

1600M

Introduced:	July 1972: still in production
Chassis:	Multi-tubular backbone; 14G and 16G 1 1/2 in. diameter tubing
Suspension F and R:	Independent by coil springs and unequal length wishbones
Engine:	Ford 1588 c.c. GT crossflow with all synchro gearbox
Power output:	86 b.h.p. at 5500 r.p.m.
Steering:	Rack and pinion
Brakes:	Girling 10 3/8 in. front discs; 9 in. x 1 3/4 in. rear drums; dual circuit
Wheels:	5 1/2J x 15 in. aluminium alloy (6JK x 14 in. alloy from mid-1975)
Wheelbase:	7 ft. 6 in.
Track:	Front 4 ft. 5 3/4 in.; rear 4 ft. 5 3/4 in.
Overall dimensions:	Length 12 ft. 11 in.; width 5 ft. 4 in.; height 3 ft. 11 in.
Fuel tank capacity:	12 gallons
Kerb weight:	17.6 cwt.
Approx. performance:	0-60 m.p.h. in 10.5 secs.; 110 m.p.h. maximum
Optional extras:	Sun roof, heated rear window, laminated screen, vinyl roof covering, tinted glass.

Further notes:

Between July 1972 and April 1973, a total of 68 1600Ms was sold, all in kit form. This model was then dropped and not reintroduced until mid-1975. Fully built, it then cost a total of £2895 and included servo assisted brakes.

Motor Sport magazine:

'The 1600M is a car with a unique personality of its own. The performance is quite respectable, handling and road holding very safe indeed. Best of all this car returned 34-35 m.p.g. out of town.'