

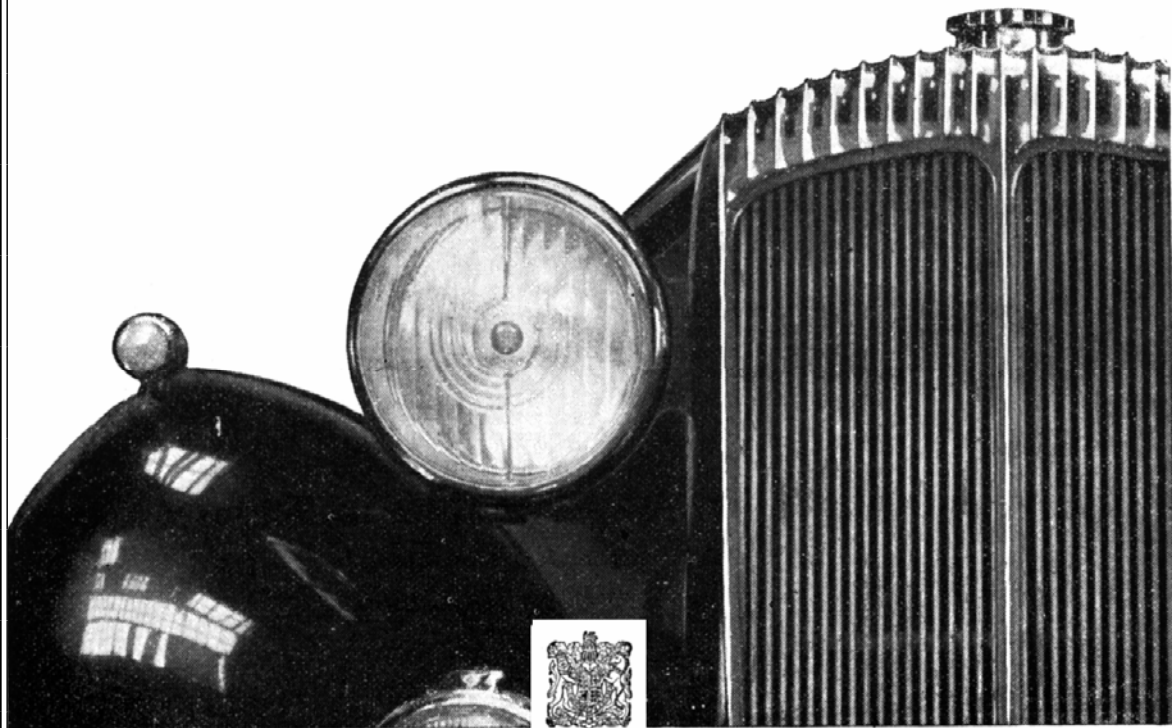
November, 2013

Fluid Driving

The Official Journal of the

Daimler & *Lanchester*

Owners Car Club of Australia, Inc.



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Our Next Meeting
8 pm Monday 2nd December, 2013
at Ryde Eastwood Leagues Club,
Ryedale Road , West Ryde

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

\$20 JOINING FEE

\$50 STANDARD MEMBERSHIP

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

DLOCCA WEB SITE
www.dlocaustralia.org

BSA	Warren Cole	9655 - 1111
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	4572-1212(H & W)
Other Pre-War	Robert Brandes	9648 6304
DB range, incl. Consort, Special Sports & LD	Steve Moore	9603 4498
DE range, incl. DH & DC	John Hiscox	9984-1169
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox Warren Cole	02 - 4739-3301(H) 02—96551111 (H)
DJ range, incl. Century & Leda	Campbell Middleton	02 – 4758 7125
2.5 litre V8	John Steel Ron Mallett	9634-7101(H) 9971-6201(H)
SP 250	Merv McDonald	9670-6797 (H)
Sovereign, and all Jaguar based models incl. DS 420	Wingham Keesing Colin Cox	9759-2812(H) (02)4739 3301

Thank you to John Hiscox, David & Dallas Stoodley, Warren, (picture) for their contribution to this magazine.

The Daimler & Lanchester Owners' Car Clubs of Australia Inc.

13th National Rally of the combined Daimler clubs of Australia

Thursday 3rd April to Monday 7th April – 2014

Loxton, South Australia

Information and entry form

The 2014 Loxton rally is set to be an interesting and informative extended weekend.

Note that it is **3 days and 4 nights** with most meals included (breakfast is included at the hotel listed below).

Later in the year more information will be sent out via email, websites or postage to inform you of the activities taking place over this extended weekend.

Application form available on request from any committee member of those attending, or our web site

Sunday 8th December	<p>DLOCCA Christmas Party— At the home of John and Chris Hurst. 30 Pitt Town Road, Kenthurst. From 11.30am Please contact Chris Hurst on 96542407 to arrange catering contributions. BYO drinks, chairs, cutlery and crockery Bring donation for the raffle and a present per person to put in the Christmas Boxes</p> <p style="text-align: center;">JOIN US FOR A FUN DAY</p>
January Tues 7 Jan	from 5 pm - Cocktail Cruise – see p8
Sun 26 Jan –	<p>Sydney CARnivale – Australia Day Car display and Concours d'Elegance. The closing date for all entries is Friday 8 November 2013 or earlier if the total allocation of space has been filled. If you have any questions about the event please contact the CARnivale Vehicle Co-ordinator John Flower</p>
February Sun 9 Feb	<p>Breakfast Run – Kurrajong area proposed. More details to follow. Contact Warren Cole (02) 9655 1111 (H)</p>
March Sun 9 Mar	<p>Train Works – Thirlmere Railway Museum Meet at McDonald's George Hunter Drive (off Camden Valley Way) Narellan at 9:00 am for 9:20 am departure, arriving at the museum at 10:00 am. For route details click on the link http://binged.it/1aafbfs. Visit the museum and/or take a 50 minute steam train ride. Rides depart 10.30am, 11.45am, 1.15pm, and 2.30pm. A café and picnic and barbecue facilities are provided. Tickets are available on the day and concessions prices are also available. See http://www.trainworks.com.au/ Contact Graham McDonald (02)</p>
April Thurs 3 – Mon 7 April	<p>13th National Rally Loxton SA – Applications required by 23 November 2013. Refer advertisement in Magazine, application forms available on our website via the link http://www.dlocaustralia.org/dloc-events/future/2014-national-rally-sa</p>

May Sun 18 May	National Motoring Heritage Day (Note: 3 rd Sunday in month). Subject to availability, it is proposed we visit Bella Vista Farm, corner Norwest Blvd and Elizabeth MacArthur Drive, Bella Vista
June	Date TBA - Brass Monkey Run
Sunday 8th June	Proposed Southern Highlands run
July	Date TBA - Alvis/Daimler/Armstrong Siddley/Rover Combined Winter Run
August	Date TBA - Shannon's Display Day Eastern Creek
Sunday 31st August	All British Day and our Annual Display Day
September Sun 14 Sept	President's Run
October Sun 12 October	Tulip time Southern Highlands
November Sun 9 Nov	TBA
December Sun 14 Dec	Christmas Lunch

2013 Christmas Party

To be held at the home of John and Chris Hurst

This s a great day to come and join in. BYO chairs and tables, crockery and cutlery and glassware and drinks.

The Club will provide the meat and we will as usual contribute either nibbles , salads or desserts.

Bring along a gift per person for the Santa Sack and a donation for our raffles which are always great.

You can contact Chris re what to bring for the table on 96542407

If you are inclined to make home made goodies maybe you could slip those into our hamper this year.

Looking forward to the fun and festivities.

We had my first President's Weekend last month and if the comments from those who attended, it was a success. I was fully supported by the committee to do something a bit different and with a lot of help from our club secretary Russell Turner, we settled on a weekend in an historic grand old guest house in the Blue Mountains. The venue offered a unique experience of early 20th century opulence combined with amazing views and fine food.

The run up started at Ham Common near Richmond and on arrival we found the MG Restorers Club having breakfast on their way to Mount Victoria for lunch. A very friendly group with about 15 beautifully restored MGs . We drove up to Hawksbury Lookout where we stopped to take in the magnificent views and also to contemplate the extent of the ravages of the recent bush fires. As we drove we saw houses still standing while completely surrounded by burnt out bushland. I am in awe of the efforts and bravery of the firemen who saved so many homes in what must have been a terrifying experience.

We had a total of 19 people with us at some point in the weekend which culminated in a visit to the equally grand Yester Grange at Wentworth Falls which was shrouded in mist creating a magical effect but unfortunately kept the magnificent views out of sight, but that is the beauty of the Blue Mountains. We were treated to a short tour of the lovely old house together with a talk from our host explaining the history of the sight. Fascinating stuff.

I will certainly be exploring all suggestions for next year's event and extend my invitation to every one to come forward with any ideas. I already have some excellent ideas which I hope will provide some different and exciting runs for next year.

Not having a treasurer after Ian vacates the job next year may not have the same global effect of the US treasury shutting down, but we are required to report on our financial dealings and failure to do so invokes substantial fines and we need to control our not insignificant funds.

Please give this some thought and contact any committee member if you can give us a couple of hours a month.

Regards,

Merv.



Top: Peters Special Sports parked outside Yester grange

Above: Some of the group on the steps at Yester Grange and Chris Maher and Russell Turner deep in discussion

24th Annual Cocktail Cruise 2014

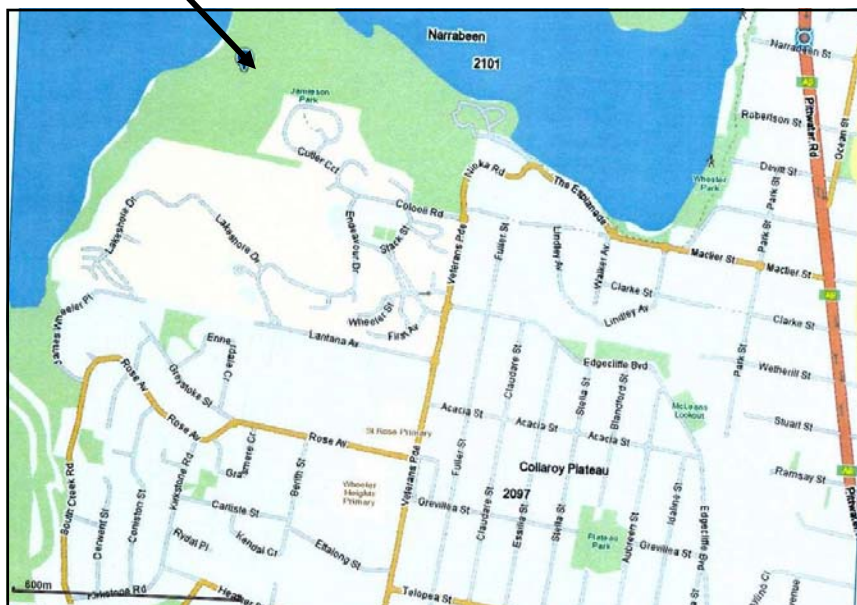
A new Tasman Sea location.

Where: Jamieson Park a location near Narrabeen Lakes.

When: Tuesday 7th January 2014 from 5pm onwards.

From Pittwater Road take Mactier Street then continue on

The Esplanade to the park
Plenty of room for parking large cars.



John Steel & The Cocktail Cruise

How long do you think John has been doing this? Although the magazines in the early years didn't always advertise this event, probably because of last minute planning, it has always been held early in January at a suburban park by the waters edge. From what I can reconstruct these are the venues over 23 years

Balmoral, at the Rotunda
Sirius Cove, Mosman
Nielson Park, Vacluse, where some went swimming
Clifton Gardens, Mosman, where the Ferret turned up
Putney Park
Chinaman's Beach, Mosman
Clontarf
The Spit
Berry Island, Wollstonecraft
Manly Esplanade, and we ferried to town and back by hydrofoil

Balmoral Rotunda again, and it rained
Bradleys Head, Mosman
Blues Point Reserve, McMahons Point
Clarkes Point Reserve, Woolwich
Kurraba Point Reserve (Spains Lookout), Cremorne
Primrose Park, Cremorne
Little Many Cove
Cabarita Park
Balmoral Park, southern end opposite the oval
Putney Park, again
Echo Point Park, Roseville East
Reid Park, Mosman
Anderson Park, Ryde, temperature over 40 deg, so Linden and Graeme Steel went swimming.

Where will it be for 2014.

If anyone wants to research the early years prior to 1996 for errors and/or omissions, please advise any corrections .

John Hiscox

CEDRIC SMITHSON

With sadness we attended Cedric's funeral on Tuesday 29th October.

Cedric joined the club in 1978 as did John Steel and I, so the three of us, and wives, have been friends for 35 years. His first Daimler was a Consort, given to him by a neighbour, and later he moved on to a 2 ½ litre V8. The Consort though was an immaculate car gracing many club events and attending to bride's needs at several weddings.

Cedric was an electrician and worked most of his life with Stowe Electrics. When we bought our house in 1999, it had no centre light in the lounge room, only wall lamps, but Cedric volunteered to rectify this and spent quite a time in our ceiling drilling and laying wire.

The club was represented by the Hiscox, Sykes, Wilkos, Steely, Hursty, Chris Cole (Warren was ill), Chris Maher, Merv, Peter G and Victor. Wingham and Dulcie, together with Keith Ashworth from Melbourne and Marie Adcock from England also sent their condolences.

Sue is well known to many of us and we hope she will continue her friendship with those she knows.

John Hiscox

In Their Day
The 2 cylinder Lanchester
From *The Motor*
September 6th 1944

It is a long time now since the real day of the old twin-cylinder Lanchesters, but this series aims at treating all the machines which may crop up in a discussion of famous, out-of-the-way or interesting motorcars, and undoubtedly the early Lanchester designs qualify under each of these heads.

Dr. F. W. Lanchester, the scientist and authority upon aerodynamics, built his first car in 1895. It had a tubular steel frame, wheels of equal size, mechanical operation of all valves, and a live axle, amongst other features which have become commonplace now. To Dr. Lanchester, an automobile was something more than just a carriage without a horse. He approached its problems with an entirely open mind, without reference to contemporary practice, and solved them by going back to first principles. He thought the early Daimler and Panhard machines intolerably crude, and would not for an instant brook the "Panhard knock" and the "brutal" Levassor gearbox. Instead, he went after the perfectly balanced engine and the epicyclic gearbox. Both these features were used in the first production models—the 10 h.p. air- and 12 h.p. water-cooled cars.

Seeking Perfect Balance

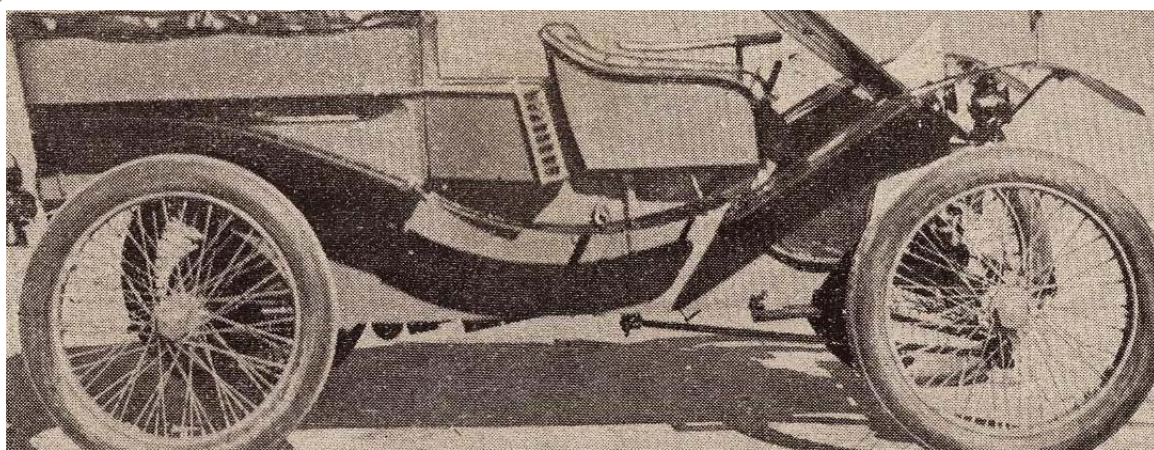
These early machines, so unlike any others, must have been a boon to early "recognition fans," with their disdain of bonnet and radiator, and engines amidships. But they were functional and by no means freakish in design. The same chassis, with modifications, was used in all pre-war Lanchesters, so it may be well to describe that first. It was really like the hull of a boat. Into the hull amidships went the engine, between the driver and his front passenger; in front was a curved dash to keep the weather out, and on to the decking at the back, as it were, was placed the body proper - tonneau or what-have-you. To the boat were attached the long cantilever springs fore and aft, a Lanchester feature for many years. They stretched out well forward of the frame, and the front axle was located by ball-jointed radius rods. Already the famous bronze underslung worm-drive was being used, shaft-driven, and, although the average life of these gears was held to be 35-50,000 miles, examples exist which have done 100,000.

Besides worm-drive and a three-speed epicyclic -gearbox, the Lanchester quest for smoothness produced a most ingenious twin-cylinder horizontal engine, in which two con rods from each piston were connected to two crankshafts (geared together) having counterbalanced flywheels revolving in opposite directions. The diagram shows the arrangement, which certainly was a great advance on its contemporaries.

Beside the balancing arrangements, the Lanchester had many other most interesting points. The early 10 h.p. machines were air-cooled by forced draught; two aluminium fans were friction-driven by the flywheel between them, and sucked air from between the cooling fins on the cylinders. The later two-cylinder model, illustrated on this page, had a 12 h.p. water-cooled unit.

Original Auxiliaries

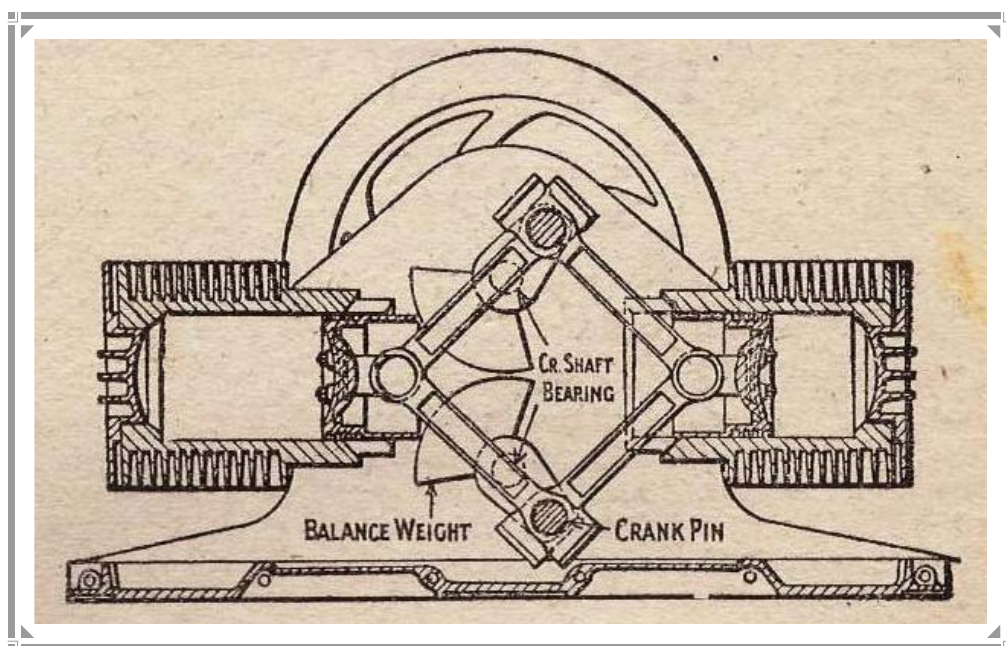
The valve gear was most ingenious. One poppet valve of normal type, worked by the camshaft, did duty for both inlet and exhaust. Situated at the top of a pipe shaped like an inverted Y, it communicated either with the exhaust or the Lanchester wick carburettor



according to the position of an inertia-governed sliding distributing valve. The ignition arrangements were also individual. The low-tension system employed magnets in one of the flywheels, and a circuit with two parallel branches, one inside the cylinders, and one out; it was said to give a "stout flaming spark."

The original two-cylinder design eventually gave place to one with a four-cylinder vertical engine with horizontal valves and leaf valve springs, which, in turn, was replaced by a range of sixes of similar design. The external appearance of the car, and the central mounting of the engine, however, remained popular with Lanchester and his customers right up to the war of 1914. Tiller steering was retained for many years.

Never outstandingly fast, and holding aloof from competition, Lanchester cars were all noted for their comfort, reliability and long life. The vehicle at the head of this page, now owned by Francis Hutton-Stott, Jr., for example, after honourable use as a private carriage, was used as a hire car for many years, as a breakdown towing van during the Kaiser War, and is now back in first class touring condition.



Visiting the Royal Daimler in Canberra

By [Catrina](#) | Published October 29, 2013 |

[Daimler Car Enthusiasts in Canberra](#)

The National Museum of Australia is an Australian Government Agency

There were some very beautiful Daimlers parked at Mitchell recently when members of the Daimler & Lanchester Owners Car Club of Australia, DLOCCA, were in Canberra to visit the National Museum's grand dame, the Royal Daimler. See more pictures below.

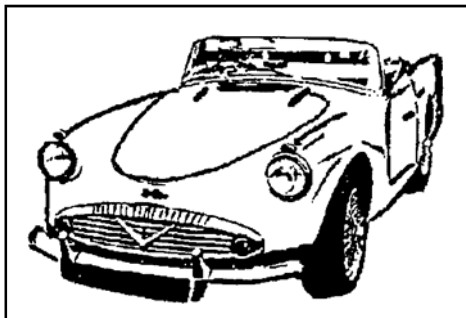
There was excitement amongst the enthusiastic visitors as they explored the progress made to date on the Museum's Royal car. Guided by the Museum's staff we could see the promise of what will be achieved through this conservation project where the car will be made fit for a Queen again!

Members of the DLOCCA have been ardent fans of the Museum's Royal Daimler project and have made regular donations to support this fundraising program.

It was great to meet so many of our Royal Daimler enthusiasts. I also learnt that John Hiscox was responsible for helping the Museum find its Royal Daimler. He is also the proud owner of a Daimler, very similar to the one used to transport HRH in 1954.

Enjoy the happy snaps from the morning's tour and a big thank you to all our supporters in the DLOCCA.





David Stoodley's SP450 project is coming along as you can see in the photograph downloaded from the Daimler SP250 Car Club Worldwide facebook group. If you are not a member please consider joining this Darting fraternity initiated by Dallas Stoodley. .

Not much other news this month. Our regular run date Saturday 16 November proved to be a day when most Darters had other commitments. (For Carolyn and I, a wedding in Canberra) The planned run through Appin and the

Macquarie Pass was replaced by a run to Windsor for a fish and chips lunch shared by Mark and Tracey Brooks and Merv McDonald.

Now we look forward to the SP250 Christmas Lunch on Saturday 30 November when we expect to have around 20 people joining the party.

SP250 Register Meetings and Runs

The 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.

Saturday 30 November – Darters Christmas Lunch at Waterview Restaurant, Berowra. Price \$55 per person for a sea food buffet not including beverages. Please make you bookings with Graham Paterson or Faye Chiswick 0427 454456 faye.chiswick@bigpond.com **The deadline for bookings is Sunday 10 November.**

Saturday 18 January – 8:00am breakfast on ground floor level of Waterview Restaurant, Berowra. Please let Chris Cole know if you plan to join the breakfast. (phone 9655 1111)

Friday 7 February – Meeting at the home of Cameron and Anne Norgrove, 7 Summerhayes Rd, Wyee, phone 4357 1188. Arrive early for a swim and a BBQ prior to the meeting. Cameron and Ann's email is camann.n@gmail.com.

Weekend March – Traditional O'Connell weekend to be confirmed.

3 to 7 April – Daimler National Rally, Loxton,

Friday 11 April – Meeting at the home of Merv McDonald, 4 Grebe St, Erskine Park, phone 9670 6797, 0417 429573 or email merv.mcdonald@gmail.com

Saturday 17 May – Run to Mountain Blue Café, Glenbrook, for breakfast. Please advise Mark and Tracey Brooks by 7 May if you plan to join the breakfast as bookings are needed. Mark and Tracey's home number is 4739 1589 or 0430 070085 or email dsp250@iinet.net.au

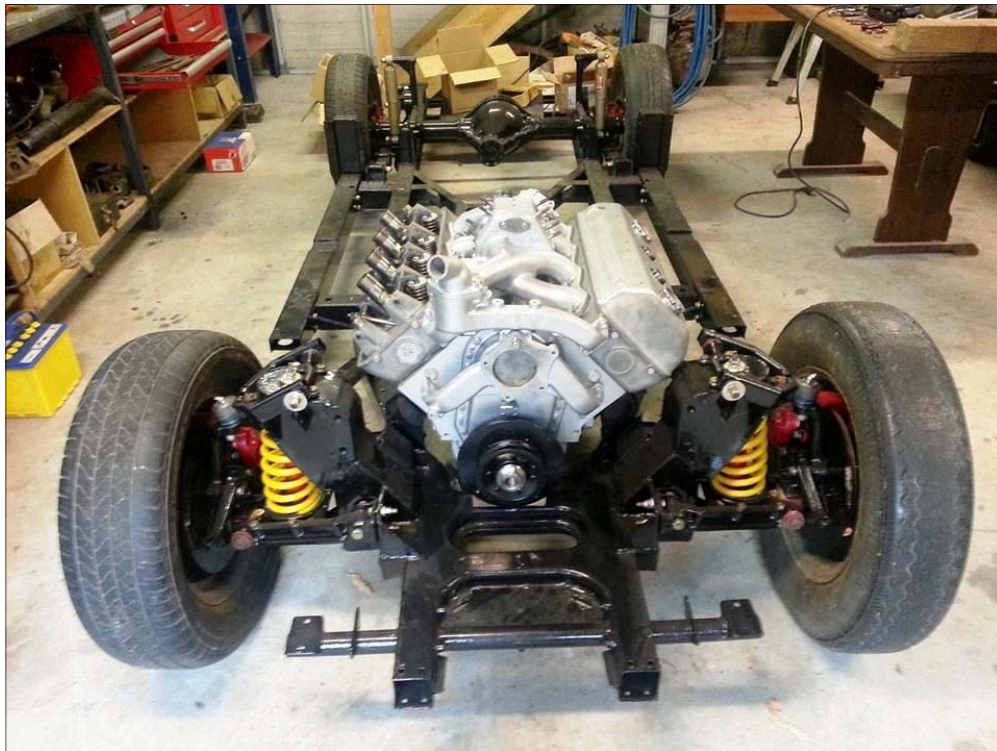
Weekend 20.21 September – Proposed Canberra weekend

Darting Off

Alan

Phone 02 9651 2961 or 0438 290639

E-mail hunts@optushome.com.au



WRINKLE GRILLE - The DLOCA Puzzle

Answers to the October WRINKLE GRILLE

From the photograph taken at All British Day 2012

- | | |
|-------------------------------------|---------------------|
| Q1. What was the name of the maker? | Standard - Triumph |
| Q2. What was the model name? | Herald |
| Q3. Can you name the body designer? | Giovanni Michelotti |

THE NOVEMBER WRINKLE GRILLE

**A puzzle that may keep you thinking
for a little while,
From the photograph taken at All
British Day 2012**

- Q1. What was the name of the maker?
- Q2. What was the model name?
- Q3. A year of manufacture?



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 4th November, 2013

The meeting commenced at 8:02 pm with Merv McDonald in the chair.

Apologies:

Warren & Chris Cole, 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" Ian Fletcher, Graham Mc Donald

Business Arising from Minutes

Nil

Correspondence:

Jaguar Australia Driver & Queensland Magazine

Business Arising from Correspondence:

Nil

Treasurers Report

We have \$15439:00 available funds.

Ian noted current Auditor not available next year to review books.

MSA "That the Treasurer's report be accepted as true and correct" Graham McDonald, Peter Grant

New Members:

Nil

Social Report:

Reminders were given for:

- Presidents weekend 9-10 Nov
- SP 250 Christmas Lunch 30th Nov
- Daimler Christmas Party 8th Dec

Suggestions were requested for future 2014 events as Events Co-ordinator was finalizing next year's calendar with gaps for June, Nov '14 to be filled.

Some immediate suggestions: Tulip run to southern Highlands, "People-Carna" Sydney Olympic Park (5-95 yr ages), Hill End visit (potentially a President's weekend), June "haunted house". Other suggestions to be encouraged from larger membership-advise Graham or Merv

Editor:

Nil

Registrars:

John Hiscox gave the follow-up report on the Royal car at the Canberra museum. (Body off, chasis is well on its way, some body panels buffed up look good, crankshaft and timing chain could be problematic) He noted this was a "conservation-not a restoration".

Website:

No complaints to date-but continuing to refine accessibility and info available. "Members only" section on website to be re-inforced.

Membership to receive "mail-out" and email update on website status. Jim to advise Chris

Library:

Peter Grant donated May/June 1988 Restored Cars Magazine No 40 featuring a Daimler Conquest. (John Steel looking very youthful and hasn't changed a bit)

Merv suggested getting some of the library and members photos and running them through the Club Magazine as a regular "Car Gallery" section. The idea was enthusiastically embraced by all at the meeting. Merv to follow up.

Conditional Plates:

Nil

Regalia:

Nil

Technical and Spares

Bearings, pistons, camshaft problems in early vehicles discussed.

John noted email contact with England supplier has been made- awaiting reply. Also "JP" was an Australian manufacturer of pistons. Records may assist plus John S. checking the suitability of some general spares surfacing in Mudgee.

John H. and John S. continue to provide Lynden with considerable and effective help with her Conquest since "flywheel" problems.

It was noted it was critical to clean sump out and check engine oil type before starting a recon. motor.

For Sale and Wants:

A limousine "touring kit" is yet to be identified, possibly from DS420 plus other spares suggested as to what would normally be carried. Further advise to follow.

General Business:

Robert Brandes noted he would be selling contents of a container, car brochures and the like potentially sometime in the future. This would be via E-bay and he will advise if and when this may occur with 20% discount on items offered to members.

MSA to purchase 2½lit hub puller as discovered by John Steele- subject to price. John Hiscox and Graham McDonald

Merv offered to store the puller on behalf of the Club if it were purchased.

Obituary to be placed in Club Magazine for Cedric Smithson who recently passed away. Contact John Hiscox for further details. The meeting expressed its condolences to family and friends.

Merv noted “must” get a new Treasurer for 2014. Time is running out and the Club cannot function without a Treasurer. Is there someone within the Club membership willing to assume this vital role?

(Ian has offered to assist in transition) Please contact the Club President or Ian Fletcher if you are able to contribute to the Club in this way.

Ian has offered to continue with “database” and Amanda will look after “membership” renewals.

BUT THE CLUB STILL REQUIRES A TREASURER. CAN YOU HELP???

There being no further business the meeting was closed at 9:54 pm.

Next meeting of the DLOCCA will be Monday, 2nd December, 2013.

From the Editor

As this will be my last magazine I would like to take this opportunity to thank all those who have assisted me over the last 17 years or so.

To those who have supported my technological incompetence (thanks JBH) and sent photos, articles, given support, regular reports and articles, ideas and at times criticism all of which I hope went to produce this magazine.

Please continue to support Jim as he takes over this production. Details on where to send information and articles will be in his first issue at the end on January.

All the best Jim, and it is with a certain sadness but a little relief that I pass on this very important task of keeping the members informed

Chris

FOR SALE 1951/2 Lanchester Ledas.

An elderly friend has inherited two Lanchester Ledas and asked if I could help find a buyer. The grey one, 1951, is ready for registration and is in pretty nice condition. The red one, 1952, is mechanically done up but still needs work on the interior. He would like to sell them together if possible and is looking for best offer over \$5000. The cars are in Bungendore (near Canberra). Please call Kevin Ottey (his son) for details of the cars or Andrew Riley for background.

Andrew J Riley
W 02 6238 0234
M 0412 486 414
29 Duralla Street/PO
Box 342
BUNGENDORE NSW
2621 Australia
Kevin Ottey 02 6238
1307, Andrew Riley 02
6238 1096



After an ownership of 37 years it is with fond regret I have decided to sell my Daimler 2.5 V8.

I bought it from the original owner, a Dr Orr who was the person in charge of Eastern Suburbs Hospital and he had bought it for his wife who I understand treated it as her personal transport. Having some 41,000 miles on the clock, I have put another 65,000 miles on it and altogether 106,000 genuine miles.



It is nicely painted in Old English White with burgundy trim new leather seats, head lining and brakes renewed, with wood interior like new. All the material used in the car is genuine Jag make and colour. Tyres also next to new. Also chromium is like new and original.

Incidentally I have the original receipts from Hercules Motors as a Bill of Sale.

\$20,000.00
CONTACT Ron Mallett 9971 6201

**For Sale: 1961 SP250—see pictures
\$59,000.00**

CONTACT : Donna Doleman 0407 031 263



FOR SALE

Daimler SP 250 Parts.

I have a large selection of SP parts including engine parts, new and used, gearbox, rear axle, suspension parts, fuel tanks and bumper bars. I have not had time to fully catalogue all the parts at time of publication, but please don't hesitate to contact me as I will search out any requests. The collection includes 3 completed but disassembled engines, all in good condition, one being new, and several heads which are completely corrosion free.

I also have a set of body moulds and can supply all exterior body panels.

Contact details Home 02 9670 6797 Mob. 0417 429 573

Email merv.mcdonald@gmail.com

FOR SALE

DB 18 CONSORT

Two cars dismantled, no significant rust one engine and gearbox not dismantled, spare cylinder blocks, spare head, sufficient parts to rebuild one car. Also third engine assembled but seized. The lot for only \$400.00

CONTACT: Stan Richards Shellharbour 42 96 2240

DAIMLER XJ6 SOVEREIGN LWB

Black with Beige interior. Imported from England 25 yrs ago. Then used for daily drive until 14 yrs ago when taken off the road after front end accident. Work carried out since whilst in storage include recon. head, new carbies, ss exhaust, all original. Interior in good order. Ideal to put back on road after repairs or a complete parts car. Asking price \$2,800 or offer.

Russell Turner Phone 0419980030

Windscreen Rubbers:

DB18 - front screen rubber (1 only)

Conquest - front & rear rubbers

Conquest Century - front & rear rubbers (1 only)

Conquest Century door rubbers - front & rear (1 only set)

Rubbers for the DE27/36 for those cars with front opening windcreens.

For pricing check with Colin Cox on 0408393301 or 47393301

Majestic Major V8 – a few misc. bits pieces as follows:

- | | | |
|------------------------------------|----|-----------------------------------|
| 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

PARTS FOR SALE:**Collection of body panels, bonnets, doors, for DS420 Daimler Limousine.**

Bonnets suit the earlier models. Been under cover for more than 20 years, basically rust free. Call me for details including prices.

Phone: Colin 02 47393301 or 0408393301

AVAILABLE AND FOR SALE: I have available two front seats for anybody that can use them – free, they just have to pick them up! They were saved from going to the tip after a deceased estate garage clean out.

Correct me if I am wrong but believe they are from a Consort or Conquest.

Please see attached images.

FOR SALE: Attached is some images of my old set of wheels – 60 stainless steel spoke 4.5” x 15” painted silver hub & rim with Toyo 165/86 (310) tyres – half worn, I am selling them if you may be interested as I have fitted new 5.5” x 15 72 spoke chrome rims with Dunlop SP10 195/70 tyres. I am asking **\$250.00 each.**

Ross Edwards 0408 416949

