



Daimler



CONTINENTAL 3.5 litre FIXED HEAD COUPE 1956

What is thought to be the last of the “DOCKER DAIMLERS”. It is based on an extended DF chassis. The demise of Lord Docker from the Daimler Company meant that this prototype, designed to be a less expensive rival to the Bentley Continental, never went into production. The car was displayed on the Hooper Stand at the 1956 motor show. It was restored to its original colour, it being usual for “Docker Cars” to be resprayed after the show.

SPECIFICATION.

Layout: 2 door aluminium bodied fixed head coupe. There is no structural woodwork in the coach work with the body sitting on an aluminium sub frame and A and B posts made of cast aluminium. The chassis incorporated an automatic lubrication system. Special features include elegantly hooded front and rear lights, the front one housing individual fresh air vents, Triplex ‘sundym’ front and rear screens, electrified side windows. The dashboard of leather and eucalyptus burr avoids any sharp edges and is well padded, the woollen head lining is pale green

Engine: A straight 6 cylinder engine of 3,468cc capacity, bore & stroke 82.55 x107.95 mm,140 BHP at 4,400 rpm unit with an aluminium head overhead cam, twin SU carbs and 7.6 to 1 compression ratio.

Transmission: Borg Warner 3 speed automatic gearbox.

Suspension, Steering, & Brakes: Front:- Independent by coil springs and Newton telescopic dampers. Rear:- semi elliptic leaf springs with Newton telescopic dampers. The steering is by cam and roller with adjustable steering column. The brakes are Girling hydraulic with vacuum assistance

PERFORMANCE.

0 to 60	17.3secs
0 to 90	51.3secs
Top speed	98 MPH

DIMENSIONS:.

Length	205 ins.
Width	70.5 ins
Height	61 ins

PRICE:

As a prototype there is no published selling price.

PRODUCTION:

ONE



The
Daimler
&
Lanchester
Owners' Club

