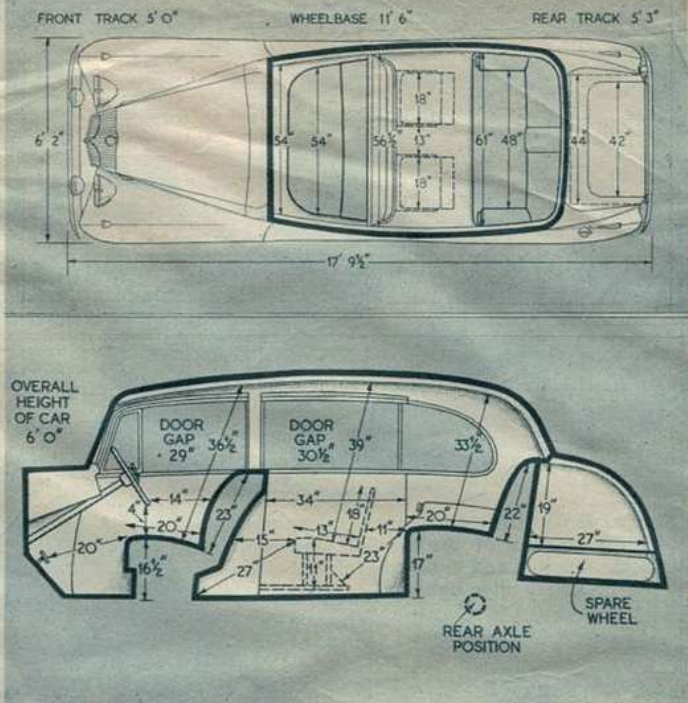
This Daimler is a striking combination of a town carriage, with all the attributes of that form of car, and those of a real mile-eater for main-road use. It can achieve 50 miles in the hour without being driven fiercely, and with scarcely a change of gear, holding its speed with remarkably little variation caused by gradient or corner. It takes quite steep hills in its stride with a drop only to third gear.

**Strong Impression of Safety**

At first it naturally seems bulky, especially when manoeuvring, but a driver strange to the car soon comes to realize that he can do quite unexpected things with it as regards handling, and he quickly becomes less conscious of the sheer size of the car. It grows upon one by the appeal of its complete flexibility and responsiveness. There is a strongly marked feeling of safety whether from the driving seat or from the passenger seats, and this from the driver's point of view is largely made up of a quickly sensed appreciation of the accuracy and firmness of the steering, the stability of the roadholding, and the power available from the brakes, which are Girling hydro-mechanical, the pedal pressure being assisted through a vacuum servo. Never is the braking fierce, but it gives an immediate and smooth control over the retardation of this fast and heavy car. The steering displays no vices and has strong self-return action; the wheel is telescopically adjustable.

Probably even today, after the Daimler firm have been making for many years overhead valve-engined cars of high performance characteristics, there are people who are not aware that they have departed as far as this model indicates from the days of long ago when smoothness and silence were the chief aims of the sleeve-valve-engined Daimler and performance as such was not achieved. The latest designs, of which the Twenty-seven is an excellent post-war representative, combine the traditional Daimler silkiness and silence with performance to satisfy most requirements.

Especially with a car of this size is the fluid flywheel an enormous asset, in conjunction with a pre-selector gear



Measurements are taken with the driving seat at the central position of fore and aft adjustment. These body diagrams are to scale.

box. It is of the greatest possible assistance to be able to handle the car at times by means of the throttle pedal alone, and be able by this method to hold it on an up gradient without need to use the hand brake, the car moving forward as soon as required on further depression of the throttle pedal. As is well known, gear changing is effected simply by moving the pre-selector lever in the quadrant mounted on the steering column to the required position, actual engagement of the gear being effected by depressing the transmission pedal. This car can be started smoothly on any gear, but normally second is used. Improvements since before the war in this hydraulic transmission have resulted in there being less impression of slip when accelerating from low speed on a high gear.

To complete a picture of the driving side of the car, the instruments are normal in character and include an engine thermometer. There is a useful compartment in the instrument board with a Yale-locked lid.

**Focus of Passenger Interest**

Interest naturally centres on the rear compartment with its fine quality cloth upholstery and its enormous area of berugged floor space, and a better impression of this can probably be obtained from the accompanying interior illustration than can be given in words. The whole finish, outside and inside, is of the best quality and taste, quiet and restrained, and efficient for its purpose.

With this model and the Straight Eight the finish, upholstery material and interior fittings can be varied to the buyer's requirements within present limits of available supplies, and other styles of bodywork are available on these chassis. Thus interior heating and radio are not standardized, but can be fitted if required. Owing to the great width of the windscreen—fitted with three wiper blades—and the fact that this Hooper-built six-light limousine has no pillar between the rear door window and the quarter window, the view outwards is altogether unusual. From the driving seat, too, visibility is remarkably good and the windscreen pillars are notably slim.

Starting from cold is immediate and the engine quickly pulls first thing in the morning, aided by the Daimler system of water-jacketed inlet manifold in conjunction with a bypass system of thermostatic control for the cooling water. The engine and its auxiliaries are beautifully finished and very accessible for inspection and adjustment.

Exceptionally complete fuse equipment is provided and there is a battery master switch. A reserve petrol supply can be brought into use from the driving seat. Jacking is easy, by means of a D.W.S. system permanently attached to both axles and operated by a convenient form of handle.



With two fold-down occasional seats and the three-passenger front seat the total seating capacity is eight. Not only is there ample leg room for the occasional seats, but also their use does not in any way incommode the main seat passengers. Both the driving side window and the partition are electrically operated. The rear window blind is also controlled by a touch of a switch.