



Daimler



DAIMLER DINGO

SCOUT CAR

1940 – 1945

The War Office awarded the contract for the scout car to Daimler in 1938. The brief was to produce a lightly armoured vehicle, which would be capable of negotiating rough terrain at relatively high speeds and be able to retreat at the same speed if required. The unusual and very advanced design came from a team of engineers led by Sid Shellard.

SPECIFICATION.

Layout: A 4 wheel drive armoured car. The deep punt type chassis and the body are armoured to protect the 2 occupants. There was a driver and a co-driver who also acted as navigator, observer, gunner and radio operator.

Engine: Basically a version of the DB18 engine A straight 6 cylinder engine of 2,522cc capacity, bore & stroke 69.6mm x 110.49 mm. Push rod operated overhead valves, Compression ratio 7 to 1. 55BHP at 4200 rpm. Single SU carburettor. The engine was mounted in the rear of the vehicle.

Transmission: It has a complicated transmission system. The engine driving forward through a fluid fly wheel to a traditional 5 speed pre-selector gearbox. Reverse gear is separate and the vehicle can be driven backwards in top gear! The gearbox is connected to a central differential and transfer gearbox with a complex gear train. From this the drive is transmitted to all four wheels via separate prop shafts each incorporating a constant velocity joint.

Suspension, Steering, & Brakes: The suspension is fully independent with variable rate double coil springs giving 8" of spring travel with wishbones front and rear. Early examples have 4-wheel steering but this was later dispensed with.

PERFORMANCE:

Top speed on the road 55mph (90kms/hr)

DIMENSIONS:

Wheel base 6'-6" (2mtrs)

Weight 3 tons

PRICE:

Probably still a State Secret!

PRODUCTION:

Over 6,000

