

DAIMLER & LANCHESTER

A Century of Motoring History

by

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A Post-War Lanchester

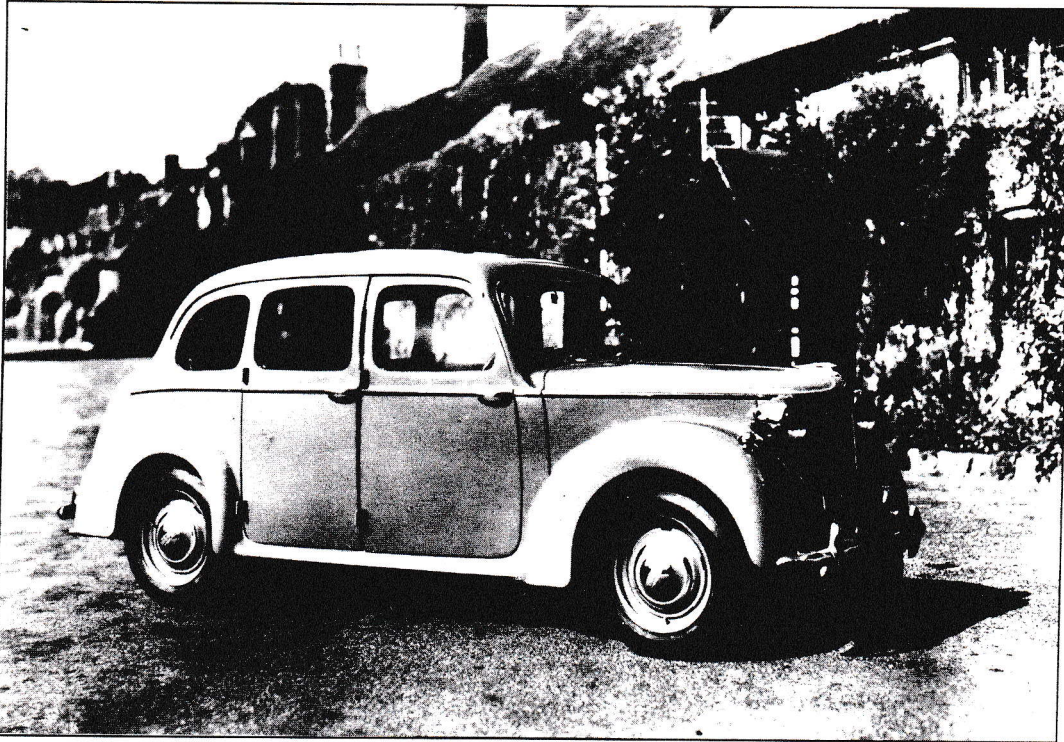
The first Lanchester to appear after the war was the Ten (or LD10). The LD10 had been in development since before 1939, but obviously the war had interrupted this work. In all, 25 prototype LD10s were produced before the war, including two coupé versions and a van, so that the model could be launched for the 1940 Model Year. When announced in December 1945 (it finally went into production in April 1946), the differences between the pre-war prototypes and the post-war cars were easily identifiable.

The earlier machines were fitted with the flat radiator used at the time, and they also featured quite shallow headlamps built into the front wings. On production cars, the radiator was a pointed affair, similar to the contemporary small Austins and Fords, and the headlights were mounted separately on top of the wings. The LD10 was a refined little car with a four cylinder ohv engine of 1,287cc capable of producing 40bhp at 4,200rpm. Fluid flywheel transmission was a standard feature, as was an independent coil spring front suspension.

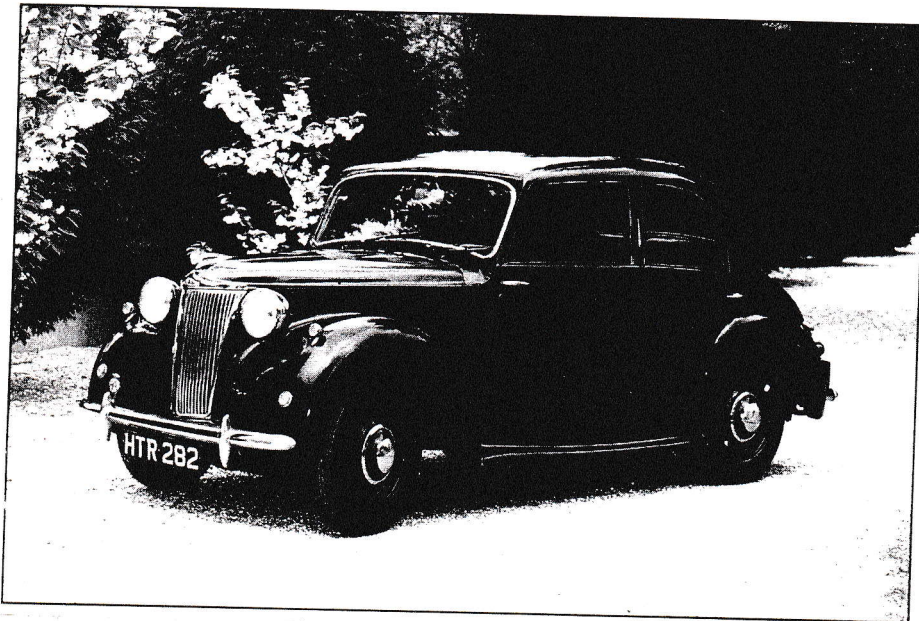
At this time, the only body available was a six-light saloon built in pressed-steel by Briggs of Dagenham.

Before the war, Briggs had been asked to put a drophead version forward for approval, although all the prototypes had all been bodied by Barkers. The chassis was sold separately to coachbuilders, but it was rarely used, its cost being prohibitive on such a small car. As a Briggs saloon, its price on introduction was set at £595, plus a purchase tax of £166, well above its immediate competitors such as the Morris Series M and Wolseley Ten.

In addition, the original LD10 may not have been the prettiest car ever to grace the Daimler-Lanchester showrooms, but it did at least keep the Press happy with its spirited performance. In 1946, William Boddy, the long-serving Editor of *Motor Sport* magazine, said of the car: "*When the new Lanchester Ten came along for test, we anticipated refined motoring in comfort and safety. We had not been in the car very long before we were enthusiastically expressing our surprise at the performance of this modestly dimensioned car and the way it could be handled.*" He added that, "*its steering and suspension combine to provide handling qualities which those who are habitually in a hurry can really enjoy.*"



Above: *When the LD10 was eventually built, the first were manufactured during April 1946. Note the Briggs pressed steel body.*



Left:
Lanchester LD10s received Barker bodies after June 1950. Some 580 Barker bodied cars had been built when production was brought to an end in the following year.