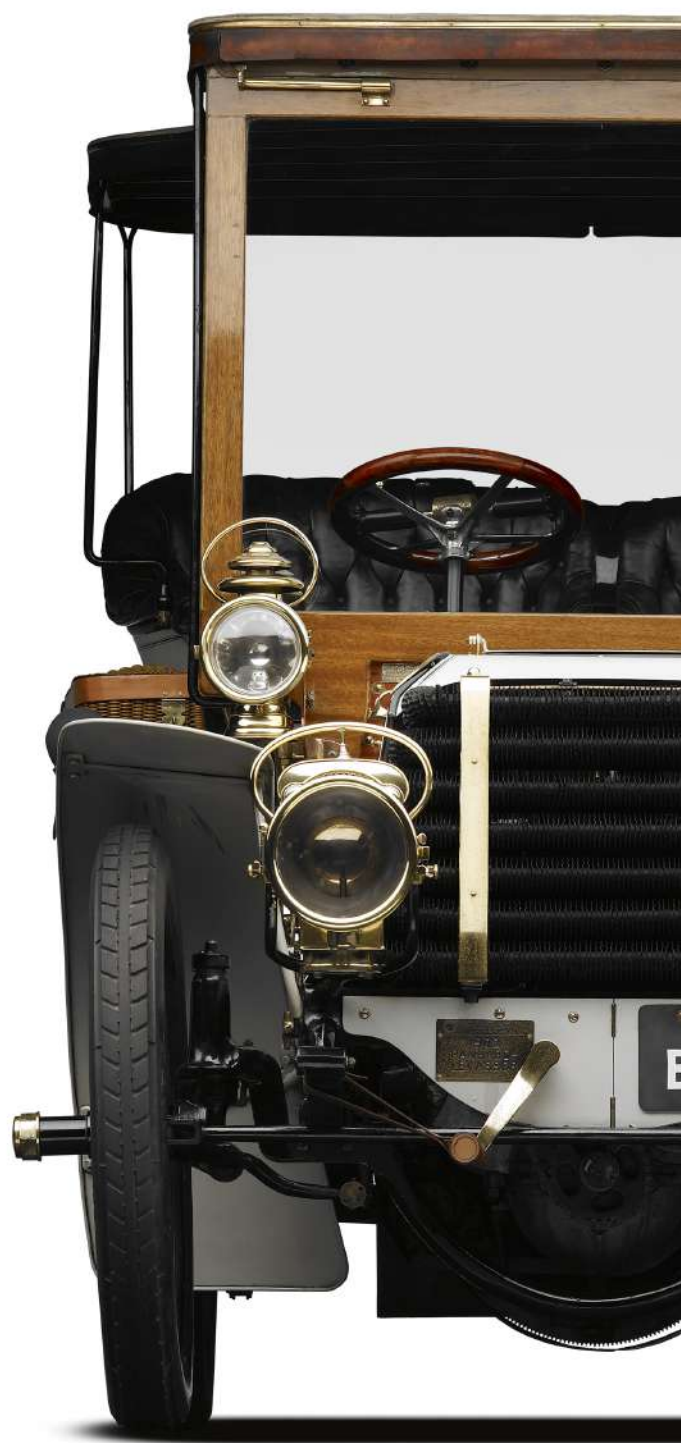




PANHARD & LEVASSOR TYPE B1

Rear-Entrance Tonneau 1902





Systeme Panhard

The Type B1's Systeme Panhard provided a standard for the new auto industry—a chassis with a front-mounted engine, clutch to sliding gears and final drive to the back axle by chain.

In 1891 René Panhard and Émile Levassor secured a place in history by developing the Systeme Panhard. The configuration—a chassis with a front-mounted engine, clutch to sliding gears and final drive to the back axle by chain—was adopted by other manufacturers for decades to come. The Type B1 was one of the first Panhard &

Levassor vehicles to showcase the Systeme Panhard; it was produced with a Daimler four-cylinder inline engine as early as 1896.

Panhard & Levassor was one of the most prestigious French marques to produce cars for the public at the turn of the century, beginning with gasoline-powered engines in the 1870s. Its first engines, licensed from Gottlieb Daimler, were sold to fellow visionary Arnold Peugeot in 1890. From 1895 to 1900 Panhard & Levassor won 15 out of 22 races they entered.



Many of their construction techniques were transferred to their aero-engine business.

Chassis 3332 has been a frequent entrant among the pre-1905 cars in the Veteran Car Run from London to Brighton. Previous owner John Bentley participated six times before turning the car over to Peter Mullin in 2009.



PROFILE

Coachbuilder	Panhard & Levassor factory
Acceleration	0
Top Speed	30

BODY | CHASSIS

Front brakes type	Manual rear band
Rear brakes type	Manual rear band
Front suspension type	Leaf springs
Rear suspension type	Leaf springs

ENGINE

Engine number	3332
Type	Inline
Number of cylinders	4
Bore x stroke	80 x 120
Displacement	2
BHP at 1,000 rpm RPM	8
Gearbox	3-speed manual
Number of gears	3
Overdrive	0



