



# Lanchester



## LD TEN Chassis with Coach built bodies. 1946 - 1951

The LD 10 was conceived before the war but did not go into production until 1946. The chassis were supplied by Briggs Motor Bodies and the bodies by a number of coach builders. The early ones by mainly saloon bodies by Briggs, the latter ones by Barker. There are a number of special bodies by a variety of coach builders including vans and 2 door drop head coupes.

### SPECIFICATION.

**Layout: Briggs Bodied cars,** The basic layout is a 4 door four seater saloon, front engined rear wheel drive with a cruciform chassis frame and separate body. A sunroof and opening window screen were supplied as standard.

**Barker Bodied cars** As above but a aluminium, timber and steel body without the sunroof and opening window screen.

**Engine:** A straight 4 cylinder engine of 1,287cc capacity and overhead valves. The bore and stroke are 63.5mm x 101.6 mm.. Single Zenith downdraft carburettor, giving a power output of 40 BHP @ 4,200 r.p.m.

**Transmission:** Four speed pre-selector gearbox, fluid flywheel, and E.N.V. live rear axle.

**Suspension, Steering, & Brakes:** Front independent coil springs with Luvax dampers and anti roll bar. Rear live axle with half ellipse leaf springs and Luvax dampers. The brakes are 9" drums with rods and balance lever to the rear and rods, balance lever and cable to the front. The steering Burman worm and peg type.

### PERFORMANCE.

Top Speed	70 M.P.H.
0 to 50 M.P.H.	20 seconds
Standing 1/4 mile	27 seconds
Fuel consumption	32 M.P.G

### DIMENSIONS: Standard Bodies

Wheelbase	99.0	ins.
Length	158.0	ins.
Width	58.0	ins.
Weight	23	cwt ( 1,168 kgs 2,576 lbs )

### PRICE:

For the standard saloon

April 1946	£ 525
April 1951	£1,270

### PRODUCTION:

Approximately 3,030



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