

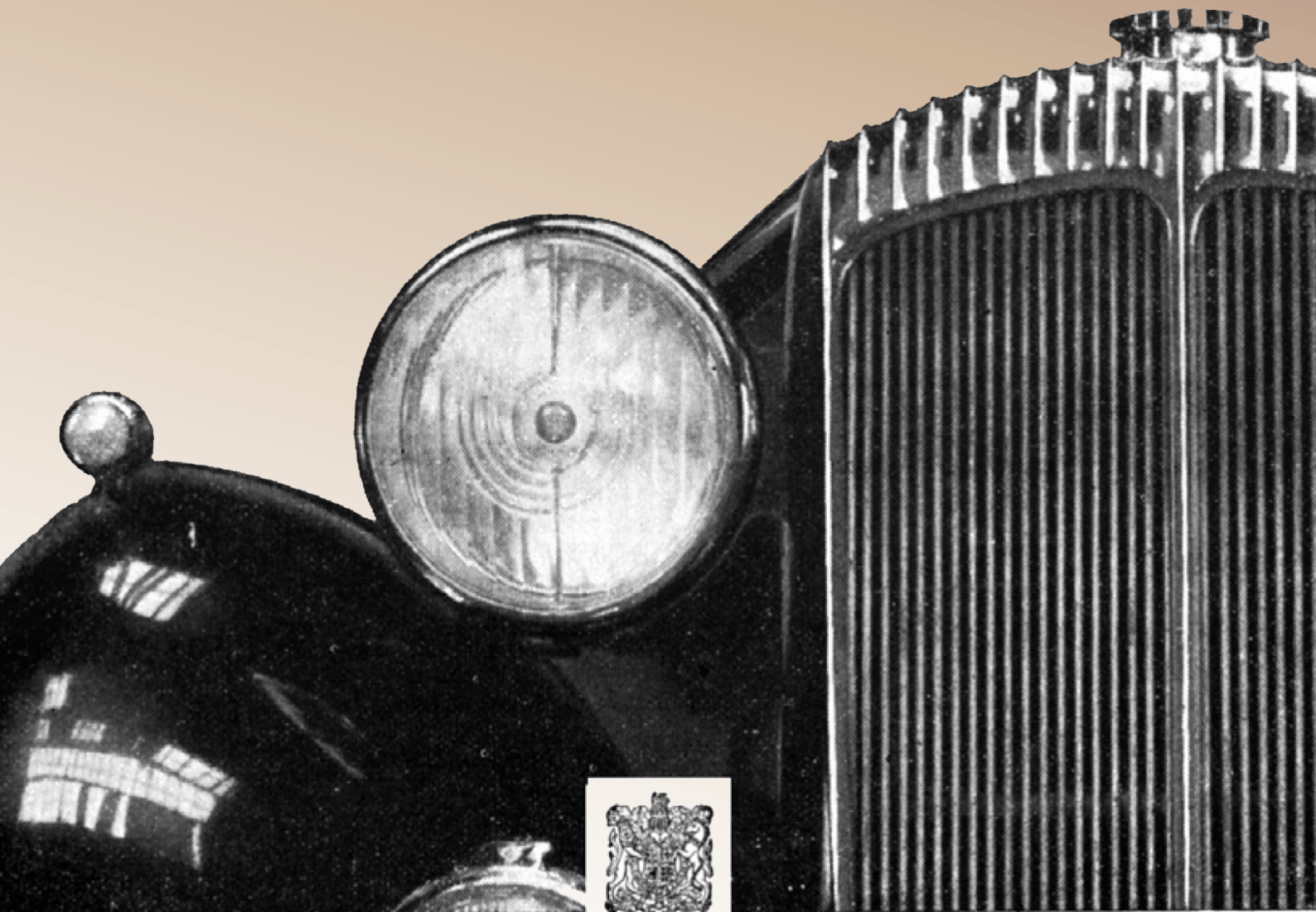
Daimler

&

Lanchester

JANUARY 2016

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, 1ST FEBRUARY, 2016 AT RYDE EASTWOOD LEAGUES CLUB

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

JOINING FEE	\$20.00
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 9634-7101(H)
SP 250	Merv McDonald	9670-6797 (H)
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02)4739 3301

NOTICE OF AGM

MONDAY 7TH MARCH. 8PM

Ryde Eastwood Leagues Club, Ryedale Road , West Ryde

All Club officers and committee will retire at the AGM and some will offer themselves for re-election. The current President, Historian, and Vice President have indicated that they will not be standing for re-election.

Other nominations may be made in writing to the Secretary at the AGM. Forms for nomination will be available at both the February and the March meetings.

PRESIDENT / EDITOR'S REPORT JANUARY 2016

Well what a great start we have had to the year with the Annual memorial John Steel Cocktail Cruise, which has been most excellently reported on by Peter Grant in this edition. This year's Cruise location was a great spot & this event seems to be gaining in popularity. So I expect that John will need to do a lot of in depth research to locate a suitable location for next year's event.

The Christmas party was another outstanding success at Russell & Jenny's home, and Russell tells me he has had to completely renovate the house after we left & is nearly finished.

NATIONAL RALLY. We are now on the countdown for this great event & it looks like we will have around 58 people & 28 cars attending. Final notices will be sent out around the end of February so if you still need to submit your initial paperwork you will need to do so quickly, PLEASE. The committee has put together a great program & are working hard to put all the final pieces in place.

AGM The notice for this important event appears in this edition of the magazine & we would like to see a large turnout for this meeting when all positions will be declared vacant & the incoming officers & committee will be elected for the forthcoming year,

which promises to be a great one. A lot of new members are turning up & a lot of interest appears to have been rekindled amongst some more long standing members as well. Can I encourage you to attend the meeting & contribute to the future of this great Club.

WEBSITE It appears that this facility has been attracting a lot of attention amongst both the members & the general public at large. The webmaster is always seeking feedback about the site & is quite proactive in making changes when they are suggested so don't hold back & don't feel disappointed if your suggestion doesn't happen immediately, it will certainly be given consideration within the constraints of what we can & can't do. It is our Website & so should perform the functions that we require.

THANKS to all the Committee & Club members for your work & contributions to the running of the Club during the past year, & I am sure you will continue to support the incoming President & committee, whoever they may be, in the same way in the year ahead.

Many Thanks
Jim Gellet

COMING EVENTS 2016

January Tuesday 26	<p>Sydney CARnival</p> <p>Australia Day Car display and Concours d'Elegance. Due to changes to the Sydney CBD traffic arrangements as a result of the Sydney Light Rail construction, and to accommodate this growing event and the thousands of car lovers and motoring enthusiasts who attend each year, Parramatta Park has been selected as the ideal location to host CARnival in 2016.</p> <p>Parramatta City Council, in partnership with the Australia Day Council of New South Wales, invites you to take part in CARnival in the Park, which this year will be held at Parramatta Park on Australia Day, Tuesday 26 January 2016.</p> <p>To register for CARnival go to: www.australiaday.com.au/get-involved/carnival/ and download the registration form, fill it in and return it to the address on the bottom of the page.</p> <p>Note: Entries will close on Friday 13th November 2015 or earlier if all spaces have been filled.</p>
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COMING EVENTS 2016

February 2016 Sat 13 – Sun 14	Gnoo Blas Classic Car Show <p>Organised by the Gnoo Blas Classic Car Club, this weekend celebrates the 60th anniversary of the South Pacific Championships at Gnoo Blas. Saturday Car show and dinner, Sunday scenic drive to the Canobolas. Partake in some or all of the weekend. Entry forms available from the following link http://www.gnooblas.com/wp-content/uploads/car-show-2016-entry-form.pdf or phone Denis Gregory Gnoo Blas Classic Car Club on 02 6362 2840 mobile 0417 445 426.</p>								
February 2016 Sunday 14	Breakfast Run – Valentine's day <p>Meze Me Restaurant Regal Gardens, 249 Annangrove Road Annangrove NSW 2156. Phone 9679 0175 website see http://mezeme.com.au/. Meet for breakfast 9:00 am. Numbers required for booking purposes by Tuesday 9 February, rsvp to Graham McDonald your Event Co-ordinator on phone: 02 9533 3128 mobile: 0422 972 094 or email events@dlocaustralia.org</p>								
March 2016 Sunday 13	Goulburn Steam Pumping Station and Rose Festival <p>Goulburn Historic Waterworks, Marsden Weir (off Fitzroy Street), Goulburn NSW 2580, for location map use link https://goo.gl/maps/tEfTzu5N34z. Meet Pheasant's Nest Service Centre for combined drive to Goulburn. Time to be advised. On the same weekend will be the Goulburn Rose Festival at Goulburn Soldiers Club, 15 Market Street, Goulburn NSW. It includes an art exhibition by Goulburn & District Art Society - art works for sale, display & sale of roses by local nurseries, craft stalls, plants and gardening tools for sale, Admission: \$5, children under 16 years free.</p>								
April 2016 Thurs 14 – Mon 18	National Rally <p>Orange NSW. It is DLOCCA's turn to host this event, which coincides with the 120th anniversary of the founding of the Daimler Motor Company Limited. Pencil this must attend event into your diaries. Registration details are available in this edition of the magazine and from our website. Please note: Numbers and deposits required by 30 November 2015</p>								
May 2016 Sunday 15	National Motoring Heritage Day <p>Australiana Pioneer Village Rose Street, Wilberforce Open 10:00am – 4:00pm Entry Fees: - Adults \$5, School-aged Children \$3, Family \$15 (2 adults and 2 school aged children) and Children under 5 years – Free. Note: Amusement & Horse Carriage Rides are at an additional cost.</p>								
May 2016 Sunday 15	Can't Make Australiana Village Wilberforce (as above) <p>DLOCCA is an affiliate club of the Council of Motor Clubs (CMC) and therefore you can attend one of the alternate CMC venues (especially relevant for non-log book historic plate registered vehicles). Alternate venues are as follows: -</p> <table> <tr> <td>Motorlife Museum, Kembla Grange</td> <td>Mittagong Public School, Mittagong</td> </tr> <tr> <td>Berry Showground, Berry</td> <td>Museum of Fire, Penrith</td> </tr> <tr> <td>Sydney Harbour National Park, Georges Heights</td> <td></td> </tr> <tr> <td>Campbelltown Steam & Machinery Museum , Menangle</td> <td></td> </tr> </table>	Motorlife Museum, Kembla Grange	Mittagong Public School, Mittagong	Berry Showground, Berry	Museum of Fire, Penrith	Sydney Harbour National Park, Georges Heights		Campbelltown Steam & Machinery Museum , Menangle	
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Sydney Harbour National Park, Georges Heights									
Campbelltown Steam & Machinery Museum , Menangle									

COMING EVENTS 2016

June 2016 Sunday 12	High Tea in the Blue Mountains The Carrington Hotel Katoomba - Address 15-47 Katoomba St, Katoomba phone (02) 4782 1111. Grand High tea \$37.00 per head, regal high tea incl glass of wine \$43.50 per head. Parking for photo shoot at front of hotel, second driveway each side of black steps. Meet there or Hamment Place Glenbrook (left off Great Western Highway just at second divided road after top of mountain) from 1:00 pm for 1:30 pm departure. For map directions use link http://binged.it/1wNC6vf Booking is required. Details to follow.
July 2016	(Rover/Alvis/Armstrong Siddley/Daimler) Combined Club Mid-Winter/Soup Run Date and run details to be provided.
July Sat 30	Hunter Region All British Display Day Foreshore Park Newcastle. 10:00 am – 4:00 pm Details Mark Perry Grand Marshall, JDCHR Hunter Region All British Display Day phone 04 2878 9584 or email marshall@jaguarhunter.org.au
August 2016 Sunday 28	Annual Display Day and All British Day Kings School Parramatta. Date and details to be confirmed/advised closer to the event.
September 2016 Sat 10-Sun 11	President's Event Details to be provided.
October 2016 Sun 9	Annual Picnic Details to be provided.
November 2016 Sun 13	To Be Advised
December 2016 Sun 11	Christmas Lunch Venue and details to follow

THE CHRISTMAS PARTY

Well the first thing was to find Russell's and Jenny's place at Springwood as the magazine said Davies Road and it's actually Davies Avenue, but common sense prevailed. Country residences seem to be the go for this event as recently we've been to Camden, Bowral, Wollongong, and a bit closer to Arcadia and Kenthurst, which makes parking so much easier than city residences.

Having got there before the appointed time of midday I thought we were last by the number of cars there, but no, most of them were Russell's. The first thing to do was unload the car and distribute the hamper bits, the his and hers bits, the communal food bits and our own drinks and table. Although we brought chairs, it looked as if Russell had been to Vinnies and collected a pile of stackable plastic chairs for us, which saved another trip back to the car.

Russell being an architect and a bit of a builder, I think, is extending/re-furbishing their house, the kitchen sporting some lovely polished camphor laurel benches. We need another party shortly to see the finished product.

The party distributed itself around the lawn with the usual imbibing of wines, and Victor telling me that my champagne couldn't be any good as it was a screw top and not a cork. Ever heard of progress! Of course there are those like Wilko and Ian Brenner who disdain wine and stick to the traditional stubby. She'll be right mate.

Speeches were confined to Russell and Jim G., with the former adorning Warren with a tinsel wreath for having the most elfish outfit. Then the latter turned to Russell and presented him with the "Clubman of the Year" award. The raffles, four in all as we were all generous with our contributions, were won by Ian Fletcher, Chris C., Jenny and Victor. In fact some were lucky to have had the chance of a win as Victor's name came out of the hat three times, but he politely surrendered two of his opportunities.

Time goes quickly in the mountains and quite soon it was four o'clock and by the time of re-packing and saying goodbyes, another half hour had elapsed.

So now, we the undersigned, acknowledge and give many thanks to Russell and Jenny for the great day (and weather) and allowing us to converge on their domain.

Amanda and Marcus, Eve and I, Jim and Denise, Peter Cullen and Victor, Paul and Meg, Steve and Chris, Warren and Chris, John H and Chris, Ian and Karen Brenner (who had come from Grenfell for the day), Alan and Caroline, Paul Davis and Karen, Wilko and Liz, Andre Corbett and June Zheng, John Steel, Merv, Cam Middleton, Chris Moss-Robinson, Ian Fletcher, Colin Cox, Linden, together with Jim's friends and Victor's dog Max. (and apology from Peter Grant because of work function)

John Hiscox



THE CHRISTMAS PARTY



2016 DAIMLER HARBOUR PICNIC CHINAMAN'S BEACH, MOSMAN

(The John Steel Cocktail Cruise 2016).

Since the mists of time first arose, (and I recall that John Hiscox wrote a chronology of the places we have been) John Steel would choose a water front spot somewhere in Sydney for us to gather and welcome the New Year with a picnic and a drink or two, enjoy each other's company and a lovely spot thrown into the mix.

I was informed on the night that we had met here back in 1986, but as that predates my involvement with the Club I could not comment but must say that the evening on Tuesday 12 January must rank as one of the best. The venue was easy to get to, and while the traffic from the City was not light, given the time of year it was certainly much less than would normally be expected between 5.00p.m. and 6.00 p.m. on a week night.

It is to my shame that I cannot recollect ever having been to Chinaman's Beach. I remember decades ago when neighbours in Rose Bay spoke about it as in those days dogs were allowed on the beach and they would take their Afghan Hound with them and she could run along the sand.

As it turned out not only was there a dog on the beach when I went down there but Jim and Denise Gellert brought their very well-mannered little dog Suzie along with them, and she spent most of the evening nestled in Denise's lap happy as, I am sure being given tidbits from the table from time to time to keep her manners even more impeccable.

The weather was very kind, a mild evening, not much breeze, very few insects flying about to bite us and a glorious park (Rosherville Reserve) to set up the tables and chairs, the food and drink and, later on, the lanterns to light our way. It really is a lovely spot, the beach only metres away through a little dune walkway to stroll on and enjoy the sound of the water lapping on the shore, the twinkling lights of the homes of Clontarf opposite and the houses of Mosman behind and around you, and that beautiful vista of our wonderful Sydney Harbour, honestly, one

feels blessed to call this city home, it is so unique with its coves and beaches, and the feeling that you could be anywhere yet only a few kilometres from a major city.

It was great to be able to catch up with so many Daimler enthusiasts and their families, there were from memory 31 of us enjoying the picnic, including Pieter Owen's two daughters (Robyn and Peter Hansen's granddaughters) and Carolyn Burch's two granddaughters also (great to have the younger generation there to share with us).

The mood was good, there was plenty of cheer to be had and when I left at about 9.00 p.m. there were still happy faces sitting around a table, bathed in the glow of an outdoor lantern chatting away and enjoying the lovely evening.

Thanks John for an exceptionally good choice of venue and for ordering the perfect weather for the evening!!!

Those present were (and I apologise if I have left anyone off the list):

John and Graeme Steel;
Jim and Denise Gellert (and Suzie);
Ian and Debbie Johnson;
Victor Nash;
Peter and Robyn Hansen;
Linden Braye;
John and Liz Brodie;
Amanda Sykes;
John and Eve Hiscox;
Paul and Meg Copland;
Steve Moore;
Warren and Christine Cole;
John and Christine Hurst;
Pieter and Michelle Owen and Pieter's two daughters;
Alan Hunt and Carolyn Burch and Carolyn's two grand daughters.
Peter Grant.

I must add, and without criticism, that everyone drove a modern to the event, their Daimlers were left slumbering peacefully in their garages at home. I would have brought the Special Sports but I had

COCKTAIL CRUISE 2016

shredded a tyre the previous weekend and without a spare did not feel confident bringing the car out for the drive.

As a word of caution, I have now had three tyres on the Special Sports and two on the DE 36 go flat in recent years without any puncture as such. The tyre supplier blames improper fitting of the inner tubes at installations; so please, when changing tyres make sure the installer know that it is imperative to fit the inner tubes (only if required of course) without creases or folds, preferably slightly inflated to fill up the tyre and ideally with plenty of talcum powder as a dry lubricant to help eliminate the possibility of a crease or fold.

I can also let you all know that when a tyre “goes” in a place such as the northern exit to the Sydney Harbour Tunnel, and there is no safe place to pull over for maybe 500 metres, the destruction of a tyre is inevitable and the replacement expensive. The tyres I run on the cars are Coker Vintage Radials (which I find an ideal compromise between cross ply tyres and modern radials) and the cost to replace a 600 x 16inch tyre was \$445.00 plus \$20.00 freight and then the fitting costs. Ouch indeed!

Your travelling scribe.

Peter Grant



THE ROYAL DAIMLERS

I am going to write some articles on the Daimler and Lanchester marques. The Club is a social one and so we devote space in the magazine to what we are doing, but I don't want our *raison d'être* to be forgotten i.e. the history. These articles will be summaries, in my words, of other people's books, and this one of course is the work compiled by Brian Smith, historian of the UK club.

So a wheel was invented, but of not much use unless a vehicle for carrying things or people was put on it, or them. Walter Rippon appears to have invented the coach when he built one for the Earl of Rutland in 1555 and a year later one for Queen Mary. Then in 1563 he did a state coach for Queen Elizabeth, and as time went by we get to the reign of Queen Victoria. While she reigned her son Edward discovered the motor vehicle, exclaiming "I shall make the motor car a necessity for every English gentleman". Thus we can lay today's road congestion at his feet.

Now, remember that the Daimler Motor Co was formed in January 1896 to sell German built Daimlers although motor vehicles were banned from the roads at that time, but the Prince of Wales (later Edward VII) was so fascinated by the concept of a horseless carriage that he was given a lesson on its mechanism on 14th February of that year and a little later a demonstration ride. So began the association of Daimler with the Royal Family.

The company started to produce its own vehicles the next year, one achieving the run from John O'Groats to Lands End. This vehicle, and some others were demonstrated to the Prince on 27th November 1897 in the grounds of Buckingham Palace; still not allowed on the common roads. However, royalty is above the law, so on 26th June 1898, he had his first run in a Daimler on the open roads of Warwick. Then in August 1899 Lord Montague took his new 4 cylinder 12hp to meet the Prince and keep his interest alive. So Edward ordered his first car in February 1900 for delivery in June, a 2cylinder 6hp bodied by Hooper and Co. Then two more were purchased that year, being an upgrade to 12hp, 4cylinder.

The company was then honoured with the Royal

Warrant of Appointment to the King on 18th January 1902.

All this was before Rolls-Royce appeared and even before Royce had built his first car. This maker was famed for christening its vehicle "Silver Ghost" but a Daimler had been given the name "Le Chat Noir" in November 1901 and prompted Edward to order a similar vehicle for delivery the following year. Before completion it was exhibited at the Automobile Club's show in London where Edward was given advice as to its virtues by C S Rolls. Claude Johnson was Rolls' business partner and had driven a Daimler in the 1000 mile trial, receiving a silver award. He and Frederick Simms (who had purchased Gottlieb's patents and started the Daimler company) then formed the Royal Automobile Club. Johnson is often referred to as the hyphen in the famous name. This para. has been compiled just to show the interconnection of the personnel of the period.

There were not many manufacturers at the time to gain the Royal attention, perhaps only Lanchester, Napier and Wolseley and Daimler had preceded them all in production. So although we like to point out our marque as the Royal favourite, it was probably inevitable at that time. What was more important was to keep the patronage, especially as more makers became evident, viz, Rolls-Royce, Bentley, Crossley, Austin, Armstrong, Rover.

Luckily the orders kept coming, but Edward also liked to diversify as he also owned a Mercedes (keep it in the family you might say.) A rebuke from the Palace came in 1906 when the 35hp Daimler was compared "if these wings are made similar to those of our 40hp Mercedes..." and "the headlamps are not nearly as powerful as those we have on the Mercedes car". This car had been bodied by the company and not Hoopers!! Nevertheless the King stated that he was most anxious to give his custom to a British manufacturer.

Regents Park had a speed limit of 10mph and a Daimler from the Royal Mews was timed at 36mph which prompted the following notice to be displayed in the Mews in February 1909.

THE ROYAL DAIMLERS

NOTICE

Notice is hereby given, that no Chauffeur is to drive an empty car through any of the Royal Parks at a speed beyond the limits imposed by the Authorities, unless there should be some special reason for doing so.

When, however, either His Majesty or Her Majesty The Queen is in a car, there is no limit to the speed at which it shall be driven, and the Park Keepers have all had instructions to this effect.

Let's look at some monetary figures. In 1914 the 1909 Daimler was not doing what it should so the company had to fix it, by (and this is paraphrased) "take out the engine and dismantle; test crankshaft, lap the journals, take up all bearings, recut starting jaws on crankshaft; new valves and grind in; fit new pistons; overhaul fan spindle bearings; clean out petrol pipes; refit engine making all new joints and connections; tune up and adjust engine"

Would you or I have received a bill for only £16?

It was not uncommon for new bodies to be made for older chassis, in which case the old body would be sold off. One such body from a 1912 limo fetched £2/18/6 in 1915. For the younger generation this is \$5.85 subject to rate of exchange.

It must be remembered that Edward V11 died in 1910 and was succeeded by his son George V. He was more loyal to Daimler than Edward in that he had nothing but Daimler. He was conservative, insisting on the radiator grille being enamelled black and that any brightwork be brass. His limousines generally had fixed centre seats immediately behind the partition, where he could be more easily be seen by his constituents. He was not vain, but very popular. The cabin of his limousines had to be 60" in height to accommodate his top hat.

George became ill in late 1928 and after an operation was conveyed to a convalescent hospital. This was by Daimler ambulance of course which included a nurse and his valet. The procession was followed by three cars to carry two doctors, a nurse, his personal staff, a private detective, a representative from Stratstones and a journalist. Just in case, there followed another ambulance. The Queen meantime

went by another route to arrive before the King.

When the fluid flywheel/self changing box came to be in 1930, the depression was hitting hard. Daimler asked the King to consider buying some of the new cars to stimulate the motor industry. This he did by ordering five and later sending the following message via Stratton-Instone, the dealers. "..... Their Majesties would be glad if you would kindly convey their thanks to the Daimler Company and Messrs Hooper & Co Ltd, not only to the managing staff but also to the men in the workshops, without whose united efforts such satisfactory results could not have been achieved". In fact appreciative letters praising the cars were often sent from the Mews.

As we know, the Daimlers were used for ceremonial purposes and heraldry was used, the rules being that when Troops are on parade the Royal Family cars shall carry a flag and a crown. When it is not a troop parade only the crown is used as is always the case with other Royal Stock cars. The flag is the 3 Lions of England.

All things come to an end and so the King died in January 1936 leaving ten Daimlers in the Royal Mews. However there were already signs of different thinking in the Royal ranks as the Prince of Wales (soon to be Edward V111) had a Phantom 11 and soon to buy 2 Buicks, the Duke of York (later George V1) a Humber as well as 3 Lanchesters, the Duke of Kent a Bentley sports and the Duke of Gloucester a Sunbeam. As it turned out Edward V111 was only on the throne for 11 months during which time one Daimler was delivered to him while two more were produced but not delivered. Strangely one of these was bodied by James Young to look like a Buick. (and later came to NSW)

When Bertie (George V1) came to the throne he preferred to have his Daimlers with a Lanchester grille, although Daimlers were also included in the Royal Stock. On the day of his coronation in May 1937 there were over 1000 Daimlers on the road to convey overseas and local dignitaries as well as the general public in their own cars.

During his reign the first of the Royal Tours took place, to South Africa in 1947, with 1949 planned for New Zealand and Australia. As we know, the King's

THE ROYAL DAIMLERS

health precluded the latter, and was to be replaced by Princess Elizabeth and Phillip undertaking the tour in 1952. Again, this was cancelled due to the King's death in February.

The Princess now became Queen and was already an owner of several Daimlers. Her father had given her a DB18 for her 18th birthday, and as a wedding gift the RAF and WAAF bought from the company a DE27 with the no. plate HRH 1. However Rolls-Royce had started their white anting by delivering a Phantom 1V to her in 1950. Not to be outdone, an Empress 3 litre Regency was delivered to replace the ageing DB18 in August 1952. Meanwhile the Queen Mother continued her allegiance to Daimler, taking over several of the Mews vehicles and having a Hooper DK 400 specially built in 1955. Two more DK400s were built by the company and Hooper, on spec, and held by them as Royal Stock, but although used occasionally for Royal duty they were never purchased by the Family.

Prince Phillip seems to be the fly in the ointment, sometimes driving an Austin Princess and in 1958 discussing with the Crown Equerry the future of their fleet. Suffice to say the 3 DEs were sold, leaving only the Queen's Empress, Queen Mary's old car and a 1937 Shooting Brake, Rolls-Royce supplying another Phantom 1V and two Phantom Vs. The Queen has not owned another Daimler since that time' although the Queen Mother owned a DS420.

Over the years from Edward V11 to QE2 there have been 85 Royal Daimlers plus the Royal Tour cars and those held as Royal Stock. As well as the English royalty, Dukes and Earls, Daimlers have been supplied to royalty and heads of state of the following countries; Abyssinia, Afghanistan, Greece,

Holland, Japan, Johore, Monaco, Nigeria, Siam, Sierra Leone, Spain, Yugoslavia and many Indian Maharajas. In fact the Maharajah of Nawanagar had over 20 Daimlers. So what went wrong!

One theory is the creation of the "15" in the early '30s thereby allowing the lesser social strata to own a Daimler and so the gentry drifted towards Rolls-Royce.

Another was the effect of the war, when the factory was extensively bombed and all spares for the older cars destroyed. This is especially so for sleeve valve models which on being laid up for the war, found the sleeves had seized and became broken.

Then, the coachbuilders were becoming obsolete and so the image of large limousines was lost.

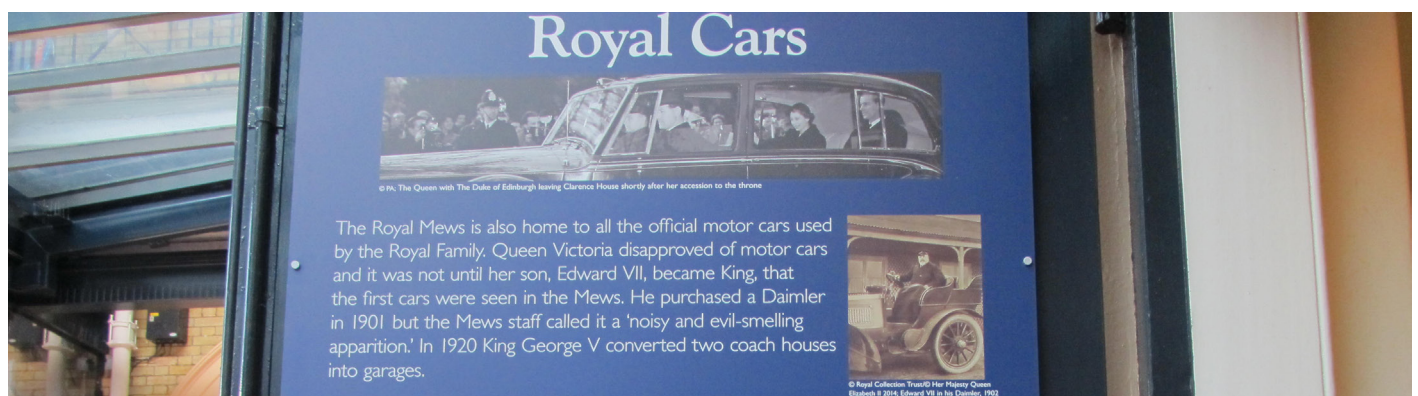
Maybe Lady Docker's flamboyancy combined with Sir Bernard's currency violation was not to be tolerated.

And of course the DEs were in production for a long 7 or 8 years without improvements, while no direct replacement was on offer.

But the main reason could be laid at the feet of Prince Phillip. Apart from what is mentioned above he had owned an MGTC, a Lagonda and an Alvis, much more sporty than the traditional Daimler. Also his uncle, Lord Louis Mountbatten, owned Rolls-Royces since World War 1 and so he would have been well acquainted with the marque.

So the history remains and I recommend you to Brian Smith's book whether or not you have read it before. It is 450 pages and my modest summary has taken only 4, so there is much more to learn.

John Hiscox



AFFORDABLE LUXURY

Shown below is an extract from the official price list for Daimler/Lanchester vehicles in October 1949. To put this into context the average weekly wage in October 1949 in Australia was £6/10/-. So it would take the equivalent of 393 weeks or 7.5 years wages to buy a Daimler "Sports Special 2.5 litre drop head coupe.

DAIMLER / LANCHESTER RANGE 1949

CURRENT PRICE LIST

MODEL	LIST PRICE	PURCHASE TAX	TOTAL PRICE
DAIMLER "STRAIGHT-EIGHT"			
HOOPER 4 or 6 light Limousine } Close-coupled Limousine, Saloon }	£4120	£2290 7 10	£6410 7 10
WINDOVER 6 light Limousine	£3310	£1840 7 10	£5150 7 10
WINDOVER Close-coupled Limousine	£3562	£1980 7 10	£5542 7 10
WINDOVER Saloon	£3432	£1908 3 4	£5340 3 4
FREESTONE & WEBB Limousine	£3915	£2176 10 0	£6091 10 0
FREESTONE & WEBB Saloon	£3810	£2118 3 4	£5928 3 4
DAIMLER "TWENTY-SEVEN"			
HOOPER 4 or 6 light Limousine } Close-coupled Limousine, Saloon }	£3795	£2109 16 8	£5904 16 8
WINDOVER 6 light Limousine	£2985	£1659 16 8	£4644 16 8
WINDOVER Close-coupled Limousine	£3237	£1799 16 8	£5036 16 8
WINDOVER Saloon	£3107	£1727 12 4	£4834 12 4
FREESTONE & WEBB Limousine	£3590	£1995 18 10	£5585 18 10
FREESTONE & WEBB Saloon	£3485	£1937 12 2	£5422 12 2
BARKER Limousine	£2790	£1551 10 0	£4341 10 0
DAIMLER "SPORTS SPECIAL 2½-LITRE"			
Drop-head Coupe	£1645	£915 7 10	£2560 7 10
DAIMLER "2½-LITRE"			
Saloon	£1270	£707 1 2	£1977 1 2
BARKER Drop-head Coupe	£1500	£834 16 8	£2334 16 8
TICKFORD Drop-head Coupe	£1585	£882 1 2	£2467 1 2
LANCHESTER "TEN"			
Saloon	£725	£202 2 9	£927 2 9

All models have provision for fitting interior heaters and radio as extras.

DAIMLER HIRE LIMITED

Sometime before the Great War, I cannot find a date, the Daimler Motor Company established a separate Company named Daimler Hire Limited, with a fleet of two hundred & fifty Daimler cars. From the start of the Company it was a successful & prosperous concern, hiring Chauffeur & self drive cars.

By 1931 the profit that year ending 31st July was 23,768.14.8 (LSD). The same year a Company Garage was opened in Herbert St London, able to house 500 cars.

During the 1930's the Royal Mews called upon the Company to supply cars to supplement their own fleet. After the second world war the Company again prospered & in 1952 had two new hire premises in London, one at 68 Brompton Road SW3 where they hired new cars such as Austin A40 Somersets & Hillman Minx etc. For a 10 day tour, self drive to Scotland & return the cost was Eleven pounds. How the Company was able to procure new cars at that time when cars were rationed has not been revealed.

The hire fee included insurance, oil, free road maps plus membership of the Automobile Association. Fuel at the hirer's expense.

The other branch was at 43 Knightsbridge SW7 where Chauffeur driver & self hire DE27, DH27 DE36 models were available. These cars were available on demand at short notice day or night, again with AA membership etc.

Like most items in this high class luxury range, prices were available on request. The highest standards were required from both car & driver, he providing his own uniform as specified.

The cars were to be driven whenever possible on England's largely flat roads in top gear (4th speed) with gentle take off, easily managed by the fluid flywheel, & gently coming to a stop.

By 1971 the Hertz organization had acquired Daimler Hire Ltd but continued with Daimler models using Sovereign 1 & 2 & by 1974 DS420 models until 1978.

Rationalization took place in 1994, ending 60 odd years of the Hire Service.

Ref Daimler Days, B E Smith.

Seeing Britain by Road.

Supplied by John Steel.

BY APPOINTMENT

DAIMLER HIRE LIMITED

By road or air to anywhere

You can hire a luxurious six-seater Daimler Car for 150 miles with a time limit of 15 hours for 8 guineas. Excess mileage 6d per mile.

Special Theatre or Evening Service 20 miles between 6 p.m. and 12 midnight for 35s.

Write or 'phone for full Hire Tariff.

TO PARIS BY AIR

The Daimler Airway takes you to Paris in 125 minutes. Regular daily service

For time and fares see daily press.

Taxi Planes will take you to anywhere in Europe.

Apply to any Travel Agent, or at

243, KNIGHTSBRIDGE, S.W.7

Telephone No. : Kensington 2010

PARIS : 25, Rue Royale ;

Tele. Elysée 26-71

– text from Official Theatre Guide and Programme for the week June 26th to July 1st 1922

MINUTES OF A MEEETING

MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER AND LANCHESTER OWNERS CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB ON MONDAY 7TH DECEMBER, 2015.

The meeting commenced at 8:01 pm with Jim Gellett in the chair.

Apologies:

Victor Nash, Robert Brandes

Attendees as per list filed with the Minutes

Previous Minutes:

The minutes of the previous meeting were taken as read.

MSA that they be accepted as true and correct John and Graham

Business Arising from Minutes: Nil

Correspondence: Nil

Business Arising from Correspondence: Nil

Treasurers Report:

General Funds @ \$4511:24

Term Deposit @ \$10473:88

MSA Graham and Warren that payments to be made to Amanda for Polo shirts as required and that the report be accepted subject to the change of report's date. This was duly accommodated.

New Members:

As per previous months listing. Suggested that an update of the many new members be listed for follow-up reference.

Social Report:

Next year's social calendar well on the way to completion.

Noted that a thank-you card be sent to Rolls Royce Club for their invitation to their Concours D' elegance and for the commemorative plaque presented to DLOCCA for attending.

The plaque will be held in the Club Library.

The Cocktail Cruise was highlighted as an early 2016 event.

Editor:

The Editor wished to thank those who had given photos and articles for the magazine over 2015 and was looking forward to the same enthusiastic response for 2016.

MINUTES OF A MEEETING

Registrars:

Active recent sales for SP 250's was noted.

Website:

It was noted that the website might show pictures of real cars of members highlighting the various models and diverse interest of members. To be followed up and only to proceed given the permission of the individual owner.

Library:

Rolls Royce Commemorative Plaque as previously noted.

New DVD to Library as record.

Conditional Plates:

Discussions on (60) day trials continued. RMS advised that our members would be able to access the system before the end of 2015.

Regalia: Nil

Technical and Spares:

Noted (2) pack commercial epoxy may be useful for sealing wheel plugs.

For Sale and Wants: Nil

CMC Report:

Bella Vista not a site for 2016 Historical Vehicle Motoring Day. Club will investigate a new venue and advise.

Discussion on RMS and Department of Fair Trading requirements for Club constitutions held with no adverse considerations determined in regards our Club.

All British Day Meeting: Nil

General Business:

Rally update as to members attending and existing deadlines discussed. Healthy numbers to date with expected increase in numbers to come.

Noted there is no January 2016 Club meeting.

As there being no further business the meeting was closed at 9:30pm.

**NEXT MEETING OF THE DLOCCA WILL BE MONDAY, 1ST FEBRUARY , 2016 AT
RYDE EASTWOOD LEAGUES CLUB.**

1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART FIVE

PART FIVE -REPAIRING THE REAR OF THE BODY (CONTINUED)

Repairing this part of the body required considerable fabrication and welding. As the repairs affected the operation of both the boot lid and tyre door, they had to be temporarily fitted during the welding process.

I also addressed the weather sealing problem by fitting a metal seal support behind the bottom joint in Figure 7. Having repaired the body structure, I could now turn my attention to fitting the boot lid.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 5](#)

Part Six – Fitting the Boot Lid and Boot Floor



Figure 1 - Tyre well floor straightened and repaired



Figure 2 - Drainage from tyre well now drains through the new inner panel



Figure 3 - Drain hole in tyre well floor enlarged



Figure 4 - Outer panels fabricated and welded in place



Figure 5 - Rear end now structurally sound



Figure 6 - Welds on corner panels lead wiped



Figure 7 - The joint between the tyre door and the body which had no weather seal

DARTING ABOUT

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

The SP250 Christmas picnic lunch was a wonderfully comfortable gathering of friends under the shade trees in the large front garden at the home of David and Dallas Stoodley. Thank you David and Dallas for hosting the 2015 Darter's Christmas event. There was a good turnout of more than 20 SP people. Among a few notable absentees was one that deserves special congratulations, Merv McDonald was attending the christening of his fourth grandchild, Melody McDonald. Congratulations to the entire McDonald family.

Then we were all together again on Saturday 9 January for our traditional January Breakfast run. This year we drove to Gosford for a late breakfast at a café on the foreshores of Brisbane Water. This event was shared with our friends from Central Coast British Car Club. Thanks the Jeff and Janelle Glanville for this event.

Now, a little bit of news. I have heard that an

interesting car is on the way to restoration. The car (chassis 104339) is one of the few that has had one owner from new and the owner, Howard Blight is interesting because of his continuing involvement in motor sport. We look forward to meeting Howard again and seeing his SP back on the road after years in the back of his shed.

Next is a request from Queensland Darter, Owen Seamons who has asked if any of the Darters have a hard top for sale. If you have a hard top you are prepared to sell to Owen please email him on o.seamons@business.uq.edu.au

Finally, our next event is a meeting in Dural on Friday 5 February. Please come along and bring any suggestions you may have for runs and meetings to be planned for the rest of the year. We are approaching 2016 with a blank calendar so lets fill it up.

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.

Friday February 5 - Meeting at the home of Alan and Carolyn, 37 Derriwong Road, Dural. (phone 9651 2961). Suggest you arrive early for a swim at 6:00pm and sausage sizzle at 7:00pm. Please BYO chairs and drinks

Saturday March 19 - Date for run

Friday April 1 – Date for Meeting

Saturday May 21 - Date for run

Friday June 3 - Date for Meeting

Darting Off

Alan

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

GUESS WHO.....GUESS WHAT?



ALL QUESTIONS TO BE DIRECTED TO WARREN COLE.

WRINKLE GRILLE - THE DLOCCA PUZZLE

ANSWERS TO THE CHRISTMAS 2015 FAMILY WRINKLE GRILLE

Can you identify the car makes or car models that have the following animals as their badge emblem:

1. Two Makes and a Model from a different maker featuring a horse?

A. Ferrari, Porsche and Ford Mustang

2. Two Makes featuring a lion?

A. Holden and Peugeot

3. Two Makes featuring a Bull?

A. Morris and Lamborghini

4. One Make and a model from a different maker featuring a snake

A. My answer was Alfa Romeo and AC or Shelby Cobra (Alan Skofic added another- Dodge Viper)

5. Three British Makers featuring wings.

A. My answer was Aston Martin, Bentley and Morgan (Alan Skofic added another- Austin)

6. One Make featuring a ram?

A. Dodge

7. And now for the less obvious questions, a Maker featuring a scorpion?

A. Arbat

8. A Maker featuring a turtle?

A. Gordon Keeble

Trust you and the children or grandchildren enjoyed the Christmas Quiz

Alan Skofic had all answers correct and added a few. Well done Alan.

THE JANUARY 2016 WRINKLE GRILLE

From the photo taken in a field far from home can you name:

Question 1 What is the name of the Manufacturer?

Question 2 What is the full model name?

Question 3 Give a year when this car could have been made



FOR SALE

Daimler Majestic

Car is partially disassembled but complete. Engine has been done. Owner has to move car and has nowhere to put it and is not able to continue restoration

Would like to get \$2000 or near offer

Will negotiate

Location is Deniliquin NSW

Contact

Mike Donohue

0417 812 957

DAIMLER MEETS MAD MAX

The recently released Mad Max: Fury Road movie featured a promotional image of some of the vehicles used in the making of the move. Can you spot the Daimler link in the image below? No prizes, just for interest sake.

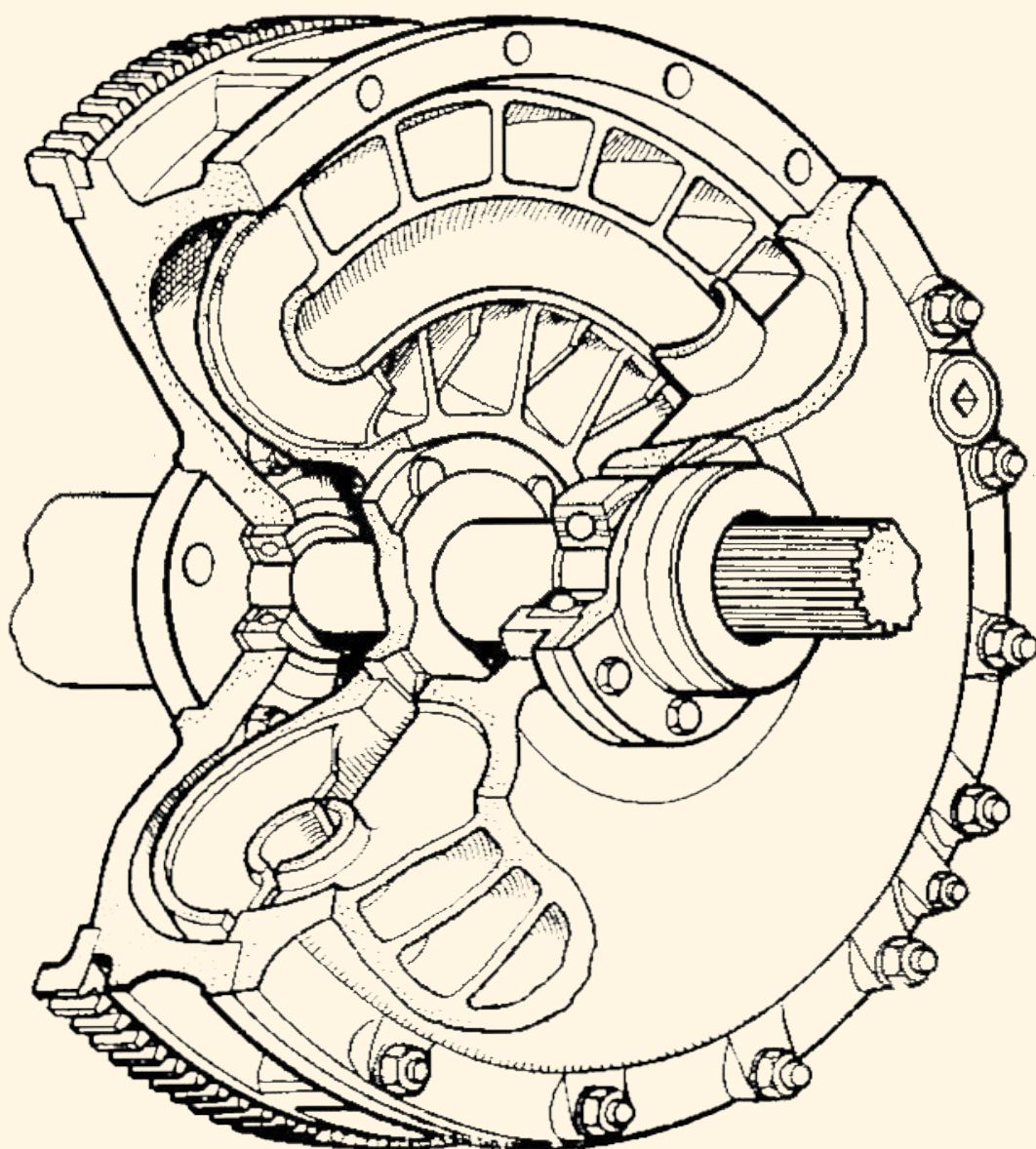


WANTED

Rear Window Seal for a Conquest

Contact

richard@thwaites.com.au



Please address all correspondence to:

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

www.dlocaustralia.org