TEN

Chassis with Coach built bodies.

1935 - 1936

The basic Lanchester 10 has a 4 door four seater body by Mulliner. This is a cosmetic update of the 1934 car with a wider choice of body types 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 1936 model had a 1444cc engine The bore and stroke are 63.5mm x 95mm.and 64mm x 105.4mm for 1936. 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 mechanical in place of the earlier hydraulic.

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. For example :-

Saloon £298

PRODUCTION:

Approximately 2,750