

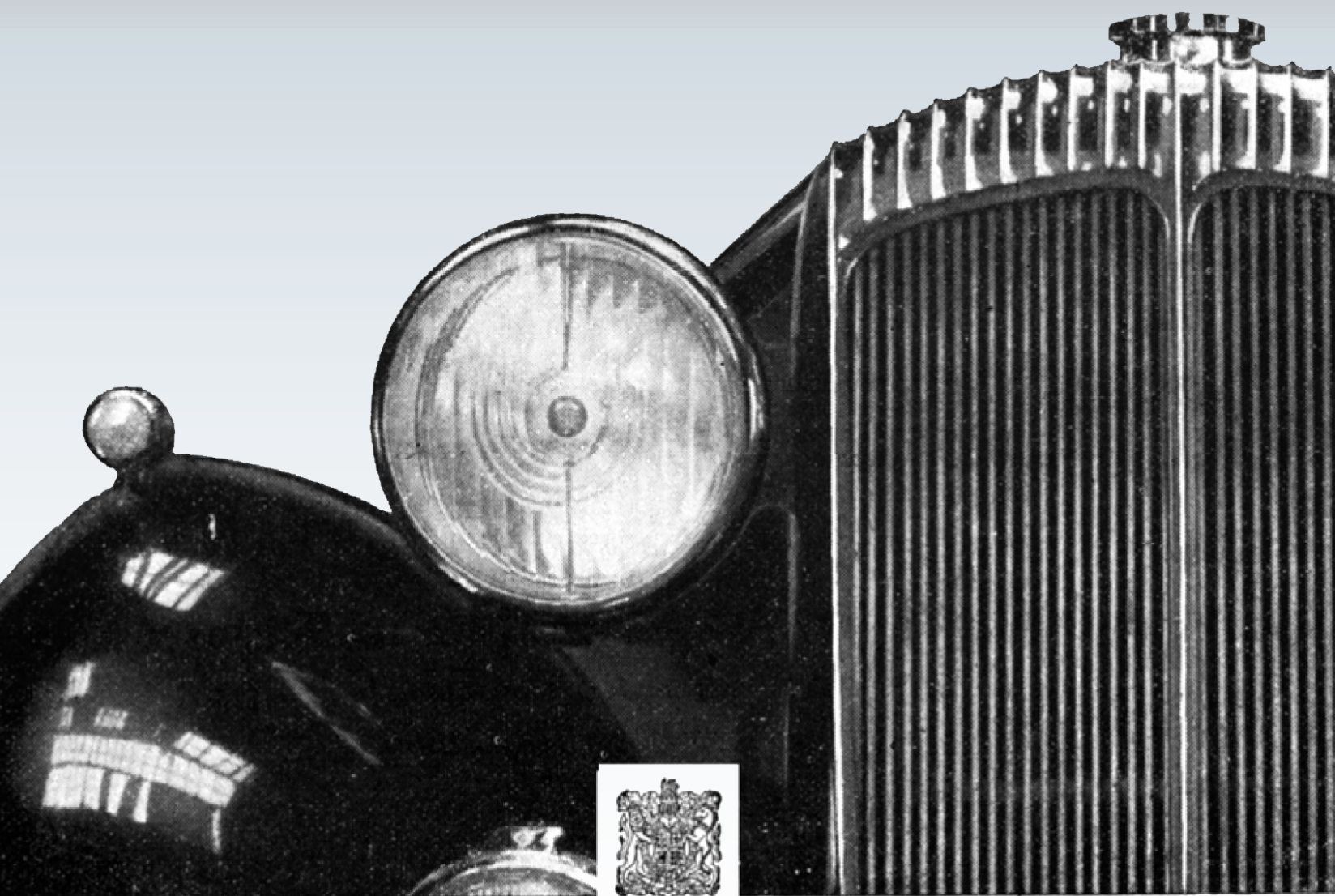
Daimler

&

Lanchester

APRIL 2019

# *FLUID DRIVING*



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

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## OUR NEXT MEETING

**8PM MONDAY, 6TH MAY, 2019 AT RYDE EASTWOOD LEAGUES CLUB**

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

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

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Please address all correspondence to:

Daimler & Lanchester Owners Car Club of Australia, Inc. PO Box 414 Springwood NSW 2777

## 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

Welcome to this month's edition of Fluid Driving. As most of you would know, I have been away in VietNam for most of March, carrying out surveillance on the Vietnamese motor industry. VietNam is fast moving forward in lots of ways. There are now 13 million people in Saigon, (HO CHI MINH CITY) & 11 Million motor bikes, mostly 125cc capacity with the odd Harley Davidson who have dealerships scattered around the Country. There can also be seen the odd Bentley, getting around town & many SUV type vehicles & small hybrid taxis. Cyclos are a dying breed but may still be encountered in Hue & Hanoi in reasonable numbers. Whilst there are strict road rules in the country, they remain flexible depending on circumstances. There were a couple of classic Citroens parked outside the Metropole Hotel in Hanoi but not one Daimler was sighted on the whole trip. Rolls Royce do have a dealership in Hanoi & there were a couple of late models getting about on the roads.

The Lanchester is progressing well & is nearing the installation of the interior. It should be well progressed by the time it emerges for inspection on the Club's event at the Turner residence later in the year.

The Royal Daimler will be making an appearance at Wakefield Park in August along with other historic vehicles held by the National Museum of Australia. It is intended that it will proceed under it's own power around the race circuit.

I look forward to seeing you at future meetings & some of the events that Ray has planned for us later in the year.

Jim Gellett - President/Editor.

## COMING EVENTS 2019

May 2019 Saturday 4 & Sunday 5	<b>SP250 Wings Over Illawarra at Albion Park.</b> Chris Mosse-Robinson has registered the Daimler Club for the car display. Any club member may join but each car should register through the Wings Over Illawarra web site. Chris will attend on Saturday 4 May but our members could attend on either the Saturday or Sunday
May 2019 Sunday 5	<b>Working Bee Shed Day</b> - At Victor Nash's shed 122 Pitt Town Rd McGrath's Hill - Windsor. Please bring lunch, gloves , overalls, safety shoes. Arrive at 10:30am
May 2019 Sunday 19	<b>National Motoring Heritage Day</b> - A venue will be decided and announced
June 2019 Sunday 16	<b>Charlie Code professional cleaning and detailing of motor cars</b> - at Hornsby. 2pm. This event is not to be missed. Charlie is bringing out to Australia a high quality product range for cars and will demonstrate some of them. At the time of printing this date is to be confirmed but will be confirmed in March. Will be a two hour workshop/ talk.
July 2019 Saturday 13	<b>SP250 - Hunter Region</b> All British Day at Newcastle Foreshore park.



## COMING EVENTS 2019

July 2019 Sunday 14	<b>Lanchester exposé</b> - More details to follow. Location 63 Davies Avenue Springwood
July 2019 Saturday 20	<b>SP250 Run</b> - Run to Settlers Arms Inn, St Albans.
July 2019 Sunday 21	<b>Mid-Winter Run</b> - ASCC is organising the annual Run this year [with Alvis, Daimler and Rover Car Clubs] to The Razorback Inn for lunch [12 for 12.30], with the participants arriving from all points of the compass. Further details coming soon.
August 2019 Saturday 17	<b>National Museum's Royal Tour Daimler</b> - The Royal Tour Daimler DE36 will be among the cars driving around the track at Wakefield Park. See details inside edition.
September 2019 Sunday 15	<b>All British Day</b> - at The King's School, Parramatta including SP250 60th Anniversary Celebration at DLOCCA Display Day.
September 2019 Saturday 21	<b>SP250 Run</b> - Run to Southern Highlands.
October 2019 Thursday 31	<b>SP250 Run</b> - Optional run to Bright with overnight stop in Tumbarumba. SPs of Stoodley, Glanville, Mosse- Robinson & Hunt plan to make the trip. Please let me know if you wish to join us.
November 2019 Friday 1 to Sunday 3	<b>SP250 Rally</b> - Bright Victoria. Details in the SP250 Report on following page.
December 2019 Sunday 1	<b>SP250 Christmas</b> - Christmas lunch at Geranium Cottage, Dural

## NATIONAL RALLY INFORMATION

Howard Parslow from SA will be at our October meeting and will talk about the National Rally the South Australian Register is planning. It is a great opportunity to find out first hand how the planning is going. Pencil this into your diaries.

## OUTSTANDING SUBSCRIPTIONS

A few members are still unfinancial and we regret that this will be the last magazine that will be sent and we will assume that you no longer wish to be a member.

## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

After a lapse of many years the Darters returned to the Tourish Family Home in Grose Wold for their April meeting. We thank John and Lee for hosting our meeting and making it one of the memorable events of the year. John showed us some very interesting motor cars which concluded with the SP250 in racing livery but without an engine which is in Queensland for a rebuild before further racing engagements. This SP will also have further modifications to the rear drive and steering together with an external exhaust. We look forward to seeing (and hearing) it in action.

Other cars in John's garage included his rare 1990 BMW 850i of which only 66 were built and only 26 were RHD. This car of 5.7 litres is a V12 manual and John did mention that he reached 300kph in a rally close road section. Next to the BMW was a recently imported 1987 Mitsubishi Starion with a 2 litre EVO Turbocharged DASH engine. Then there was his historic rally car, an HR Holden Turbo of 230 cubic inches and finally his regular driver to "Cars & Coffee" a very original and very reliable 1984 XF Falcon. John, I hope I got all these specification correct and gave due admiration to this collection.

The most important item discussed at the meeting was planning appropriate celebration of the Daimler SP250 60th Anniversary at the All British Display at Kings School on Sunday 15 September. We encourage all owner to join us for a grand display of Darts.

Some of the ideas we plan to develop into a grand display are:

1. We encourage a large turn out of SP250s with an email to all owners.
2. We seek special exhibits such as a rolling chassis and a car in racing livery
3. We ask All British to include an SP in the display of special cars on the top field. Needs to be good car not entered in DLOCCA Judging
4. Reserve a part of DLOCCA area for display of SP250s
5. Prepare large display board with SP250 history and historic photographs.
6. Commission a Birthday cake in shape of SP250 or with SP250 picture
7. Large helium filled balloon attached to each SP250
8. SP250 owners encouraged to dress in period costume from years 1959 to 1965
9. To support item 8 we will investigate production of unique blazers for both men and women.
10. A special display of competition SP250s

Item 9 is probably the biggest idea. Hope to be able to buy blazers for around \$50 each. As well as wearing at Display Day we will wear blazers at Bright.

## DARTING ABOUT

### 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 in 2018 have been integrated into the main Events page in this publication. The events are prefaced with SP250 in each case. Plans for 2020 are shown below.

#### **Working Plans for SP250 60th Anniversary Rally in UK**

- Friday to Sunday 7/9 - 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.
- **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](mailto:hunts@optushome.com.au)

## WANTED TO BUY - SP250

This gentleman has contacted the club and is interested in buying a SP250. He is not currently a member of the car club but is interested in the purchase of a Daimler SP250. If any members know of a suitable vehicle for sale please contact Ron Chappell on 0408 466765 or by email on [ron@premierop.com.au](mailto:ron@premierop.com.au)

## WANTED TO BUY - PARTS FOR MAJESTIC MAJOR

Wanted: For Daimler Majestic Major

1. Water pump - complete without corrosion if possible.
2. Need Spare Rim - 16" - for spare tyre in boot. Missing
3. Chrome Trim for Rear Stop light ( largest round light which is red ) .

Please contact Ian Nicol on ph: 0409651035 or email [mts-aust@bigpond.net.au](mailto:mts-aust@bigpond.net.au)



# the 2019 MidWinter **Jaguar** **Mountain Rally**



**Heatherbrae  
Gloucester  
Tamworth  
Gloucester  
Maitland**

## **Sat 22nd & Sun 23rd June**

*Blow the winter blues away on this fantastic event covering terrific roads and offering spectacular scenery. All meals are included plus a scrumptious dinner on Saturday night where the day's stories grow in proportion to the amount of wine consumed. Navigation is straight forward and suited for first-timers or serious rallyers. This is always a great fun event. Enquiries to Roger Liddle 0400 995 822*



**Bookings: [www.jaguar.org.au](http://www.jaguar.org.au)**





# SPECS FOR DAIMLER CONSORT & REGENCY

CARS				135
	DAIMLER		DE 'SOTO	
	2½-litre Consort and Sports	3-litre Regency Saloon	S7	
	1951	1951	1940	
<b>BORE/STROKE .</b>	69.6×110.49 mm.	76.20×107.95 mm.	3½"×4¼"	
<b>CAPACITY . . .</b>	2,522 c.c.	2,952 c.c.	228.1 cu. in.	
<b>FIRING ORDER .</b>	1, 5, 3, 6, 2, 4	1, 5, 3, 6, 2, 4	1, 5, 3, 6, 2, 4	
<b>OIL PRESSURE .</b>	40 lb./sq. in.	40 lb./sq. in.	30-45 lb./sq. in.	
(Hot)				
<b>CARBURETTOR .</b>	S.U.	Twin S.U.	Carter	
<b>NEEDLE :</b>				
	Consort Sports		Manually	
	(1) (2)		adjusted	
Economy . . .	ED CE	No. 5		
Performance .	LS CP	Needle		
<b>TAPPET</b>				
<b>CLEARANCES :</b>				
Inlet } (Hot)	0.013"	0.013"	0.008"	
Exhaust }	0.013"	0.013"	0.010"	
<b>VALVE-TIMING</b>	Chainwheel and	—	Crankshaft	
<b>INDICATION</b>	Case		pulley	
<b>VALVE TIMING :</b>				
Inlet opens . .	B.T.D.C.	13° B.T.D.C.	12° B.T.D.C.	
	21° (Consort)			
	11° (Sports)			
<b>BREAKER GAP .</b>	0.012"	0.012"	0.020"	
<b>PLUG GAP . . .</b>	0.020"	0.020"*	0.025"	
<b>IGNITION-TIMING</b>	Flywheel	"IGN" Mark	Crankshaft	
<b>INDICATION</b>		Flywheel	pulley	
<b>IGNITION TIMING</b>	8° B.T.D.C.	7° B.T.D.C.	2° B.T.D.C.	
<b>CLUTCH :</b>				
Type . . .	Fluid Flywheel	Fluid Flywheel	Single Dry Plate	
Linings . . .	—	—	Composition	
<b>BRAKES :</b>				
Type . . .	Girling 2LS	Hydro-Mech.	Hydraulic	
	Hydro-Mech.			
Linings . . .	Mintex N.M.T.	Ferodo MZ41	Die pressed	
<b>TOE-OUT . . .</b>	½"	½"	0" to ½"	
<b>CAMBER . . .</b>	1½°	1½°	0° to ¾°	
<b>CASTER ANGLE.</b>	1½°	1½°	-1° to +1°	
<b>KING PIN ANGLE</b>	5°	7½°	4¼° to 6°	

\* Plug gap using Lodge plugs. With Champion plugs, 0.030".

## DAIMLER DISTRIBUTOR DRIVING GEARS.

I was pleased to read that Michael Barnes has available the distributor gear for the v8s.

The bevel gears in the earlier models, DB Consort Conquest etc have a problem that a few member owners have experienced due to gear stripping & the loss of distributor rotating.

The helical gear meshes with the camshaft & because of this form "Pull" into each other & don't have the strength of straight open gears but they are quiet compared to the open gear. Most engines of any make use this form of drive to the distributor.

Why do these gears strip? (even after long use). Called once to help a member who had this problem. I observed why this gear had stripped, it had not been in proper mesh with the camshaft. The gear is keyed to the driving shaft in a light press but has no locating face resulting in a trial & error method using engineers blue, inserting it into the engine by hand & examining the mesh, moving the gear up & down on the shaft until the correct mesh is made. Because of the fit to the shaft a press is required & so it becomes a workshop job.

The engine should be turned to top dead centre on No 1 cylinder, before removing the shaft as the slotted end of the shaft has to locate the distributor again to TDC with the distributor rotor pointing to No 1 spark plug.

John Steel,

Senior Technical Adviser to the Lanchester Project.

## THE EGYPTIAN ROOM - PETERSHAM

Recently members off the Daimler car Club and the Humber car Club visited the The Egyptian Room which is situated in the the Masonic Temple in Petersham. This room was designed by the well known Dr Radcliffe who was Norman Lindsay's Teacher.

Eighteen members and guests attended the outing which was followed by an excellent lunch at the local Rsl club.

Mr Bill Richards was our guide and was very informative with accurate descriptions and many anecdotes about Ancient Egypt and its connection to Masonry and the modern world. Many practices and beliefs of the Egyptians have lingered on into the modern era and are connected to Masonic practices. The first Masons were the engineers and builders of the pyramids. Their art and engineering skills were kept alive throughout the Dark Ages and resurfaced during the Medieval period when guilds and societies were formed in Europe to protect the knowledge and skills Masons had developed.

One interesting connection to the Ancient Egyptians we have is the 12 man jury. The Egyptians found that a 12 man jury worked well and was less likely to err against justice which was a theme Bill referred to as a Mason and historian.

The Egyptian Room is a visual representation of The Book of the Dead which was written on papyrus and buried with the deceased. If a person could afford to have artisans then it would be painted and written on the coffin and walls of the tomb.

The artistic representation of the Book of the Dead in the room is in plaster relief and painted in great



## THE EGYPTIAN ROOM - PETERSHAM

detail. It shows the journey of the soul from the earth to heaven and the trials and tribulations along the way such as the heart being weighed on the scales of justice against a feather. This was to see if a person had lived a good life. It also includes prayers, chants and rituals.

The room was created in 1923 and installed in the masonic temple in Castlereagh street. In the 1960's it was carefully removed and stored until a new home was found. It is now heritage listed.

Bill used a laser light pointer and spoke about many interesting aspects of the Book of the Dead which runs around the room on the edge of the ceiling. He explained the connection between the Masons and Ancient Egypt and took many questions from the group.

Edwin and I highly enjoyed the afternoon and recommend visiting this place in November for the annual Open Day. We adjourned for lunch at the RSL and Bill joined us as well.

My 1960 Super Snipe was looking right at home with a yellow 1990's Rolls Royce in the car park. And did you know that...most of the great Cathedrals of Europe were built by stonemasons who were members of guilds to preserve their trade secrets and look after one another. The masons proudly display their history in every lodge and temple and invite enquiries from one and all.

Ray Palmer Events Director.



## CONQUEST IN COOMA

We spent last weekend on a really good two-day “Over 50s (vehicles)” Rally up on the Monaro with the Cooma Car Club, where there is an active Conquest. I was quite excited to see what appeared to be the only plain DJ 250 that I have seen running, other than my own, which now runs under the name “Serena”.

The car has belonged to Max Talbot of Cooma since 2005, before that was in Cootamundra belonging to a Don Hart.

On closer inspection, it turns out that the car has a 250 Conquest body, but a Century motor or at least Century carbs and manifolds. It also has, like mine, a Century boot-lid with the chrome horizontal flashes. It is missing its rear over-riders from the bumper bar. Max explained that he had acquired a trailer-load of spares with the car, but they had all gone up in smoke when his woolshed burned down some years ago. How often have we heard that tale!?

Max was pretty vague about the earlier history of the car and/or its engine donor. I’m wondering whether either of you would know anything about the previous owner Don Hart, or whether the car has history with DLOCA?

The current data are:

Engine No. 76409

Chassis No. 85295

Body No. 013231

Richard Thwaites





## NATIONAL MUSEUM'S ROYAL TOUR DAIMLER

Today I spoke to the National Museum of Australia and found that they are planning at day when some of their important car exhibits will be displayed and driven around Wakefield Park near Goulburn..

The Royal Tour Daimler DE36 will be among the cars driving around the track. Our Club donated several thousand dollars to the Preservation Fund for this car and we have made several visits to see the car in the NMA workshop.

The date is Saturday 17 August 2019.

Other cars on display and being driven on the track will be a Brabham BT23, the Bean driven from London to Melbourne in 1927 by Frances Birtles , a model T Ford truck in Aeroplane Jelly livery, and several more.

There will be invitations to Car Club to visit Wakefield Park on the 17 August. There will also be a "Show 'n' Shine.

Flyers are in preparation but I suggest we start thinking about a club run.

My contact explained a plan to have a Drive in Movie show featuring car oriented movies at Wakefield on Friday Night. Some people may wish to stay on Goulburn on Friday Night.

Unfortunately the date coincides with the 2019 RACA Annual Motoring Dinner so the RACA group will not be making a run to Wakefield. Too bad because RACA also contributed to the preservation process.

Alan Hunt

## EARLY DAIMLER CARS FOR SALE

There are three early Daimler cars for sale or will go for scrap. The model years are 1909, 1910 and either 1908 or 1911. The cars are being stored in a container in Ballina NSW but need to be moved soon. Being made of wood the bodies no longer exist or at least are not with the chassis, but the engines and running gear plus all brass ware is still apparently in the container. Please contact Christine Lloyd on mobile 0403 333 346 or by email [chris.lloyd@westnet.com.au](mailto:chris.lloyd@westnet.com.au).

## SLEEVE VALVE ENGINE FOR SALE

A member of Motorlife Car Museum Kembla Grange advised that they have a sleeve valve engine, likely Daimler, down there that they want to get rid of if possible. Not sure of a price. Call Motorlife Museum down at Kembla Grange phone (02) 4261 4100



## DAIMLER/LANCHESTER NATIONAL RALLY APRIL 2020

Our web site is up and running <http://www.dlocrally.com/sa> and I have to say, thanks to Graham Emmett, our "English liaison officer and fellow committee member", it is sensational so you guys will have to get your skates on to get a booking done as there has to be a stage where we might have to say sorry we are fully booked. Yeah I know, no pressure!!!!!! I have also sent a separate invitation to the W.A members and have included N.Z also. I know that Graham will be attending and let's hope that a few more from the Land of Daimler/Lanchester will attend as well.

We are excited about the programme that has been organised and some information is included on the web site with the final detail to come later.

We would appreciate if you would spread the word and we look forward to having the event in South Australia.

## SP250 PARTS FOR SALE

The tonneau is new for RHD Dart with centre zip \$395

Front bumper with over-riders (not the eyebrows as they have been sold) - original unit that has been restored and re-chromed \$1995

4 speed original gearbox, clutch and pressure plate unrestored \$890

Contact Owen Seamons in Brisbane via email at [owen.seamons@laureate.edu.au](mailto:owen.seamons@laureate.edu.au)



## PARTS REQUIRED FOR A SPECIAL SPORTS PROJECT

The following is a list of unique to Daimler model parts I need to assist in the completion of my Special Sports. These parts were found to be missing either during move by previous owner or were lost/damaged during part restoration. I was hopeful that the previous owner could locate these items but as time passes I think not.

To assist, I have separately identified items that appear in the club's listed spares for a Special Sports and also for the Lanchester. If the club is willing to supply some/all of these items could a list of items willing to be provided and their total cost be forwarded thanks.

- Both Side panels to the bonnet. (2 pieces in total)
- The front valance of the car. (1 piece in total)
- Rear chrome bumper. I have brackets and over-riders. (1 piece in total)
- Heater/demister. (Complete unit)
- Inlet and outlet taps for heater demister plumbing at engine (2 pieces in total)
- Passenger's quarter window glass, mine cracked (1 piece in total)

**Note: These spares reported in Special Sports collection.**

- Both bonnet hinges. (2 pieces in total)
- Both boot lid hinges. (2 pieces in total) I have found 1 hinge badly rusted and seized.
- Two wheel studs and nuts. These are missing from my car. (4 pieces in total) May need to take whole wheel assembly to remove and spares also missing wheel studs.
- One short arm suspension damper. (1 piece in total) I have 3 log arm dampers and one short arm damper.
- Spark plug cover. Mine damaged but I have repaired it. (1 piece in total).
- Radio Amplifier. I have tuner. (TBA - May forego this item or install later transistorised unit )

**Note There are spares of these items in Lanchester Project.**

- One interior door handle. (1 piece in total)
- The trafficator switch mechanism is missing. (Several small pieces)

Graham McDonald - Home: (02) 9533 3128 Mobile: 0422 972 094



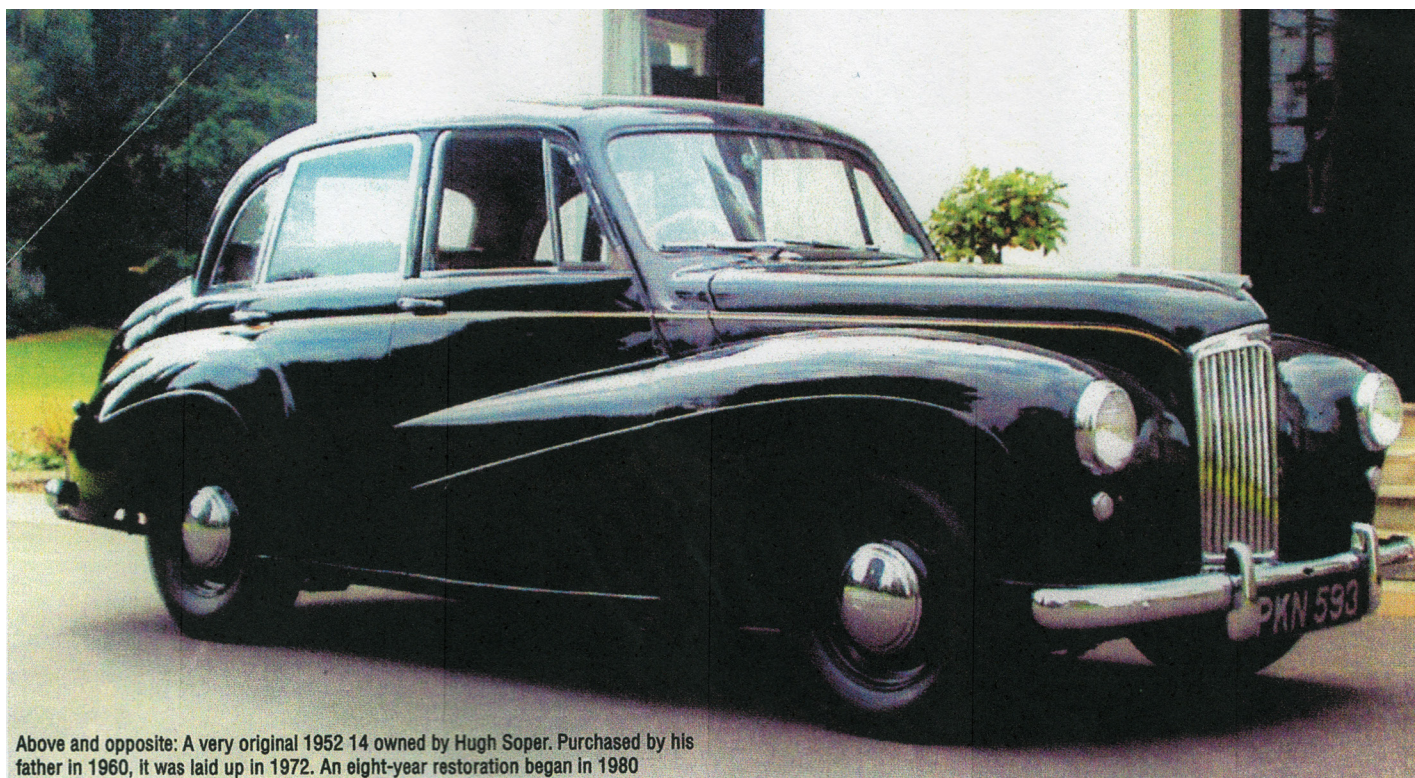
## THE LAST OF THE LANCHESTERS (PART 1)

It was 62 years ago, on 24th January 1957, that the last Lanchester was registered for the road. The Sprite model represented the final faltering instalment in the marque's turbulent post-war history. Four months before, in September 1956, *The Motor's* technical editor, Laurence Pomeroy, had reported that: 'For some time at least there will be no Lanchester car available to the buying public.' He was, in truth, stating the obvious. The last series production model had ceased manufacture in the summer of 1954, although there had been a number of false dawns since then. One of the great pioneering names of British motoring history was clearly the victim of a pernicious pincer movement.

On the one hand was the managerial mayhem then engulfing the BSA Group, which owned the Lanchester name. Production had been a protracted business, with the cars exhibited at the London Motor Show invariably taking an age to reach the public. Sometimes they never did. On the other, the financial circumstances of Lanchester's traditional clientele were changing. The world that heralded the ending of WWII in 1946 saw the retired, and moderately well-off, which had previously bought what was really just cheap Daimlers, in retreat. As Lord Montagu pointed out in *Lost Causes of Motoring*, they were retrenching under pressure of taxation, and resorted to Morris Minors or British Railways.

When the LD10, the first Lanchester of the post-war years, was announced in 1946, the make had been an integral part of the British motoring scene for half a century. The first experimental Lanchester of 1895/6, idiosyncratic and bristling with engineering ingenuity, was a product of Dr Frederick Lanchester's formidable intellect. Manufacture began in 1900 and the car developed by his almost equally able brother George, were to be in the Rolls-Royce idiom. But in the Depression year of 1931, the company succumbed to a take-over by BSA.

Birmingham Small Arms had owned the Coventry-built Daimler marque since 1910, but sales of its traditionally stately town carriages had been devastated by the economic calamity that engulfed the western world in 1929. The purchase of Lanchester answered that company's need for a generation of



Above and opposite: A very original 1952 14 owned by Hugh Soper. Purchased by his father in 1960, it was laid up in 1972. An eight-year restoration began in 1980



## THE LAST OF THE LANCHESTERS (PART 1)

smaller cars for the owner driver. A note of individuality was struck from the outset by the fitment of a fluid flywheel/pre-selector gearbox, an appropriate refinement as Dr Fred had conceived the compound epicyclic system back in 1895. This combination had been a significant feature of the Daimler line since the 1930 season.

As an arms manufacturer, BSA's fortunes tended to rise and fall on the ebb and flow of current events. As the international climate worsened, BSA prospered. In 1940, it had a new chairman in the person of Sir Bernard Docker, knighted in 1939. He was the Harrow-educated son of the formidable Dudley Docker, railway magnate, one-time BSA director and corporate wheeler-dealer, who had set his heart on founding an industrial dynasty.

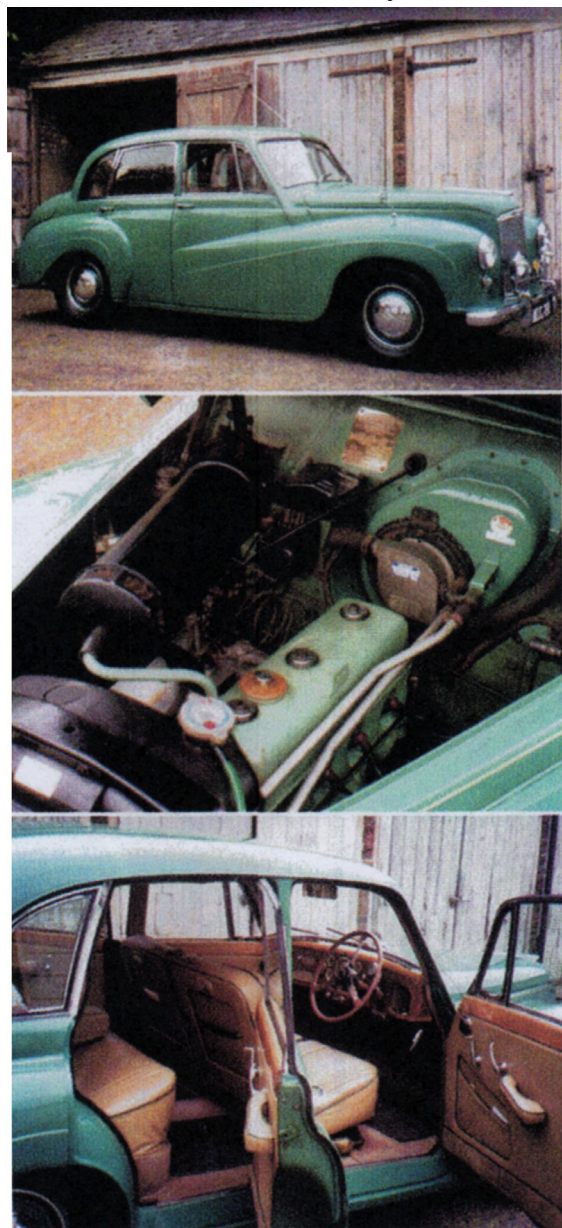
Bernard owed his entire business career to his wealthy and influential father. He became Daimler's chairman in 1941, and in 1944 was elected BSA's managing director, which was his father's deathbed wish. In 1949 Bernard, by then 52 married for a second time (he had briefly wed in 1933). His bride was Lady Norah Collins, widow of Sir William Collins, chairman of Cerebos salt and Fortnum and Mason, a former dancing girl who had to make her own way in the world. Docker was her third millionaire husband.

The post war Lanchesters, and their Daimler stablemates, were built in the Radford district of Coventry at a former shadow factory that Daimler had run since 1937. The wholly new LD10 model would signal, in the short term at least, a move away from the traditionally engineered Lanchesters of the pre-war years.

Instead of coachbuilt bodywork, the six-light saloon was a pressed steel affair by Briggs. It therefore lacked the usual refinement of interior woodwork, although leather upholstery was perpetuated. As Briggs mass produced Ford's bodywork, this may explain why the new car's radiator shared some visual resemblance to Dagenheim's 10hp Prefect. But under the Lanchester's alligator bonnet was a 1287cc four cylinder, ohv engine which was coupled to the familiar fluid flywheel/pre-selector set-up. A separate chassis was retained and the front suspension was independent coil springs and wishbones.

More copy coming soon...

Re-printed from The Automobile magazine March 2007



Top: This 1953 14 belongs to Ron Steptowe, who has owned it since 1966. Centre: The 14's four-cylinder ohv engine has a bore of 76mm and a long stroke of 107.9mm, giving a capacity of 1968cc. Above: Wooden interior trim returned to Lanchester on the 14, having been conspicuous by its absence on the LD 10. Ron Steptowe fitted a Daimler Conquest dashboard to this car after it had suffered an electrical fire

# MINUTES OF A MEETING

## MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER & LANCHESTER OWNERS CAR CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB ON MONDAY 1 APRIL 2019

The meeting commenced at 8:02pm with Merv McDonald in The Chair.

### Apologies:

Russell and Jenny Turner, Jim Gellett, Amanda Hayes.

### Welcome

Members present welcomed Warren, who has acquired Amanda Sykes' V8 Saloon to his first club meeting.

### 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: Peter Grant. Seconded: John Steel. Carried.

### Business Arising from Minutes:

John Hiscox asked Alan Hunt to assist him in getting recognized by Westpac in order to be able to access the club bank account statements on line to monitor members payment and make sure he was up to date with renewals. Alan said he would go to his Westpac branch to see what was required. Most certainly John would need to attend at a branch for the 100 point ID. Mark Brooks suggested that a letter from the club's president and secretary authorising John to have access would be probably a requirement or at the very least it was thought that a copy of these minutes in the club magazine would have to be supplied. Alan will investigate and let John know what is required.

### Correspondence:

All British Annual registration and form for spaces at the Display; Australian and Queensland Jaguar Driver Magazines, Alvibatics. Merv had an email from Russell explaining that work prevented him from attending and noting the magazines he had received.

**Business Arising from the Correspondence:** - Nil.

### Secretary's Report:

As above, Russell sent an email to Merv. He noted that Peter Lalchere had paid his subs.

### Treasurer's Report:

Alan Hunt presented a written report. There is a balance of \$8,350.96 in the cheque account; including the balance of the Lanchester Fund. There is a further \$10,855.43 in the term deposit.

Alan explained to members the situation with new member Mr Pegg and Mrs Pegg. Mr Pegg is a member of RACA and required a club membership for his historical registration of a Mercedes Benz vehicle. Alan knows this gentleman and the President and Secretary agreed that it was in order to grant him membership. He visited Warren Cole with his car so Warren could see that it was unaltered, and he has obtained historical registration for it. The members all agreed that we now had twelve months to convert the Peggs into Daimler owners!

Moved: Alan Hunt: "That the Treasurer's report be accepted as true and correct and that a payment of \$630.00 (\$30.00 subs and 60 spaces at display) be authorised to The All British Day Display." The motion was

# MINUTES OF A MEETING

then delayed while discussion ensued regarding the proposed booking of 60 spaces at Display Day.

It was agreed by members in meeting that the 60 spaces would be booked this year but then a decision made depending on numbers attending to see if that many spaces were required for next year given that they were \$10.00 each. The date of the display is fixed for 15 September 2019.

Members then discussed about having a feature display such as the Henderson 38HP sleeve valve or the single decker bus from the Bus and Truck Museum or a Scout car. Robert Brandes was asked to follow up on the possibility of the bus attending and to see if it came what the cost would be eg refund of fuel expenses. Merv will raise the issue of an All British contribution to expense in getting the Henderson car to the Display (previously \$200.00 was donated) through Greg Keane the All British Chair.

John Hiscox had not seen payment by the McCoy family for the ex David Flynn car. Peter Grant will chase that.

There are about 20 members who haven't yet renewed, and John will get the list and send a follow up and then magazines will not be sent to those unfinancial members after this month.

The Motion put by Alan was then seconded by John Hiscox. Carried.

## **New Members:**

Ian Nicol from Berry with a Majestic Major.

Mr and Mrs Pegg with a Mercedes Benz.

## **Social Report:**

- Last month's Wilberforce Pioneer village trip was cancelled as the village could not operate in the very heavy rain. It will be rescheduled later on.
- 14 Apr: Petersham Egyptian room. Meet at noon for a tour of the room (\$10.00 entry fee) and then at 1.30 have lunch at Petersham RSL nearby.
- 5 May: A working bee at Victor's shed at 122 Pitt Town Rd McGrath's Hill to make room for the Special Sports spares. A 10.30 a.m. start bring gloves, safe work boots and overalls. Members wondered whether the spares could be trailered down that day to be stacked in place. They are currently at Russell Turner's place in Springwood.
- 19 May: National Motoring Heritage Day. A venue will be decided and announced. The SP 250 Country Circuit is not proceeding that week end.
- 16 Jun: NOTE CHANGE OF DATE A Sunday: Charlie Code factory tour and presentation in Hornsby.
- 14 Jul: A visit to the Lanchester project at 63 Davies Avenue Springwood.
- 11 Aug: Ray will look into a theatre organ visit, venue to be advised.
- 15 Sep: All British Day Display at The King's School, Parramatta.
- October to be advised and November more than likely the President's Week End with perhaps a visit to the Royal Daimler project in Canberra.

John Hiscox had been on a very good mid week "run" by boat on the Hawkesbury River departing Brooklyn and gave Ray the information about it and recommended the cruise for the Daimler Club. Cost was about \$20.00 per head.

# MINUTES OF A MEETING

Alan Hunt mentioned a run to Valley Heights Railway Museum he had been on last week end and recommended that to the Club as an excellent venue for a run. Definitely one for next year's calendar.

## **Editor/Website:**

John Hiscox suggested that there should be more articles from members in the magazine, of both current and historical interest. Both John Steel and Warren Cole had submitted articles to Jim so these will hopefully appear in the next few editions for members to read. Also articles of interest from the UK Club would be good to publish as we have the permission to do this.

## **Registrars:**

Alan Hunt had received the current PasSPort and also a newsletter from Laurence Jones in UK and it is exactly 60 years since the SP250w as announced in the English press.

## **Library and Regalia.**

Merv has received a request for literature about the Special Sports cars as Graham McDonald has acquired the ex Terry Lloyd Special Sports project from Canberra.

## **Conditional Plates:**

Warren Cole wanted to emphasise that if you have a historic plated vehicle and your club membership is not current your vehicle is uninsured and unregistered so VERY IMPORTANT to pay your subs, preferably ahead of time to avoid problems.

## **Technical and Spares:** - Nil

## **For Sale and Wants:**

Nothing further.

## **CMC** - Nil

## **All British.**

It is the 60th Anniversary of the SP 250. Merv thought that a committee of SP 250 owners could be formed to assist with some suitable decorations or displays (eg a rolling chassis) and with some financial help from the Club could put on a wonderful display at All British. Merv will talk to Greg Keane of All British about the anniversary and what could be done to promote it, and have a page dedicated to the SP 250 cars in the Display Day program.

## **General Business:**

Robert saw an article in the week end papers that mentioned Daimler Airways and would send it to Jim for the magazine.

Merv mentioned that another Club of which he is a member will now vote on rules regarding historical plates to try to involve all members in the club activities as a condition of membership, as members of that Club are concerned that people are joining clubs purely for the ability to get their cars on historical plates and that this could lead to abuse of the system and then the 60 day trial could be terminated and we would all suffer because of the actions of a few.

This suggested involvement was very similar to what we did years ago when the plate scheme was run more by individual clubs rather than at a state level. The idea of a minimum attendance at meetings and runs and events.



## MINUTES OF A MEETING

There being no further business the meeting concluded at 10.00 p.m.

**THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 6TH MAY, 2019 @ 8:00pm AT RYDE EASTWOOD LEAGUES CLUB.**

## ALL BRITISH DISPLAY DAY - HUNTER REGION



*All British Display Day  
Hunter Region*

*Foresshore Park Newcastle  
Saturday 13th July 2019*

*Display 10.00 - 16.00*

## 1953 CONSORT FOR SALE

1953 Consort for sale \$15,000 ONO

I have enjoyed owning my Consort for about 15 years, but I don't use it enough to justify keeping it. It is the ex Cedric Smithson car and has been in the club for decades. It is in very good condition and needs no work. Ready for someone else to enjoy.

Chris Maher

Email: [christophermaher1@bigpond.com](mailto:christophermaher1@bigpond.com)



## DAIMLER/LANCHESTER/BSA HANDBOOKS FOR SALE

I have decided to sell my surplus Daimler handbooks. There are some really old ones (earliest is 1912), rare ones (e.g. ambulance, DK400 and Empress) and one handbook in French. There are 100 different ones so if you need a handbook for your car I probably have it. Email me on [christophermaher1@bigpond.com](mailto:christophermaher1@bigpond.com) and I can send you the full list.

## PARTS FOR SALE

These Century parts are on offer to any an owner that maybe interested @ \$25.00 each or both for \$40.00 plus postage regards Michael

Contact Michael Barnes on 0417405766 or

Email [chrismike4@bigpond.com](mailto:chrismike4@bigpond.com)





## PAIR OF DAIMLER MAJESTICS FOR SALE

Matching Pair of Daimler Majestics 1959 & 1961 Built Dates. Fully Restored by current owner, full registration, beautiful condition throughout.

- 3.8ltr Engines.
- Currently part of larger Wedding Car Fleet.
- Excellent Business opportunity for retired person.
- Large stock of spares also available free of charge with vehicles.

Special Note:

PH2500 Previously owned by Member John Steel

Rego MH3500 & PH2500.

Ph Mike Horsley from Leisure Coast Limousine Service on 0419 495 496

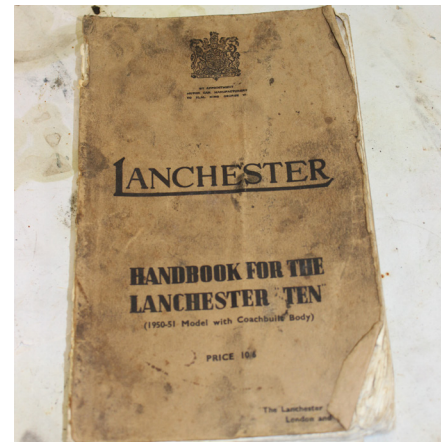
Price is \$36,000 for both.





## FOR SALE

One fairly tatty copy of the Handbook for the Lanchester Ten as shown on the attached photo. Asking price \$15.00 plus postage and packing. Contact Trevor Johnsson on [johnssontm@bigpond.com](mailto:johnssontm@bigpond.com)



## 1949 DAIMLER DB 18 CONSORT RESURRECTION

### PART FORTY ONE - PAINT PROBLEMS

**Denis Leys**

It wasn't until I had finished buffing the black paint on the body, and started to take photographs of the finish, that I noticed slight variations in the in the depth of colour in different lighting conditions. It was more noticeable on the roof above the windscreen, but also appeared on other parts of the roof. After speaking with my paint supplier, it was agreed that the problem was caused by spraying in too high temperatures.

Unfortunately, my garage is affected by radiated heat from the metal roof on sunny days, resulting in the paint drying too quickly'. The solution was to respray the black paint at a much lower temperature.

I sprayed a further eight coats of paint but this time in temperatures between 18 and 20C which gave a much better finish off the gun. I allowed the paint a few weeks to dry before I started to flat the surface finish. The flatting process is necessary to remove any imperfections such as orange peel.

Flatting paint is a very slow process requiring repeated passes over the surface with fine abrasive paper using soapy water. On this occasion I started out using 2000 grit, followed by 3000. You can see from the photo that very little paint is removed from the surface with such fine grit.

The problem you face when you flat a paint surface is that you remove all the gloss, and it is not until you start buffing the surface with buffing compound, that you can view the results of all your hard work. The other problem you face is that flatting, and buffing are very repetitive processes, and one that I like to separate with other work to avoid boredom and frustration.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 41](#)

## 1949 DAIMLER DB 18 CONSORT RESURRECTION



# THE LANCHESTER PROJECT

**Friday 22 March** - Present Merv McDonald, Linden Braye, Bob Aylward and myself. Today we had custard tart and apple and almond sponge for morning tea and a good chat to get us started. Just as well as progress was again slow, thank goodness for good company.

Today we focussed on getting all the door locks and window winder mechanisms in place. It was a group effort but we ran into trouble with the number of screws and believe it or not anti rattle washers needed for the job. In his absence, Linden reminded us all that we should be using John Steel's oil can when installing each screw. Unfortunately, we also found that the four winder mechanisms that had previously been cleaned were in fact all for the front doors thus prolonging the job, as we had to first find, clean and lubricate the correct two rear door window winder mechanisms prior to installation.

We actually had plenty of screws and washers there but just not the right size. Quite frustrating, especially as I am spoilt having a fasteners business not 5 minutes from my home. By the end of the day all the mechanisms were in place, but some were short of the full compliment of screws needed for each mechanism.

**Friday 5 April** - Present Merv McDonald and myself. It was quite a wet day reducing our numbers and enthusiasm. I brought a tester to check the alternator in Russell's 250 V8 saloon and confirmed it is faulty and not charging. I was also distracted by Russell's Special Sports having just acquired a similar project car for myself.

Work on the Lanchester was limited to Merv sealing the fuel filler grommet whilst I located the four glass windows for the doors ready for installation next week. I also left new screws for the window winder mechanisms, which may need to be detached to first insert the glass. Merv then set about rectifying the front bumper, which was out of alignment on one side and used a very ingenious and subtle method. I was impressed with his technique. The end result was very close to perfect, but Merv decided that he would have a final go next time he was there.

**Thursday 11 April** - Today Merv and I took the two front seats to his upholsterer to enable the carpeted lower rear section of the seats to be replaced with the new carpet. Whilst there the upholsterer advised that he needed us to choose another colour vinyl to be used when he replaces the carpet in the door cards and for carpet edging etc. As there is no exact match for the mustard gold of the seats and door cards we have chosen a green vinyl similar to the green piping used on the seats and similar to the outside colour of the car.

**Friday 12 April** - Present There were only 3 of us today, Merv, John Steel and me (John Hiscox) although there were apologies galore. There were two things to do today, namely get the door locks working and lined up and then align the gravel tray properly.

Firstly we searched the shed for the door lock struts to no avail, but on shining a torch into the door frame we could see that this had been done last week. We need a whiteboard showing progress. Nevertheless all the striker plates needed to be lined up with the locks and this was completed satisfactorily, and after oiling all the moving parts they work excellently. While at it the window winders and door handles were cleaned up and placed in position. Next week will be to replace the windows and maybe the chrome surrounds if the bailey channel is in place.



## THE LANCHESTER PROJECT

Then the gravel tray had to be moved a quarter inch and the bumper twisted to give it all the right look.

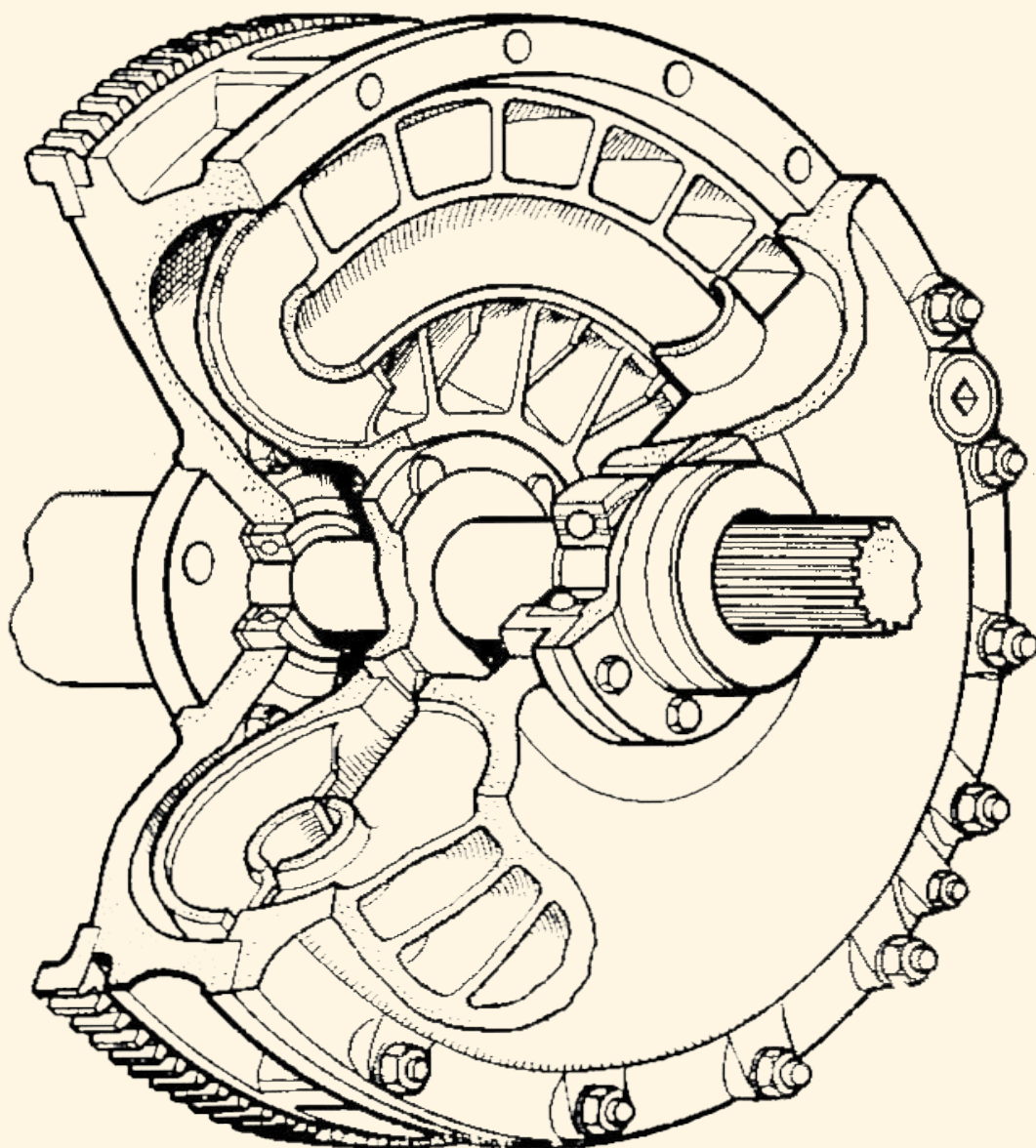
**Friday 19 April** - Present Merv McDonald and myself. Today, Merv and I managed to install the rear driver's door window and frame after a fair bit of trouble getting the correct angle for the top of door. Whilst Merv tried to sort out the correct angle I located the boot lid lock and installed it although I could not find a split pin to keep the two mechanisms in place. We then set in place the passenger's side rear door but did not have sufficient time to secure it. Fortunately this door does not appear to need much adjustment and we are hopeful that the other two front doors are easy as well. To speed things up I took home both front door upper frames and installed the Bailey channel which required some rebating.

**Friday 26 April** - Present Jim Gellett, Merv McDonald, Bob Aylward and myself. Today we split into two teams to install the remaining windows and door tops. This proved to take most of our time as not only did we have to allow for the correct angle at the top of the doors the glass was going skew at the top of the frame. We found the problem was a combination of both the use of standard head bolts in lieu of half height head bolts and the need to adjust the angle of the winder mechanism so the top of the glass was exactly parallel with the top of the window frame.

The remainder of time was spent installing the split pin for the boot lock, unfreezing the boot latch after painting, and with the benefit of two people re-aligned the combination number plate and reverse light.

**Stay tuned. Graham McDonald Home: (02) 9533 3128 Mobile 0422 972 094**





Please address all correspondence to:

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[www.dlocaustralia.org](http://www.dlocaustralia.org)