

Daimler

&

Lanchester

FEBRUARY 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, 4TH MARCH, 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

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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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

Hello again, the year has started with a most successful outing to the Old Rubber factory, organized by Ray Palmer, a most informative & useful exercise indeed. We now have a local source for the rubbers & seals required for the Lanchester project. Well done Ray. The next month event is to The Australiana Village at Wilberforce & should be a great opportunity to get together again.

Sadly this last month we farewelled one of our valued members, David Flynn who, in my opinion, left us far too early. As mentioned in Peter's report, David, his humour & his hospitality will be sadly missed by members of the Club. RIP David.

As you can read in Graham McDonald's report on the Lanchester, the project is progressing well under the leadership of the project manager, Merv McDonald. Good numbers of volunteers have been turning up on Friday work days to lend a hand, have a chat & get stuck in to GM's cake! The car of course is now located back a Springwood in it's newly constructed accommodation, courtesy of Russell & Jenny Turner.

Don't forget to attend the AGM at the March meeting & also consider standing for a Committee or other position. All current officeholders will be stepping down & all positions will become available for the election of incoming officers. We need to keep the club fresh & vibrant so don't hold back in putting yourself, or someone else forward for election to these key positions.

I look forward to seeing you all at the AGM.

Jim Gellett - President/Editor.

COMING EVENTS 2019

March 2019 Saturday 16	SP250 Run to Comet Inn, Hartley Vale for lunch - We will meet at Ham Common at 10:15 for a 10:30am departure. Lunch will be at 12:30pm. Please note the lunch is limited to 12 people so first bookings will make the tour. Please confirm with Alan Hunt ASAP.
March 2019 Sunday 17	Combined Humber/Daimler event - Australiana Village - join us for a fascinating trip into the past. TIME: Meet 11.30am for 12.00pm tour. ADMISSION: \$5.00 per adult or \$15.00 per family ADDRESS: Rose Street Wilberforce This New South Wales Heritage Listed Village is set on 28 acres of beautiful Picnic Grounds on the banks of the Hawkesbury River at Wilberforce.
April 2019 Friday 5	SP250 Meeting - at home of John and Lee Tourish, 179 Grose Road, Grose Wold
April 2019 Saturday 6 & Sunday 7	Major car auction - Gosford car museum has closed. Worth a look especially if you have not been to the museum. See internet details. Auction by Lloyds.
April 2019 Sunday 14	Visit Ancient Egypt in Sydney - rare tour of the Egyptian room in the Masonic temple Petersham. A tour and presentation to be had here. Will be fascinating. Followed by lunch 1.30 at the Petersham RSL. Park in the carpark of RSL or side streets. Quite an unique tour. Confirmation of numbers required Rsvp Ray Palmer. Admission \$5. I need an indication of numbers early April for the Egyptian room tour. Please call Ray Palmer on 0409465446

COMING EVENTS 2019

May 2019 Saturday 4 & Sunday 5	SP250 Wings Over Illawarra at Albion Park. 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 12	Charlie Code professional cleaning and detailing of motor cars - 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.
May 2019 Saturday 18 & Sunday 19	SP250 Country Circuit - Wollombi, Denman, Merriwa, Mudgee with overnight stop in Mudgee. This run will go ahead if at least 5 cars commit to the tour. Please let me know ASAP if you are likely to attend as I will do nothing until I have an indication that 5 cars will join the run.
June 2019 Friday 14	SP250 Meeting - at home of David & Dallas Stoodley, 260 Glenning Valley Road, Glenning Valley , phone 4388 0363
August Friday 2	SP250 Meeting - at home of Tony & Rosie Luongo, 37 Erina Valley, Rd, Erina, phone 0438438172
November 2019 Friday 1 to Sunday 3	SP250 Rally - Bright Victoria. Details in the SP250 Report on following page.

ANNUAL FEE REMINDER

Annual membership dues are now required to be paid, with a reminder that if you have a car on Club registration, you need to pay promptly or risk losing your vehicle registration. There are still some member subscriptions to be received. The due date was end of January so please pay as soon as possible either by direct credit or by cheque via John Hiscox or Alan Hunt. If you no longer wish to be a member, please also advise. Thank You

ANNUAL GENERAL MEETING REMINDER

The AGM will be held at the March meeting (March 4 2019). All positions will be declared vacant & the election of officers for the new year will take place. If you have not previously served in any leadership capacity in the Club or have & wish to step up again, please don't hesitate to put yourself forward for election in any of the major positions or for the committee.

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

For a variety of reasons we had only 10 people at the traditional sausage sizzle meeting at Derriwong Road, Dural, Moreover a fine day turned into an amazing summer storm just as Darters were arriving. Bare feet was the appropriate uniform for negotiating the footpath to the front door. However, the BBQ sizzled and drinks were consumed and we made some progress with a plan for events in 2019.

The first two runs are a lunch at the Comet Inn in Hartley Vale on Saturday 16 March and a weekend run with an overnight in Mudgee on the weekend 18/19 May. Seems like I will have to organize both these events. I'll plan the Mudgee weekend via Wollombi, Denman, Merriwa if we have at least 5 cars indicate they will join the run.

I received the following email from, Glyn Overy on England. Not sure how many of our members may have seen it but it raised a few interesting ideas, Most important is that entries for PasSPort close at the end of this month.

Dear fellow SP250 owner,

The cut-off date for amendments to your pasSPort entry is 28th February. Please check your entry in the current edition and let me know of any changes before that date.

This year sees the 60th Anniversary of the launch of the SP250 and suitable celebrations will take place in the UK in June. If you are able to take part and have not already booked in, please contact me for further details and a booking form. Alternatively, visit the website www.dlocrally.com/sp250

In case you have not yet found it, the new web site of the Daimler SP250 Owners' Club is now up and running – <https://daimlersp250dartownersclub.com>

Also, if you aren't already a member of the Daimler and Lanchester owners Club, why not take advantage of their special offer and enjoy the benefits of membership. Join now and the normal £45 annual subscription will take you to June 2020!

Now, just a few comments on our SP250 National Rally to be held in Bright, Victoria.

Arrival in Bright will be on Friday 1 November and departure on Monday 4 November although I'm sure some NSW people will need to depart on Sunday for work on Monday. The title of the event will be:

The Keith Ashworth SP250 Rally

Bright 2019

Celebrating 60 years of the Daimler Dart

I'm delighted to report that Domenica and John Spry are planning to bring two Ashworth SP250s. The other good news is that the 19 rooms at the John Bright motel are all booked and 5 of the 10 reserved rooms at the Riverside Motel are also booked. We can look forward to a great turn out of SP250 owners and friends.

Chris Moss-Robinson has been looking at alternative ways that owners from North-of-the-border might make the run to Bright into a 2 day tour. It seems the direct run down the Hume with a turn off at Albury would be a 7 hour (Driving Time) or 658 Km run. Chris has suggested we consider two alternative routes:

DARTING ABOUT

1. Turn off at Gundagai stay at Tumbarumba 5.25 Hours DT day1, 3.5 hrs day2, total 800Km.

2. Turn off at Goulburn stay at Jindabyne 6 hrs DT day1, 4 Hrs DT Day2, 850km.

We could have a group on each route but probably better if we choose one or the other. If you check the map you will see the two routes come back together at Corryong. I don't have a strong preference but I don't think I've ever been to Tumbarumba.

Please let me know if you would like to join a two day tour and which route you prefer..

And finally a note about a tour of Tasmania in 2020. We have some strong support for the tour and we have several people with experience from car club tours and Targa Tasmania. However, we are still considering when this tour should be held. The tour may slip into early 2021 because Autumn 2021 will coincide with the Daimler National Rally in SA and Spring 2021 is likely to be too cold with fog and ice. We have asked Tony Luongo, Mark Brooks and Pete Burrey to give some thought to his program.

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

REMEMBERING - DAVID LIVINGSTONE FLYNN

It is with great sadness that I pen these few words about our Late and Esteemed fellow Club Member and good friend David Flynn.

I first got to actually talk with David in March, 1997. I can be precise about the month and year because I received word that David's former car, a two tone dark brown over bronze Special Sports, then owned by Brian Parkinson and awaiting restoration was available for sale at Kim Stellar's shed in Dural. Kim at that time was still active in Daimler mechanical work and Brian Parkinson was still living in Sydney buying and selling projects. ADR 658, as David always referred to the car had been his years before, having been owned at separate times by D Lamb and K Moulton, both of the northern suburbs of Sydney and had been in fine condition when David sold it, using the money to pay towards the deposit on a house.

I think David missed the car because he had come to see it with a hope that it was worthwhile buying back. When David first clapped eyes on what had become of the car his reaction was what one might expect when shown the mangled body of a pet, having been run over outside your home by a runaway truck. He shrieked. He held his face with both hands and I thought he would burst into tears. He said that the car had been so beautiful, and here it was, in pieces under ten years of dust and dirt. He duly inspected it, shaking his head and seemed bewildered that the car could have deteriorated as much as it had.

I didn't see much of him after that until the Cowra Rally. He had arrived a day early for the rally and I was told there was someone there in a Bristol who had expressed dismay at his motel room. Those of you who remember that rally will remember the Fawltly Towers Motel that was our Rally Headquarters. David was livid, he told me in no uncertain terms that the room was disgusting, that everything was broken and shabby and in all probability the bed was full of bed bugs and he would have to levitate all night to avoid getting bitten. I offered to swap rooms as the committee were in a smaller motel which was cleaner if older but he refused. When I ventured back the next morning I did not know what to expect but there he was, sitting at breakfast calm and smiling and saying that he had an excellent night's sleep and all was well. Happily the lighter tone was to dominate our friendship which developed from that Rally.

David started to attend more Daimler outings and acquired another Special Sports from Victoria, the silver grey over cream 1951 model only one number away from my own Special Sports. At that time he lived in Queensland and the car often made the trip back and forth, along with his Bristol and a fine Jaguar MkIV saloon he had in silver over black.

I used to holiday on the Sunshine Coast and David drove over from his home in Noosa and we went back to his home where I met his partner Noel and we had a great time. David was always very particular about his cars and equally his homes and the house at Noosaville was a beautiful place with a grand sitting room and a garden that could have been a prize winner, it was kept so well.

He and Noel made the decision to move south and bought their wonderful home in Burradoo, near Bowral and settled in there with another fine garden and set about creating a beautiful home, full of character and appeal.

David became a regular at Daimler runs and functions and he and Noel offered their home on numerous occasions for us to use at Christmas time for our Christmas Party and for Club Runs, and it was always a treat to be able to sit under the spreading branches of the trees and enjoy lunch in such gorgeous surroundings.



REMEMBERING - DAVID LIVINGSTONE FLYNN

David sold his Jaguar and his Bristol, bought another Bristol recently and also a fine and original pre war Bentley Sports Saloon, but kept the Special Sports: "Lady Docker" as he called the car. He did try to sell it, thinking about replacing it with a V8 Saloon as he got older and found the steering heavier to drive but he did love that car, and it was with him to the end, even if the last car he drove was his latest Bristol, fresh from a long and complicated engine makeover to cure low oil pressure and running difficulties.

I grew close to David and Noel, assisted them with legal matters, visited them and whenever David visited Sydney he would let me know and we would often meet for a bite to eat in town and catch up.

David was fanatical about keeping his cars serviced and ready to jump into and drive. At one time I bought 20 oil filters for the Special Sports and shared them with David. I think I had used 3 of mine when he asked where I had got them as he had used all 10 of his. He was insistent the cars behaved and went to any lengths necessary to keep them going. He would often ring me asking about parts availability, whether I had any contacts regarding bits, what oils were best, always wanting the finest available for Lady Docker to keep her in fine shape. I remember he told me that some afternoons he would pour himself a drink and take it to the garage and sit in the Daimler and enjoy the drink sitting in the driver's seat, drinking in not only the contents of the glass but the atmosphere of the beautifully appointed interior of the car.

In recent years Noel would stay at home more, their little terrier Henry taking up his time and attention, so David would attend Club runs and rallies sometimes on his own, sometimes with Noel or a car enthusiast friend, but no matter what David would be making new friends, renewing old ones and always enjoying the camaraderie that would be present and he got on with everyone (except for one nasty old fella in the English Club but that's another story).

I enjoyed David's company. He travelled to Ross on Wye for the UK Club's rally there and we Aussies would stick together. I wandered the streets of Shrewsbury one day with him, and we ate an excellent pub lunch together and laughed and chatted the whole day, it was so easy to spend time with David. He often displayed a wicked sense of humour and would have me in stitches.

Sadly, he had long ago decided that he did not want to grow old and dependent and on 30 January this year he put his plan into action and deprived us of a dear friend and companion.

I am purely selfish when I say how upsetting it has been that he has left us, I think everyone who knew him became a friend, he was charming and light hearted to many, and kept any darker thoughts to fewer people, but there are many, many people who will miss him terribly, but we must all respect the decision he has made, whether we agreed with it or not, as his right to do as he wished, but it does not make the vacuum he has left any easier to bear.

He has left his long time partner Noel alone and despondent, his sister Maureen without his advice and counsel, and his whole family shaking their heads that he has gone.

When next you have a glass of good whiskey, or whatever is your tippie, hard or soft, raise it in David's memory so that he may live on in our minds and hearts, remember his grin, his friendship and his humour and strive to be as good a friend as you can be, and by doing so maybe help someone to better enjoy their lives.

Peter Grant

TOUR OF OLD AUTO RUBBER PENRITH

Last month we visited Old Auto Rubber at Penrith formerly known as Peter Jackson's. This was a very successful event as eighteen people came to see and hear about the procedures and processes of producing rubber parts and related material for classic motor cars.

It is a credit to the owners and staff who opened the premises for a tour which included a delightful morning tea.

It beggars belief at the vast array of different clips shapes styles thicknesses and other variations in rubber and plastic parts for all manner of uses in motor cars.

Most of these parts being obsolete are hard to find however by producing a sample or model details it is highly likely the part is readily available through Old Auto Rubber or can be remade. They will organise for the production of moulds and dies.

I would like to point out to the reader that supporting this business in Australia is a far better option for us. The quality and standard of work is excellent and the knowledge these people have is second to none. Too often the rubber from overseas runs is too hard or too soft and not accurately finished.

We were privileged to see a new high tech 3D printer produce clips which were unavailable for the P76. We were told how the one and only clip for this Australian made vehicle was located in the company and was reproduced to an even higher quality of consistency in the plastic used which was in the form of a roll of thin plastic run through the machine.

The company also has a very neat laser machine which accurately reproduces images in different materials.

We then watched as moulds for quarter vent rubbers were baked and produced in a machine that would heat the rubber for a short time before being removed to be trimmed.

OLD AUTO Rubber have hundreds of dies and moulds and are happy to arrange for new dies to be made at cost to the customer for future runs.

They also supply a range of supplies from Rare Spares who at one stage were considering buying Peter Jackson out.

This was a fascinating insight into a specialist area in which car repairs and restoration requires high quality materials.

A number of members from four clubs attended including the Humber club Daimler club Alvis club and Armstrong Siddeley club.

Members were highly engaged and many discussions continued after the tour had concluded. I thank the owners and staff of Old Auto Rubber for the tour which was a great success.

Ray Palmer

Events and Social Director

FOR SALE

Daimler DB18, 2.5 litre, engine, flywheel and gearbox assembled on a trolley. The engine includes the starter motor, generator, manifolds, fan, coil, oil filter, water and fuel pump but excludes the distributor, carburettor, harmonic balancer, lower pulley and spark plug cover. The engine is possibly ex-military as it has a double pulley on the water pump. Asking price is \$800 o.n.o. Located in Westlake, Brisbane, purchaser is to arrange for their own pick-up and transport. Email johnssontm@bigpond.com for further details.

THE AUSTRALIANA PIONEER VILLAGE

Car Club Run – On Sunday, 17th March, 2019 join us for a fascinating trip into the past.

TIME: Meet 11.30am for 12.00pm tour.

ADMISSION: \$5.00 per adult or \$15.00 per family.

Tour ROSE COTTAGE, (1811), Mitchell Cottage (1890), Riverstone Police Station (1888), Perry House (1856), Case Cottage (1896), Cartwright Cottage (1870), Atkins Blacksmithy (1862), Stable of the Black Horse Inn (1874) Bowd's Sulky Shed (1874), Aiken Hut (1875) and so many more places of interest.

There are many little shops and artisans to see as well as Oxboro Inn, with lunch or snacks available. There is also the "Damper Shed", a café serving Devonshire Teas and freshly made Damper.

All these treats and more await the intrepid traveller.

This New South Wales Heritage Listed Village is set on 28 acres of beautiful Picnic Grounds on the banks of the Hawkesbury River at Wilberforce.

The local NSW Heritage Listed buildings were saved from demolition in the late 1960's and early 1970s and relocated to the site one at a time.

They now form an 1810 Village streetscape including a Church, Shearing Shed, Blacksmith's shop, The Damper Camp and The Oxboro Inn (their two eateries)

They have shops within some of the buildings as well as a Railway Station, Post Office, Perry House - the House of the Shady Ladies, a Bank, Rose Cottage - the oldest timber dwelling in Australia, and many more.

The Village is run entirely by dedicated Volunteers and opens every Sunday. This is an amazingly special place that is full of history and heritage for young and old to learn from and enjoy.



John Hiscox sent this article.....I have attached a page on how to handle gear changes on a preselector gearbox ,it came out of a gearbox manual I had and is incredible when changing down from Overdrive to 3rd. I used to downshift at 50mph on the speedo and you do not lose any revs and contrary to what most Daimler drivers complain about you actually keep "Powering" up the hill.

PART III.

Driving Hints

1. The gears are selected by means of the small lever situated immediately beneath the steering wheel, and are brought into operation when required by depressing and releasing the gear engaging pedal which takes the place of the usual clutch pedal.
2. TO START.
 - (a) Switch on and start the engine.
 - (b) Move the selector lever from "neutral" to "first" or "second" position as required.
 - (c) With the engine idling (the hand throttle lever should be opened just far enough to preserve a moderate idling speed with the gear engaged), depress the gear engaging pedal fully and then release it completely. The vehicle is now in gear, but as long as the brake is on will remain stationary.
 - (d) Release the brake.
 - (e) Accelerate the engine, when the vehicle will move away with perfect smoothness.

N.B.—It is most important to observe the above sequence exactly under all circumstances.
3. TO CHANGE UP.
 - (a) Move the selector lever to the desired position as marked on the dial. This does not change the gear but only pre-selects it.
 - (b) Release accelerator pedal.
 - (c) Depress the gear engaging pedal fully and then release it completely, when the gear will immediately engage. At low speeds no pause is necessary between depressing and releasing the pedal, but at higher speeds a pause should be made in the depressed position, the length of such pause being proportioned to the speed.
4. TO CHANGE DOWN.

Observe the same procedure as in 3 above, but do not alter the position of the accelerator pedal—keep it in the same position as it was when running in the previous gear.

5. TO REVERSE.

- (a) To select reverse, it is necessary to lift the selector lever over a catch.
- (b) Observe the same general procedure as in 3 and 4 above, but remember that reverse is a very low gear and the vehicle will be found to be very sensitive to the control of the accelerator. It will, therefore, be found better to use the hand throttle—barely opened—instead of the accelerator and to control the vehicle by means of the foot brake.

6. TO STOP.

- (a) Merely apply the brakes and the vehicle will come to rest in gear with the engine idling.
- (b) If leaving the vehicle stationary, select “neutral” on the dial; depress the gear engaging pedal fully and then release it completely. Then switch off.

7. GENERAL.

- (a) It is most important that the gear engaging pedal should not be used in any way as a clutch, and should at all times be operated with a “clean” motion (i.e., pressed down fully and then released completely).
- (b) There are several ways in which the Daimler transmission system may be used as an emergency safety device, such as braking by engaging first or reverse gear while still going forward. It is most important, however, to remember that repeated use of these practices places abnormal strains on the brake bands in the gearbox and may also damage the Fluid Flywheel by generating excessive heat. They should, therefore, only be carried out in actual emergency.

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 4TH FEBRUARY, 2019.

The meeting commenced at 8:05pm with Jim Gellett in The Chair.

Apologies:

Russell and Jenny Turner.

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: Merv McDonald. Seconded: Victor Nash. Carried.

Business Arising from Minutes: Nil.

Correspondence:

Magazines from the Western Australia and a letter from Wingham Keesing wishing Club Members well and a renewal and letter from Sue Palmer in Bellingen.

Business Arising from the Correspondence:

Peter Grant will follow up with The Australian National Museum about an update of where the Royal Tour Car restoration is at.

Secretary's Report:

Russell sent a detailed report to Jim to read at the meeting. Some redundant insurance invoices keep being received and Alan Hunt will attend to these. Russell sent in a number of invoices to do with "Lanchester House".

Also Russell reported that we have secured a further twelve months of free meeting rooms at the Club, but we were asked to reciprocate by taking out Club Membership and using Club facilities, which we are happy to do.

Treasurer's Report:

Alan Hunt presented a written report. There is a balance of \$9,959.71 in the cheque account; including the balance of the Lanchester Fund. There is a further \$10,855.43 in the term deposit.

Alan asked for the report to be accepted and moved that the reimbursement of money paid out by Russell on the club's behalf and as detailed in his report be approved for payment. This includes an invoice from the Builder Mr Hobbs for the Lanchester House as well as other expenses including flowers for Keith Ashworth's funeral.

Merv McDonald also had invoices for payment, the Lanchester muffler and exhaust, Tyres and tubes and fitting and some polishing material total: \$847.56.

MINUTES OF A MEETING

John Hiscox had \$107.95 stamps and envelopes and Amanda had paid out \$36.98 for club membership cards.

John received two cheques; G Coleman for \$100.00 and M Glanville for \$70.00.

Jim also had a claim for reimbursement for the magazine postage of \$200.00.

Moved: Alan Hunt, seconded Merv McDonald: "That the Treasurer's report be accepted as true and correct and payments as detailed above and noted be made". Carried.

New Members:

Mark Glanville has renewed his membership after some years, he has acquired a fine DS 420 limousine.

Social Report:

Ray noted that he will be contacting The Rover Owners Club to have us join forces on some runs that may be of interest to our members as well.

He is looking at organizing a visit to a heritage listed feature of the Petersham Masonic Club, the Egyptian Room, with a tour of that and then lunch at the nearby RSL Club on 14 April. This is subject to confirmation.

16 Feb: NOTE: this is a Saturday: a run to Old Auto Rubber for a tour and then a bite to eat at Penrith RSL Club. Tour starts at 9.30, and Ray will be at Caltex M4 at 8.00 a.m. for a gathering point if you feel like a cup of coffee there.

17 Mar: Ray is exploring a tour of Australiana Village at Wilberforce.

14 Apr: Petersham Egyptian room (see above) subject to confirmation.

Editor/Website:

As Jim will be away from 26 March all items for the April magazine will need to be with him by 21 March 2019.

Registrars:

Peter Grant had a phone call from a gentleman called Kim who is looking for advice regarding his quest to buy a V8 saloon. Peter will give him John Steel's number 99839734 to ring and get that advice.

Mark Brooks and Alan Hunt reported on an SP 250 for sale in Victoria by Andrew Wardell priced at about \$69,000.00.

A good discussion about SP 250's in Australia ensued. Apparently, there were 64 cars imported by dealers into this country and there are now double that accounted for.

Library and Regalia.

Michael Barnes sent a lubrication chart for the Regency Mark II and 104 cars for the library.

MINUTES OF A MEETING

Ray Palmer will bring the regalia along to Old Auto Rubber to get some sales happening.

Warren had a colour copy of articles about the last Lanchesters for the Club.

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:

Michael Barnes has given the Club a box of Lanchester spare parts.

Michael also has an SP250 Workshop manual and Parts manual for sale. The Club may acquire the Spares manual for the Library.

For Sale and Wants:

Chris Maher has sold many of his handbooks advertised so get in quick.

CMC - Nil

All British.

Nil meetings to report.

The Display Day for 2019 is confirmed as 15 September.

General Business:

The members noted with extreme regret the very sad news of David Flynn's passing. David's funeral will be at Northern Suburbs Crematorium and those members who knew David are warmly invited to attend. Details will be sent via email once known.

Warren read out a Vintage Sports Car Magazine Article about a 1973 exploit in which John Steel took part: 1,000 miles in 24 hours in a 1927 Pontiac: the car completed the trial with 20 minutes to spare.

This feat was later extended to a 10,000 mile test over the space of one week.

Alan hunt asked that we note that the SP 250 rally to be held over 1,2 and 3 November 2019 in Bright will be held in part as a tribute to Keith Ashworth. Also so that any planned visit to Canberra to view progress on the Royal Tour Car not clash with the rally.

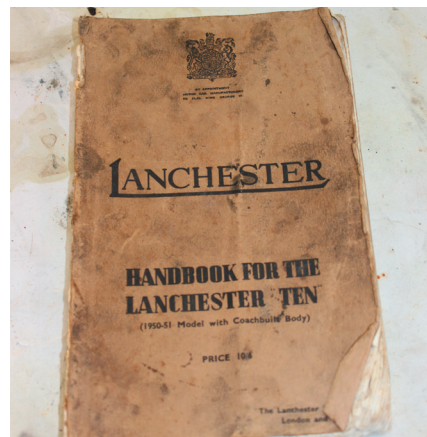
There being no further business the meeting concluded at 9.40 p.m.

THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 4TH MARCH, 2019 @ 8:00pm AT RYDE EASTWOOD LEAGUES CLUB.

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



ALL BRITISH DISPLAY DAY - HUNTER REGION



All British Display Day Hunter Region



Foreshore 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



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 and I can send you the full list.

MASTER CYLINDER KITS FOR SALE

Brovex 4 piece master cylinder kit to suit Consort, Special Sports, Regency, & 104 models

Price \$30.00 plus postage.

These kits were part of my late father Kevin Barnes car part stock.

Contact Michael Barnes on 0417405766 or

Email 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

Attached photos of 2.5 V8 distributor drive gear new old stock

I have a few of these for sale @ \$100 each plus postage

Regards Michael Barnes (Email - chrismike4@bigpond.com)



1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART THIRTY NINE - REASSEMBLING THE BODY

With the body finally painted its time to re unite the body with the chassis. I used the lifting frame to raise the body high enough to slide the chassis underneath. However, this process wasn't as difficult as getting the correct alignment of the body with the eight mounting points on the chassis. Incorrect alignment affects panel fit at the front end.

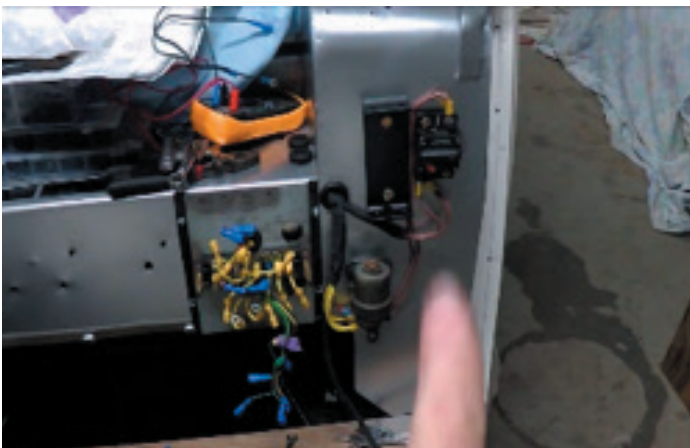
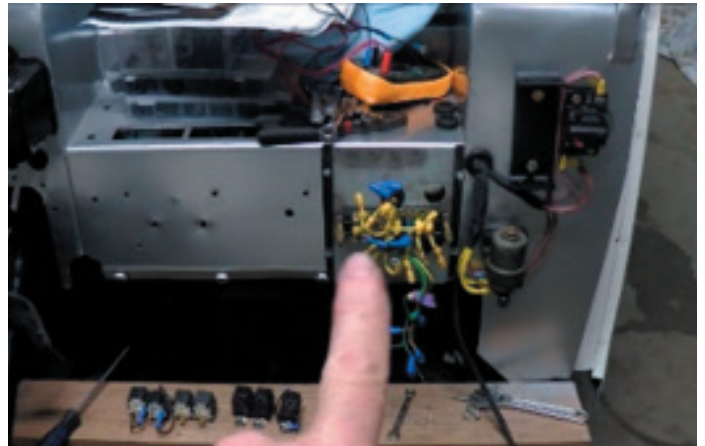
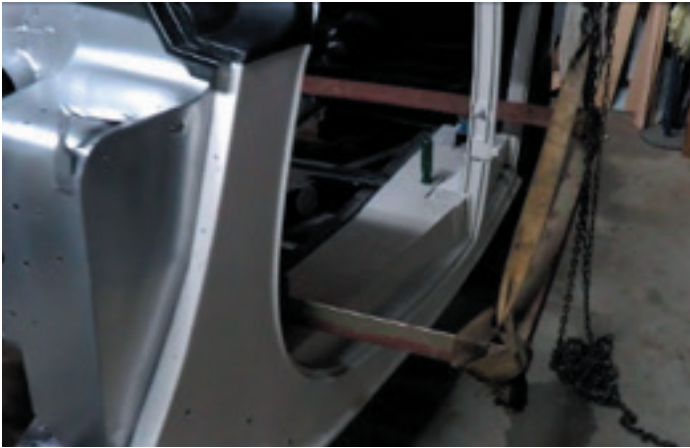
Once the body was reunited with the chassis, I attached the steering column before fitting the wiring loom. As with many things on this vehicle the old loom had already been removed when I acquired the vehicle, so finding the correct positioning was by trial and error. However, as my remade loom was patterned on the original, everything seemed to work out fine.

The Regulator and Fuse Box were the first components to fit, followed by my more complex Relay Box which I placed on the passenger side firewall. I also made provision for a Battery Isolator/Fuse Cut-out which I placed next to the horn bracket. Careful attention was paid to the earthing points for both the loom and components. This involved cleaning the paint off each connecting point to ensure proper earthing.

The heater box and blower were easy to fit but it took a long search to find the correct heater cables, and once found, where they fitted. The search for other components and linkages for the engine bay continues.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 39](#)

1949 DAIMLER DB 18 CONSORT RESURRECTION



THE LANCHESTER PROJECT

Friday 1 February 2019 - Present Jim Gellett, Merv McDonald, Bob Aylward, Russell Turner and myself. Merv had picked up the bumper bar brackets from the blacksmith's the day before and these now both look the same shape. Merv will paint them ready to re-install the bumpers on the car.

The lamingtons, apple pie and conversation we brought went down well, but unfortunately progress on the car did not go as planned. So much for being better prepared than last week. I had accidentally removed all the small nuts bolts and washers from the gear I take each week which really slowed the work down. Jim and Merv checked the brake hydraulics and want to wait until the car is in a more drivable state before expressing further concerns.

Jim then set about installing the fuel tank filler neck. First he had to search through all the parts to locate one hose clamp which had become separated from the rest, then found that the grommet for the neck and outer body was actually too loose. Merv has a new spare yet to be installed on his SP and if this fits the Lanchester then we can order a replacement from David Manners in England.

Merv, Bob and Jim then set about fitting the driver's side headlight and bucket. Previous accident damage appears to have left things a bit out of round but between the three they managed to get the head light and bucket mounted successfully. Unfortunately the chrome headlight surround did not fit (it had also been previously repaired). Fortunately Merv very kindly has offered Jim a choice of a replacement from his collection of spares.

Whilst this all went on I installed the rear brake/tail lights. However I also ran into difficulties as some of my wiring although based on the previous lengths used appear to not be long enough or I had routed the wiring a different way. In the end I did succeed with installing both lights but not the reverse/number plate light. Hopefully work will go more smoothly next week.

During lunch Jim had received advice from Peter Grant that David Flynn had passed away. This was very sad news to hear and he will be missed by us all.

Friday 8 February 2019 - Present Jim Gellett, Merv McDonald, Bob Aylward, John Steel, Linden Braye and myself. Through the week Jim had identified a suitable replacement chrome head light surround from Merv's spares and installed in no time flat. Unfortunately the remainder of the day did not go so well for the rest of us.

I had troubles with the installation of the rear number plate light and had to take it home to repair. Whilst I struggled with the number plate light, it took a team effort by the others to install the air filter back on the engine. Linden having the final success with an errant last bolt.

Merv had painted the two repaired rear bumper bar brackets and Linden and John Steel managed to install these but it required some effort as I had forgotten to bring a proper socket set so there was no ratchet driver in my tool box.

We had intended to install both bumper bars on the car but the front bar installation was postponed as it was thought it to be a hindrance to installing the two horns. The horns we also discovered after much effort by all, are not located at the front and bottom of the chassis like in a Daimler Century, but rather are located behind the grill and under the bonnet catch mechanism.

On a positive note, we sorted through the parts for the car and located the door window frames and Jim took measurements so we can purchase new bailey channel at the 16 February Penrith Old Rubber display day. We also located all the interior carpeted components of the car and Merv will take these to his upholsterer and obtain a quote for a better colour and also for under felt as the rubber backing on the current carpet has deteriorated.

THE LANCHESTER PROJECT

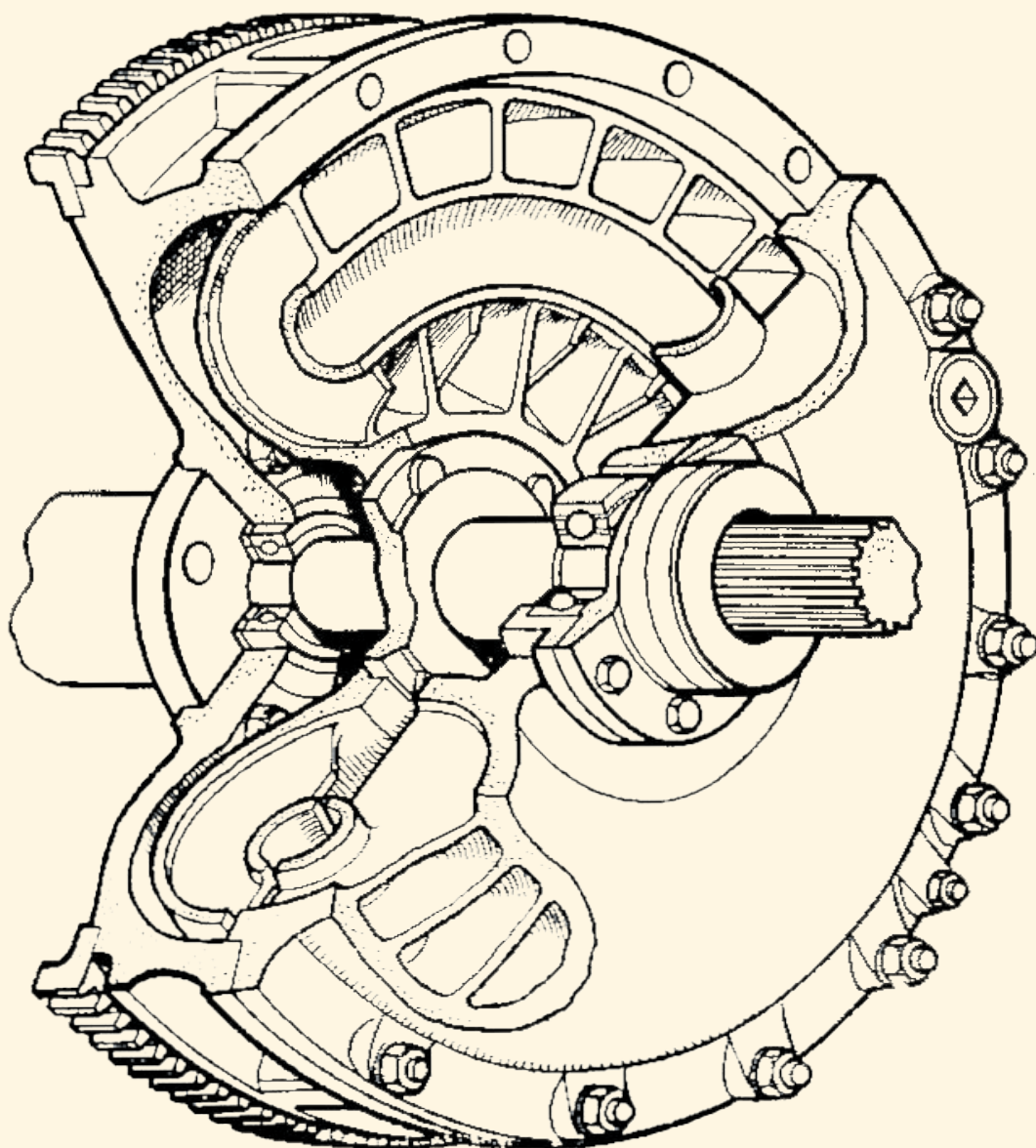
Friday 22 February 2019 - Present Merv McDonald, Linden Braye, John Steel, John Hiscox and myself. The visit to the Penrith Old Rubber Factory was quite successful on the previous Saturday. We purchased the grommets and bailey channel needed for the car and obtained prices for the door frame draft seals and several profiles necessary to repair the rear quarter window seals.

Today we removed all the old bailey channel and top of door seals from the door window frames. Despite our numbers present this seemed to consume a lot of our time and so we should have the new rubbers in place on our next visit.

We also caught up on a few outstanding jobs from previous visits, well almost. The horns are in behind the grill and the rear bumper was on the car for a short period. It had to be removed again as we could not get the bumper to sit at the correct angle vertically. Merv will work his magic on the bracket fittings through the week and hopefully we can put the bumper on again next week.

I also suffered a set back with the classic "took too many things on the day" and couldn't find the reverse/number plate light fitting I had taken home to repair. Of course when I got home it was located in one of the bags of tools/bits I had taken. Ah well there is always next week.

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



Please address all correspondence to:

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

www.dlocaustralia.org