

Note 42**Comparison between M218 and M25A**

Type	<u>M218</u>	<u>M25A</u>	
Data Sources	468	4, 468	
1 st raced	1924	1935	
Configuration	IL8	IL8	
Bmm/ Smm	61.7/82.8	78/88	
	= 0.75	= 0.89	
V cc	1,981	3.364	
R	5	7.5	
IVP ATA	1.97	1.66	
Supercharging system	Suction carburetter	Pressurised carburetter	
Fuel	Assumed 50 petrol 50 benzole	50 petrol 50 benzole	
MDR	1.50	1.39	
No. of valves per cylinder	4	4	
VIA ⁰	Assumed 60	60	
IVD /IVL mm	n.a.	34/8.5	
IVA/PA	n.a.	0.38	
Valve gear	DOHC	DOHC	
IOD ⁰	n.a.	250	
OL ⁰	n.a.	45	
PP BHP	(170 PS) 168	(314 PS) 310	
@ NP RPM	7,000	5,800	
BMPP Bar	10.84	14.22	
(BMPPA/MDR) Adj. Bar*	9.59	11.64	+21.4%
ECOM %	40.1	48.6	+ 8.5 %points
[(PPA/Vlitres)/MDR]	75.0	75.5	+0.7%
Adjusted HP per Litre per unit Manifold Density Ratio			
MPSP m/s	19.32	17.01	-12%
MGVP m/s	n.a.	44.77	
MVSP m/s	n.a.	2.37	
W Kg	n.a.	203	

*See [Appendix 1, Key to abbreviations](#), Row 79 for explanation of BMPPA.