



Lanchester



30 H.P.

Large Saloons and Specials

1923 - 1931

The Lanchester 30 HP was introduced to compete with Rolls Royce and Daimler 30 HP models. As with all cars in this market, Lanchester provided a rolling chassis and various coach builders provided the bodies to the customer requirements.

SPECIFICATION.

Layout: The basic layout is front engine rear wheel drive with a chassis frame . The body type was subject to the customer's instructions (and depth of pocket).

Engine: A straight 8 cylinder engine with over head camshafts and dual ignition (magneto and coil). The crankshaft runs in 8 bearings and is fitted with a vibration damper. The bore and stroke are 3.1 inches X 4.5 inches (78 mm X 115 mm) The breathing was originally through a Smith's four jet carburettor, (which has subsequently been replaced with an updraft SU carburettor, with fuel supplied by an Autovac.

Transmission: Four speed crash gearbox driving the under slung worm drive rear axle via a fully enclosed propshaft running in a torque tube. Various axle ratios were available and could be specified by the customer.

Suspension, Steering, & Brakes: The front suspension is by semi-elliptic springs. The rear by cantilever springs of a unique Lanchester design with each steel leaf separated by an interlayer of phosphor bronze. No U bolts were used and the axle is located by the torque tube and a separate A frame. Four wheel 15" brakes operated by rod and cable of a Lanchester design were used with brake actuation assisted by a Clayton Dewandre Vacuum system. The steering is also unique to Lanchester.

PERFORMANCE DIMENSIONS:

Top speed	Over 75 mph but depended on the axle ratios and the body type.
Wheelbase	131 ins.
Track	56 ins.
Length	188 ins.
Weight	4,480 lbs

PRICE

The chassis only price £1,325, the cost of the bodies was entire dependent on the specification.

PRODUCTION:

126 Chassis only of which 11 survive.



The
Daimler
&
Lanchester
Owners' Club

