

Online Library Daimler V8 250 Workshop Manual

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It ' s not without its flaws, though, commanding a \$15,000 price premium over the CLA 250 and a tougher-than-we ' d-like ride ... No, there ' s no more V8, manual transmission or rear wheel drive, but the ...

Today very much part of the classic car scene around the world, the Daimler SP250 sports car has a fascinating and eventful history. The idea of staid and traditional Daimler building an open sports car is surprising enough in itself: that the car should be fiberglass-bodied, V8

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engined and have a daring futuristic appearance stretches credibility to the limit...but that 's exactly what the company did produce between 1959 and 1964. A bold new design, the " Dart " as it was originally to be called, should have been struggling Daimler 's savior and a springboard to a range of new models, including saloons and coupes. Things didn ' t quite work out that way and Daimler was acquired by Jaguar, which led to the SP250 ' s Edward Turner-designed V8 engine being used in a Daimler-badged version of the Jaguar MkII saloon. Here is the full story of the SP250 including concept, development and production history. Also covered are related models, specials, buying and restoration, chassis numbers, production numbers, color schemes, clubs and specialists. Altogether a source book of essential information for SP250 and Daimler enthusiasts.

A unique portrait of the Daimlers and Lanchesters of the 1950s

Consumer guides & advice.

Motor sports.

This totally revised, updated and enlarged book is THE complete guide to building a fast MG Midget or Austin-Healey Sprite for road or track. Daniel has been continuously developing his own 'Spridget' for years, and really does know what works and what doesn't when it comes to building a fast Midget or Sprite. Best of all, this book covers every aspect of the car, from the tyre contact patch to the rollover bar, and from radiator back to exhaust tailpipe. This new edition contains updated information for parts and suppliers, many new photos, and features new material covering aerodynamics, including results from testing the effect of modifications at the MIRA wind tunnel. With over 400 mainly colour photos and exclusive tuning advice, this is a MUST for any Sprite or Midget owner.

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Automakers are as prone to turn out clunkers as politicians are to lie. Their cars may be ugly, misconceived, badly built, diabolical to drive, ridiculously thirsty, or just plain unreliable. So which were the worst of the past 20 years?

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