

Daimler

&

Lanchester

JANUARY 2019

FLUID DRIVING



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

OFFICE BEARERS

President	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Vice President	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Secretary	Russell Turner	0419 980030	rturner.architecture@gmail.com
Treasurer	Alan Hunt	02 96512961 0438290639	hunts@optushome.com.au
Events Co-ordinator	Ray Palmer	0409 465 446	rpalmer.teacher@bigpond.com
CVTMC Delegate	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Editor	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Historian	Peter Grant	0414 702 239	peter@schwartz.com.au
Committee Members	Colin Cox Linden Braye Ray Palmer Peter Grant	02 4739 3301(H) 9550 5496 0409 465 446 0414 702 239	daimler1@tpg.com.au findlinden@hotmail.com rpalmer.teacher@bigpond.com peter@schwartz.com.au
Conditional Plates Registrar	Warren Cole	02 9655-1111	chriscole49@gmail.com
Librarian	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Membership	John Hiscox	02 9984 1169	de27@bigpond.com
Regalia	Ray Palmer	0409 465 446	rpalmer.teacher@bigpond.com
Publicity Officer	Wingham & Dulcie Keesing	02 9759 2812(H)	wkeesing123@optusnet.com.au

OUR NEXT MEETING

8PM MONDAY, 4TH FEBRUARY, 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.

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

So we roll out of one year & into another. Last year ended on a positive note with the excellent Christmas party, hosted again by Russell & Jenny Turner at Springwood. The event also included the "unveiling" of Lanchester House, which will become the home for the Club's Lanchester project. The Lanchester took up residence here last week & is now painted & ready to be finished off with the balance of reassembly to be undertaken. By the way, one of the side benefits of working on the project is that in the process of reinstalling the boot lid, I discovered how to adjust the hinges so that the boot lid did not have to be supported to remain open. So that's the last you will see of the Krooklock supporting my boot lid!

On a more sombre note, we are saddened to learn of the passing of our member Keith Ashworth & extend the Club's deepest sympathies to his wife, Domenica.

This year kicked off with a great "Cocktail Cruise" which, while sparsely attended was an enjoyable occasion.

The March meeting will again be our AGM & all positions will be declared vacant & it would be most gratifying to see a good number of volunteers offering themselves for election to all the important positions in the Club. This will be an important year with the anticipated completion of the Lanchester project in particular.

Our first outing will be on a Saturday to the Rubber factory & it would be most gratifying to see a good roll up on the day with a barbeque lunch on offer. Please make sure you RSVP to Ray Palmer, your intention to attend.

I look forward to catching up with you all at the February & subsequent meetings & activities.

Jim Gellett - President/Editor.

COMING EVENTS 2019

February 2019 Friday 8	SP250 Meeting at the home of Alan & Carolyn, 37 Derriwong Road, Dural, 9651 2961 or 0438 290639. Meeting 8:00pm but come early at around 6:30pm for the traditional sausage sizzle.
February 2019 Saturday 16	Combined Humber/Daimler event - Old Auto Rubber Factory Penrith. Unit 1/44 Peachtree Road Penrith. Meet at 9:30am for a 10:00am tour start. You are urged to bring along any old rubber profiles you are having trouble finding or matching to see if it is in stock but unidentified in their catalogue.
March 2019	SP250 Weekend Event - Weekend tour of Bathurst and Mudgee to be planned by Mark & Tracey Brooks
March 2019 Sunday 17	Australiana Village - Details to be provided in next issue.
November 2019 Friday 1 to Sunday 3	SP250 Rally - Bright Victoria. Details in the SP250 Report on following page.

Seeking and receiving financial advice to achieve your goals and objectives should be a rewarding experience.

Initially, what seems like a journey to a specific destination, in hindsight will appear to be the first leg of many more. Some are chosen... others are guided towards. You may seek assistance in achieving your financial and lifestyle goals, due to restrictions with time, resources and/or inclination. You would expect that assistance to come from professionals, who understand that the provision of appropriate, tailored advice to you is their *raison d'être*.

Welcome to Moneytax Financial Planning: experienced; professional; understanding; guiding; travelling companions.



ABN 54099805875

Australian Financial Services Licence number 280928

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.

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.

DARTING ABOUT

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

It is extremely sad that the first words written in 2019 will be a tribute to the late Keith Ashworth who was a friend and colleague to every Daimler and particularly SP250 owner around the world. His love and commitment to his cars were second only to his love and commitment to his wife Domenica, to whom we express our condolences. As others have written, Keith was a complex man, always generous with time and parts but with a high regard for the value of \$1. Sometime grumpy but ready with an amusing comment and a sly grin. Keith visited NSW often for DLOCCA events and was a strong supporter of the SP250 National Rallies. I will always remember that in October 2000 when Merv McDonald and I went to Braidwood a day early to prepare for our first SP250 Rally it was Keith and Domenica who were first to arrive and introduce themselves. It was the beginning of a continuing bond between the Darters of Victoria and NSW. Keith Ashworth will be remembered for years to come whenever a few Darters gather to together.

We observed a moments silence to reflect on the life of Keith Ashworth when the NSW Darters got together for the New Year "Clutch Start" breakfast at the home of Warren & Chris Cole. There was good turn out of 21 people including for the first time, long time owners Geoff & Gabriele Williams. A very companionable morning included the usual inspection of Warren's sheds and his ever increasing collection of cars and bikes. Thanks to Warren and Chris and all who contributed to the Darter's family breakfast.

A discussion, originated in UK, about identifying the green SP250 driven by Stirling Moss with Graham Hill at Warwick Farm in February 1963 led to a search of our SP250 chassis records. It was a timely study as it seems almost certain that the Moss/ Hill car was chassis 102535, the car owned by Geoff & Gabriele Williams.



Warwick Farm February 1963 Stirling Moss & Graham Hill

DARTING ABOUT

And talking of historic photographs, this historic advertisement was featured on Facebook a week or two ago. This well known car is chassis 101465. Several years after this advertisement was placed the car was owned by Merv McDonald and it is again, today, owned by Merv.

And finally I should report that the car we know as the Merv McDonald, Cameron Norgrove, Michael Stringer car, that is chassis 100504 was been sold to Peter Kehoe from Victoria. We hope to see Peter and the car we all know very well at Bright in November.



FOR SALE

Team Autosportsman Daimler SP 250

The Most Successful Production Sports Car in Aust.

Successes during the past 9 months — ● 9 1st Outright. ● 9 2nds. ● 9 3rds in Speed Events, plus numerous Class placings winning over £250 prize money. All development work has been finished and the car is now ready for a full season's racing at no extra expense. In the hands of a competent pilot this car could win a further £300. Specifications include Firth Inlet Manifold and Extractor Exhaust, 4 Weber Twin Choke Carbys, Dunlop Racing Tyres (25% worn), Anti Roll Bar, Anti Sway Bar. In spite of the car's state of tune its flexibility allows it to be used for everyday motoring. This car is offered at the realistic price of £1850 (including standard carbs and manifold). Consideration given to the sale of car in standard form. £1625. Finance arranged on low deposit. **Contact J. W. Abbott, 111 Highbury Rd., Burwood. 283582, 28-4684**

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

VALE - KEITH ASHWORTH

Keith's sudden death has left us all a bit stunned. I met Keith in 1983 when the Daimler clubs of Sydney and Melbourne met in Wagga for that city's annual "soup run". The two clubs had previously met at the same venue in 1978 and decided that a five year gap was too long, so we would do it again. I remember that John Steel, Colin Cox, myself and others attended from NSW and John Macklin, Graham Munro, Keith and others from Victoria.

Apart from the rally, the two clubs had an evening together to discuss joining the two clubs into one, but nothing came of it for various reasons. After this, Keith used to come to Sydney each month to collect outstanding debts of his employer and we would have dinner together in a pub near Central Railway. Also I been to Keith's former home in Coburg on several occasions in days gone by and met his mother and father.

Keith married Domenica in 1996 and had their honeymoon in England, coinciding with the 100 year anniversary of Daimler. A few of us attended this too and met up with the Ashworths a couple of times. Since then they have both had an association with our club, often attending the All British Day and the Xmas Party. As well, of course, they attended the National Rallies and I think Keith boasted that he was the only one to have attended all of these .

Keith and Domenica were looking forward to being part of our recent run to Uluru and Alice Springs, but about a month before, Keith rang and said he was unwell and had to undergo a chemotherapy course. On returning from this run I tried to ring a few times but only got the answering machine, so finally I rang the mobile and was surprised when Domenica answered and said she was at the hospital. I spoke to Keith who seemed confident he would soon be back home. Unfortunately a stubborn brain tumour which hadn't responded to treatment, took him away on 10th December.

Amanda and I attended the funeral where there were over 250 people present. As well, a selection of Keith's cars were there driven by family and club members and included a DB18, LD 10, DJ 254, SP 250, Sportsman, Majestic Major and his more modern Jag.

Keith's two younger sisters and his mother were there also. Amanda and I had intended to fulfil the ceremony by attending the burial, but our aeroplane schedule did not allow for this, and very kindly, Victorian member Ian Tonkin drove us to the airport.

Both clubs will remember and never forget Keith.

John Hiscox

The Man Who Couldn't Help Himself - Words by Peter Towns

Keith Ashworth took the simple principle that old cars are irreplaceable pieces of history to its logical extreme. By the time of his untimely death, at 67, on 10 December, he had accumulated, at last count, a postwar DB18 saloon, a Barker-bodied Special Sports, a Barker-bodied LD10 Lanchester, a Regency Sportsman, a Conquest Roadster, a Majestic Major and at least two SP250s. There was also a Briggs-bodied LD10 Lanchester, though technically that wasn't his, but had been a wedding gift to his wife, Domenica. That was the fully restored, operational cars, cars you could have got into and driven to Sydney; at least the Daimlers and Lanchesters. There were others, too, including a Ford Anglia tourer which was the first car he owned in Australia. That could have been driven to Sydney too, albeit slowly.

Then there was the pending list. Some of these were part of projects, some simply restorations part-way through (there was a difference). At least another two SP250s, two Conquest Dropheads, all some way along

the track. A One-O-Four, yet to start. I suspect there were others.

He was an extraordinary man, on one level a supreme grumpy-guts, on another a staunch and constant friend, for which I can vouch. He could complain for Australia (and often did), yet at the same time was a key contributor to the Daimler Lanchester Club of Victoria (DLCV), of which he was a life member, past president, past long-term treasurer and even longer-term SP250 registrar. This was no sinecure, at least in Keith's hands, as I shall stress later.

His comrade-in-restoration through most of this was John Spry, also a DLCV life-member, who started out as a panel beater and finished as an automotive polymath. Together they formed a formidable partnership of restoration and preservation. John's skills were diverse, and many others (me for one) tried to tap into them, usually finding Keith's programs gaining priority unless you boxed extremely clever.

As a complication in this already complex picture was the fact that Keith could have been an instant stand-in for Ebenezer Scrooge. Everything for sale, anywhere, was far too dear, and he haunted bankrupt auctions in search of bargains. He usually found them, though often buying 715 items when three would have sufficed, which compromised the savings made.

All of this created an obvious storage problem, cured in part by the Ashworths' choice of a dwelling on a steep enough slope to create a cavernous space below, into which all the cars – at least the going ones – fitted, though with an increasingly difficult jigsaw to solve every time he finished/acquired another one, which was often enough, and a source of amusement for observers who would take bets on how the problem might be solved. In the end it was always solved, in essence by shoving all the cars closer together, to which there must logically have been an end-point. But remember, these were the going cars, so that every time there was a club display, a collection of Keith's associates would carefully unpick the tangle, extracting the cars and taking them to the show, then reversing it all later.

Basically what this all showed was that, seeming eccentricity notwithstanding, Keith was fair dinkum. I cannot think of anyone else who could have done what Keith did without mental breakdown, bankruptcy or the sacrifice of all their friends. Somehow he achieved it without any of these consequences; in fact he had a bagful of the most loyal friends (many marginal nutcases themselves, to be fair), and there were very good reasons for this.

The first was his obvious, loving, supportive relationship with his wife, Domenica. Yes, she was a partner in crime, with a collecting habit rivalling Keith's (albeit for smaller objects; which made manoeuvring through their house a challenge for the portly), but a charming, delightful person in every way. The second was, grumpiness, stinginess and acquisitiveness notwithstanding, he simply never took himself all that seriously, and was able to – and frequently did – laugh at himself. The third side to Keith was good fellowship; generosity, food, wine and friends, at which he excelled.

I know no other person about whom there are more stories, some apocryphal I suspect, but mostly both bizarre and verifiable, such as the terminal overloading, with excess luggage and newly-purchased car parts, of a poor little rented Nissan Note in Solihull after an SP250 event; such as the arrival of an LD10 at a huge display in 1996 with a gigantic pink bow around its middle; such as the self-trumping of his award of a life membership in the DLCV with the announcement of his and Domenica's engagement; such as doing his own house-moving with a large wardrobe in the back of the top-down Anglia, steering with one hand while keeping the wardrobe doors shut with the other as he went round corners; such as obtaining the registration mark "Stolen" for his daily drive Jag, resulting in it being impishly corralled with Crime Scene tape when parked at a function. One could go on and on.

There are certainly those who have owned more Daimlers/Lanchesters/BSAs than Keith did (Brian Smith

VALE - KEITH ASHWORTH

for one), but what made Keith different was that he never divested himself of the old ones when a new one arrived. There are certainly people across the globe who have done even more than Keith did for the Daimler movement, but precious few. Arguably his greatest achievement was his establishment of SP250 registers, first in Victoria, then for the whole of Australia, and his subsequent, protracted reign as SP250 registrar for the DLCV. He attended SP250 gatherings the world over. He organised events; he enthused the other owners; he cultivated SP250 contacts across the world, all with the simple end of keeping the cars on the road.

Our deepest sympathy goes to Keith's family, especially his wife Domenica.

He was an impossibly hard act to follow.



Some of Keith Ashworth's fleet at his funeral on 21st December (photo and article reproduced from The Preselector - The magazine of Daimler Lanchester Club of Victoria)

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.

JOHN STEELE'S COCKTAIL CRUISE REPORT

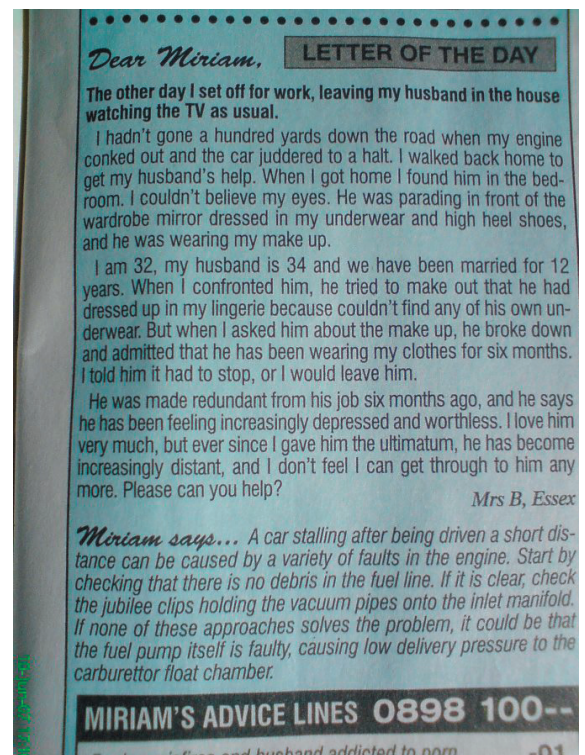
Thanks again to John Steel, for once again organizing this laid back event.

Attendees on the day were, John & Eve Hiscox, John Steel, of course. Robyn Hanson with The Owens family who were accompanied by their friend from Castle hill & her 2 boys together with Jim & Denise Gellett & Suzie. Our group was made complete by the Johnsons, Ian & Debbie. A good relaxed time was had by all & the rain stayed away until we returned home to Menai. As usual, John Steel had his premixed cocktail measuring .04 on the breathalyzer, which would see him safely home on the night. The rest of us didn't worry & made our own arrangements.

Thanks again John for arranging the event at Reid Park, Mossman.



A LITTLE LIGHT HUMOUR



DAIMLER CHRISTMAS PARTY - PHOTOS



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 3RD DECEMBER, 2018.

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

Apologies:

Russell and Jenny Turner, Colin Cox.

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: John Hiscox. Carried.

Business Arising from Minutes: - Nil.

Correspondence:

Magazines from the Western Australia and Victorian Daimler Clubs, Thank you from Yvonne Barrett for card offering condolences on her bereavement.

Business Arising from the Correspondence: - Nil

Secretary's Report: - Nil

Treasurer's Report:

Alan Hunt presented a written report. There is a balance of \$3,981.47 in the cheque account; with no payments to be authorised this month, although there will be the cost of trailer hire paid by Russell Turner to transport the Special Sports spares from his home to Victor's shed for storage. There is a further \$10,819.53 in the term deposit.

Alan asked for the report to be accepted.

The Lanchester Fund stands at \$525.72 (taking into account the donation of surplus funds of \$300.00 from the President's Week End).

Moved: Alan Hunt, seconded Victor Nash: "That the Treasurer's report be accepted as true and correct". Carried.

New Members:

John Hiscox received a message from an enthusiast on the Gold Coast seeking to join the Club. John will follow that up.

MINUTES OF A MEETING

Social Report:

- 9 Dec: DLOC Christmas Party at 63 Davies Avenue Springwood. Don't forget to bring something for the Santa Basket, the raffle, BYOG and your picnic basket, chairs etc.
- 8 Jan: John Steel Cocktail Cruise at Reid Park Mosman Bay.
- 9 Feb: Ray is planning a visit to Old Auto Rubber on the second Saturday in February.
- 10 Feb: Also the now traditional breakfast run for February the following day as the official club event for the month. Details to follow.

Editor/Website:

Nil from the editor.

Peter Lalchere has sent through a better photo of his DB 18/1 for the website.

Registrars:

Merv and Alan reported on an SP 250 discovered by Ray Palmer in Bankstown. While the car details were known to the register the actual whereabouts and condition of the car were not. It has a Holden V8 engine and some body modifications and is slowly being brought back to road use.

John Hiscox reported on Mark Bearman's recent visit to Sydney and that he has acquired, via John Hurst the original footplate from the DE 36 Ajax Film Car, which can now be reunited with what is left of that car. Mark spent some time taking further details of Peter Grant's DE 36 All Weather to assist him with the restoration of his own All Weather and also the next day, with Robert Brandes visiting two rubber factories in Silverwater, Derby Rubber and Grippe Rubber. He has since spent time with the Australian National Museum team and the Museum's DE36 project and some R & R in the Nation's Capital before returning home to WA.

Regalia.

Peter Lalchere has purchased some "D" emblems for his V8 project. A member has bought two of the last 120 year stickers, only one left in stock.

John Hiscox will enquire from the RR Club about the name badges it uses to see if we can establish a contact for our own for new members.

Library. - Nil.

Conditional Plates:

Warren Cole noted that it is important to check the paperwork issued from RMS as a number of new registrations were accompanied by incorrect declarations: they must be Historic Vehicle or Classic Vehicle (if for a modified vehicle), not forklift documents!

MINUTES OF A MEETING

Technical and Spares:

The Special Sports Spares have been delivered and with the sale of a spare part to Peter Grant, the Club is now slightly ahead on the cost of shipping them to NSW.

The next task will be to organise and catalogue the parts and set them up on some shelving.

For Sale and Wants: - Nil.

CMC - Nil

All British.

The Display Day for 2019 is confirmed as 15 September.

General Business:

Jim Gellett and Merv McDonald reported on the wonderful progress with the Club Lanchester.

The fuel tank has been fitted up, the handbrake system connected and the car is substantially green.

The wheels are being sandblasted ready for painting and new tyres have been sourced for the car. Additional original paint was found on the wheels and matches the paint chosen, happily confirming the colour used as correct.

Work is being done on the headlining and Michael Barnes is donating Lanchester spares to the Club.

Victor asked about progress on the Stoodley SP450 and Alan reported on the progress being made. The car now has paint, brakes fitted up and an exhaust manufactured.

Victor also asked about the Jack Solar Majestic Major Special, but sadly, after Jack died and the car was passed on to his son details of its whereabouts have been lost to the Club.

Jim Gellett reported on an excellent and well attended President's Week End in Bathurst.

John Robison noted that the ex Ron Mills Special Sports that had been listed for sale at Lloyd's Auctions was passed in at a bid of \$32,000.00.

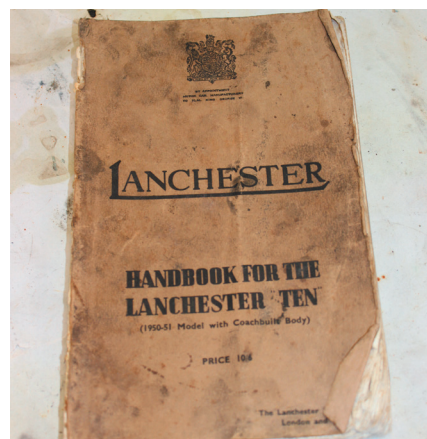
There being no further business the meeting concluded at 9.20 p.m.

THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 4TH FEBRUARY, 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



SU CARBY DATA

I found this in 1961 SU brochure with details on components for many Daimler models. I enlarged to be able to see it better & took shot from top of page with table layout

Regards Michael Barnes

CAR MODEL				Year	Needle			Colour of Spring
					Rich	Sed.	Weak	
DAIMLER								
30 h.p.		Double Six	.. ..	1932		K		
20-30 h.p.	6-cyl.	.. ..	.. ..	1931		E2		
15 h.p.	6-cyl.	.. ..	.. ..	1932		4		
20 h.p.		PV and LQ	.. ..	1933/6	P6	P61	5	
15 h.p.	6-cyl.	.. ..	.. ..	1933/5	P4	4	S4	
15 h.p.	6-cyl.	.. ..	.. ..	1935	BM	BL	BN	
20 h.p.	6-cyl.	.. ..	.. ..	1936	B1	BK	Bj	
17/19/20 h.p.	6-cyl.	.. ..	.. ..	1936	L12	BW	S4	
18/20 h.p.	6-cyl.	.. ..	.. ..	1938/9	AQ	AA	L11	
17/18/20 h.p.	6-cyl.	.. ..	.. ..	1937/8	81	BY	3	
24 h.p.	6-cyl.	.. ..	.. ..	1937/9	WO4	RD	Kc	
18 h.p.		DB	.. ..	1938/51	DR	EG	61	
27 h.p.	6-cyl.	DE27	.. ..	1945	S6	CN	5	Green
36 h.p.	8-cyl.	DE36	.. ..	1945		FB	FE	White
2½-litre		Sports	.. ..	1949/51	CP	CE		
3-litre	6-cyl.	.. ..	.. ..	1951	CN	5	AJ	Red
4-litre	6-cyl.	.. ..	.. ..	1953		SH		Yellow
2½-litre		Conquest Roadster	.. ..	1954		SW		Red
3½-litre		Regency	.. ..	1954/9		SQ		Red
4½-litre	6-cyl.	.. ..	.. ..	1954/5		RG		Red
2½-litre		Conquest Century	.. ..	1955/7	SC	TC	TJ	Red
4½-litre		DK400	.. ..	1956/7		UB		Red and Green
		<i>MAJESTIC</i>		<i>1958</i>		<i>SP</i>		
		SP250 Sports	.. ..	1959/61		TS	TR	Yellow
		DQ-450	.. ..	1960		UL		Red and Green

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 EIGHT

PART THIRTY EIGHT - STEERING COLUMN

The vehicle is fitted with a Marles steering box, which in my case was in a pretty shabby condition, and partly dismantled. After sorting through the boxes to find all the component parts that make up the complete Steering column, I set about to dismantle the steering box itself. All the component parts were carefully cleaned before making the required adjustments to the box. Three adjustments are required'

The first adjustment relates to the steering shaft end float. This adjustment affects the amount of play in the two ball races at the bottom of the shaft. The ball race cup at the end of the shaft protrudes slightly past the end of the housing (left hand photo). When the end plate is bolted on, it forces the cup against the bearing. Paper shims are used between the end plate and the housing to give the required adjustment (free movement without end float).

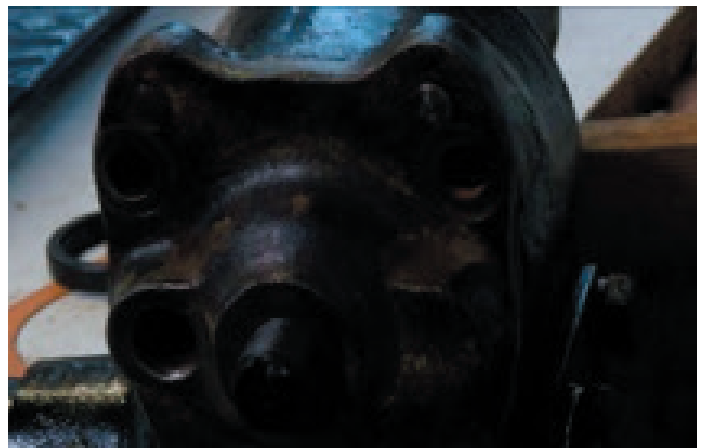
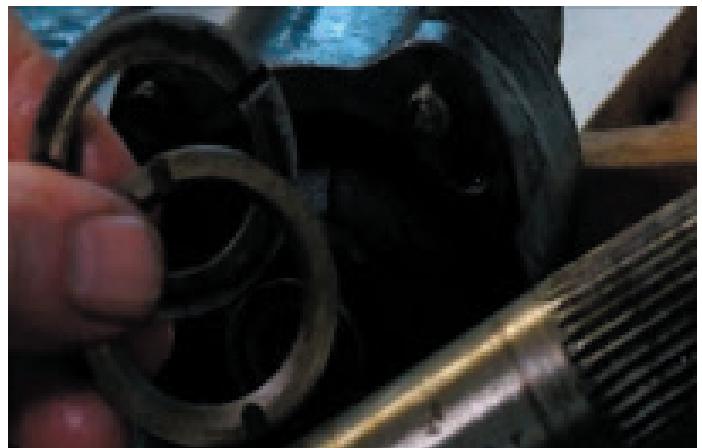
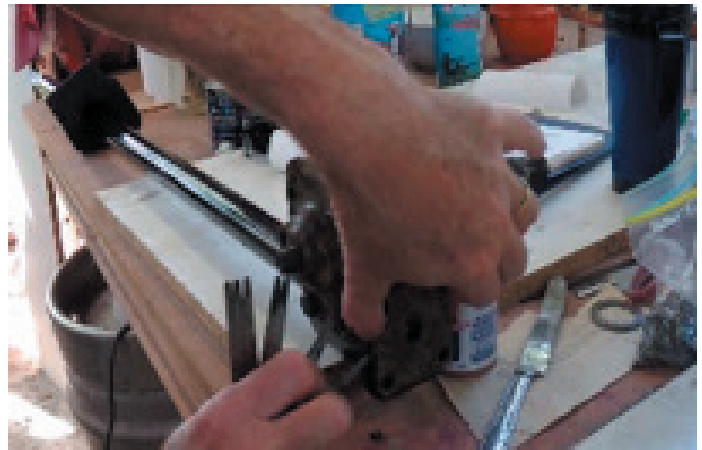
The second adjustment relates to the cross shaft to eliminate free movement between the roller and the worm gear on the steering shaft. The cross shaft should have two thrust washers and adjustment shims (see left hand photo). I had to finish one of the thrust washers to eliminate the free movement.

The final adjustment is also related to the cross shaft and involves the set screw on the side of the box.

1949 DAIMLER DB 18 CONSORT RESURRECTION

This screw is turned inwards until it meets the end of the cross shaft eliminating any end float in the shaft. After making all these adjustments the operation of the steering box was greatly improved. Everything was cleaned up externally and given a good coat of black enamel.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 38](#)



THE LANCHESTER PROJECT

December/January Report

Friday 29 November - Present Jim Gellett, Merv McDonald and myself. Well Merv has again been very busy in our absence. There is green on all parts of the car now and it looks really good.

As Merv had advised all through the project, you need to try and eliminate all blemishes in the body work before the top coats are applied as top coat paint is far more expensive than primer. Our top coat has revealed some blemishes in the bodywork but only a fraction of those that had been in the car originally. (Unfortunately aside from slight minor accident damage, one of the previous restorers in stripping the paint had used equipment that was too aggressive for the job). Today Jim and Merv did a light 600 grade wet rub of all painted surfaces and rubbed back till gone the minor blemishes as sighted. Jim also worked his magic on the few larger blemishes and by the end of the day both Merv and Jim were happy with what had been achieved with the body work preparation.

Whilst Merv and Jim worked on the body I was busy connecting up the engine bay wiring looms to the engine bay junction box. I also installed the boot lid wiring loom which I had inadvertently left at home the week before. We now have wiring looms partly installed for both the left and right hand sides of the engine bay and also the loom to the boot. The dash will not be installed for a long while yet so the temporary wiring in the engine bay must remain in place till much later in the project.

One last task was to re-install the hand brake in the car. Jim had been quite concerned that this was missing especially when the car will be getting moved back to Springwood early in the new year.

Friday 13 December - Present Merv McDonald, Bob Aylward and myself. It had been raining through the week so Merv had not been able to progress further with painting. So today we re-installed the front floor of the car and the brake pedal as well as the timber strips to attach the roof lining above the doors. Merv removed part of the exhaust for the rear section of the exhaust to be made and also stamped the chassis number onto the front right chassis rail as per the chassis plate to comply with current road registration requirements.

This was Bob's first visit to the car and he liked what he saw. We may still have a long way to go on the project but we have definitely progressed a long way in the year since acquiring the car. In fact we appear to be on target to achieve Jim's promise to the previous owner to have the car completed within 2 years of our acquisition.

Monday 7 January - Present Merv McDonald and myself only. Even Buffy, Merv's dog, was having a holiday at Merv's daughter's farm in Bathurst. This was the first day of work after the Christmas break and was intended as a preliminary preparation day for getting the front of the car re-assembled. Today Merv hoped that we could get the back half of the exhaust system installed the wheels on and get the car turned around in the garage for ease of access during assembly. Well things did not go to plan I am afraid. The exhaust wouldn't line up as Merv had hoped and so a large part of the day was spent re-designing the exhaust around the differential and hand brake mechanism. On a positive note three freshly painted wheels with brand new tyres of the car have been re-installed and a few new bolts needed for the interior floor that we were short from last visit.

Thursday 10 January - Present Merv McDonald, John Hiscox, John Steel, and myself. Since last visit Merv has worked out how to rectify the rear section of exhaust and will order the necessary parts next week.

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The wheels were installed on the car and sound insulation installed inside the roof of the car.

It was initially planned to turn the car around to allow better access to the front of the car for the next stage of the project. So before the two John's arrived, Merv and I checked out how the guards would fit on the car. We realised that we needed to tilt the radiator back towards the engine more which meant that the radiator hose needed to be removed and so as it was getting on in the day and no others were there, we drained the radiator and loosened its mounting brackets. No sooner had we done this and the two Johns arrived. We could not drive the car out to turn it around now, but instead we had to push the car. We were successful, but it took some effort as since the car had first arrived at Merv's he had received a lot of rain which had softened the ground.

Friday 11 January - Present Merv McDonald, Bob Aylward, John Steel, Brent McDonald and myself.

Today Merv applied rust converter to the rear under section of the car where welding repairs had been done previously but not painted. Merv plans to then paint this section of the car with proper under body paint. I attached rubber blocks behind the doors and boot lid to prevent them damaging paint. We also removed the bonnet as it would be in the way during installation of the front guards.

We then set about assembling the driver's side inner and outer guards prior to installing on the car. As no one knew how the guards were assembled we set about the task. Brent insisted we had the wrong inner guard but I was sure I had the driver's side inner guard. Well who's face was red after much struggling to fit the panels together? Mine, I'm afraid. Yes it was one of those rare times when your sibling is actually correct. Well although it was a struggle to assemble the guard initially, surprisingly it only took about 5 minutes to swap the inner guards back over correctly.

After lunch we installed the driver's guard on the car. By the time we had finished installing this guard on the car it was time for John and Bob to head off. Well Brent and I stoked with the knowledge of installing the first guard had the passenger's guard assembled quickly and had started bolting it on to the car before Merv had returned from seeing the others off. By the end of the day both guards had been installed on the car minus four bolts that will be bought for next time.

Saturday 19 January - Present Merv McDonald and myself. Merv had started rubbing back/buffing the top coat of paint through the week, but the weather has been too hot for him to finish. Today Merv installed the rear sections of the exhaust whilst I installed the front valance. Together, we then installed the front grill and the bonnet including associated bonnet lock and remote release. Merv also re-installed the now shortened top radiator hose.

Tuesday 22 January - Present Merv McDonald, Jim Gellett and myself. In preparation for its return to Springwood, coolant was added to the radiator and some fuel in the tank and the engine was test run. We then installed all the door stops on the doors (using temporary pins) to prevent future over opening of the doors and possible paint and or panel damage. The three non-driver's doors and the boot lid were then wired shut and a rope attached to the driver's door in preparation for the trip to Springwood. Next it took a three person effort, but the boot lid springs were adjusted so now the boot lid stays up in the fully open position.

For our final preparatory task for the big move, the car was started and test driven by Jim out of and then back into the garage. Jim thinks the hydraulic brakes need to be checked again and also we found the engine was running a bit rough possibly due to stale fuel in the carby and fuel pump and lines. Did I say final

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task? I noticed the front of the car tended to shake when being driven and this made me realise I hadn't re-tightened the two bottom radiator surround to chassis bolts that were loosened to fit the front end back on. Now tightened.

Thursday 24 January - The big move day. Present Merv McDonald, Bob Aylward, Maurice Piper tow vehicle driver and Merv's very kind neighbour, Russell and Jenny Turner and myself. Maurice and I lined up the trailer for loading the Lanchester whilst Merv got the Lanchester started and warmed up. Merv then drove the car out to the trailer and it was then winched on. Maurice and I then helped Merv move one of his generously "postponed for the Lanchester" projects into the back garage.

The trip to Springwood went well and we were soon at Russell and Jenny's. The car was unloaded and parked in its new surrounds and Jenny kindly prepared coffee and drinks to complement Lamingtons. With a great sense of achievement, the others all headed for home. I had decided to stay a while to start work on the re-installation of all the electrical components, but first installed the correct clevis and split pins for the four door stops. Next I started installing the front lights. I ran into a problem with the one head light bucket and was not prepared. I was very disappointed but will be more prepared next visit. It is really difficult working so far away from your own garage and tools. So as the pictures show the car appears to have a black eye.

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



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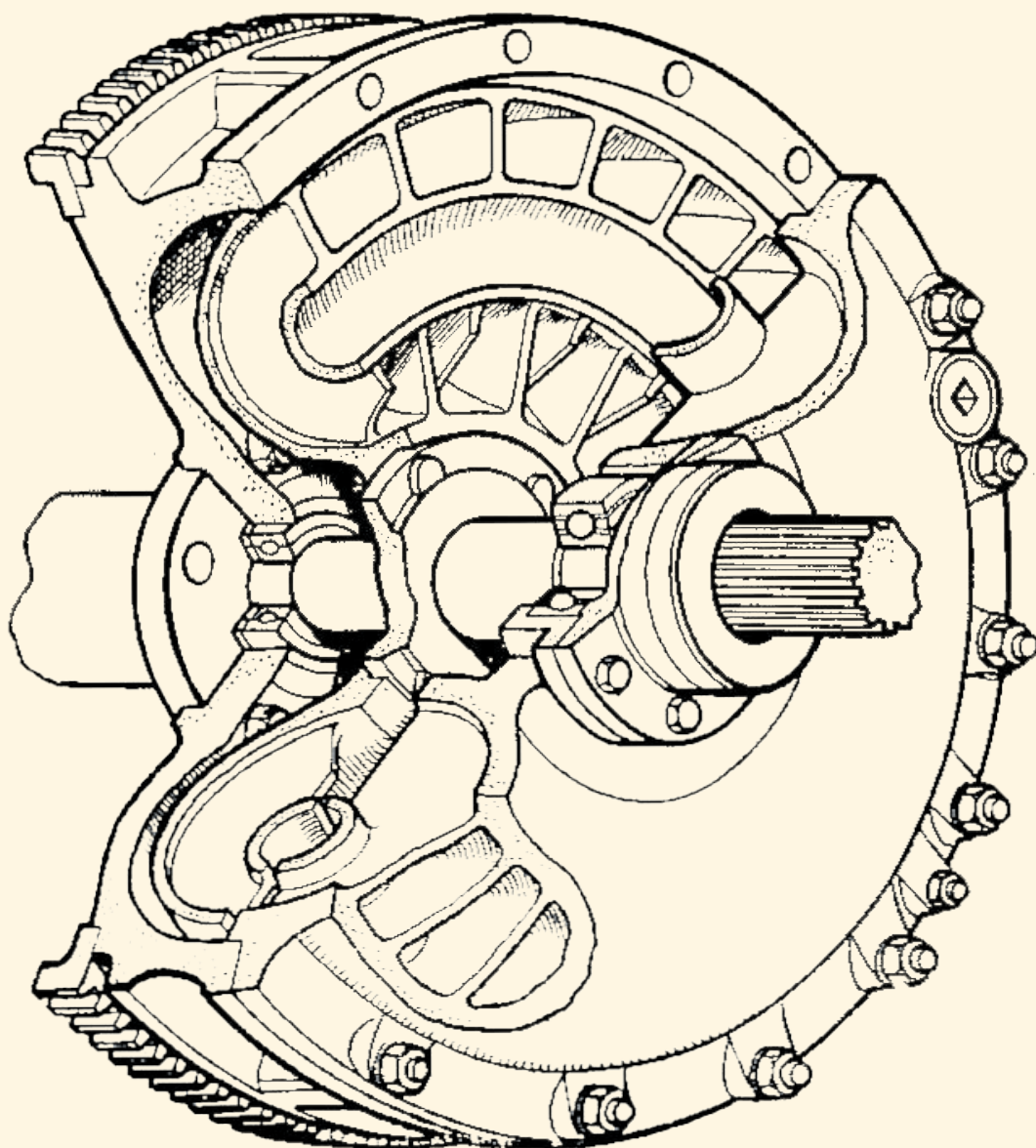


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Please address all correspondence to:

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

www.dlocaustralia.org