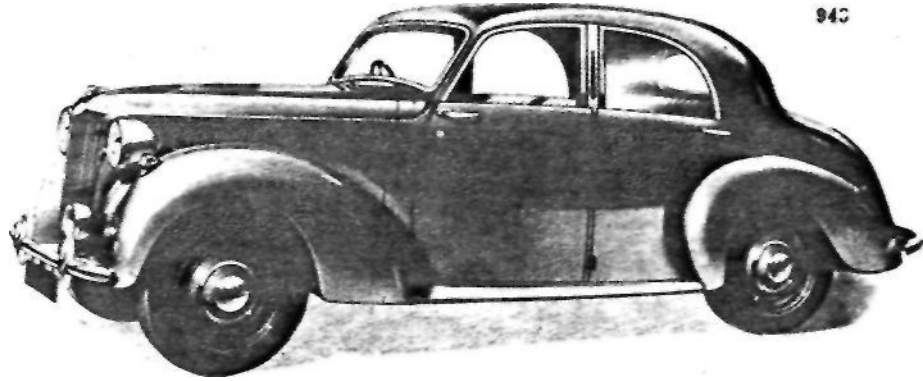


## NEW CARS DESCRIBED

# DAIMLER AND LANCHESTER



Wide rear quarter lights and a rear window of considerable area, with thin pillar, give good visibility in this new Lanchester saloon.

## ATTRACTIVE NEW COACHBUILT SALOON FOR THE LANCHESTER TEN : NO ALTERATIONS TO CHASSIS

**T**HAT well-mannered small car of high quality, the Lanchester Ten, is to appear for 1950 with a new four-door four-light coachbuilt saloon. The mechanical design of the chassis has not been altered, however. As will be seen from the accompanying impressionist drawing of the new style, the appearance is both modern and attractive. Beneath the prepossessing exterior there is an interesting construction, for the body is a strong composite structure of steel, timber framework, light alloy centre pillars, and aluminium alloy panelling for roof, doors, boot, and lid. This construction should also save weight. It will be noticed that the body is gracefully curved, that the doors are wide, and that the windows and rear light are of considerable area, and are carried in narrow chromium plated channels, giving an air of lightness to the general appearance.

At the back is a capacious luggage locker, the lid of which opens upwards to give access to the compartment and to the spare wheel locker beneath it. The interior accommodation of the new

saloon provides two bucket front seats, both independently adjustable for leg reach, whilst the driving seat has a vertical adjustment as well. The wide rear seat has a folding centre arm-rest and elbow-rests at the side which are continued along the doors. The drop windows of the four doors, which are hinged to the centre pillars, are of curved Triplex glass so as to reduce the thickness of the doors and so allow extra width in the body at waist-line height. To economize weight and increase rigidity the windscreen is fixed, and a sliding roof is not incorporated.

The equipment is thorough, and includes such items as pockets in all doors, a large glove box with a private lock, twin screenwipers and twin sun visors, and a scuttle ventilator. The instrument panel and the cappings are carried out in polished walnut instead of painted metal. To conform with overseas regulations the number plate is not inbuilt, but bolted on and provided with separate illumination. There are oblong rear lights in the tails of the wings. One

small change has been made recently, the compression ratio being reduced from 7.6 to 7 to 1 for low-octane fuel.

### SPECIFICATION

**Engine.**—9.99 h.p., 4 cylinders, 63.5x101.6 mm (1.287 c.c.). Overhead valves operated by push-rods. Three-bearing balanced crankshaft. Brivadium cylinder liners. Full-flow oil filter. Zenith downdraught carburettor. 40 b.h.p. at 4,200 r.p.m.

**Transmission.** Fluid flywheel, 4-speed preselective epicyclic gear box. Ratios: Top 5 to 1, third 7.55, second 11.65, and first 21.4. Hardy-Spicer open propeller-shaft. Needle bearing universal joints.

**Suspension.**—Independent front with wishbones and coil springs. Half-elliptic rear springs. Luvax hydraulic dampers.

**Steering.**—Bishop cam gear.  
**Electrical Equipment.**—58 ampere-hour battery.

**Tank Capacity.**—8 gallons, with 1.1/4 gallons in reserve.

**Brakes.**—Girling mechanical.  
**Tyres and Wheels.**—5.25 x 16in Dunlop on disc wheels.

**Main Dimensions.**—Wheelbase 8ft 3in; track (front and rear) 4 ft. Overall length 13ft 2.1/2in, width 4ft 10in, height 5ft 2.1/2in, ground clearance 6in.