

Daimler

&

Lanchester

JUNE 2015

# ***FLUID DRIVING***



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

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## OUR NEXT MEETING

8PM MONDAY, 6TH JULY, 2015 **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.

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	4572-1212(H & W)
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

### ANNUAL DLOCCA DISPLAY DAY AND ALL BRITISH DISPLAY DAY

All your club's annual Display Day is fast approaching. Again it will be held at the All British Display at Kings School this year on Sunday 30th August 2015.

This is a not to be missed event as it combines all manner of British cars of all ages with Kings School Annual Art Show and Fair. Your club has obtained tickets which will allow free access for your car and all its passengers.

Please take advantage of this excellent event to meet up with old friends and stroll about the grounds amongst approximately 1700 fine examples of British engineering. Meet up with old friends discuss problems or concerns with your vehicle with marque registrars or like owners. Please note original patina finish can be more highly revered than a two pack gloss finish.

This year, to obtain tickets please contact the DLOCCA Event Co-ordinator, Graham McDonald, and tickets will be posted to you. You can also pick up tickets at the June/July/August Monthly Club Meetings.

Contact Graham McDonald on Phone: 02 9533 3128 Mobile: 0422 972 094

Email: [events@dlocaustralia.org](mailto:events@dlocaustralia.org) or [events@dlocaustralia.org](mailto:events@dlocaustralia.org)

#### MOST IMPORTANT INFORMATION

**Please Note**, tickets cannot be picked up at the gates to the event so please don't leave this till the last minute. Do your best to arrive early, ie. Gates open at 7:30 AM Judging for our display will start at 9:30am Sharp. **VOLUNTEERS REQUIRED**

## COMING EVENTS 2015

July Sunday 12	<p><b>Brass Monkey Run</b></p> <p>Brass Monkey Run, the traditional event starting at Eastern Creek at 6:00am and this year heading to Bathurst for breakfast. This event is now organized by the MX-5 club which has taken over from the Austin Healey Owners Club.</p> <p>If you would like to join this run please advise Mark Brooks on mobile 0430 070085 or email <a href="mailto:dsp250@iinet.net.au">dsp250@iinet.net.au</a></p>
July Sunday 19	<p><b>(Rover/Alvis/Armstrong Siddley/Daimler) Combined Club Mid-Winter/ Soup Run</b></p> <p>Run to Common Ground Café at the Razorback Inn, north of Picton.</p> <p>Note restaurant is BYOG only. Meet 10:30 am for 11:00 am sharp departure at the McDonald's/Caltex Service Centre corner of Ash Road and Camden Valley Way Prestons (take M5 Beech Road exit to Camden Valley Road or M7 Camden Valley Way exit and first turn right after heading west on Camden Valley Way and crossing over M31) See Route Map <a href="http://binged.it/1IBprjF">http://binged.it/1IBprjF</a></p> <p>RSVP required to Graham McDonald by 11 July 2015, phone: 02 9533 3128 mobile: 0422 972 094 or email <a href="mailto:events@dlocaustralia.org">events@dlocaustralia.org</a></p>
July Mid-week run Thursday 23	<p><b>Berowra Waters Fish Café</b></p> <p>199 Bay Road Berrilee 2082 – Phone 9456 4665. Meet McDonald's Restaurant Car Park Mount Colah (Cnr Lady Street and Old Pacific Highway) 11:00 am for 11:30 am sharp departure. Route is via Berowra car ferry with optional return route via Bay Road and Arcadia. See Route Map <a href="http://binged.it/1QHqenD">http://binged.it/1QHqenD</a></p> <p>No bookings required so just be on time or meet us there.</p>
July Saturday 25	<p><b>Hunter Region All British Display Day</b></p> <p>Foreshore Park Newcastle. Display from 10:00 am for details contact <a href="mailto:marshall@jaguarhunter.org.au">marshall@jaguarhunter.org.au</a></p>
August Sunday 16	<p><b>Shannon's Sydney Classic Sydney Motorsport Park Eastern Creek</b></p> <p>With our big display day planned for the next calendared event, we will not be offering to display vehicles at the Sydney Classic but members are welcome to go along and enjoy all the vehicles expected on display</p>
August Sunday 30	<p><b>All British Day and our Display Day</b></p> <p>Kings School Parramatta. Weather permitting, we are hoping to get 60 vehicles there this year so please keep this date free and make the effort to be there. Passes have been obtained for free entry for members vehicles to the event and can be obtained at monthly General Meetings or by contacting Graham McDonald our Events Coordinator, phone (h) 02 9533 3128 (m) 0422 972 094 or email <a href="mailto:events@dlocaustralia.org">events@dlocaustralia.org</a></p> <p><b>Please Note:</b> Perpetual Trophy Holders are requested to return these trophies either before or on the day of the event. Thanks.</p>

## COMING EVENTS 2015

September Saturday 12 & Sunday 13	<b>President's Event</b> Weekend rendezvous in the Southern Highlands. Commencing with lunch on Saturday at a yet to be announced location. Rooms have been reserved at Dormie House in Moss Vale for Saturday night. Bookings (Ph: 02 4868 1800) are required before 23rd August as reservations may run out. A Deposit of \$75 per room needs to be paid at time of booking and the total cost for Dinner, Bed & Breakfast PER DOUBLE ROOM HAS BEEN NEGOTIATED TO \$295. All other costs to be paid by attendees as we go. An interesting itinerary will be provided for those responding. Contact Graham McDonald our Events Coordinator, Ph: (h) 02 9533 3128 (m) 0422 972 094 or email <a href="mailto:events@dlocaustralia.org">events@dlocaustralia.org</a>
September mid week run TBA	<b>South Coast Run –</b> Details to follow
October Sunday 11	<b>Picnic Possibly again, Lane Cove National Park.</b> Details to be provided
November Sunday 8	<b>Linnwood House</b> 11-35 Byron Road, Guildford, NSW 2161. Invitation run held in conjunction with Rolls Royce Car Club Annual Concourse event. Enjoy a tour of Linnwood House (for details see <a href="http://www.linnwood.org.au/">http://www.linnwood.org.au/</a> ) arts and crafts and delicious morning and afternoon teas. For further details contact Graham McDonald our Events Coordinator, phone (h) 02 9533 3128 (m) 0422 972 094 or email <a href="mailto:events@dlocaustralia.org">events@dlocaustralia.org</a>

December Sunday 13	Christmas Lunch – Venue and details to be provided
<b>April 14-18 2016</b>	<b>National Rally – Orange NSW.</b> 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. More details to follow



## NATIONAL RALLY – ORANGE NSW

As you would be aware, it is the NSW Club's duty to arrange the above sartorial event. I am now pleased to advise that the event will be held in Orange in the Central Highlands of NSW, from Thursday the 14th April 2016 (PM check in) to Monday 18th April 2016 (AM checkout).

Accommodation bookings will not be available until sometime after May 2015, we will advise as soon as we are in possession of this information.

For now please spread the word & save the date. Early accommodation bookings are advised as the Orange Food and Wine festival will be on during the same period so Orange will be quite popular during this period.



### Kiama Car Spectacular

**Sunday 8 November 2015**



**Swap Meet**

**Kiama Showground**

**Veteran - Vintage - Classic Cars  
Motor bikes - Machinery and More**

**A Great Day Out For The Family**

Kids Entertainment  
Trophies & Prizes  
Market Stalls  
Trade Stands welcomed  
Entry \$5 adult (u12 free)  
Display Cars welcome (free)

Gates open 6am to 2pm  
Stall Setup from Sat 12 noon  
Judged Cars to be in by 10am  
Vehicle Judging at 12 noon  
Swap Meet Stalls from \$15  
(6m x 6m) & \$30 (12m x 6m)

For further information and bookings contact Bob (02) 4234 1336  
or email [kiamacarspectacular@gmail.com](mailto:kiamacarspectacular@gmail.com)



Hosted by  
**Gerrigong & Kiama Rotary Clubs**



### Hi Car and Bike Enthusiasts...

*The Rotary Clubs of Kiama & Gerrigong Sunrise are holding their Annual Car Spectacular & Swap meet on Sunday 8th November at Kiama Showground.*

*This is the 3rd year of the event and it continues to grow in popularity. Last year's event attracted over 130 cars on display plus many market and swap stalls resulting in lots of bargains.*

*We are again organising a large display of - Vintage - Classic - Veteran - Hot Rod & Motor Bikes together with a large number of swap & market stalls.*

*If you have a special car and would like to book a display site, please contact us.*

*If you belong to a car club, perhaps you would enjoy organising a Club event to visit beautiful Kiama, see our famous blowhole, visit the beach and enjoy the Car Spectacular.*

*Put us on your Calendar of Events for a weekend, or day's outing to beautiful Kiama on Sunday 8th November.*

*Look forward to seeing you at the Kiama Car Spectacular 2015  
Kiama & Gerrigong Rotary Clubs*



## PRESIDENT / EDITOR'S REPORT JUNE 2015

What another busy month it has been with a highly successful run to Mountain High pies where a good number of Daimlerites managed to gorge themselves on this month's run. Your events coordinator and myself had a flying one day trip to Orange to make further arrangements for the National Rally which is flying towards us at a fast rate of Knots. Your Club Secretary and myself spent a long weekend in Darwin for the V8 Races where Russell had a great awakening to the Culture of the Northern Territory and it's distinctly different people, not excluding my family members who he had the pleasure of meeting.

I also had the pleasure of arranging the President's weekend for 12/13 Sept at Moss vale etc.

Please see the events calendar for further details and ensure that you book early to avoid disappointment. It would be really great to see a maximum effort in getting our Daimlers to attend what promises to be a great weekend of relaxation

and plenty of time for individual voyages of discovery of the Southern Highlands area of our great State.

It was certainly sad news during the month to hear of the passing of Elaine Brandes, but it was great to hear that so many of our members turned out to farewell this great lady. Unfortunately the President, Secretary and Treasurer were unable to attend due to travel activities and all have extended their condolences to Robert and Family on their loss.

As your magazine editor I would request reports early for the July magazine as I will be departing for the UK and Norway on the 27th and will be returning on the 22nd August. I will be GOING TO PRINT ON THE 22nd so would appreciate if all contributions could be submitted well before the deadline.

I wish you all well for the month ahead and look forward to seeing some of you on the midweek run to Berowra on the 23rd.

JIM GELLETT

### INVITATION TO THE ROYAL AUTOMOBILE CLUB OF AUSTRALIA ANNUAL MOTORING DINNER

Date: Saturday 8th August 2015  
Venue: Royal Automobile Club of Australia, 89 Macquarie Street, Sydney  
Reception: 7:00 pm Victoria Room, 3rd Floor  
Dinner: 7:30 pm Maquarie Room, 4th Floor  
Dress: Black tie or business suit  
Price: \$135 per person or \$1,250 for a table of 10, 3 course dinner, wine, beer & soft drinks  
Guests: Mr. Bill Buckle OAM and Mrs. Buckle Mr Irv Gordon  
MC Mr. David Berthon  
RSVP by 31th July

Please reserve your place by calling Rebecca T: 82732320 or [functions@raca.com.au](mailto:functions@raca.com.au)

Our Guest-of-Honour, Mr Bill Buckle OAM will be accompanied by his wife, Alvia. Bill earner his OAM award for his services to the motor vehicle industry. For the same reasons he has been invited to be the Guest-of-Honour at the third RACA Annual Motoring Dinner Motoring. The RACA invitation to Bill was based on his achievement as a motoring entrepreneur., designer and manufacturer . Among his many achievements we particularly think of the development of the Buckle Coupe and the Goggomobil Dart. We are delighted to honour a local Australian innovator.

We are also delighted to have Mr. Irv Gordon as our Guest. Irv has a unique record supported by an entry in the Guinness Book of World Records. He has driven the most miles in one car, a record of 2,721,000 miles and still counting. His car - a 1966 Volvo 1800S. Irv will be visiting from America as a guest of the Volvo Car Clubs of Australia 2015 National Rally.

## ELAINE BRANDES

On Thursday 18 June a large number of club members gathered to farewell Elaine Brandes, who had passed away on the morning of Monday 15 June 2015, just short of her 70th birthday.

It has been a long and difficult road for Elaine and her family, as Elaine was unlucky enough to have suffered from an awful combination of brain cysts and a frontal brain deterioration that made the last ten years of her life much harder than anyone should have to endure.

I remember first meeting Elaine when I joined the Club and was taken by her distinctive Scottish accent (she was from Dundee and arrived in Australia in 1970) and her patience with her rather boisterous tribe of three lively sons and an equally “lively” husband, Robert. There were times when Elaine described herself as the mother of four boys, and obviously found it a full time job to keep her boys (all of them) under control.

Elaine studied to be a school teacher and worked in that capacity until motherhood claimed her full time attention. That didn't prevent her from taking on leading roles within the Presbyterian Church, doing extensive work among the poor and needy, the homeless and the aged and was a leading member of Dorcas, the Presbyterian's Women's' auxiliary, and ironically, opened Presbyterian Nursing Homes as part of her duties.

It was a great way of putting her considerable talents to good and worthy use.

Elaine was a proud mother and was able to see her three sons mature and take different roads in life and remained very close to them all until the end of her life. Robert said that even in the last days, when she saw her three sons gathered at her bedside she was so pleased to see them and gave them a broad smile of recognition and happiness.

At Elaine's funeral, Robert gave a very moving speech which was full of the obvious love that he bore for Elaine and his boys also gave lovely speeches expressing not only their deep love for Elaine but also admiration and respect for their father for the love and care that he had given Elaine during the course of her illness which I thought was especially poignant; so often the partner is lost in the sympathy for the departed and recognition of the very special relationship between Robert and Elaine was very fitting and appropriate.

I speak for everyone who knew Elaine when I say that she will be missed, as will her lovely smile, and our hearts go out to Robert and the boys, Elaine's mother Ann and brother Derek on their sad loss.

It will be very strange seeing Robert at Club events without his devoted wife on his arm.



## WIRELESS IN DAIMLER CARS

It was in the London Motor Show in 1922 that a wireless set was first seen in a Daimler car. Costing 100 pounds, the instrument was a combined effort by the Marconi Wireless and Telegraph Company and the Daimler Company. Four listeners could tune in at one time!

In July 1923 at Stratford-Upon-Avon a group of enthusiasts tuned in a set to hear what was probably the first in-car broadcast by a private owner. The car was 30HP Landaulet and the set, an eight valve with a copper plate and with a range of sixty miles. Marconi faced years of experimentation to produce a wireless set that broadcast speech rather than dots and dashes (Morse Code).

Marconi was to suffer from disparagement by such scientists as Oliver Lodge (Sir), later of Lodge Spark Plug fame.

The dynamo and magneto, coil and plugs were shielded at motion and at rest to avoid interference from the transmitting signal at Birmingham, 23 Miles away. The aerial was a hexagon frame that folded in a concealed position on the Daimler's hood when not in use.

In places where reception was poor an aerial attached to a kite was flown costing 5 shillings and this allowed good reception with a grounded earth rather than the car's chassis.

Enthusiasts made much of the therapeutic advantage of the sets, able to listen to music, news, sports and with relief from stress, although I don't suppose many Daimler owners would be suffering much of the latter.

Despite all this advocacy, wireless did not "take off" and it is believed few Daimler owners installed receivers in their motors.

However during the nineteen twenties car radios did become popular, particularly in American cars and the Hillman Motor Company produced their "Melody Minx" model so fitted.

Coming more up to the present times many cars were fitted with built in spaces for the fitting of a receiver but not Daimler. The late fifties saw this happen and by the sixties, cars had a special panel which could be removed to insert a set. The last of the big Daimlers were able to house EKO and Radio mobile sets neatly into the fascia panel. Hercules Motors installed many Astor Sets (all Aust reception) with models with serial No F and then numbers.

V8s (both) and SP250s could all be fitted with the Astor or at an extra additional cost, the Smiths Radiomobile for owners before new car delivery or in existing cars. Hercules Motors installed the sets and aerials but the wiring and suppression was carried out by Tibby Rose in East Sydney who tuned them as well.

It is possible I believe to repair all car radios both valve and transistor types.

Ref. Daimler Days, B E Smith. Supplied John Steel

## WHO ATE ALL THE PIES?

We did !!!! - or those attending the Daimler run to Mountain High Pies, Wentworth Falls on Sunday, June, 14th did.

It was a beautiful Blue Mountains winter sunny day for the event with a great venue at the end of the run for lunch. Pies, quiches, spinach and sausage rolls, soup, cakes, tea and coffee and many other delicious options were available.

Seventeen people attended which made a good crowd of Daimlerites commandeering one end of the cafe.

It was terrific to see one of our members bring along a friend who arrived in a lovely original Armstrong-Siddley.

There were 10 cars at the venue (5) Daimlers, ie a 2.5 lit.V8 Saloon, a Conquest, a Sovereign Series 111, an XJ 40 Sovereign and a DB 18/1, then (2) Armstrong-Siddleys, an XK150 Jag., a very desirable red MGB Tourer and a Modern all scattered around the cafe, front, side and rear car parks, thereby giving good exposure and promotion of the Club and cars to the general public.

Some attendees left after lunch whilst others lingered into the afternoon with more tea/coffee and "cakes".

A good time was had by all, good weather, good conversation and good food. What else could a classic car enthusiast ask for?

Well done Graham on arranging such a fine and tasty event.

Signed.....Anonymous



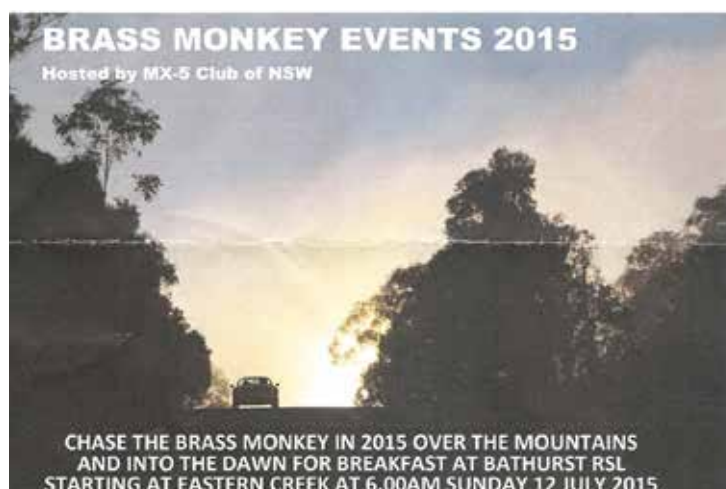
# 2015 BRASS MONKEY

**Meet:** Truck Rest Area past McDonalds at the M4 West Service Centre, Eastern Creek

**Time:** Sunday 12 July 2015 at 5.30 am for a start at 6.00am sharp

**Breakfast Venue:** Bathurst RSL, 114 Rankin Street, Bathurst starting from 8.15am until 9.30am.

**WHAT IS THE BRASS MONKEY ALL ABOUT** The Brass Monkey is an annual open invitation event to a breakfast organised by the MX-5 Club of NSW from 2015 and the premier roadster run out of Sydney. The event attracts up to 250 participants who possess a good sense of adventure and humour for a charity breakfast. The Brass Monkey should be on all enthusiasts' bucket list if you love a great drive on a cold crisp frosty morning in the middle of winter at your chosen pace through the countryside to start your day.



**WHY GET OUT OF BED FOR A DAWN BUSTER RUN** If you have never been part of the Brass Monkey Events then don't be discouraged by a dawn buster run over the Blue Mountains to Bathurst because you think it is too early, dark and cold. The Brass Monkey has attracted thousands of motoring enthusiasts over the years and is an adventure that is worth getting out of bed for at sparrows fart in the middle of winter. Appropriately dressed with the roof down (or windows down in a tin top) and heater on, you will participate and enjoy in a memorable fun run to raise some money for a worthy cause.

**WHAT IS THE ROUTE** Get to Bathurst whichever way chose for the Brass Monkey Breakfast between 8.15am and 9.30am. The Brass Monkey starts running under the stars at 6.00am down the M4 and waits for nobody. The MX-5 Club of NSW will chase the Brass Monkey along the M4 and Great Western Highway all the way to Bathurst with a club run on back roads starting from the top of Mt Panorama circuit at 10.00am to return across the mountains to Sydney. Your options to get to Bathurst for breakfast and return to the city for lunch, if that is your preference, are varied and numerous.

**TICKETS** A breakfast ticket costs \$20.00 with all surplus funds being donated to CareFlight. To purchase a ticket send a stamped self addressed envelope with a Twenty Dollar note to Brass Monkey Breakfast, PO Box 2230 Burwood North, NSW, 2134. Your ticket will be sent back in your envelope. The Brass Monkey Breakfast is a ticket only event. The ticketing process is not sophisticated but over the years has been shown to be the easiest and most convenient way for the breakfast organiser to send out and get paid for breakfast tickets.

If a CAMS affiliated club wishes to be a reseller of breakfast tickets to its members then please contact Michael Soulos at captain@mx5.com.au. The event will be run whatever the weather conditions on the day with no refunds as all surplus funds will be given as a donation to CareFlight.

**DISTANCE** from Eastern Creek to Bathurst RSL is approx 165km

**TYPE OF RUN:** strictly a point to point waypoint run

**RUN GRADING:** is up to the individual to set the pace and grading to suit own expectations

**MORE INFO** will be posted to kept the page updated leading up to the event.

-See more at: <http://nsw.mx5.com.au/events/brass-monkey-2015#sthash.8iPmsgZS.dpuf>

# 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 1ST JUNE, 2015.

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

### **Apologies:**

Peter Grant, Victor Nash. 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"  
Alan and Graham

### **Business Arising from Minutes:** Nil

### **Correspondence:**

Various magazines and new membership application. Arrival of CAMS membership Certificate fot 2015

### **Business Arising from Correspondence:** Nil

### **Treasurers Report:**

MSA payment approval for printing costs. Chris and Jim

Reminder to have names updated for signatures to cheques noted.

General Funds: \$5157:75

Fixed Term: \$10432:78

### **New Members:**

List of members not yet renewed approx. (6) off all followed up except one. All have since renewed except one. New full and associate membership confirmed. Welcome is extended to Ian and Beverly Rowe and their Daimler XJ40.

### **Social Report:**

See magazine for upcoming events. It was reported that the St Albans run was well patronized and a very enjoyable day was had by all. Various venues were canvassed for the next week-end run

**Editor:** Nil

**Registrars:** Nil

**Website:** Nil

**Library:** Nil

**Conditional Plates:** Nil

**Regalia:** Nil

### **Technical and Spares:**

Ian Fletcher to drop off posters and a sizeable collection of head gaskets (various cars) to Warren.

### **For Sale and Wants:** Nil

### **CMC Report:**

Historical plate regulations still being discussed but with no clear direction/outcome at this time.

### **All British Day Meeting:**

We now have a judging committee, Merv McDonald John Longhurst and Colin Cox (to be confirmed).

Alan Skofic has agreed to assist in the morning "marshalling" of cars.

Thank-you to all.



## General Business:

Treasurer noted he will be away from 15/7/15-21/7/15.

**President noted**, he will be away 27/7/15 for approx. (4) weeks. The vice president will steer the reins in their absence.

Options as to frequency of Committee Meetings and "email" decision making processes were canvassed. Committee to discuss further with any adjustments to be presented to the next General Meeting.

John Hiscox has kindly agreed to give a talk at the August General Meeting about his recent around Australia trip in "old" cars. More details to be provided in due course.

John also noted the passing at the age of 90 of a previous long time member from the 70-80's Yvonne Thompson.

Condolences are extended to the family and friends on behalf of the Club.

There being no further business the meeting was closed at 9:45 pm.

**Next meeting of the DLOCCA will be Monday, 6th July, 2015 at Ryde Eastwood Leagues Club.**

## WRINKLE GRILLE - THE DLOCCA PUZZLE

### Answers to the May 2015 WRINKLE GRILLE

Strange ceremonies are preformed at Daimler National Rallies. The pictures from the Loxton Rally of 2014 are of the Ceremony of the Wheel. In the left side picture the High Priest of the Wheel, Peter Grant is seen kissing the wheel. Trainee priest standing with heads bowed are Victor Nash, David Flynn, Edythe James, Noel Strahle and Peter Cullen. In the background you and see me, Alan Hunt preparing the secret Daimler fluids which must be dripped on the roadway.

In the right side picture an enthusiastic junior Priest of the Wheel, Warren Cole, is doing his best to kiss the grounds under the wheel while High Priest of the Wheel, Peter Grant assesses his commitment to the task.



### The June 2015 WRINKLE GRILLE

Q1. The Maker's name?

Q2. The Model name?

Q3. What was the series?

*Clue is that there is no wheel impression on boot lid*





# DARTING ABOUT

## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

We had a good turn out of 15 people for our June meeting at the home of Jeff and Janelle Glanville in Lisarow on the Central Coast. A few regulars including me were missing. Reports are that Jeff and Janelle provide a great BBQ and the whole night was jovial.

I also received a report from Bruce Perkins of another jovial group of Darters. Bruce has been on a long term and slow tour around Australia. He was invited to a gathering of the Darters in Perth. Bruce reports that it is difficult to decide whether "Welcoming" or "enthusiastic" should be the first word that comes to mind.

The people in the photograph, from left to right are Phil Stockdale, Bruce Perkins, Al Marsh, Maryanne Willey, Mark Willey, Aileen Stockdale, Karin Seddon, Helen Marsh, Steve Seddon, Michelle Waltess and Peter Waltess.

Anyone else inspired to make the trip to the west? Looks good.

**And now a reminder.** If you plan to attend the 2015 SP250 National Rally in Gundagai to be held on weekend Friday 30 October to Sunday 1 November please advise Keith Ashworth by email ([keith.ashworth@optusnet.com.au](mailto:keith.ashworth@optusnet.com.au)) and please copy Mark Brooks ([dsp250@iinet.au](mailto:dsp250@iinet.au)) by Sunday 31 May..



## 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.

### Sunday 12 July

Brass Monkey Run, the traditional event starting at Eastern Creek M4 West Service Centre at 6:00am and this year heading to Bathurst for breakfast. A breakfast ticket will cost \$20 per person. This event is now organized by the MX-5 club which has taken over from the Austin Healey Owners Club. If you would like to join this run please advise Mark Brooks at 0430 070085 or [dsp250@iinet.net.au](mailto:dsp250@iinet.net.au)

### Saturday 25 July

Run to Hunter Region All British Display at Foreshore Park, Wharf Road, Newcastle East. The Display commences at 10am.

**Friday 31 July**

Meeting. At home of Stephen and Helen Figgis, 28 Neridah Street, Chatswood phone 9412 1064

**Saturday 26 September**

Run to Lake House Café, 11 Shoreside Row, Murrays Beach for lunch starting at 12:30. We will assemble at the Ourimbah Rest Stop at 11:00am for the relatively short run to Murrays Beach. Please advise Cameron and Anne Norgrove ( 4357 1188 or .camann.n@gmail.com) by Saturday 12 September if you will join the lunch

**Weekend Friday 30 October to Sunday 1 November – 2015 SP250 National Rally**

This rally will be centred around Gundagai and the accommodation will be at the Motel Gabriel, 240 Sheridan Street, 02 6944 1311. This motel, located in the centre of Gundagai has good reviews and a very reasonable rate of \$90.00 per night.. Arrival day will be Friday 30 October and departure day Monday 2 November. It is time to make an indication of you are interested in attending this event so the organisers can reserve the appropriate number of rooms. Please advise Keith Ashworth by email (keith.ashworth@optusnet.com.au) and please copy Mark Brooks (dsp250@iinet.au) with your expression of interest in attending. We need your response by 31 May..

Darting Off

Alan

Ph: 02 9651 2961 or 0438 290639, E-mail: [hunts@optushome.com.au](mailto:hunts@optushome.com.au)

**WANTED**

I am in the process of researching and actively looking to purchase a Daimler SP250.

I would prefer to purchase a car in Australia. If you know of any member that is looking to sell a car or have restoration project that is incomplete and wish to sell I would appreciate any information that could potentially help in acquiring a car and hopefully become a Daimler Club member.

Kind Regards

Roger Anson Email: [soaring-5@hotmail.com](mailto:soaring-5@hotmail.com)

**FOR SALE****DS 420, Parts for Sale**

4 DOORS (rusty bottoms). Doors FREE to a good home. Air cleaner element for cars fitted with HIF7 SU's \$40

2 Brand new rear shock absorbers \$100 each.

**Daimler Majestic Major:**

4 doors complete with chrome surround, glass and winders. Very rusty bottoms- free to a good home.

1. Distributor points 4 Tappet cover gaskets/head gaskets 2. Oil filters 5. Tow bar \$50.00 3. Some valve gear & tappet covers 6. Petrol tank \$100 Colin Cox on 0408393301 or 47393301

**Daimler Conquest Century:**

Complete factory workshop manual (copy) \$50

Contact: Colin Cox- 02-47393301 (Home)- 0408393301 (Mobile)

## FOR SALE

### 1948 Royal Daimler DE36 Landaulette

Vehicle No 51705

Contact name, Luke Berrill, I live in Rockhampton Central Queensland

The hard top was placed on the car by Tucker and Nankivell funeral home in Rockhampton during the time it was being used as a funeral car. The original ribbing for the convertible top is still in place underneath the hood lining. One of six ceremonial DE36's commissioned for queen Elizebeth's tour of Australia in 1954 and sister car to the vehicle being restored by the National Museum's Royal Daimler Project.

This Vehicle has all original parts and is in an unrestored state. Paperwork can also be made available

\$68,000

Home Ph: 0749362628 Mobile: 0429896761



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### Daimler 250, 1968 model

There are things to be done to make it roadworthy but it is amazingly clean when put up on the hoist. Will only accept genuine offers on it, i'm not unrealistic

Albert Portelli

Phone: 1300 650 251

Mobile: 0418 109 963

Email: [albert.portelli@stainbusters.com.au](mailto:albert.portelli@stainbusters.com.au)

Address: 1/21 Dominions Rd Ashmore Qld 4214



## BRAKING PROBLEMS

About one year ago I reported that I had braking problems with the front brakes of my DE27 and now I must report that the problem had not gone away.

In the text that follows I have used the part numbers shown with an # as being referred to in the Daimler DE27 spare parts catalogue pages 18 and 19

The symptom was that with the front wheels jacked up so that the wheels were free to rotate and then the brake pedal was pressed then released the brake linings would drag on the drum so that the wheel would not rotate freely.

I removed the hydraulic plunger unit housing #68 for closer examination. To my surprise the rubber cup seal was so stiff in the housing that the springs of the brake shoes were not strong enough to push the seal back. This problem was the same as that I experienced a year or so ago—so what next???

I took the parts to a firm that only works on brakes and clutches for advice and help. They fully understood the problem and looked at their stock of cup seals to find one of such diameter that the body freely went into the cylinder while the lip of the cup washer only just fitted into the cylinder with very little resistance. Once reinstalled into the car the brake shoe springs were easily capable of pushing the hydraulic cup washer back to fully release the brakes.

I was reminded that when reassembled the bore of the cylinder should be absolutely clean and no oil or grease should be used the only exception being “Rubber oil” if you have any.

As a complete check on the braking system to be sure that there was no hindrance of the brake shoe movement I completely stripped the braking system. To my dismay I found that one of the springs had not rested correctly on the spring anchor pillar and had been slightly worn by the wheel hub as it rotated. This made me think a little closer about the Daimler design. I have made several freehand sketches to help with my explanation of exactly what I did.

**Sketch 1** shows the Daimler design for the spring anchor located on each shoe. In theory this looks OK but the ends of each spring has only a 180 degree return to fit into the spring anchor post, this means that when STRUGGLING against the two springs when refitting the brake shoes one or more ends of the springs come off the anchor post and one has to start all over again (many times). Surely there must be some way of ensuring that each of the four spring ends stay where they are meant to

be no matter what, while replacing them onto the brake backing plate.

**Sketch 2** details the modification I made to each anchor post. The sketches are not to scale and I used 6 millimetre thread simply because I had both a taper and plug tap. The notes on the sketches are a guide only BUT there are TWO important details.

**One**—The depth of the drilled hole should not be so deep that it would weaken the rivetted base fixing the post to the brake shoe.

**Two**—When the spring retaining clip is finally installed with the setscrew and lock washer the overall height should be less than the height of the brake shoe edge to avoid interference with the brake drum when fitted.

If the braking components have been removed from both wheels at the same time there may be some confusion as to the correct assembly. Parts may look identical for both the left hand and right hand sides—but they are not. The exploded view on page 18 of the parts book shows the right hand assembly. (the wheel rotates clockwise).

The two parts that are not interchangeable are shown as assembly #67". The expanded view shows item #74 clearly and this dictates that that end is to be used for the trailing brake shoe, not the leading shoe. To elaborate I have produced some more sketches.

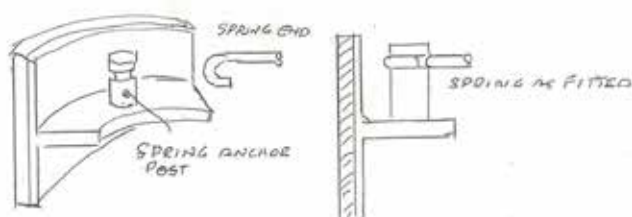
**Sketch 3** This is diagrammatic only to help my explanation of terms especially concerning adjustments. The plunger unit #67 for the clockwise rotation should be the one with item #74 on the left hand end. Why? Item #73 has a divided end to allow item #74 to remain fixed as #73 is moved out while item #72 is solid and as it moves out the recess into which the brake shoe fits immediately moves the brake shoe. The lower assembly shoe adjuster #60 has recesses for items #61 & #62 and these should be inserted so that the wedge face ends are correctly installed so that with the adjuster screw #63 fully wound back then the two items #61 & #62 touch together when pushed in. Leave the adjuster screw #63 wound back. **Check** that the items #61 & #62 are the correct way around for the inclined faces to suit the ends of the brake shoes. The leading shoe top end starts to move out as soon as hydraulic pressure is applied to the plunger #67 while the bottom end does not move (there is slight permanent movement with time as wear takes place and that is why the two fixing set screws #65 should not be tightened fully to allow some movement). The other brake shoe, that is the "trailing shoe", is more complicated for it is fitted with an adjuster push rod assembly #58. This push rod is threaded and therefore adjustable in length. With the brake shoes fitted to the backing plate, adjust the length of the push rod by removing the split pin and rotate the body of the adjuster. Adjustment consists of winding the body until all the slack movement has disappeared checking that both the upper and lower ends are correctly located. To



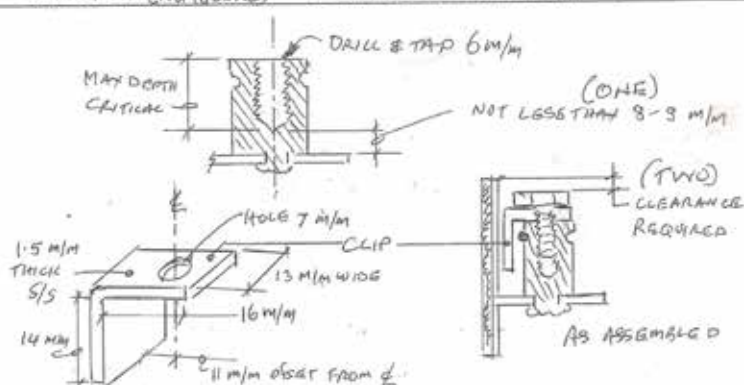
adjust the push rod assembly I used a small allen key to fit into the series of holes provided for the split pin. Replace the split pin using a new one to stop the adjuster from changing its length. This shoe is called the trailing shoe because when the hydraulic pressure is applied to the plunger unit #67 item #73 moves out but the top end of the trailing shoe does not move but rather it rests on item #74 while the movement of the tappet #73 pushes on the top end of the pushrod assembly via the upper bell crank #57 which then transfers the movement down to the lower end and by the action of lower bell crank #57 pressure is applied to the shoe adjuster assembly thus pushing the lower end of the trailing brake shoe out which in effect now works in the same way as the leading shoe with regard to wheel rotation

With the break drum fitted and secured by the two countersunk set screws provided, the action of the brakes can now be checked.. Wind the #63 shoe adjuster wedge in until the shoes drag on the drum, apply brake pressure by the foot brake and release, this should now allow free turning of the brake drum. Repeat this process until no more adjustment is required, turn the adjuster back two clicks

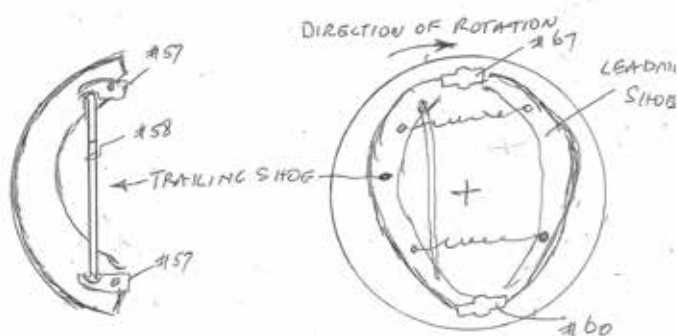
I trust that this information is helpful and my phone number is 02 42 962240 if any more details are required Stan Richards



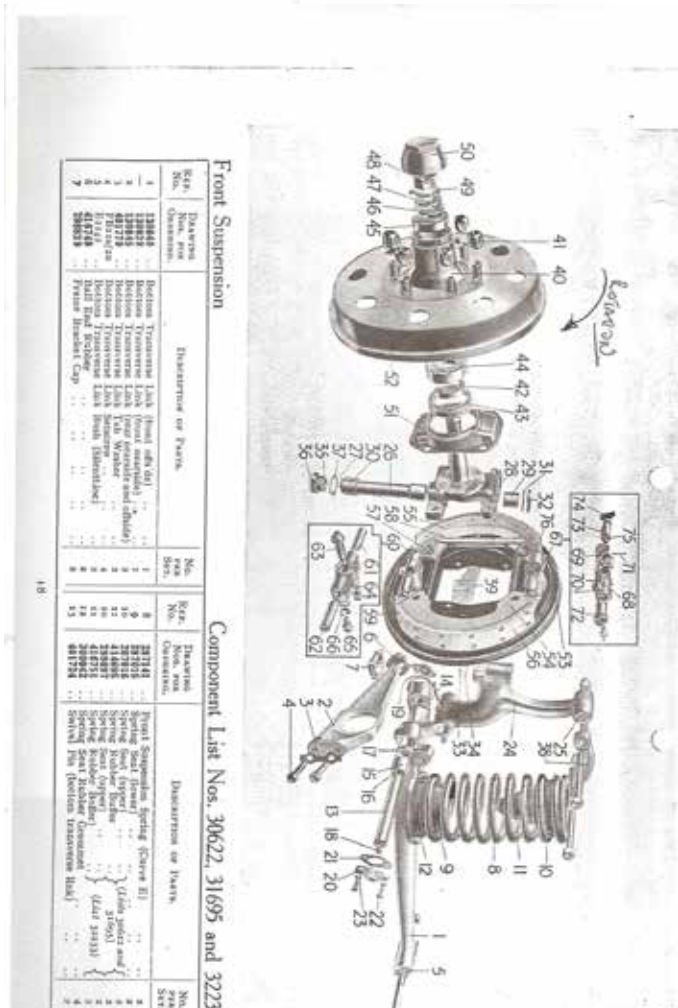
SKETCH 1 (MAGNIFIED) AS SUPPLIED BY DAIMLER.

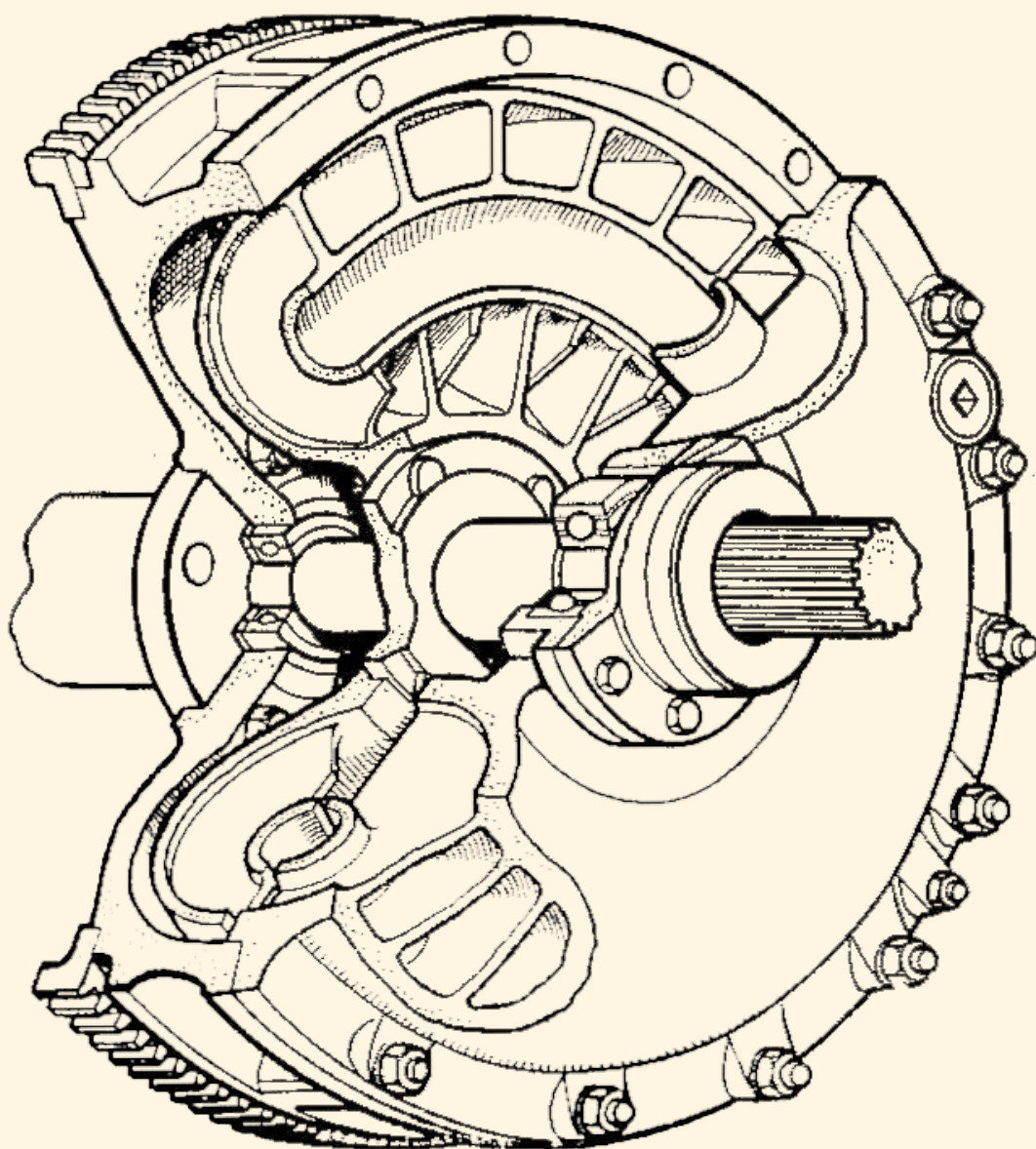


SKETCH 2 SPRING RETAINING CLIP (N.T.S)



SKETCH 3 BRAKE ASSEMBLY (N.T.S)





Please address all correspondence to:

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

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