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Dilambda Production Information

Weernink (La Lancia, 1991) quotes a production of 1,686 of which about 70 were left-hand drive.

Tipo 227 had a 3,475 mm wheel-base, 879 were produced as a 1st series from 1929. A Tipo 227 second series was made from late 1930 but only 107 or 109 were made. Total 227 production was thus 986 or 988

In 1931 Tipo 229 with a wheel-base of 3,290 mm was introduced. A first series of 225 cars was followed by a second series of nearly 200.

Second series cars of both types had a late-Lambda type of radiator shell with shutters, smaller and wider brake drums, direct drive on 3rd & 4th gears (standard for all 229s), round instruments and smaller wheels and tyres (16x45 instead of 16x50).

In 1932 the Type 232 was produced with the same 3,475 wheel-base as the Tipo 227 but with some chassis changes and the angled style of radiator cowling. 283 cars were produced

Weerninck notes that some 1st series type cars were up-rated by Lancia C. to 2nd series specification from late 1931 & that this confuses the numerical order of recorded chassis and production numbers.

Production numbers are stamped on the front end of the chassis. Lancia used this number for various parts during the assembly of the cars and it is often used for relating the car to spare/replacement parts.

Production numbers are not the same as the chassis number which is always preceded by the type number (27, 29 or 32) and is the number used for public identification of the car.

During Dilambda development 10 pre-production cars were made for the USA and two prototypes produced.

DILAMBDA INFORMATION

The information below is collated from old sheets issued by the Lancia C. by the Biscaretti Museum in Torino and in Weernink's book 'La Lancia' 2nd edition 1991. Some numbers were not used.

Year	Tipo 227 (27)	Tipo 229 (29)	Tipo 232 (32) – all 2nd series spec.
The numbers without prefix are production numbers			
1926-1927	Falchetto's diaries say that 12 pre-production cars were prepared for the 1927 Commodore Hotel Salon in New York & the ill-fated US adventure. These cars had tubular cross members for the chassis & not the cruciform structure of production cars. The 12 cars were returned to Italy. The Salon was usually in October in the 1920s		
1927	Weernink says that the 10 pre-production cars for the USA were ready by the end of 1927		
1928	6 cars made (according to the Biscaretti list), possibly prototypes, or pre-production cars		
1929	22 cars made. Prod'n numbers 13 to 34? Chassis numbers started at 27-13		
1930	35 to 963		
1931	964 to 994 2nd series numbers are from 892 to 997, and 1001	1201 to 1425 1st series cars from chassis number 29-103 for 225 cars. 2nd series started at 1426	
1932	995 to 997 ?1001, finishing at chassis number 27-1075. 47 cars were LHD	Production	1 to 53 Chassis numbers from 32-1001. A few were LHD
1933		Production	54 to 120
1934		Production	121 to 216
1935		2nd series completed at 1618, chassis number 29-1204. A few were LHD	217 to 282 Weernink says last one was 283 Chassis numbers to 32-1283

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