

The

HARTNETT

KENDALL

6 h.p.



60 M.P.G. - 60 M.P.H.

Something *NEW* in motoring

A small "family" motor car designed and developed during the WAR and one which, we believe, the Motoring Public will accept as the CAR for POST-WAR MOTORING.

The KENDALL 6 h.p. is designed on the lines of modern aircraft construction and production techniques thus reducing COSTS and incorporating LIGHTNESS with STRENGTH—HIGH POWER to WEIGHT RATIO—EXCEPTIONAL PERFORMANCE with LOW FUEL CONSUMPTION. The chassis frame is constructed of ALUMINIUM ALLOY and by virtue of its design, has a rigidity far superior to the orthodox chassis frame.

Power is provided by a flat-twin, air-cooled engine mainly constructed of light alloys with specially treated steel cylinder liners and crankshaft. This type of engine beside providing a very low bonnet line and unobstructed driving vision, eliminates those irksome features associated with the liquid-cooled engine, for example, no anti-freeze fluid or draining of the radiator during cold weather.

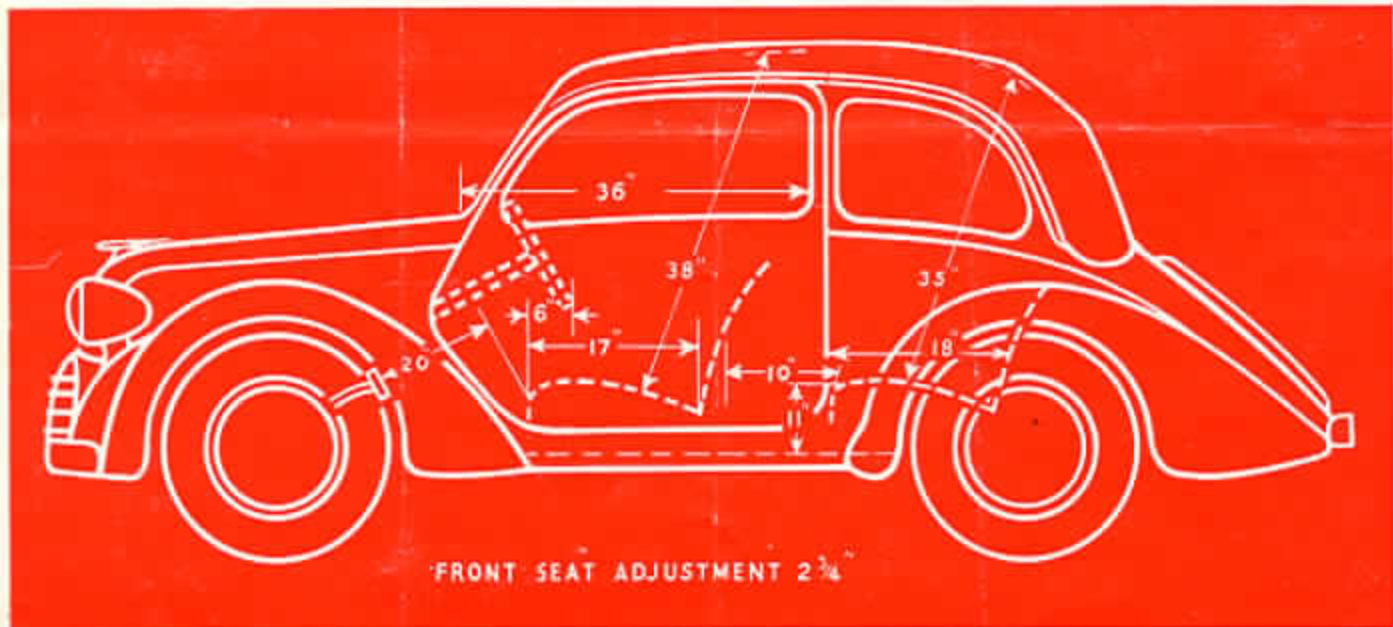
Cooling is maintained by an air canaliser which is sufficient for normal running conditions, and two four-bladed fans for continuous hill-climbing or for excessively hot climates.

Passenger comfort has been especially studied and independent springing has been introduced. The seating although of light construction provides outstanding comfort on long journeys.

The wheels, which are of the detachable rim type of light alloy construction, weigh only 18 lbs. and coupled with the simplicity of design allow wheel changing to be carried out in a minimum of time and labour.

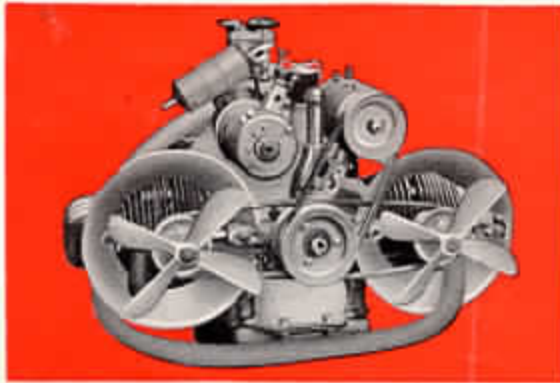


Featuring the Construction and Rigidity of the Chassis Frame.



OVERALL LENGTH 11 ft. 8 ins.
OVERALL HEIGHT 4 ft. 8 ins.

OVERALL WIDTH 4 ft. 7 ins. (Width rear seat 40 ins.)
COMPLETE WEIGHT 1,047 lbs.



Specification

Bore	72 mm. (2.833 in.).
Stroke	73 mm. (2.874 in.).
Capacity	594 cc. (36.2 cu. in.).
Number of cylinders	2.
R.A.C. Rating	6.4 h.p.
Car Tax 1946	£8 15s. 0d.
Car Tax 1947	£7 10s. 0d.
Cooling	Air cooling—twin fan.
B.H.P.	15 at 4,000 r.p.m.
Petrol tank capacity	4½ gals. (22 litres).
Oil sump capacity	4 pts. (2½ litres).
Wheel base	6 ft. 6½ ins. (2 metres).
Track : Front	4 ft. (1.22 metres).
Rear	3 ft. 10½ ins. (1.18 metres).
Turning radius	14 ft. 5½ ins. (4.40 metres).
Turning diameter or circle	31 ft. 5½ ins. (9.60 metres).
Ground clearance	7 ins. (175 mm.)
Carburettor	Down draught—hot-spot.
Ignition	Coil and distributor.
Battery	6 volt, 57 amp. hrs. at 20 amp. hrs.
Tyres	4.00 x 15.

Independent suspension :

Front—Parallel laminated transverse springs.

Rear—Helical springs—variable flexibility.

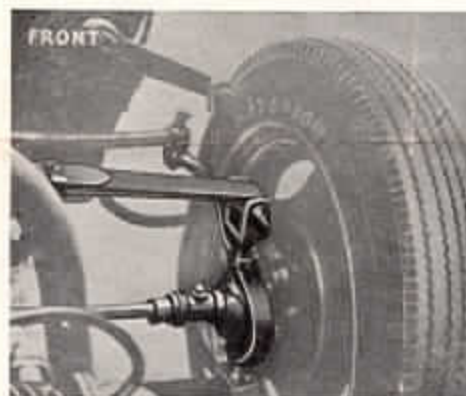
Brakes :

Front—Girling internal—hydraulic control.

Rear—Girling internal—mechanical control.

Steering : Rack and pinion.

Clutch : Single plate.



INDEPENDENT SUSPENSION

KENDALL
6
HP



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