

Daimler

&

Lanchester

JUNE 2018

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
CVVTMC 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
Regalia & Membership	Amanda Sykes (Hiscox) John Steel	0411680007 02 9983-9734	
Publicity Officer	Wingham & Dulcie Keesing	02 9759 2812(H)	wkeesing123@optusnet.com.au

OUR NEXT MEETING

8PM MONDAY, 2ND JULY, 2018 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

Another month, another event, more progress on the Lanchester. Last month's meeting was interesting to hear more from Ray Palmer's collection of motoring History on Vinyl. Thanks Ray. July is the month we join with the other British Car clubs with the combined run to Mangrove Mountain, ably organized by the Rover Club. It would be good to see a large contingent of Daimler's & Lanchesters present. Our Club car, whilst the engine is running, might frighten a few other motorists off the road in its otherwise naked state.

Future events will include the President's weekend in November which will be held in a great location, easily accessed by members, even some country members. It would be great to see a good turnout, so mark the date in your calendar now so that you don't miss out.

As mentioned in Grahame's report, Fridays seem to have emerged as Lanchester work days & as the vehicle is to be moved in preparation for painting shortly, it may be more accessible for members to attend. You will still be welcome even if you just want to turn up & observe & have a chat & expand your knowledge of Daimler & Lanchester history & technology.

Happy Travels,

Jim Gellett

President/Editor.

COMING EVENTS 2018

July 2018 Sunday 1	Christmas in July Event - 2018 Classic Car Display and Charity BBQ, proudly supported by the Bentley Drivers Club at 280 Penrose Road Bundanoon from 11:00am. You are invited to bring along your classic car (all makes). Adults \$10 and Children \$5 per head, BBQ, tea, coffee and soft drinks provided. All proceeds to Kids Research Institute at the Childrens Hospital Westmead. For enquiries call Miles Felstead on 0418 287 388
July 2018 Sunday 8	Mid Winter Run , combined Rover, Alvis, Armstrong Siddeley and Daimler run to Mangrove Mountain Memorial Golf Club, 18 Hallards Road Central Mangrove. Full details can be seen in this issue of the magazine.
July 2018 Saturday 14	Mystery Run - Humber and Daimler - meet rookwood Cemetery cafe enter from Centennial rd 10am. 1] leave 10.45 run through Cemetery 2] arrive first location around 11. 20 am 3] arrive 2nd location 12.20 4] lunch at a club around 1.45am not a lot of driving, will be a pleasant outing, details Ray Palmer 0409465446

COMING EVENTS 2018

August 2018 Sunday 19	SP250 Run - Run to LOST IN THE 50's CAR MUSEUM, 42 Stenhouse Drive, Cameron Park 2285. (https://www.lostinthe50s.com.au/). Please note that this is an opportunity to visit this collection immediately before its dispersal by auctions in October and November. Assembly will be at the Ourimbah Rest Stop at 8:30am for an 8:45am departure. We plan to be at the Museum around 9:30am. This run will be planned by Mark & Tracey Brooks (0430 070085).
September 2018 Friday 7	SP250 Meeting - Meeting at the home of Tony and Rosie Luongo, 37 Erina Valley Road, Erina.
September 2018 10th to 14th	Special Sports Spares Recovery - Join in with other members as we travel to Noosa to recover spares which will be donated to the club. Details are printed later in this bulletin. Contact John Robison on 9972 0007 if you want more info.
September 2018 Sunday 23	All British Day - Kings School Nth Parramatta Tickets will be available by contacting Merv Mc Donald after mid June. Please call on 0417429573 or 96796797. Please be advised that display cars may only enter via Mason's Drive between 6:30 & 10:30 am. Please be aware that the DLOC display will be in a different field this year. We will be directly across the roadway near the hay shed about 50mtrs from last year I hope to have copies of the layout at the July meeting. Please book your tickets as early as possible and tell us which cars you are bringing. If you are collecting tickets for other people please tell us who the tickets are for to avoid confusion with placement of cars. NB All clubs are required to provide at least 2 marshalls to help direct cars arriving for event so please volunteer and forward your name and mobile number. This is essential to help traffic problems that have occurred in the past. There will be a meeting to explain to all volunteers how and what to do. Please help your club out by volunteering for an hour or two. Hoping to see you on the day
October 2018 Sunday 14	Picnic Day - Lane Cove National Park. Cost will be \$25/head. Further details to come later
October 2018 Saturday 20	SP250 Run - Run to HARS Aircraft Museum, Albion Park with an option to stay in Kiama on Saturday night and visit the Motor Life Museum on Sunday. Please meet at the large truck stop between Campbelltown and the Picton turn off at 9:30am. We plan to arrive at the museum around 10:30am.
November 2018 Friday 2	SP250 Meeting - Meeting at the home of Warren & Chris Cole, "The Very End", Calabash Road, Arcadia, phone 9655 1111 or 0412 686 456.
November 2018 Sat/Sun 10/11	President's Weekend Event - Details to be provided
December 2018 Saturday 1	SP250 Christmas Lunch - Darters Christmas Lunch, 12 noon at Waterview Restaurant, Berowra.

DARTING ABOUT

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Now this is unusual. We have two events to report this month. First was the run to Wollombi Markets on the Queen's Birthday Monday. The markets were large and interesting but not too much money passed hands. The Darters turned up in batches and couples. Never knew who you might meet in the next row of stalls. I have to report one unusual event, a small problem with Mark and Tracey Brooks' SP. A blocked fuel filter reasonably easily fixed. All together a good day with 17 people, 3 SPs and an assortment of other interesting cars.



Second, we had our June meeting in Friday 22 June. As usual we had a good turnout of 17 people for the meeting at the Chatswood home of Stephen and Helen Figgis. After a few comments on a marvelous fireplace we convinced Stephen to take us on a tour of their other fireplaces or in effect a tour of the lower floors of their delightful home.

Then having examined the home we adjourned to the garage. A place to please any motoring enthusiast.



DARTING ABOUT

On the previous page is a picture of Stephen with some of the Darters admiring his Rileys. The car on the left is a Riley 9 with Australian Roadster body with Dickey seat on a 1928 chassis. In the centre is a Riley Imp from 1935 with an Australian Historic Racing career in the 1960's. And, on the right a Riley 15/6 Sedan by Wylders of Kew; a one-off coach built car from 1937 built on a 6 cylinder Riley Kestrel chassis.

Thank you Stephen and Helen for another great SP meeting at your home.

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 2019 and 2020 are shown below.

2019

March – Weekend tour of Bathurst and Mudgee to be planned by Mark & Tracey Brooks

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

DAIMLER RUBBER PRODUCTS AVAILABLE

The Daimler Rubber Co in Western Australia has just produced a new range of brake master cylinder and brake booster dust seals and windscreen wiper spindle rubbers to suit the DE27/36, these will probably suit other cars including the DB18 and Consort.

Currently working on the tooling to produce 1/4 window rubbers for the Conquest.

We also require a pair of Majestic Major quarter window frames with rubbers if anyone can help ?

We have a good range of door and window rubber seals in stock for Daimler and Lanchester's

For more information contact,

mark@daimlerrubberco.com, Ph 0419 956 684, Int +0061 419 956 684. Web site coming soon



For a confidential, obligation-free initial chat,
please call Matthew on (02) 9521 2588

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WORTH A READ - DAIMLER/LANCHESTER DAUPHIN

The April 2018 edition of the motoring magazine "Classic and Sports Car" (see attached) has quite a comprehensive article on the Lanchester/Daimler Dauphin; the Hooper-bodied Empress built on the Conquest/Leda chassis. It is worth a read, even if you just peruse a copy at your local newsagent.

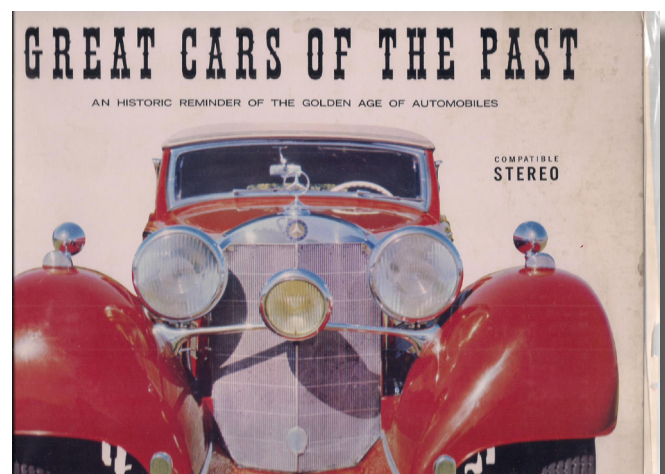
Richard Bowen



VOICES AND SOUNDS FROM THE MOTORING PAST

CD copies of the voices and sounds from the motoring past will be available from July. Could be at least 6 different CD's pick up at future meetings or COD Australia Post. List shortly of titles.

\$10 per CD which will be donated to the Daimler Club Car.



TOP GEAR STICK - THE SELF CHANGING GEARBOX

This article is reproduced from the UK magazine, "The Driving Member".

REPLENISHMENT

The gearbox should be kept filled to the level of the filler spout with Daimler S.C Oil (obtainable from Head Office Coventry, or any of the companies' (sic) Depots). The use of the correct grade of oil is important, and Daimler S.C Oil is specially supplied for this purpose.

WASHING OUT THE GEARBOX

The gearbox should be drained when warm, and filled up with paraffin, leaving it in the gearbox for several minutes with the engine ticking over in neutral. This will ensure a thorough swilling of the gearbox. During this "ticking over" hold car on handbrake to prevent any movement and change gear from top to third repeatedly (say 100 times), as a means of ridding the surfaces of congealed oil. This is important. Stop the engine and drain out the paraffin, and refill with Daimler S.C. Oil.

This process should be carried out after the first 500 miles, after which it should be inspected and "topped up" every 500 miles. Wash out and refill as above every 3000 miles.

TOP GEAR STICK

Neglect in following the above instructions may give rise to the occurrence known as "top gear stick", through the accumulation of a sticky deposit on the surfaces of the top gear cones.

The first symptom of top gear stick is;

- 1) A click in the gearbox when changing down from top to a lower gear, followed by;
- 2) In extreme cases an inability to engage any gear other than top. Even neutral cannot be obtained. If this occurs, the car must be driven a short distance on top gear, and third gear engaged, which frees the top gear cone and then allows the car to be normally driven. If the car is in such a position that no forward movement is possible, the car must be pushed backwards until a space is available to permit forward driving and engagement of the third gear, as given above.

Top gear stick causes no mechanical damage to the gearbox, and, provided third gear is always engaged BEFORE coming to rest, the car can be driven normally until it is convenient to renew with clean oil. If however, top gear stick has occurred, and after washing out and refilling the gearbox, stick is still experienced, gear should be changed frequently from top to third until sticking ceases.

REGULAR ATTENTION TO THE DRAINING AND REFILLING OF THE GEARBOX WILL PREVENT TOP GEAR STICK.

DAIMLER COMPANY LTD, LANCHESTER MOTOR COMPANY LTD, B.S.A. CARS LTD

I have owned a Century for 13 years, a Regency for 6 years, a DE27 for 36 years and a DH27 36 years and have never experienced this. Perhaps though we should take heed.

John Hiscox

CLUB RUN TO ULURU AND ALICE SPRINGS

As advertised previously, I have organised a run via Port Augusta to Uluru and Alice (and return), starting on Saturday 6th October until Sunday 21st October.

Although it is a Daimler run, it is not mandatory that you bring a Daimler. In fact of the 7 cars already lined up, at least 3 will be other makes.

If you are interested, or would like the full itinerary, please ring me on 9984 1169 or email at de27@bigpond.com

John Hiscox

ROLLS ROYCE OWNERS' CLUB PICNIC DAY

Greetings from the Rolls-Royce Owners' Club of Australia - NSW

On Sunday November 11, 2018 we are holding our Picnic and Display Day from 10.00am to 4.00pm at Linnwood House, 25 Byron Road, Guildford, NSW, 2161.

Over the last few years we have invited a number of British car clubs to join us for a friendly social day. We have enjoyed the company of other clubs which always makes it an interesting day. Some clubs have held their Concours on this day.

The area is grassed, cut short and level so parking is easy. The layout will allow easy arrival and departure at any time. We will provide tables and chairs in the shade of the gum trees along the driveway and encourage participants to bring their picnic or purchase food from Linnwood House on the day. There is usually a coffee cart as well.

There will be a number of other displays on the day including a remembrance feature as that particular day is the 100th anniversary of the Great War Armistice. Usually the A grade Holroyd Brass Band plays during the day. The house will be open and people are welcome to wander through and see the various displays inside. This makes it an interesting day for the ladies as well as there is much to see other than the many cars on display.

Entry to the grounds is free however there is a small admission charge to enter the house. (It was \$3.00 last year)

My point in writing to you is to invite your club and members to join a number of British car clubs for a friendly picnic day. If you would like to join us I would be pleased if you could let me know by October 15 and, if possible, an indication of numbers expected would help us lay out the grounds to meet the needs of all clubs.

Reasonable signs are permitted and literature may be distributed. There is usually a large number of interested visitors as the day will receive publicity nearer the date.

Please note this is not another All British Day similar to the one we enjoy at Kings School, but a far smaller social picnic day generally of what could be called boutique makes of cars with the aim for all of us to meet and mingle. Email at bruced2076@gmail.com to contact me if you would like any further information.

I hope you can join in the day.

Bruce Duncan - President - Rolls-Royce Owners' Club of Australia - NSW

MANLY CLUB RUN REPORT

As many of you may know our Events Coordinator Ray Palmer plays the organ at a church in Manly on a Sunday and through his love and interest for fine ecclesiastical buildings came to meet James Brady, the Director of the International School of Hospitality and Business Studies now based at the former St Patrick's Seminary in Manly.

Through some fine negotiations Ray was able to secure a tour through the public areas of the former seminary, ably guided by James and this formed the basis for our Club Run in June.

The run potentially comprised three separate activities. The first was an invitation to a Presbyterian Church in Manly where Ray played the organ to both attend the service and then enjoy morning tea, which some attended and then to St Patrick's for the tour of the old seminary and afterwards to lunch at a local Club.

I enjoyed meeting John and Gail Robison at their home in Dee Why and viewing John's new acquisition, the ex Kevin Barnes, John Hancock Special Sports, which is such a fine restoration and beautiful car and then driving in tandem to St Patrick's from there for the tour.

The weather was very "iffy", it started fine, then threatened rain and started raining when I was experiencing the joys of the red lights along Pittwater Road in Dee Why so up went the roof when I arrived at John and Gail's, along with an oil drip tray underneath (protection from top to bottom?).

The roof came down for the short run to Manly but up again when we arrived as the rain had set in and was quite heavy during our tour, with quite cold and windy conditions.

The seminary was built from 1885 in the Gothic perpendicular style, primarily at the urging of two then current Catholic cardinals, Vaughan and Moran and was opened in January 1889. Given the size and fine construction of the building that is quite an achievement. As you can see in the photograph it is a very large and impressive building and has been beautifully restored.

It closed as a seminary in November 1995, not just due to falling numbers but also due to shifting teaching practices and the need for a more central location, the campus moving to Strathfield and was leased to the Australian Hospitality and Catering School, which occupies the site today, having expanded its teaching base to become a small university, incorporating Business and other Commercial Courses, Fashion starting up soon.

Our guide was James Brady, the Director of the School and he is a delightful; man, I suspect very conservative in his outlook and came to the School after years in the hotel industry and hotel education industry and is very committed and passionate about his role.

His insights into the minefields he encounters every day and the advent of modern technology and what that means for current education methods was most interesting; the 'new' electronic means of communication also makes for quite amusing stories of misbehaving students posting things on Facebook and the like and wondering how the school finds out about their transgressions!

We were able to see the grand entry portico, the lecture rooms (part of the former Great Library), the dining hall (where meals can be booked, and you are served by catering students) and the most impressive first floor corridor and stair well, showcasing the magnificent carpenters' art in constructing intricate stair balustrades and railings and beautiful timber beamed ceilings and massive ecclesiastical style doors frames and skirting boards.

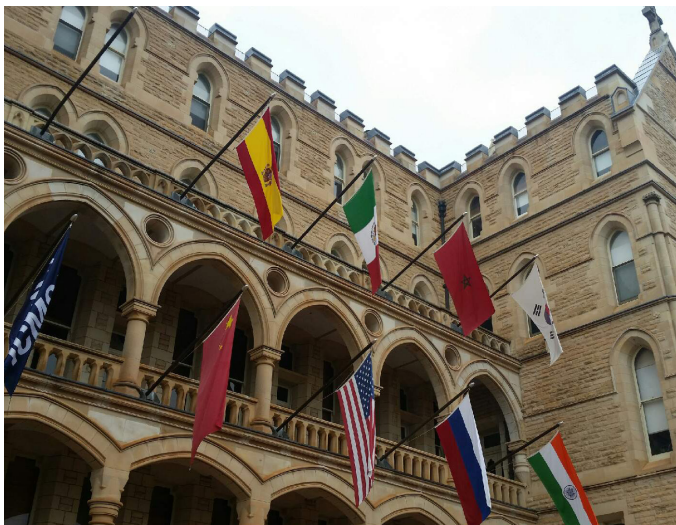
The tour was as significant for the building around us as it was for the information shared regarding the operation of the School, and the group asked some intelligent and searching questions of James which went a long way to making the tour far more interesting than just a tour of the building.

MANLY CLUB RUN REPORT

Afterwards some went to enjoy lunch together (I had to make my way home). With thanks to Ray for the organisation of a really good Club Outing.

Present were John and Eve Hiscox, Robert Brandes, Ray Palmer with his friend Chona, John and Gail Robison, Heather Goldsmith from the Alvis and Rolls Royce Clubs, Eric from the Mercedes/Humber Clubs, Heinz and Gabriel from the Humber Club and Patrick Bartok from the Bentley Club.

Your roving reporter, Peter Grant



MINUTES OF A MEETING

MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER AND THE LANCHESTER OWNERS CAR CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB ON MONDAY 4TH JUNE, 2018.

The meeting commenced at 8:02pm with Jim Gellett in The Chair.

Apologies: Warren & Chris Cole, Victor Nash, Carolyn Birch Attendees as per list filed with Minutes.

Previous Minutes: Noted as read. MSA Alan & John

Business Arising from Minutes: Nil.

Correspondence: Various magazines to Merv.

Business Arising from the Correspondence: Nil

Treasurer's Report: Provided by Alan. John noted Audit had been provided to Treasurer. Balance as at 4/6/18 \$8,120.40 Term Deposit \$10,783.30 MSA John & Colin Treasurer's Report be accepted.

New Members: John Hiscock has taken over from Amanda in the role of membership convenor. From a question at the meeting it was moved that a committee meeting should investigate the question of the publication and distribution of member details. John to follow up on members who have not as yet paid subscriptions.

Social Report:

- Museum event report in magazine.
- Manly event this Sunday coming highlighted.
- July 3rd Saturday event Craft Beers at Petersham canvassed
- 11th July event moved to August as a mystery run. Details to follow.

Editor/Website: Nil.

Registrars: Nil.

Regalia: Nil.

Library: Nil.

Conditional Plates: Nil.

Technical and Spares: John noted DB18 SS collection of spare parts run to Noosa. Anyone interested contact John Hiscock

MINUTES OF A MEETING

For Sale and Wants: Nil.

CMC: Merv reported he attended last Tuesday's CMC meeting. He noted RMS is cracking down on Historical Plates. Modified plates in lieu of historical plates must be on the car if applicable. There are 171 member clubs now in CMC

All British: Meeting held 3 weeks ago. Relocation of display area to lower field. Mason Drive 9:30 am cut off for entry with display sticker. Marshalls 2 people wanted for September meeting. Marshalls required on the day. Please let Merv know if you are available.

General Business: Progress report on Lanchester was provided by Merv - See details this issue.

Peter to follow up colour of Lanchester in English records.

Chassis number for Lanchester required

Weekend work day to be investigated.

RAC table for Annual Dinner Saturday 18th August. Please let Russell, Jim or Alan know if you are interested in attending.

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

THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 2ND JULY, 2018 @ 8:00pm.

Further to the meeting Ray Palmer entertained the meeting by playing some of his vast collection of old vinyl LP's of motoring history and special cars.

SPECIAL SPORTS SPARES

John Robison, new member, has purchased the ex Kevin Barnes then John Hancox Special Sports. The car was in Noosa and came with lots and lots of spares. These are still in Noosa and will go to the tip if we don't get them.

John has a trailer and will donate the spares to the Club provided others will go with him to collect them. What we would like is 4 or 5 others (incl wives) to make it a Daimler outing.

The programme would be to leave on Monday 10th September to Kempsey, having lunch at the Barramundi fish farm at Port Stephens. This is supposed to be outstanding. We can then visit the Slim Dusty museum or the Akubra factory in Kempsey on either the way up or back. Then to the Gold Coast on Tuesday. Wednesday would be only for those who would continue to Noosa to pack the trailer and return to the Gold Coast. Others would have a relaxing day on the Coast. Then return to Kempsey and home Friday on 14th September.

So far the Hiscoxs are starters. So ring John Robison on 9972 0007 and let's get these important spares. (no body panels).

YOUR LANCHESTER LEDA

There are not many of them around and you're lucky enough to have one. i.e. part ownership of it. After WW11 materials were scarce but vehicles had to be produced to keep the cash register ticking over. So the LD 10, a 4 cylinder vehicle was built in 1946 from a pre-war design, but really it was a fill in until further development could be made.

Enter the Lanchester 14 in October 1950 at the Earls Court Motor Show. Unfortunately it was a show only, as production was delayed and it was re-shown the next year. It was another 4 cylinder car, but larger than the 10hp, this one being 14hp and given the factory designation of LJ 200. The body was made by Pressed Steel Company and then sent to Mulliners of Birmingham for completion with aluminium frame and sills.

For the first time the threads of nuts and bolts were to be UNF but when a car came in for service there was only BSF in stock. The engine and gearbox were set at 3 degrees from horizontal to keep the floor free from a transmission tunnel. No vibration damper was fitted as the engine mountings of flexible rubber were considered sufficient. The price was £985 compared to a Ford Zephyr £540, Austin Hereford £604 and Humber Hawk £695.

An addition to the range was a drophead with power operated 3 position hood, by Carbodies, who took a full saloon and cut it to suit.

Then in April 1952 the Leda was born, being the same as the "14" but with an all steel body (no aluminium), entirely immersed in an anti-rust solution. The dash board was changed from a timber finish to a metal one painted to look like grained timber. Leda was a Greek goddess seduced by Zeus and features as a bonnet mascot, the first in Lanchester history.

Evolution continued during 1953 in the form of a six cylinder engine which was fitted to the Leda by adding a 4 ½" piece to the front side panels, but instead of calling this a Lanchester LJ250 perhaps, it became the Daimler Conquest DJ250.

After only 18 months the Leda ceased production in October 1953 while the "14" which was still in production ceased shortly afterwards. Whereas the "14" had been basically for home consumption, the Leda was to be the export model.

In all there were 2103 chassis allocated to the 2 models of which 316 were left hand drive.

Restoration is going at a cracking pace but won't be in time for this year's Earls Court Show

John Hiscox



DAIMLER DISPOSAL

Looked at the car Roger Doughty has in Goulburn 2 weeks ago. Roger wants to dispose of car to a good Daimler members home.

The car body was built in Australia on a Daimler E-20 chassis. It's all there and would be great spare parts for someone. Motor looks ok with no damage.

Roger's phone number - 0419 603588 and can be inspected in his garage at Goulburn.



DAME FOR SALE

A 1967 Daimler 2.5 V8 is for sale and list the following work carried out in the 15 years of ownership.

- Fitted new LARGE radiator >>3.5 V8 Jag type.
- New fuel pump and carburettor.
- New Transmission Gasket.
- Steering Box Upgrade
- Oil Seal Replacement Differential & upper steering shaft
- Original Diamond Dot Radio rework
- Exterior paint upgrade door edges etc.

The above amounts to \$11K spent over the past 15 years DAM-067 won best car of its model at the Annual British Car Day at Kings School in 2 successive years of showing.

We have enjoyed travelling some 3,700 miles over the last 15 years to bring the speedo reading to 63,000 miles and now consider its time to pass the baton to a new owner to continue the journey!!

Asking price; \$22,000 ONO

Contact Details; John Brodie 0418-230009 /
jw.brodie1@gmail.com



JAGUAR FOR SALE

- Jaguar XJ40 S series Auto 1994 Model 3.2 litre
- Chassis Number: SAJJFALG3AJ698183
- Engine Number: 9BPMNA117710
- Rego Number: XIH794

The S series featured firmer suspension and more precise steering coming out of the Jaguar factory including a limited slip differential. Paint is British Racing Green, upholstery beige leather, carpets red, all in very good condition. One minor blemish on the driver's seat. The 1993 & 1994 XJ40's were the end of the run prior to the release of the X300 in 1995. They were noteworthy for having very few if any defects that needed correcting. These models had come a long way from the electronic and brake issues that plagued the 1986-1990 3.6 litre cars. As a matter of interest the 3.2 litre engine is a de-stroked version of the re-engineered 4 litre engine fitted from 1990 onwards. It is my understanding that this engine in supercharged form was fitted to the Aston Martin DB7, obviously a very robust engine.

Price: \$5,000 Additional photographs are available on request. Original owner's manual comes with the car.

Contact: Colin Cox 02-47393301 or 0408393301



MAJESTIC MAJOR FOR SALE

Majestic Major

Chassis number 137785, manufactured 1966, mileage 75,472 miles. Black over silver with red upholstery. Carpets, veneer and head lining all renewed in recent years. The famous 4 1/2 litre Turner V8 in good order producing power and an exhaust note to savour. Original jack, crank handle and tools included with car. Also Jaguar Heritage Trust Certificate confirming manufacture date and original owner.

First owner was the Romanian Embassy in London. Note that the flagstaff on the bonnet was factory fitted for the embassy.

This car has been a regular winner of the DLOCCA Trophy, The Cox Plate having won 12 times since 1999 (many of those wins were uncontested).

Historic Registration (60 days usage scheme) Plate 58103H

The price is \$27,000 with a \$2,000 discount for Daimler Club members.



1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART THIRTY TWO

PART THIRTY TWO - COMBINATION IGNITION LIGHT SWITCH

Unlike modern switches, the old Lucas combination switch can be disassembled, cleaned and reassembled. If you have a spare switch it is possible to mix the parts and make one good switch.

Getting the switch apart is easy enough by bending back two tabs in the chrome surround and unscrewing a nut on the rear of the switch which holds the lock tumbler in place. In some cases, this nut is locked in place by a dab of solder.

Unfortunately, because this is a combination ignition/light switch, alignment of the individual components makes it a little harder to reassemble. There are two separate alignments – the ignition switch, and the light switch.

The ignition switch was aligned using a dummy shaft turned up in the lathe which held all the components in place while the rest of the switch was assembled. The above photos show the ignition components being assembled on the shaft.

The second alignment involves the brass light switch ring and the plastic switch handle. These two components only engage in the one position, which becomes obscured by the spring-loaded switch cover during reassembly. This problem can be overcome by first assembling the cover without the spring and moving the switch handle until it engages the brass ring. Once engaged use a pencil to mark the chrome cover showing the engagement position.

A final check with a multi meter ensures that all parts of the switch are working properly.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 32](#)



CALLING ALL DJ252 OWNERS

The UK club registrar is trying to get his register into order. The 252 is the Conquest Drophead, not to be confused with the Roadster or New Drophead Coupe, DJ 254.

Our register shows Ian Brenner and Ray Grimshaw as owners, but are there any others out there, whether going or not.

Please contact me on 9984 1169 or de27@bigpond.com if you can help.

John Hiscox

THE LANCHESTER PROJECT

Thursday 31 May - Today Jim Gellett was at home busy preparing the May edition of Fluid Flywheel. Merv McDonald and I were not alone though, with the attendance of the three John's - Brodie, Hiscox and Steel. Russell Turner was also out working so Merv and I arrived early and got to work, Merv on body work and I on replacing the leaking regulator on Russell's compressor. I then filled up the Lanchester's cooling system but must report it appeared the water seal was leaking on the water pump.

The three John's on arrival got to work on solving the stuck-in-gear problem and disconnected the gear selector mechanism as the adjustments were frozen. The main selector rod adjustment points were painted frozen and it took some time to clean the threads. We then needed to test the adjustment by running the engine. The engine has great compression but either the rings may not have been bedded in fully or the rings had started to fuse to the bore due to prolonged storage without regular turning over of the engine, as the engine is very stiff to turn over. Cranking the engine by hand with and without spark plugs in was possible, but very stiff around 6 and 12 o'clock. The starter motor did not seem to be up to the challenge and John Steel has taken it and will arrange for it to be re-built.

Thursday 7 June - Merv and I only in attendance and we set out on separate tasks initially. Merv wanted to finish off the rubbing back and priming of the panel damage to the driver's rear wheel arch. I started work at the other end of the car and pulled the spark plugs out and using an oil can, pumped oil into the cylinders. I then proceeded to manually crank the engine to properly bed in the rings and make the engine crank over more easily.

Merv had finished the panel work and joined me in attempting to start the engine to check if the in-gear problem had been fixed. First, we re-installed the refurbished starter motor. However we encountered the same problem as the previous week of the engine not turning over easily so out with the plugs and more cranking by hand and more oil in the cylinders. Still no success with starting. Over the next hour or so we cleaned the plugs drained the carby and fuel pump, checked the distributor points, cap and leads, leads to the coil and tried numerous techniques of throttle and choke without success. The only good thing was that the starter was finding it easier and easier to turn the engine over. In desperation I tried cranking the engine by hand and managed to get the odd kick from the engine but it still wasn't starting. We definitely had spark and we could see fuel squirting into the throat of the carby.

Not sure what else to try, we just cranked it over with the starter without doing anything and to our total surprise it started and ran for about 20 seconds then cut out. Tried a couple more times to start the engine, but without success, so we decided to halt for lunch. I was pretty sure by lunch time I had cranked the

THE LANCHESTER PROJECT

engine over 50-60 times by hand but despite a few kick backs still had both thumbs and wrists intact.

After lunch Merv and I worked on the technique required to get the engine started and found that a single push of the throttle linkage and near full choke was the most successful method of starting the engine cold. We then ran the engine for about 30 minutes keeping a close eye on everything. Surprisingly the water pump appeared to have stopped leaking but the top heater hose at the heater was leaking.

There was no smoke from the exhaust and the engine showed no signs of over heating during the test run. There seemed good water flow into the radiator and the fuel pump kept pace. Merv checked the engine for noises and apart from a noisy tappet all sounded good. The negatives were that there was a minor oil leak from the oil pump/filter housing, the in-gear problem was still in need of adjustment and Merv and I were concerned by the apparent lack of oil in the top of the engine following such a long test run.

Thursday 14 June - Another very productive day for the Lanchester project. John Hiscox, John Steel, Merv, Jim and myself were in attendance. A temporary ignition system has been installed in the car so we no longer need to jump start the car from another vehicle. The two heater hose clamps that were not up to the task were replaced. The only remaining leak from the engine is now where we had a temporary bolt in the top of the oil pump where the oil pressure indicator switch should be located (when we find it).

Our fears were allayed regarding the lack of oil in the top of the engine and Merv and Jim had a very successful day in locating parts Merv needs for painting. John Steel oiled many of the moving joints in the suspension and wanted to grease all the ball joints and the king pins next week. The only down side of the days work was that the gear selector problem still wasn't solved.

Friday 22 June - we have changed the day of the week to allow more members to join in. You are most welcome to come along even if it is just for a chat. Merv advised today he is arranging to get the Lanchester moved to his place for painting in the July school holidays just a couple of weeks away.

Today we had Jim, Merv and I along with John Hiscox, John Steele, Linden Braye, Colin Cox and also Russell Turner and his builder Craig our biggest roll up yet. Russell had Craig using the excavator to prepare the site for the carport for Lanchester's return for re-assembly once painted.

Jim brought and added special Penrite Steering Box lubricant for the steering box and planned to add more next week. John Steel with Linden's help greased all the front suspension and John Hiscox also with Linden's help has make a great start with the cleaning of the window regulators and door lock mechanisms.

It was quite crowded around the car when it came to analysing the gear selector problem. Spares of two of the three selector rods for the car were located and consensus is that the vertical selector rod is too short possibly due to the use of spacers between the body and chassis. Jim will check his Century through the week for the spacer issue as it will be on the hoist at his mechanics. Merv took the two vertical selector rods and will cut and extend the one to enable testing of the theory. Merv also took the accelerator pedal as it appears the mounting plate has been installed backwards to the pedal. I managed to keep out of everyone's way when it came to the gear selector problem assuming the role of "go for" or searching through the parts piles for items that the others needed. I found the oil pressure sender unit and John Steel has installed it. A late in the day test run of the engine suggests all leaks at least have been resolved. Next week we hope to have resolved the selector rod problem and hopefully have taken the car for a test run.

Don't forget if you want to come along and help or just for a catch-up you are more than welcome. Check with Jim, Merv or Russell as where or when we are meeting. Also the real challenge starts with re-assembly after the car is painted.

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

DAIMLER PRICES FIFTY YEARS AGO

Do you have a price list in your collection? Please send a good quality scan to the editor - editor@loc@dsl.pipex.com

OPTIONAL EXTRAS

V8-250 Saloon and Sovereign Models

The following prices apply to items fitted on new cars during production

	Retail £ s. d.	Purchase Tax £ s. d.	Total £ s. d.
Power-assisted Steering— (standard on Sovereign)	...	57 0 0 + 15 16 8	72 16 8
Fog lamps—Sovereign (per pair)	...	13 0 0 + 3 12 3	16 12 3
Air-conditioning—Sovereign only	...	202 0 0 + 56 2 3	258 2 3
Radio 980 — With pull up aerial			
V8-250			
Sovereign	36 0 0 + 10 0 0	46 0 0	
Seat belts—	37 0 0 + 10 5 7	47 5 7	
Britax lap & diagonal (front) per pair	8 5 0 + 2 5 10	10 10 10	
Britax automatic (front) per pair	13 0 0 + 3 12 3	16 12 3	
Britax single diagonal (rear) per pair	6 5 0 + 1 14 9	7 19 9	
Laminated windscreen	5 10 0 + 1 10 7	7 0 7	
"Waso" steering lock—			
Sovereign	7 15 0 + 2 3 1	9 18 1	
V8-250	7 5 0 + 2 0 3	9 5 3	
Wire spoke wheels—			
Silver painted	36 5 0 + 10 1 5	46 6 5	
Chromium plated	80 0 0 + 22 4 5	102 4 5	

Both the V8-250 and the Sovereign are fitted with heated backlight, reclining seats and alternator as standard equipment. On the Sovereign power assisted steering is also standard equipment.

Limousine

Power assisted steering and automatic transmission are fitted to the Limousine as standard equipment.

A list of optional extras is available from Limousine Distributors or direct from The Daimler Co. Limited.

Every effort is made to meet individual requirements. The above list details extras most often requested.

V8-250 SALOON

	RECOMMENDED PRICE		PUR. TAX		TOTAL	
	£	s. d.	£	s. d.	£	s. d.
Manual model ..	1359	0 0	379	11 8	1738	11 8
Overdrive model ..	1396	0 0	389	17 2	1785	17 2
Automatic Transmission	1428	0 0	398	15 0	1826	15 0

'SOVEREIGN' SALOON

	£		s. d.		£		s. d.	
Overdrive model ..	1784	0 0	497	12 9	2281	12 9		
Automatic Transmission	1849	0 0	515	13 11	2364	13 11		

8-SEATER LIMOUSINE

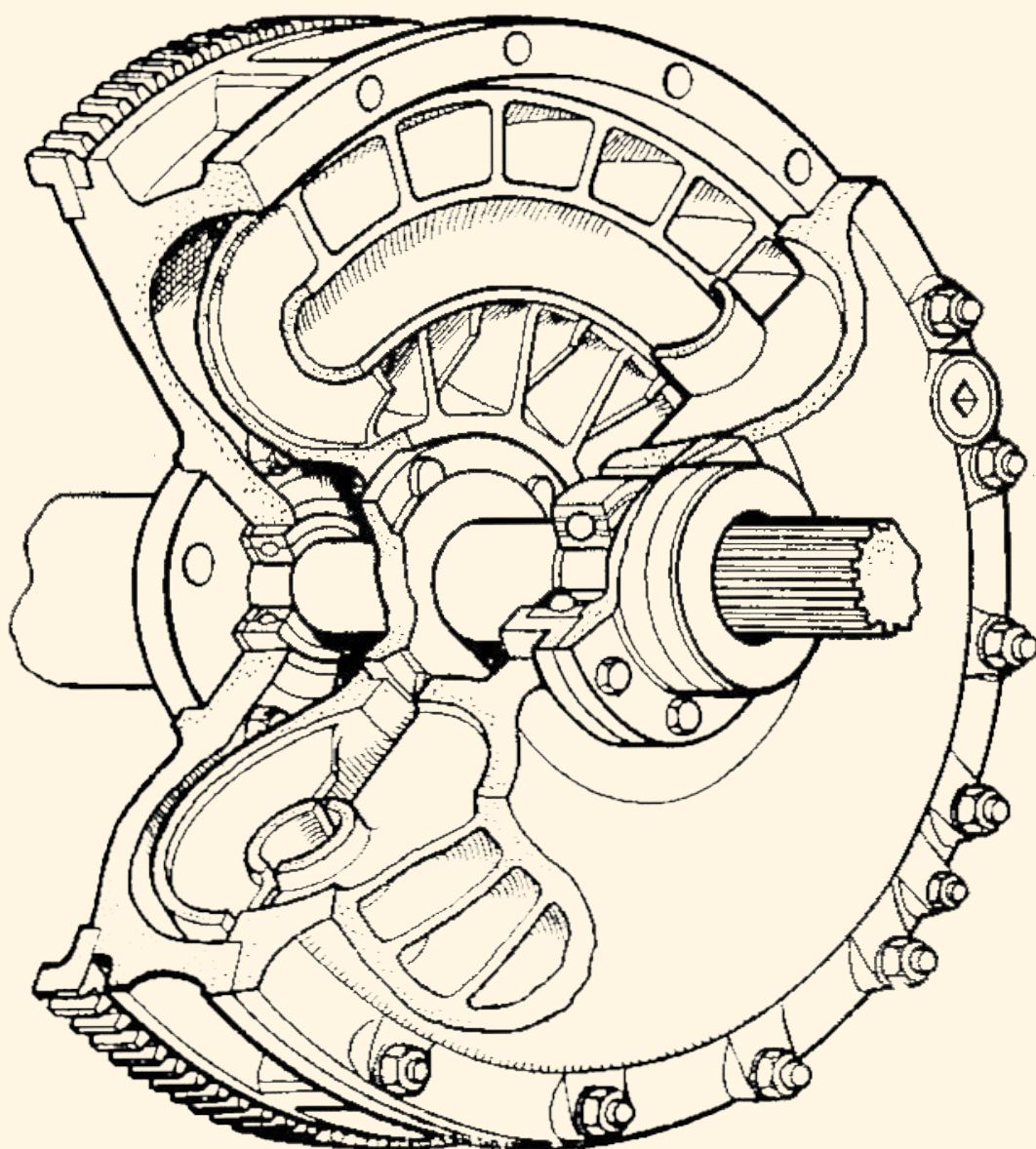
	£		s. d.		£		s. d.	
Standard car	3461	0 0	963	9 5	4424	9 5		
Chassis only	2369	0 0	—	—	2369	0 0		

CONDITIONS OF SALE

The right is reserved to alter any details of price, specification or equipment without notice.

The prices listed are for delivery at Works on the date of publication but are subject to alteration without notice.

The price list is dated June 1968, the Daimler V8 250 was still in production, £1,738.11.3. which seems a small price to pay for such a fabulous motor car, but the new DS420 at £4424.9.5 was remarkable value for money and proved its value by remaining in production for a quarter of a century. decades after the end of production these limousines are still seen at state occasions.



Please address all correspondence to:

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

www.dlocaustralia.org