



Daimler



TYPE CJKA COMMERCIAL CHASSIS 1908-1911

The Daimler Company had a long tradition of building commercial vehicles and military vehicles. The CJKA chassis was used for lorries, parcel vans as well as charabancs. The difference between a charabanc and a coach is that the former has a slopping floor to which the seats are fitted and the coach has a flat floor. The charabanc can therefore fit more seats in a given length. Vehicles on a variation of this chassis were extensively used in the First World War.

SPECIFICATION.

Layout: The basic layout is a front-engined rear wheel drive commercial vehicle,. It would have had acetylene headlamps.

Engine: The engine is a Knight Sleeve Valve of 3.1/2-litre engine has 4 cylinders with a stroke of 96mm and a bore of 130mm. The car has an HT magneto ignition system, an innovative, for the time pumped water-cooling system and ball bearings. This was rated at the time as a 22HP engine. It has a hand cranked starting system.

Transmission: It has a 4 forward and reverse speed crash gearbox mounted at the rear. The rear axle is of a worm and wheel type. It has artillery type spoked wheels with solid tyres for their reliability and load carrying ability.

Suspension, Steering, & Brakes: The brakes are rear drums only, with a separate shoe system for the foot and hand break. The springing is by leaf springs

PERFORMANCE. It was capable of speeds far in excess of its ability to stop safely.
It uses liberal amounts of fuel.

DIMENSIONS:

The charabanc is 20ft-6ins long 6ft-10ins wide and 9ft-6in tall. Its wheelbase is 11ft-8ins and has an overhang of 2ft-6ins at the front and 6ft-10ins at the rear.

PRICE:

An ex demonstrator cost about £450

PRODUCTION:

N/A



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&
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