



# Daimler



FIFTEEN

## Chassis with Coach built bodies.

1933 - 1937

The Daimler 15 range were based on Daimler chassis on which various coach builders fitted a variety of body styles and types. The majority were bodied by Mulliners of Birmingham who appeared in the Daimler catalogue.

### SPECIFICATION.

**Layout:** The basic layout is front engined rear wheel drive. The bodies were coach built, the styles offered included saloons, sports saloons, fixed head coupe, and drop head coupe. Many of the bodies were individual designs and there are some delightful styles on the basic chassis.

**Engine:** A straight 6 cylinder engine of initially 1,805cc capacity, which was subsequently raised first to 2,003cc and then 2,166cc giving 51 bhp at 3,600 rpm. All the engines were cast iron with push rod operated overhead valves. Single SU carburettor, and mechanical petrol pump.

**Transmission:** Four speed pre-selector gearbox, Daimler fluid flywheel with direct drive top gear. Underslung worm drive rear axle.

**Suspension, Steering, & Brakes:** Beam axles with semi-elliptic springs. Steering box drives fore and aft drag link and transverse track rod. Early cars had had Lockheed hydraulic brakes with Clayton Dewandre servo, later cars had Girling mechanical brakes without servo.

### PERFORMANCE.

This is not a word in the Daimler 15 driver's vocabulary. They are more interested in smooth, silent progress. In order to prolong the life of the cylinder head gasket as far as possible, the wise driver will not exceed 50 mph, although the car is capable of faster speeds, depending on the type of body and the engine size.

The early 1,805cc engined car had 0 to 50 in 23 secs and a top speed of 64 M.P.H.

Fuel Consumption 20-25 M.P.G.

### DIMENSIONS:

	Early cars	Later cars
Wheelbase	109.5 ins.	114 ins
Track	50.625 ins	52 ins.

The length, width and weight depended on the body fitted.

### PRICE:

As these were coach built vehicles the price varied depending on the coach builder and the customers specification. An example of the prices is a 1935 drop head coupe by Mulliners cost £475

### PRODUCTION:

For the 2 years from January 1934 to December 1935 3,311 examples were delivered to dealers. 322 examples are recorded on the DLOC Daimler 15 Register .



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