

Daimler

&

Lanchester

APRIL 2018

FLUID DRIVING



BY APPOINTMENT

THE OFFICIAL JOURNAL OF THE DAIMLER & LANCHESTER
OWNERS' CAR CLUB OF AUSTRALIA, INC.

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OUR NEXT MEETING

8PM MONDAY, 7TH MAY, 2018 AT RYDE EASTWOOD LEAGUES CLUB

D.L.O.C.C.A. ANNUAL SUBSCRIPTION

JOINING FEE	\$30.00
STANDARD MEMBERSHIP	\$50.00
ASSOCIATES:	\$5 EACH

The articles appearing in this Journal are taken from various sources and are for your general information and enjoyment only. Readers are advised to use caution in following any technical advice that may be given in these articles as the Club and the Committee can give no assurance as to their accuracy or reliability.

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MARQUE REGISTRARS

BSA	Warren Cole	02 9655 - 1111
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	0417405766 (mob)
Other Pre-War	Robert Brandes	02 9648 6304
DB range, incl. Consort, Special Sports & LD	Steve Moore	02 9603 4498
DE range, incl. DH & DC	John Hiscox	02 9984 1169
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox Warren Cole	02 4739 3301(H) 02 9655 1111(H)
DJ range, incl. Century & Leda	Campbell Middleton Jim Gellett	02 – 4758 7125 0419 796 371
2.5 litre V8	John Steel	02 9983-9734(H)
SP 250	Merv McDonald	9670-6797 (H)
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02)4739 3301

SUPPORT OUR VENUE

Ryde Eastwood Leagues Club, Ryedale Road , West Ryde

The Ryde Eastwood Leagues Club generously donate a meeting room to our club each month for the purposes of our monthly meeting. This is done at no cost to our club and we are very grateful for this kindness. We ask our members to consider joining the Leagues Club or at least providing patronage to the club as a reciprocal thank you for their generosity.



PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

Another month has been & gone & a busy one at that. As reported in Peter Grant's excellent Rally report a good representation of people & cars travelled south to Healsville for a magnificent Daimler event. Thanks also to those who provided pictures for this edition. The next Rally, 2020, will be in South Australia & it would be great to see a good turnout from NSW/ACT. It is a long way to travel but will be well worth the trip I am sure. A good rally always brings mechanical issues to the surface & this one was no different & when we return home we are set to work with new enthusiasm to solve whatever issues have arisen on the rally. In addition, many mechanical & auto electrical workshops are presented with the opportunity to revive some old skills.

This Month will see the participation of many motoring enthusiasts in the National Motoring Heritage Day. Our Club will be participating with the Humber Car Club at the Bus Museum. Details in the events Calendar. It would be great to outnumber the Humbers.

THE LANCHESTER PROJECT

I am pleased to report that the project is progressing slowly but surely. Both Graham & Merv, the McDonald brothers & myself have solved some of the mechanical issues, checked on others & found them to be sound & are progressing well with the bodywork to the point that we hope it will soon be ready to commence painting. The body panels are currently having their dents removed & the remainder of the old paint has been stripped. Colour choices are currently being discussed. The Team are spending most Thursdays on the job & would welcome anyone who would like to visit the project &/or maybe offer their assistance they will be made most welcome. See Graham's progress report later in this edition.

Amanda & Marcus Sykes Have decided to Sell their V8 & decamp for an unknown length of time to undertake a touring trip around Australia. Peter Grant has committed to take on Amanda's membership role within the Club but we are still seeking some willing member to take on the minor role of Regalia Officer. As they are departing in August it would be good to have the situation resolved well before then. Don't be backward in coming forward.

Wishing you another Month of Daimlering,

Jim Gellett

President/Editor.

COMING EVENTS 2018

May 2018 Saturday 19	SP250 Run - Run to Paradise Café, 766 River Road, Lower Portland for lunch at 12noon. Darters from north of the Hawkesbury please assemble at Ourimbah Rest stop at 9:50 for a 10am departure. Darters from south of the Hawkesbury please make your own way to the café. This run and lunch has been arranged by Kevin & Liz Wilkinson. Please confirm your intention to join the lunch with Liz by Saturday 12 May. Contact Liz at lizwilkinson@wix.com.au or phone 4579 0136
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COMING EVENTS 2018

May 2018 Sunday 20	National Day of Motoring - Combined Daimler & Humber Car Club Run. All members are invited to use their Daimlers this day. Google Historic day of Motoring 2018 for extensive details. I invite members to attend the new Bus Museum at Leichhardt between 10 am and 3pm. I have booked 12 spaces for the Daimler Club and Humber Club. Google the museum for specific details.
June 2018 Sunday 10	St Patrick's Seminary Manly - Combined Daimler & Humber Car Club Run. 12:00pm Tour. Lunch to be confirmed in a club in the district. this is a work of art in sandstone and a Sydney hidden jewel. well worth the visit. We will most likely park our cars in the courtyard in front.
June 2018 Monday 11	SP250 Run - Queens Birthday Holiday run to Wollombi Markets. Run to commence at Jerrys' Gourmet Café, 680a George Downs Drive, Kulnara (just north of Peats Ridge). Please arrive at Jerry's by 9:30am for coffee. We plan to arrive at the markets by 11:00am. People can make their own arrangements for lunch around the market. We may plan an afternoon tea stop during the day. Tony and Rosie Luongo have coordinated this run.
June 2018 Friday 22	SP250 Meeting - Meeting at the home of Stephen and Helen Figgis, 28 Neridah Street, Chatswood. (phone 9412 1064). Another traditional event involving an interesting garage visit followed by a glass of wine in front of a wood fire.
July 2018 Sunday 8	Proposed visit to the home of Bill Lloyd , owner of an early electric car, circa 1900, and a Doble steam car. TBC
August 2018 Weekend 11/12	SP250 Run - Weekend run to Bathurst and Mudgee to be arranged by Mark & Tracey Brooks.
September 2018 Friday 7	SP250 Meeting - Meeting at the home of Tony and Rosie Luongo, 37 Erina Valley Road, Erina.
September 2018 Sunday 23	All British Day - Details to be provided
October 2018 Sunday 14	Picnic Day - Lane Cove National Park. Cost will be \$25/head. Further details to come later
October 2018 Saturday 20	SP250 Run - Run to HARS Aircraft Museum, Albion Park with an option to stay in Kiama on Saturday night and visit the Motor Life Museum on Sunday
November 2018 Friday 2	SP250 Meeting - Meeting at the home of Warren & Chris Cole, "The Very End", Calabash Road, Arcadia, phone 9655 1111 or 0412 686 456.
November 2018 Sat/Sun 10/11	President's Weekend Event - Details to be provided
December 2018 Saturday 1	SP250 Christmas Lunch - Darters Christmas Lunch, 12 noon at Waterview Restaurant, Berowra.

DARTING ABOUT

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Thanks to Cameron and Anne Norgrove we had a fun and interesting meeting at their home on Friday 6 April. The pie-fest with a few drinks was great and we were pleased to meet their friendly and accomplished neighbours, Bob & Clare King who displayed two Austin Farinas, one of which Bob had made into a convertible.



During the meeting we discussed the news that Bruce and Pam Lilly of Glass House Mountains, Queensland had recently purchased the car (chassis 104453) that we thought we had lost track of. I'm glad this car has come to light as it has a rich history. It was among the last SP250 manufactured and has the highest Chassis number in Australia. It was also well known for bearing for some years an aluminium fastback hardtop made by Stan Brown of Brookvale.

The other news was that John Haak has advertised his car, (chassis 104016) now much modified, on ebay with an asking price of \$65,000. Most of our SP250s have been modified in many ways but we have retained the essential character of the SP250. I'm not sure that is true of this car.

Finally I should note that a lively discussion at the April meeting allowed us to finalise our program of event for 2019. Please see the list of events.

DLOCCA SP250 REGISTER MEETINGS AND RUNS

The DLOCCA SP250 Register has either a meeting or a run each month. The meetings are usually on the first Friday and the runs are usually on the third Saturday. Meetings start at 8:00pm.

The events/runs for the SP250 group have been integrated into the main Events page in this publication. The events are prefaced with SP250 in each case.

DARTING ABOUT



2019

Working Plans for SP250 60th Anniversary Rally in UK

- Saturday to Friday 1/7 June - Aussie Tour of Scotland
- Weekend 8/9 June - DLOC Rally Peebles, Scotland
- Monday to Thursday 10/13 – UK SP250 Club Tour of Lakes & Peak Districts
- Friday to Sunday 14/16 - SP250 60th Anniversary Rally, St John's Hotel, Solihull.
- Monday 17 June – individual itineraries.

2020

Tentative plans for SP250 Two Week Tour of Tasmania

Darting Off

Alan

Phone 02 9651 2961 or 0438 290639, E-mail hunts@optushome.com.au

DAIMLER RUBBER PRODUCTS AVAILABLE

The Daimler Rubber Co in Western Australia has just produced a new range of brake master cylinder and brake booster dust seals and windscreen wiper spindle rubbers to suit the DE27/36, these will probably suit other cars including the DB18 and Consort.

Currently working on the tooling to produce 1/4 window rubbers for the Conquest.

We also require a pair of Majestic Major quarter window frames with rubbers if anyone can help ?

We have a good range of door and window rubber seals in stock for Daimler and Lanchester's

For more information contact,

mark@daimlerrubberco.com, Ph 0419 956 684, Int +0061 419 956 684. Web site coming soon



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NATIONAL RALLY REPORT - 2018

I was shocked to understand that this was the fifteenth National Rally where the members of the combined Daimler & Lanchester Owners Car Clubs of Australia meet for a few days of catch up and driving.

There were several people present who had been to them all, and they are to be congratulated on their passion not only for the Marques but also for the people. I have been to fourteen of the rallies, and the one in Echuca, in 2002 which I missed I was half at as I drove as far south as Albury and caught up with Howard Parslow from South Australia and also Warren and Christine Cole before driving back home for my Mum's 75th birthday.

The Rallies have been all subtly different both in deference to their location and also the organisers, obviously when a location is chosen the local sights will dictate much of the activity during the day and then the actual venue and the city where the rally is located will dictate evening fun and frivolity.

This rally, at Healesville in Victoria's Yarra Valley was designed to appeal to a wide section of our Club members as it combined driving, sights, a fabulous car collection and beautiful local food and wine, so really, I don't think anyone could complain about not being looked after and catered for.

The NSW members travelled from various points of the State, with Lindsay and Susan Price travelling the furthest in their mighty 1934 Straight Eight Limousine by Hooper (more by the House of Price than Hooper now) from Queensland, north of Brisbane.

Some of us initially converged at Albury where we stayed and had dinner at the Siesta Motel, where the rooms are large and comfortable and the meals in the restaurant outstanding. On the Sunday night we were lucky to get the table for 12 people as the restaurant was almost full. We were fortunate to have with us overseas guests of Lindsay and Susan's Alf and Ingrid Sandstad from Norway who have a rebodied 1938 Straight Eight and have been receiving Lindsay's assistance for years getting their car back on the road. A lovely couple they enjoyed the rally immensely and were I think quite bowled over at the warmth of the welcomes they received throughout the rally.

The Thwaites, Richard and Dilber and Amanda and Marcus Sykes opted to stay at Rutherglen and met up with us at the Rally HQ the next day, choosing to avoid the Hume Highway if at all possible. Similarly, John and Eve Hiscox, Victor Nash, Peter Cullen and Jennifer Thomas were at the Rolls Royce rally at Claire so drove across from there and stayed somewhere near the border on Sunday night and joined us at Healesville the following day as did Jim and Denise Gellett, having left a threatening bushfire situation around their home.

I had a slow and leisurely trip in the Special Sports, I travelled in convoy with David Flynn in his car, one chassis different to mine so we did not feel like pushing our charges, but let them lope along at comfortable speeds knowing that they would get us there in comfort and arrive, like us, relaxed and ready to party!

I must admit that the travelling there and back aside I usually enjoy those first few hours of reaching the destination, seeing familiar faces and catching up the most. If time could freeze for a few days I would be happiest if it stopped at that point, with wide smiles, hugs and warm greetings as friends and fellow enthusiasts arrived at rally HQ to check in and catch up with what had been happening.

It was a huge treat for me to finally meet Graham Emmett, from UK, who has a splendid DB 18 saloon (the one with the P 100 headlights) and runs the DB 18 forum there. Graham was travelling with Fred and Andrew Butcher as part of a longer touring holiday here in Australia.

NATIONAL RALLY REPORT - 2018

The RACV Healesville resort is very grand with very comfortable rooms with superb beds and lovely outdoor areas to gather and socialise, from the vast forecourt to the individual balconies and courtyards that we all enjoyed outside our rooms. There was an indoor swimming pool and a gym for those inclined and some did use the facilities, I ventured down to the gym, took one look at the tough guys bouncing weights off the floor and quietly backed out and went back to my room to read a book!

Each evening was slightly different. We were often dispersed throughout the room to sit with different people all the better to mix and mingle. Dinners varied from a buffet on the first night to more formal sit down affairs at Rally HQ to a wonderful carvery dinner at Fergusson Winery with what looked like half a cow rotating upon a spit before our eyes.

The local wines are not cheap but they are excellent value. The region is known for its Pinot Noir and also Chardonnay and the wines are elegant and beautifully complex, and I highly recommend them.

Everywhere I looked, at all times people were gathering and chatting, sitting down for coffee or a glass of wine and that was for me a highlight of the rally, the friendship and warmth of the atmosphere. From breakfast through to dinner and a drink afterwards if desired knots of people would be talking and comparing notes on cars, catching up on Daimler news or just having a gas bag about anything at all.

We took advantage of the attractions around town and visited the wonderful Healesville Animal Sanctuary, where the bird show and other animal exhibits are not to be missed. The Tydel Car collection at Guys Hill was stunning. A wide selection of awe inspiring well kept mainly American classics with a strong connection to celebrity owners, think Bing Crosby, Bette Davis (maybe not THE Bette Davis as it turns out) and Johnny O'Keefe, with the favourite car of the day a fabulous Drophead Cord Coffin Nose Model having belonged to Amelia Earhart the pioneer aviatrix, painted in Eleanor Blue (reputedly because it was Eleanor Roosevelt's favourite colour and she had been a friend of Ms Earhart's).

The third day the visited attraction was the Alowyn Gardens, a beautiful series of formal and relaxed gardens designed to withstand drought and create shade for the visitors, established over twenty years ago by the current owners.

All the trips were easy drives, the organisers being conscious that many of us had traveled great distance to be at Healesville and allowing us the afternoon to relax and "do our own thing".

I must tell you a story. My room was next to the Ashworths, and beyond them was Warren and Chris Cole's room. Every afternoon at 4.30 pm Domenica Ashworth likes to watch a TV soapie which Keith detests so he would sit outside his room in the little courtyard with the newspaper and a glass of wine and as soon as heard me moving about next door I would hear: "Ah, here's my drinking buddy." And we would start the afternoon's libations with a pleasant drop of red. Soon Warren and Chris would return and then the party would enlarge. Suffice to say that my balcony ended up as party central with half a dozen chairs, often more bottles and lots of fun and chat before we would drift away to get ready for the evening. The essence of a Daimler rally, those impromptu get togethers when people would gravitate towards the noise of merry conversation and laughter.

I loved it!!!

It was great to see Fred Butcher and his son Andrew in the SP, not having waived in their enthusiasm to join us despite the sad loss of Michelle after the Orange rally and Fred is talking about travelling to England and Scotland with the SP boys in 2019 and Andrew is if anything even more keen than his Dad!.

I also met John and Jill Cox from South Australia in their fine V8 saloon and Trevor and Steph Lindsay in their SP 250 also from South Australia.

NATIONAL RALLY REPORT - 2018

Of course no rally would be complete without the gentle roar of Howard Parslow from Adelaide in his fine Special Sports. I have known Howard for well over twenty years and he doesn't get any quieter with maturity!

On Thursday afternoon, after a great lunch at Zonzo Winery some of us drove to the suburbs of Melbourne at Keith Ashworth's invitation to view his fine collection of cars and many, who had not seen his garage before were in for a treat. On view were an excellent DB 18 saloon, a beautiful restored Special Sports, two LD 10 saloons, one by Briggs (Lenny) and one newly restored by Barker (Larry) as well as the Conquest Century Roadster, the enviable Sportsman, the elegant iridescent silver blue Majestic Major, the familiar red SP 250 and his modern Jaguar. The drive there and back involved some challenging (at least for a Special Sports) hills and was very enjoyable. On the way back I dropped Victor at Zonzo Winery to collect his Bentley which had been left there after lunch and about 5 kilometres out from rally HQ, while travelling alone I had a rear puncture. I was able to pull over immediately and using the car's inbuilt jacks had the wheel off and the spare on in quick time and was able to proceed back well before dark, a bit grubby but very proud of my achievement. That and a loose wire to the fuel pump were my only problems with the car the entire time. The spare inner tube I carried came in handy and I had the tyre and tube refitted by 8.30am the next morning.

Jim and Denise's Conquest Century had some electrical problems, which meant that the generator had to be removed and repaired but that only meant an inconvenience as it could all be done at Healesville. Lindsay and Susan's Straight Eight motored very well but continues to be plagued by tyre problems, Lindsay saying that the car is so big and heavy they just seem to be unable to withstand the long drives.

This rally marked a milestone in that room availability was limited to thirty so there were 52 people attending and no day trippers. The numbers meant that venues were easier to arrange and drives not as fraught with dozens of cars getting lost (myself excepted of course: I always manage to make a wrong turn).

Times have changed and as members have aged (or should I say matured) the standard of accommodation and the requirement for easier access to venues has become an issue so the RACV at Healesville was ideal, but with very long corridors!

I think the organisers achieved a very well balanced rally that appealed to everyone there. There were always varied things to do and see and the venues had easy access, provided 'wheels' where required and made the whole rally very inclusive for everyone attending.

Michael and Pat Pringle, Jack and Phyllis Edmonds and Ian and Joyce Rowlandson all deserved the thanks of everyone there.

On a final note, my congratulations to Michael Pringle on being made a Patron of the Victorian DLOC. It is a great honour and it really did take him by surprise, he was quite emotional and for a short while, almost lost for words!

On to South Australia in two years for the next National Rally!

Peter Grant

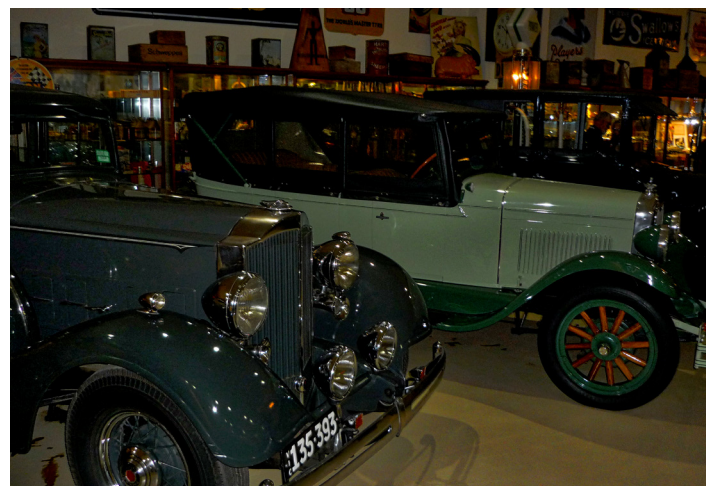
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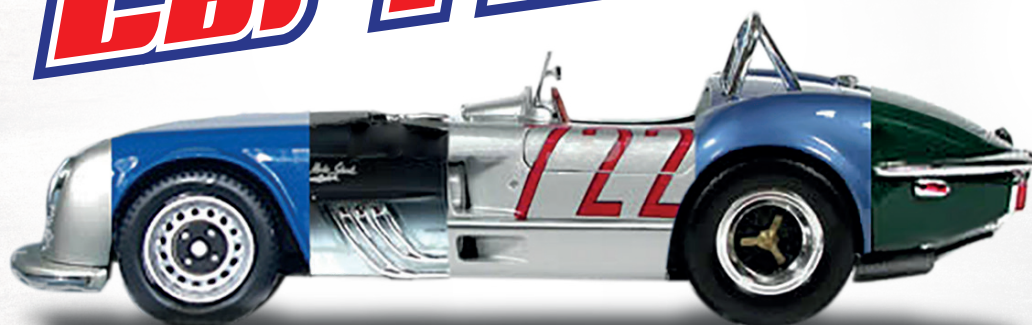


NATIONAL RALLY REPORT - 2018



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FURTHER INQUIRIES

Mike Taylor: 0417 193 611
Geoff Johnson: 0413 734 977
Murray Clark: murrayclark1@bigpond.com.au
Or visit: www.macleansbridge.com

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Extra passengers: \$10.00 each
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MINUTES OF A MEETING

MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER AND THE LANCHESTER OWNERS CAR CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB ON MONDAY 2ND APRIL, 2018.

The meeting commenced at 8:00pm with Jim Gellett in The Chair.

Apologies:

Russell and Jenny Turner, John Steel, Robert Brandes.

Jim welcomed new member John Robison to the meeting. John, who has a wealth of classic cars recently purchased the John Hancox ex Kevin Barnes DB 18 Special Sports.

Previous Minutes:

The minutes of the previous meeting were published in the Journal and taken as read. Moved: That they be accepted as true and correct: Victor Nash. Seconded: Colin Cox. Carried.

Business Arising from Minutes:

John Hiscox had brought the copies of Daimler Days III for those present who had ordered them and one copy for the Club Library. Anyone else wanting a copy will need to request one from England.

Correspondence:

Magazine from the Western Australia Daimler Club, New Zealand Fluted Grille.

John Robison has sent his application form to Russell in early March but no reply yet. It was explained that Russell is still recovering from his recent ear operation.

Business Arising from the Correspondence:

Nil

Treasurer's Report:

Alan Hunt presented a written report. There is \$6,485.06 after payment to CAMS as listed in the report. There is a further \$10,747.93 in the term deposit.

The Australian Business Council Club update of its details has been done by Peter Grant.

The CMC affiliation fee will be calculated and paid.

Alan asked for the report to be accepted and payment to CMC when calculated to be approved.

Moved: Alan Hunt, seconded Jim Gellett: "That the Treasurer's report be accepted as true and correct and the CMC affiliation payment be approved once it is calculated. Carried.

New Members:

The Club welcomed John Robison (details as above).

MINUTES OF A MEETING

Social Report:

- 15 – 20 APR: Daimler National Rally to Healesville in Victoria's Yarra Valley. Those attending are driving at various times and routes, some from Claire valley at a Rolls Royce Rally, others via Rutherglen and some more direct via The Hume Highway and Albury.
- 20 MAY: National Motoring Heritage Day. Meeting place to be confirmed.
- The visit to the Leichhardt Bus Museum will be booked for a later month.
- Ray Palmer had been to the St Patrick's facility in Manly and spoken to the site manager and can arrange a tour with four weeks' notice. Afterwards a picnic in the grounds would be a lovely way to end the visit.
- Ray has also 'discovered' the Archie Rose Distilling Company in Rosebery and that would be a good destination for a club run also. Perhaps in June.
- The Club Annual Picnic was discussed. It had been suggested that it was an extravagance. Last year the cost to the Club was \$821.00 with about 30 members and guests attending. Warren Cole said that the concept was to encourage new members to come along and join in and that had not really been achieved. This year the committee will contact all new members to ask them to come along. The date shall be 14 October and the cost per head shall be set at \$25.00. This way the cost to the Club will be slightly less and if new members do come along the event will be a success.

Ray has some more interesting records to play for us at a forthcoming meeting. Plenty of notice will be given to enable people to be sure to be there.

Editor/Website:

Jim's details have been updated on the web site.

Interesting to note that within minutes of the latest magazine being circulated ten members had downloaded it to read.

Registrars:

SP 250

John Hark is selling is recently completed restoration as he cannot comfortably fit in it despite modifying the seats. The car sports an external exhaust like an old Alvis and a large cowl in the bonnet for the air cleaner. The asking price is \$65,000.00. Alan Hunt has the details.

Bruce and Pam Lily from Glasshouse Mountain have been in touch. They have what is probably the last SP 250 imported into this country from the factory.

John Hiscox reported on two Hooper bodied DE 36 limousines being found (both in a sad state) in UK.

Regalia.

We still have 15 key fobs in stock and these could be taken to the National Rally to be offered for sale.

Colin Cox has the reprinted 100 copies of Travelling in Style. Colin checked with Ian Fletcher re selling them on but Ian said the main concern was not to allow them to be sold for example on Ebay and to obtain the

MINUTES OF A MEETING

authors' permission. We think that a limited sale to enthusiasts would be fine.

Colin will also check if Ian has the electronic proofs of the book. Interstate Daimler clubs will be re approached about the reprint of the book to see if they would want to sell to their members. Ray Palmer asked if the National Library had a copy and also a copy to give to the Australian National Museum.

Moved: Alan Hunt, seconded Caroline Burch: "That Colin Cox be authorised to offer a limited number of the books to the Jaguar Driver's Club at a wholesale price of \$35.00 per book." Carried.

Some will also be taken to the National Rally to be offered for sale.

Library.

Alan Hunt has heard from Ken Stewart who had an SP 250 that he has a number of English Club Magazines that he would donate to the Club. Alan will collect them for the library. They would all be over twenty years old.

Conditional Plates:

Warren Cole reported that Russell Turner was still looking into the Club joining the modified cars Historic Plate Scheme.

Technical and Spares:

Nil.

Club Lanchester:

Jim talked about the day at Springwood when the car was started and it became apparent that it was in gear so that has to be sorted out.

Graham has donated a battery and Colin front and rear windscreen seals.

There was a brief discussion about the starter motor but Jim said it is believed to have been rebuilt. The water pump gasket has been sourced and will be fitted this week.

For Sale and Wants:

Amanda Sykes is looking to sell her V8 saloon.

CMC

The Affiliation Application has been received and Alan Hunt will calculate the fee based on club members.

Apparently the Police and RMS are cracking down on modified vehicles on the standard Historic Plates and not displaying the Modified Scheme Plates as they should.

The Club Policy is still firmly that there must be full and correct use of the Log Book System at all times.

All British.

Merv reported on the meeting. The King's School will now not require the top field as previously expected so

MINUTES OF A MEETING

the Display Area will be pretty much as it was last year. The Club will still order 60 spaces to allow for the tent and a bit of space for our cars. The tickets will cost the Club \$10.00 each. The display day is fixed for 23 September 2018.

General Business:

Trophies for the National Rally: Jim Gellett has Graham McDonald's and Russell Turner will take his with him. Warren has bought a copy of "Docker's Daimlers" a book by Richard Townsend about the Docker era Daimlers and showed it to members at the meeting. Victor saw a reprinted article about a DK 400 in Western Australia and it was confirmed that this was Tom Saggars' car.

There being no further business the meeting concluded at 9.35 p.m.

THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 7th MAY, 2018 @ 8:00pm.

TYRES AND RIMS

For those people who have Kuhmo tyres on their cars it has come to my attention that the size tyre for our cars 185 80 x 15 is no longer available with the Kuhmo brand.

My research has shown that there are a few alternatives around. Michelin Vredestein are very good options with federal, Dunlop and NanKang as most reasonable priced. The first two brands have good history and excellent credentials. The next three brands are more reasonable priced and are all available at selected tyre stores; the federal and Dunlop are similar in tread pattern to the Kuhmo whilst the NanKang is available in a retro style pattern (asymmetrical design) similar to the earley spec Michelin XVS. The design should fit well with the Mk 1 & 2's as the tyre design is of the period, therefore suiting the suspension design.

Of course you should buy your tyres based on the driving you wish to do and what you're prepared to spend. Another factor now presenting itself is the life of these tyres. I've found the current tyres on my car are now 13 years old and are nowhere near worn out (still road-worthy) but well and truly aged. This asks the question how safe are tyres over 10 years old and does the failure rate increase exponentially?

Looking at the Michelin website there is a section that describes tyre markings etc and statements on tyre life. Michelin quotes that tyres should be replaced by 5 years of age if worn out and replaced no matter what after 10 years. There are a few factors that cause tyres to deteriorate, such as wear, damage and environment.

Realistically, it is prudent to ensure your tyres are replaced every 10 years. Let's do some numbers, 5 tyres @ \$180 each fitted, 10 year life, \$900 purchase divided by 10 years equates to \$90 per year. As cheap as a 45 day Club Permit. When you work out your yearly maintenance, registration/permit, insurance etc costs per year add \$90.00 to that and it works out quite cheap.

One of my projects is to clean the wire wheels easily. What I have discovered is that if I use a cutting compound used for dull paint, using a toothbrush dipped in the polish, then scrubbed on the rim between the spokes etc and allowed to dry, I then pressure washed the wheel leaving a film of polish (like a dull silver) then using a microfibre towel the film just wipes off. You then have a sparkling rim without tonnes of effort, mind you it is time consuming but worth the effort.

(reprinted from April issue of the Jaguar Car Club of Victoria monthly magazine "Cat-A-Log" and was written by Terry Bostock who is the Registrar for the Mk1 and Mk 2 Jaguars.)

1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART THIRTY

PART THIRTY - STRIPPING THE CHASSIS

I was lucky in some ways that most of the major components had already been removed from the chassis. The downside of this of course, was being able to identify what was missing during reassembly. The differential and rear springs were easy to remove, but the front coil springs were difficult to compress and remove.

I cleaned up the chassis with an angle grinder with both sanding discs and wire wheels finding that the old chassis paint was relatively easy to remove. I did this outside the garage because of the considerable mess the process creates. There was little corrosion on the chassis itself and the only damage found was a crack in the front damper mounting plate, which was easy to repair.

The entire surface of the chassis was coated with phosphoric acid prior to painting. I had originally intended to spray the chassis but instead decided to hand paint in epoxy black. The design of the chassis makes it difficult to get paint into the internal frames. It was easier to get paint into these areas with a paint brush.

The chassis will be supported on stands ready for reassembly. When the restored suspension is reattached, the jacking system will be used to support the vehicle during reassembly.

Related Youtube Video – [1949 Daimler DB 18 Consort Resurrection Part 30](#)



THE LANCHESTER PROJECT

Well it is nearly six months since the idea to take on the Lanchester project was adopted. Since that time the car and all its parts have been moved to our Club Secretary Russell Turner's home in Springwood. As mentioned in a previous edition of Fluid Flywheel, the engine was successfully started at the March Lanchester event day, but revealed fuel pump and water pump issues. I am pleased to advise the fuel pump issue was simply seized one way valves and that the leaking water pump has been removed all gaskets replaced and the pump re-installed. I had previously taken the chrome door tops home and have polished them and wrapped them in newspaper, but we will need to purchase new door seals when the time comes.

At the March Lanchester day, there was some concern expressed by various members regarding the amount of work involved with regard painting and panel repairs. However, Jim Gellett, Merv McDonald and I have not been phased by the state of the car. Jim has already done some door repairs and currently has both front guards at his place and is confident they will be returned in pristine condition ready for painting soon. Merv has taken the front gravel tray home and has already welded the crack, but has advised he has found filler has been used and that there will be a bit more work required by him to get it looking nice and flat again.



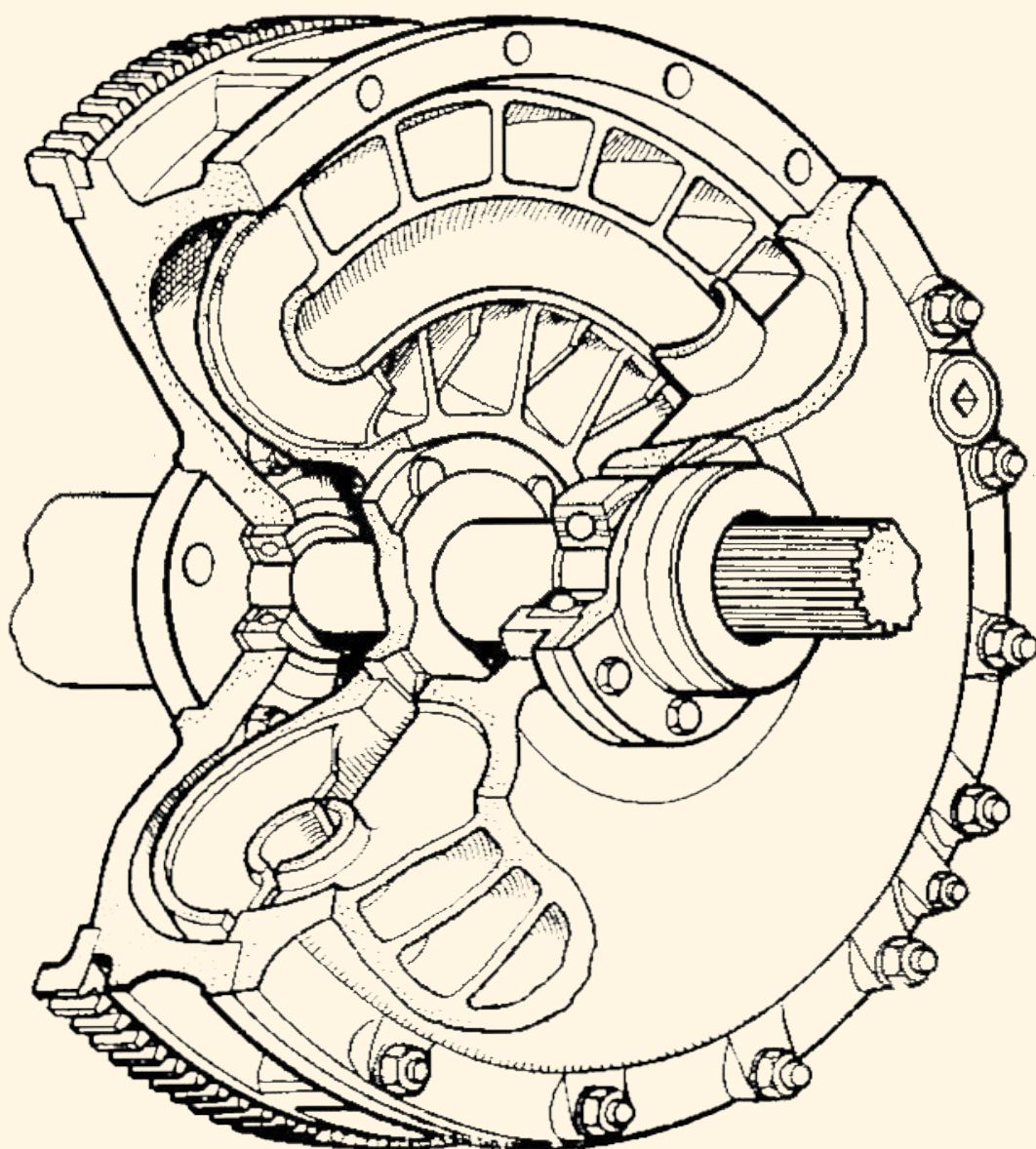
It appears that the car was sand blasted if not fully then at least partially, as grit has been found in various cavities in the car. By the time you read this I should have taken a vacuum cleaner up and cleaned all the grit away. Since the March Lanchester day, two, three or four of us (inc. my son Brent), have made a few trips to Springwood and spent the day working on the body. I can advise the plinth has been stripped back to bare metal and primed. The unpainted passenger's side sill has been treated with rust remover and also primed. There was only surface rust found here and in fact we are happy to advise the car is relatively rust free. All the old masking tape has been removed and any remaining adhesive removed. We have started rubbing the body back and highlighting any minor imperfections that need repair before final painting commences.

We have been blessed with the weather with rain on only one day at writing. On this day Merv and I went through the boxed parts. We think we have everything although door locks and mechanisms and window winders for three of the four doors were not seen but may have been overlooked.

Jim, Merv and I are trying to make weekly visits to work on the car and any help would be greatly appreciated. If you want to come along and help, then please contact one of us. Whilst experience in restoration is desirable a willingness and enthusiasm to learn is equally welcome. We need help with going back through all the parts boxes and sorting items more relevantly to the haphazard way they were received. If you have any panel beating / paint preparation experience or desire to learn, your assistance would also be appreciated with the body preparation for painting. When the time comes, we will also need help with re-assembly of the car including polishing and installing chrome and glass, rubber seals, wiring and re-installing all upholstery items.

Finally if you have any surplus Lanchester compatible parts that you are willing to donate such as interior, body or door furniture or components then please also advise.

Graham McDonald



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