



Lanchester



TEN

Chassis with Coach built bodies.

1933 - 1934

The basic Lanchester 10 has a 4 door four seater body by Mulliner. The car was created by the George Lanchester / Lawrence Pomeroy partnership and was the cheapest in the range fitted with a fluid flywheel. The car was aimed at the growing middle class who required small economical high class cars.

SPECIFICATION.

Layout: The basic layout is front engined rear wheel drive with an “X” braced chassis frame and separate body. The standard body was by Mulliner although some very attractive special bodies were produced by various coach builders.

Engine: A straight 4 cylinder engine with a detachable head of 1,203cc capacity and overhead valves. The bore and stroke are 63.5mm x 95mm. Single SU carburettor, and mechanical petrol pump.

Transmission: Four speed pre-selector gearbox, fluid flywheel, and underslung worm drive rear axle.

Suspension, Steering, & Brakes: Long semi-elliptic springs with hydraulic (Luvax) shock absorbers. The wide spring track was employed to eliminate “roll”. The brakes were hydraulic with a push on hand brake.

PERFORMANCE.

Not available.

DIMENSIONS:

Wheelbase	102.625	ins.
Track	48.375	ins.
Length	150 .0	ins.
Width	57.125	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. Examples are:-

Saloon	£325
Tickford Coupe	£395

PRODUCTION:

Approximately 9,500



The
Daimler
&
Lanchester
Owners' Club

