

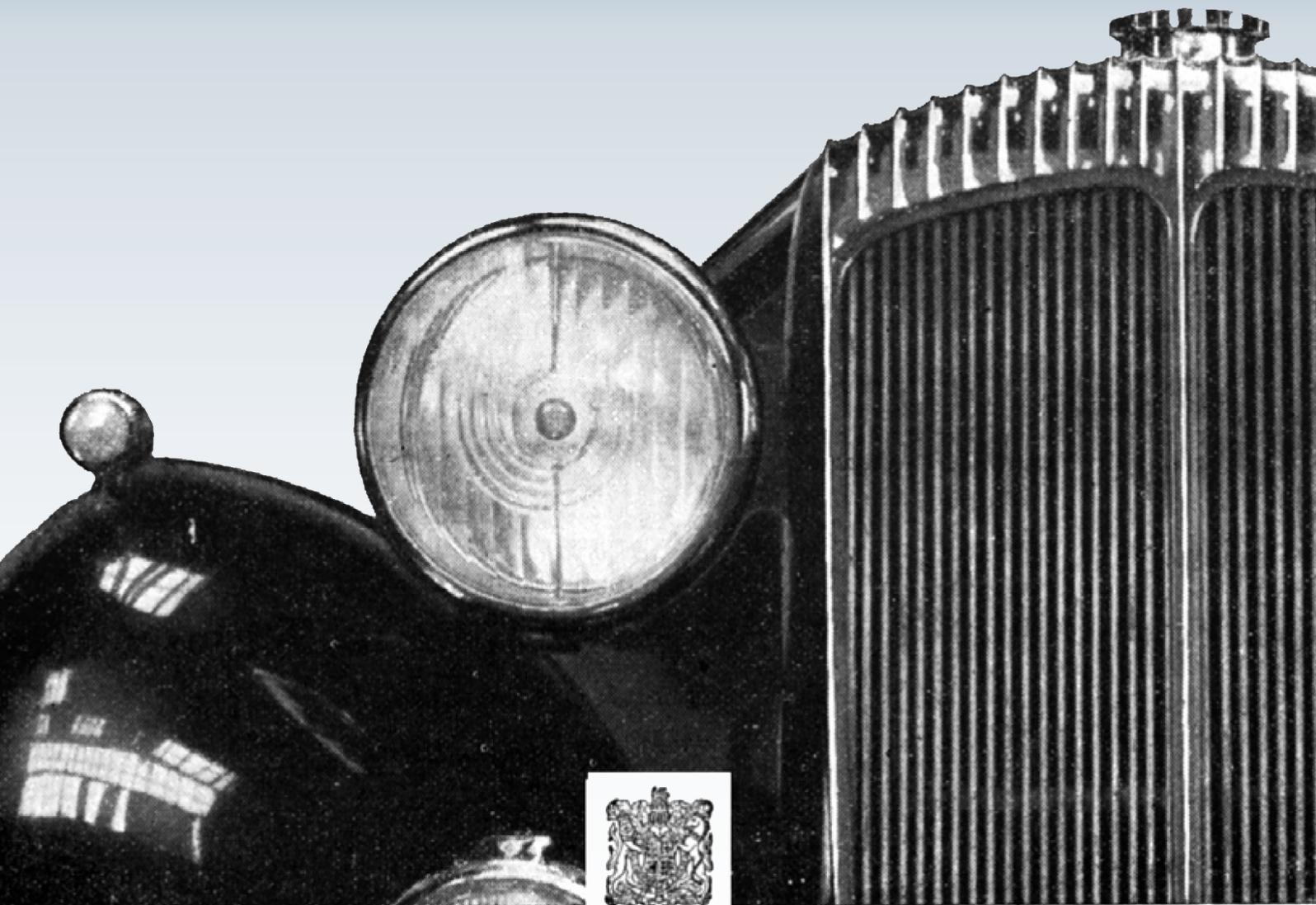
Daimler

&

Lanchester

NOVEMBER 2017

FLUID DRIVING



BY APPOINTMENT

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

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OUR NEXT MEETING

8PM MONDAY, 4TH DECEMBER, 2017 AT RYDE EASTWOOD LEAGUES CLUB

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

JOINING FEE	\$20.00
STANDARD MEMBERSHIP	\$50.00
ASSOCIATES:	\$5 EACH

The articles appearing in this Journal are taken from various sources and are for your general information and enjoyment only. Readers are advised to use caution in following any technical advice that may be given in these articles as the Club and the Committee can give no assurance as to their accuracy or reliability.

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

MARQUE REGISTRARS

BSA	Warren Cole	02 9655 - 1111
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	0417405766 (mob)
Other Pre-War	Robert Brandes	02 9648 6304
DB range, incl. Consort, Special Sports & LD	Steve Moore	02 9603 4498
DE range, incl. DH & DC	John Hiscox	02 9984 1169
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox Warren Cole	02 4739 3301(H) 02 9655 1111(H)
DJ range, incl. Century & Leda	Campbell Middleton Jim Gellett	02 – 4758 7125 0419 796 371
2.5 litre V8	John Steel	02 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.

DAIMLER CLUB CHRISTMAS LUNCH REMINDER

Please make sure that you do not miss out on the Daimler Club Christmas Party on Sunday December 10 at Burradoo. For those wishing to attending please remember to call David Flynn to find out what to bring and what to contribute to the lunch. Also remember to bring a small Christmas present for the tree and something for the raffle. Full details are on the following pages.

PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

What a busy month we have had in our Club! The Month began with the V8 Technical day at Chez Stoodley where the current SP 450 project was closely inspected by 13 people, followed by the November event at the Lake Macquarie Light Rail facility, the Rolls Royce display day & the SP fund raiser at Penrith. The Darter's Christmas Lunch finished off the month last weekend.

The Club Christmas Party is the last big event for the year not to be missed on Sunday 10th December at David & Noel's at Burradoo. See details in the events calendar. Don't forget to ring David & find out what to bring to contribute to the lunch, a Christmas present for the tree & something for the inevitable raffle. We will also be presenting the Clubman/Woman of the year award so it would be a great pity if you were to win this prestigious award & you not be there to receive it.

As there will not be a December issue of the magazine it is also important that you mark in your diaries the date of the Cocktail Cruise, details of location, timings etc are within the events section of this edition. This is a relaxed affair & John Steel will be delighted to educate members in the fine art of Cocktail concoction.

THE LANCHESTER PROJECT

I am delighted to advise that following a 100% support from the Committee, the recovery of the Cootamundra Lanchester was completed on Tuesday 7th November. The Body shell has been temporarily been located courtesy of Malcolm Nixon in Wagga Wagga until early December when he will transport it to it's new location in the blue Mountains. Graham McDonald & myself recovered the balance of bits & pieces of the car on the same day & successfully relocated them to the Blue Mountains.

The car has an interesting recent history, in that we acquired the car from Tom Turner who is related to the Turners of Orange who were our hosts for the Orange Rally. Tom is in no way related to Edward Turner of V8 fame, or Russell Turner our current Club Secretary.

THE LANCHESTER'S FUTURE

It is envisaged at this stage that the Club undertake the final stages of restoration of the "Turner" Lanchester & that the process will take around 2 to three "Daimler" years to complete. The Mechanical restoration is advised as complete, the faux woodwork has been excellently restored as has the seat upholstery. The main task ahead is the fine finishing of the bodywork & a total repaint job.

POSITION VACANT

The completion of the restoration of the Lanchester would be made more pleasurable by the appointment of a Project Manager, together with some expressions of interest from Club members to volunteer their time & skills towards the task, which will mainly involve the reassembling of the car & cleaning bits & pieces in readiness for this process. If you have always wanted to be involved in the restoration of a vehicle, but haven't had the room or skills to do so, this could be your chance to get involved without upsetting the rest of the family by having all this "junk" hanging around your house. You will be able to escape for short periods of time & make a real contribution to the Club Project. The More the merrier & I am sure great times of convivial interaction with other Club Members will result. At this stage, if you feel you want to be involved in some way, please feel free to contact me.

May I take this opportunity to thank you all for your contribution to the Club this year & wish all of you & your Families a Merry Christmas & happy New year.

Jim Gellett

President/Editor.

COMING EVENTS 2017/18

December 2017 Sunday 10	<p>Christmas Lunch – David Flynn and Noel Strahle will be pleased to host the Daimler Club Christmas party at their home at 532 Moss Vale Road Burradoo 2576. Everyone bring their glasses, tables & chairs, cutlery etc. Please rsvp by 4th December to davno2@bigpond.com</p> <p>Please advise in the email response what you are able to bring along. Ideas include salads, bread rolls, nibbles, cheese, desserts etc. Meat will be provided by the club. Bring a gift for the Christmas Tree, to the value of \$10 - \$15 labeled either male or female. Also some fillers for the raffle.</p>
January 2018 Tuesday 9	<p>Daimler Cocktail Cruise from 5:00pm - For some years now there is a tradition of Daimler owners getting together early January, not for a nautical cruise, but a more civilised cruise to an evening of cocktails at Mosman. The venue is once again Spit West Reserve at Mosman.</p> <p>Directions, From Military Rd Mosman, at Spit Junction, turn left into Spit Rd, & descend the hill & on the left is the entrance to the reserve. DO NOT CROSS THE BRIDGE. There is probably an entrance charge to the park. Shops opposite the busy Spit Rd.</p> <p>Map Ref UBD 197 B14. Please mark this occasion in your diaries as there will be no magazine in December.</p>
January 2018 Saturday 20	<p>SP250 Summer Sunrise Run to “The Ark” at Norah Head 8 Bush Street, Norah Head (next to Norah Head Lighthouse) for breakfast. Please see http://www.thearkcafe.com.au for information and menus. We will assemble at the Old Toll Gates, Pacific Highway at 8:00am, meet central coast members at Ourimbah at 8:45 and arrive for breakfast at The Ark at 9:30. . Please let Dallas Stoodley know at stoodleyfamily@yahoo.com.au or 0404 8270999 by Saturday 13 January if you plan join the Summer Sunrise Run.</p>
February 2018 Friday 2	<p>SP250 Meeting at home of Alan & Carolyn, 37 Derriwong Road, Dural (9651 2961). Meeting at 8:00pm but please arrive from 6:30 for the usual sausage sizzle. Please let me know at hunts@optushome.com.au or 9651 2961 by Tuesday 30 January if you plan join the sausage sizzle.</p>
March 2018 Saturday 17	<p>SP250 Run Possible run to The Great Northern Trading Post, i.e. the Luguna Pub near Wollombi. Rosie Luongo to arrange</p>
April 2018 Friday 4	<p>SP250 Meeting at the home of Cameron & Anne Norgrove, 7 Summerhayes Rd, Wyee (phone 4357 1188).</p>

DAIMLER DAYS VOLUME 3 NOW AVAILABLE

Brian Smith, historian for DLOC – UK has written a third volume comprising 600 pages and 1200 images. The cost is not insignificant at 95 pounds plus p & p – say approx \$200, but should be worth it.

The purpose of this advice is to see if members would like to order a copy and I would then put in a bulk order and hopefully save on the freight. If this is of interest to you, please contact me before Xmas so that I can get the order placed. There is a deluxe edition with silvered edges, signed certificate, slip case, but this is an extra \$100. I will presume this is not required unless otherwise advised.

John Hiscox (9984 1169 or de27@bigpond.com)

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

The sale of SP250 chassis 104308, 1963 C spec is a cause for rejoicing and lamentation! Rejoice that Jeff and Janelle Glanville will again be driving an SP250. Lament that the Saunders family, father John and son David, will for the first time in 47 years not be driving an SP250. The car is well known among NSW based Darters. Driven by either John or David it was at most of our Rallies including the 2005 Bridge to Birdwood with both father and son driving some of the way. Now it will pass to Jeff and Janelle who have been part of the backbone of the SP250 group in NSW and were winners of the Edward Turner Trophy for best SP250 at Daimler Club Display Days with their previous car, chassis 102821. We will be delighted to see Jeff and Janelle in an SP250 and following our great tradition "that once a Darter always a Darter" we look forward to seeing John and David from time to time at SP250 events

On Saturday 4 November we had a great day with Turner engined cars at the home of David and Dallas Stoodley in Glenning Valley. The great attraction and inspiration for the meeting was an inspection of David's engineering marvel the SP450 otherwise known as "Major SP". This event was scheduled by the Daimler Club Committee rather than the SP250 Register and a full report, written by Peter Grant, appears elsewhere in this magazine. However I should note that parked around the Stoodley garden were an SP250, a Majestic Major and two V8 250 Saloons together with Peter's Special Sports. I should also note how pleased we were to see Bob Aylward joining us again after some health problems.

I should also mention a special celebration. Leaving all those interested in nuts and bolts the ladies, Dallas Stoodley, Carolyn Burch and Janelle Glanville went for coffee and cakes to celebrate Janelle's 70th birthday. Congratulations and best wishes to Janelle and thank you for the unforgettable photograph. I understand Janelle's comment was "Does 70 make me too old to pole dance?"

Next I should report on the Darters Christmas lunch held on Saturday 25 November. We had a good turn out of 18 people and more significantly we had a joyous, noisy, friendly party in a private corner of the verandah at Geranium Cottage, Dural. Great day, a celebration of Christmas and our shared love for Daimler Darts.



I may be 70 but I'm not too old to pole dance" –
Happy birthday, Janelle



DARTING ABOUT

Following last month's comments on SP250s attending National Rallies I did a little more research and I think its worth recording the following numbers. Note that this is counting SP250s only

2000 Braidwood	16 (Col Hazelton joined the Rally briefly)
2002 Gloucester	12
2005 Harbour Bridge to Birdwood	5 (4 from NSW & Ashworths joining in SA)
2007 Queanbeyan & Bateman Bay	12
2009 Bellingen	13
2011 Albury	18
2013 Wagga	11
2015 Gundagai	12
2017 Parkes	19

Another interesting observation. Of the 19 SP250s in Parkes only 5 of those cars were also at the first SP Rally in Braidwood. Moreover 2 of those 5 cars were driven by different owners. They were the Ashworth car driven to Braidwood by the Glanvilles and the Luongo car driven to Braidwood by Di Young.

Now a comment on our event in January. At our meeting in September two alternative ideas were discussed. The choice was a breakfast at "The Ark" in Norah Head or a run to the Laguna Pub near Wollombi for lunch. After some consultation with Dallas Stoodley and Rosie Luongo it was agreed that a full day drive to Wollombi in January may be uncomfortably hot. We decided that the Norah Head breakfast would be best in January and the Wollombi run would be deferred to either 17 March or maybe the 11 June, Queens Birthday Monday when the Wollombi markets will be operating. We will discuss at our next meeting.

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 have been integrated into the main Events page in this publication. The events are prefaced with SP250 in each case.

Darting Off

Alan

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

LAKE MACQUARIE LIGHT RAIL CLUB RUN - REPORT

Our President Jim Gillett is a much travelled man and has made many, many friends over the years. Combining both of these Jim contacted a friend he had made who has a passion for railways and we were invited to spend a day at his Lake Macquarie Light Railway.

The property was, we were told a swampy dump with old car bodies and other bits of junk on it and over a period of years it has been cleaned up, drained and made into a really pleasant grassy block with attractive trees and, wait for it, a 1.25 kilometre two foot gauge railway loop and shunting yards built on it with engine and working sheds, two railway stations, a ford, level crossings and several classic locomotives, steam, diesel and petrol, and a fine collection of purpose built carriages.

We were lucky enough to be invited on a steam day and were treated to as many rides as we could fit in with "Jack", a 1908 coal fired steam locomotive built in Germany by Krause Engineering and imported into this country as one of four sister locos to build the Burrinjuck Dam to contain water for the Murrumbidgee Irrigation Area and built between 1907 and 1928, the narrow gauge railway of about 28 miles' length from the main line at Goondah being built between 1907 and 1911 to carry building materials, supplies and men from the main line to the dam building site.

It was such a lovely day, reminiscent of the club runs of old, Jim Gillett, with Denise, puppy dog Suzie and friend Hedley met Warren Cole and John Hurst and myself at The Ambulance Station just north of the Hawkesbury well within time and we headed north to the Light Railway. There we were joined by Cameron and Anne Norgrove with Anne's Dad Allen and their daughter Katy, and then Colin Cox, Jim and Denise's friends Tony and Hillary and, later in the day, on their way back from a few days in the Hunter, Robert Brandes with Jeanette. A good group of people who thoroughly enjoyed a fun day poking around the engine shed, looking at and riding on the steam train and enjoying a welcome picnic lunch sitting under the trees on a perfect spring day.

There were three Daimlers on the day, Warren and Christine Cole's XJ 40 type Daimler, Jim and Denise Gillett's Conquest Century Mk II and my Special Sports.

I am happy to report that the Special Sports behaved flawlessly, managing good speeds without any fuel issues (thank you Warren Cole and Cameron Norgrove's assistance the previous week end) and made the roughly 300 kilometre round trip from home in about 4 hours.

Unfortunately the run coincided with the Rolls Royce open day at Linnwood House in Guildford and we lost Victor Nash, John Hiscox and Ray Palmer to that event.

It must have been a big day out for classic cars as I saw numerous Porsches, a Lamborghini, and Aston Martin, several British Sports cars, and two Rolls Royces on the road. Thanks to Jim for organising a lovely day out.

LAKE MACQUARIE LIGHT RAIL CLUB RUN - REPORT



2018 AUSTRALIA DAY CARNIVALE

City of Parramatta Council, in partnership with the Australia Day Council of New South Wales, invites you to register for CARnivale, which will be held in Parramatta Park on Australia Day, Friday, 26 January 2018.

CARnivale showcases a wonderful collection of classic vehicles including cars, fire engines, trucks, coaches, military vehicles, motorbikes and vintage speedway cars.

This is the third year CARnivale has been held in Parramatta Park and the location has proved to be very popular. There was a large increase in the number of people coming to the Park specifically to see CARnivale after the first year and again after the second year and we expect the 2018 event to attract an even larger crowd.

CARnivale 2017 saw some major changes to the event based on information gathered from entrants and visitors. For 2018 organisers are again making changes to improve the experience for CARnivale participants.

In addition to CARnivale, other activities in the Park will include a spectacular hot air balloon display from 6am, followed by the Parramatta BBQ Festival, a family zone with concert and kids' rides in The Crescent, the Hottest 100 Party in the Park, concert acts on the Main Stage and a fireworks spectacular to finish the day-long celebrations. For updates on all the day's activities visit: <http://ausdayparramatta.com.au/> and www.australiaday.com.au/

To Register for CARnivale 2018 go to: www.australiaday.com.au/carnivalerego

To display your veteran, vintage or classic vehicle, it must be over 30 years old and built before 31 December 1987 or be an identical model run-on.

The closing date for all entries is Friday 17 November 2017 or earlier if the total allocation of space has been filled.

If your registration is accepted, you will receive a confirmation pack in mid-December containing a windscreen sticker designating your time of arrival at the convoy assembly area, your parking area in the Park and a map of the location.



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



TRADITIONAL CHRISTMAS CAKES FOR SALE

"The First Noella" Traditional Christmas cakes. Members have previously enjoyed these cakes at the Daimler Christmas lunch. Cost for cakes are as follows:

Square 850gms \$22 each or 5 for \$100

Round 450gms \$12 each or 5 for \$55

At the deli they retail for \$30 for square and \$18 for round

Ingredients: Choc-a-block full of primarily Australian fruit, eggs, flour, brandy, sherry and marsala.

Rich and moist, ideal for Christmas gifts.

Contact Noella Gadd on 0422 277 553 to place your orders.



2017 SP450 TECHNICAL DAY

What a fascinating day this was!

While the weather was threatening, a group of us met at the Old Toll Gates at Berowra for the run north to Glenning Valley to the home of David and Dallas Stoodley to view the work that David has done to fit a Daimler 4.5 litre V8 engine into the chassis of an SP 250.

At the departure were gathered Alan Hunt and Carolyn Burch in the ever elegant Majestic Major, Bob Aylward in his beautiful V8 saloon, Tim Mallyon who is restoring an SP 250 in his very fine 1966 E type Jaguar Coupe, Warren Cole in a very rare Saab and me in the Special Sports: the "Daimler Incontinental").

We set off, with some light rain falling and agreed to meet at Ourimbah Rest Area to regroup as I was conscious of being the slowest car and didn't want anyone to have to take the motorway in first gear to allow me to keep up. As luck would have it, idiot boy missed the turn off so ended up having to make his own way there anyway. I did notice that the car lost power up the hill before the Ourimbah turn off, (and that is saying something in a Special Sports) but more of that later.

Glenning Valley is a very beautiful neck of the woods, with very steep hills, up which a Special Sports struggles, and street signs regularly flattened by careless drivers speeding up and down said hills. I managed to find the house, after a little meandering (Glenning Valley Rd also has lost its street sign) and could then catch up with Colin Cox, Cameron Norgrove, David and Dallas and Jeff and Janelle Glanville with Alan Purss arriving in his fine V8 saloon a little later in the day.

It was lovely to see David pack his son and three grandsons into the SP to manoeuvre the car into the photo shot of the Daimlers present, the little ones all loving being able to take a short ride in David's car.

David has embarked on a big task. The SP chassis has had to be modified with extra bracing and differently placed strengthening cross members to accommodate the larger engine and the replacement gearbox, a six speed Tremec unit, as well as having uprated brakes from a modern four wheel drive which match closely the fixing points and dimensions of the original, as well as a beefed up differential from an XR Ford.

Altogether a very safe and sensible set of modifications to cope with the extra power and weight of the larger engine.

The engine itself has been completely rebuilt and very carefully balanced, with David making necessary mods to the bell housing and the chassis front suspension points to allow for the engine to fit in the chassis, even if three inches further back than the 2 ½ litre unit to allow for the larger external dimensions. The oil sump too, has been rebuilt to fit and give adequate clearance, but has been carefully modified to still have the same capacity as in the Major.

As far as I understand, the interior and body of the car will be as original, with no change needed for the seating position or dashboard (the dashboard I suspect to be in David's favoured timber veneer rather than the original leather) , but the rack and pinion steering geometry is a challenge as the steering column and linkages need to be modified to get around the larger dimensioned engine, a little like the solution Daimler itself employed when designing the magnificent Double Sixes of the 1930's, as will be the exhaust and manifolds, which need to be redesigned and remanufactured.

This is no home enthusiast job. All components have been professionally engineered, carefully considered and altered where needed to give not only what will probably be the fastest SP on earth but a genuinely safe and engineer certified car that is going to be an amazing touring vehicle and one which should give many years of pleasure to David and Dallas.

It is not only a professional solution but an elegant and clever one and an absolute thrill to be able to see the chassis prior to the body being replaced and the cosmetic work being completed to get the car finished.

2017 SP450 TECHNICAL DAY

Congratulations to David for a beautiful piece of engineering work.

Now, what is a technical day without a few running repairs?

Bob had been seriously unwell and this was the first outing of his car for about nine months and he saw that the temperature was climbing as he drove north. A quick check and the heater tap was revealed as leaking, but only when in the "on" position so a by-pass of the heater was avoided and Bob got home fine with the heater "off" and will now arrange to have the heater tap replaced.

My Special Sports had been suffering from fuel issues and two loose float bowls and a loose air cleaner were soon apparent and with the help of Warren and Cameron the micro surgery and cosmetic tightening was soon done and I was able to get home without incident, but I must say the wet driving conditions home and the very heavy traffic did not make it a pleasant drive.

It was great to be able to catch up with Cameron and hear about the very satisfactory progress of his two children Stuart (now in third year university) and Kate (first year nursing). How time has flown!

Good also to see Bob after his hospital visit, getting his strength back, and best wishes too to his wife Anne, who has also been unwell.

A very big thank you to David and Dallas for opening their home to us and welcoming us and to David for explaining all the work and thought that has gone into what will be an amazing car when finished and on the road.

Your rolling scribe.

Peter Grant



2018 DAIMLER COCKTAIL CRUISE - A REMINDER

Tuesday 9th January 2018 from 5:00pm, the tradition continues. For some years now there is a tradition of Daimler owners getting together early January, not for a nautical cruise, but a more civilised cruise to an evening of cocktails at Mosman. The venue is once again Spit West Reserve at Mosman.

Directions, From Military Rd Mosman, at Spit Junction, turn left into Spit Rd, & descend the hill & on the left is the entrance to the reserve. **DO NOT CROSS THE BRIDGE.** There is probably an entrance charge to the park. Shops opposite the busy Spit Rd.

Map Ref UBD 197 B14. Please mark this occasion in your diaries as there will be no magazine in December.



2018 MAC'S BRIDGE Sports & Classic Car Festival

Proudly supporting  Orange Sky Australia



SUNDAY 27TH MAY

Join us for our annual car show in idyllic surroundings with excellent catering and trade displays at the **Old Rifle Assoc Belmont Range**
1485 Old Cleveland Road, Belmont
(see reverse for location map and directions)

FURTHER INQUIRIES
Mike Taylor: 0417 193 611
Geoff Johnson: 0413 734 977
Murray Clark: murrayclark1@bigpond.com.au
Or visit: www.macleansbridge.com

ENTRANCE FEES
Display car, driver & one passenger: \$15.00
Extra passengers: \$10.00 each
Visitors (including parking): \$10.00 per car
Children under 12: FREE



Activities for all sports and classic car enthusiasts. Proudly presented by the Triumph Sports Owners Association Queensland for the enjoyment of all sports and classic car club members and enthusiasts.

NATIONAL RALLY NEWS



The 15th National Rally of the combined Daimler clubs of Australia will be held at Healesville, Victoria - Monday 16th April to Friday 20th April 2018

Registration and entry forms have now been sent out to those who responded to the request for expressions of interest. There are a limited number of rooms available on a first come first served basis. If you want to come to the 'not to be missed' Daimler event of the year act now – eureka2016@bigpond.com or 0418311422

Entries close 30th October 2017

CAN YOU HELP?

1. We are looking for donations to make up raffle prizes and hampers. If you can donate items or know of an organisation that would be willing to donate goods or vouchers please get in touch.
2. Do you have video skills? We are looking for someone to assist with filming (video) parts of the rally and then editing to a DVD. If you can assist please get in touch.

ULURU DISCOVERY TOUR

In an earlier article I asked for expressions of interest, to join with the Victorian club, to drive to Ayers Rock and the Alice. So far I have received responses from 8 members (4 from each club) with a possible one or two more. The anticipated date is from Saturday 6th October 2018 to Sunday 21st, thus being just 2 weeks of holiday.

I will need to start booking motels next month, so if you would like to join the fun and have not previously told me so, then let me know as soon as possible.

John Hiscox

(02) 9984 1169

de27@bigpond.com



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 6th NOVEMBER, 2017.

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

Apologies : Nil

Attendees as per list filed with Minutes

Previous Minutes : Noted as read. MSA John and Merv

Business Arising from Minutes : Peter had researched the information on the 1919 Gold Daimler and gave a verbal report.

Correspondence : The Committee meeting providing approval for DLOCCA to pick up Lanchester Leda for Club acquisition.

Various magazines presented to library eg Alvibotics, Jaguar Driver, Jaguar Queensland.

Received a letter dated 7/11/17 receipting the purchase by the Club of the 1954 Lanchester Leda Sedan for the sum of one dollar.

By way of a reminder, this vehicle was purchased as a rescue mission, as its alternate fate was off to the local recycle centre (the tip).

Thanks to Jim Gellett and Graham McDonald for picking up the loose sections and to Malcolm Nixon for picking up the body and providing temporary storage at his Wagga Wagga premises.

Business Arising from Correspondence : Nil

Treasurer's Report :

Reported that: Club insurance cover had been paid

Club subsidized the Annual Picnic to the sum of \$821.70

New membership cheques by 2 received

Purchase of plastic tubs for collection of loose Lanchester parts @ \$56

CAMS membership @\$685.00 approved for payment

It was discussed and approved that the minimum order of 100 units of the Travelling in Style book be purchased MSA Alan and Merv

New Members: Two new members including Philip Jacey

MINUTES OF A MEETING

Social Report: Peter gave a report on the technical day and noted a good turnout of 13 people and Davud's work on his car was excellent.

Light rail weekend was referenced.

SP 250 Christmas party was referenced

DLOCCA Christmas party was referenced.

Members to bring presents, raffle items, the usual chairs and tables, cutlery etc and a contribution towards lunch. Please ring our hosts David and Noel to confirm (0418217682)

Various options for next year's social calendar were presented by Ray including theatre Organ Society viewing and playing, Carillon viewing Sydney University, Antiquity Museum visit and London Taxi Sydney location visit.

The annual Cocktail Cruise was referenced for the 9th January, 2018. Mosman(Spit West reserve) at 5:00pm.

Special committee meeting to be arranged over dinner same night but prior next General meeting to be arranged to set-up 2018 programme.

Editor: Reminder to members there is no December magazine.

Website : Nil

Registrars : Recent SP 250 Rally was referenced. Some 53 people, 19 SP250 cars attended which was the largest gathering of SP's that members could remember.

Special thanks are extended to Merv McDonald and John Gallagher for their organization, running and content of the event. The vote of thanks was noted by acclamation.

Library: Nil

Conditional Plates : Nil

Regalia: Nil

Technical & Spares: Nil

For Sale & Wants: Nil

CMC Report : Merv reported the next meeting of the CMC will include as part of their Agenda an update on their constitution. Merv noted the adjustment related to the Classic Vehicle System re modifications.

The meeting had no objection. Merv noted he would be unable to attend the next meeting of CMC 28/11/17 due to previous engagement. Should any member wish to go along as DLOCCA delegate please contact the Secretary.

MINUTES OF A MEETING

All British Day: Merv reported possible change of date being considered by the organizers and allocation of all “top paddock” display areas under review for relocation.

General Business: The possibility of articles in the magazine for next year related to the Lady Docker cars discussed.

“Daimler Days Vol 3” from England being investigated for Library purchase.

The Lancer Army Barracks at Parramatta are continuing with a Daimler Dingo restoration. Possible inspection discussed.

Victoria Barracks in Paddington discussed as a possible event linked with lunch.

Copy of the “Gold Car” publication provided to the library. The car now resides in India.

There being no further business the meeting was closed at 10:00 pm.

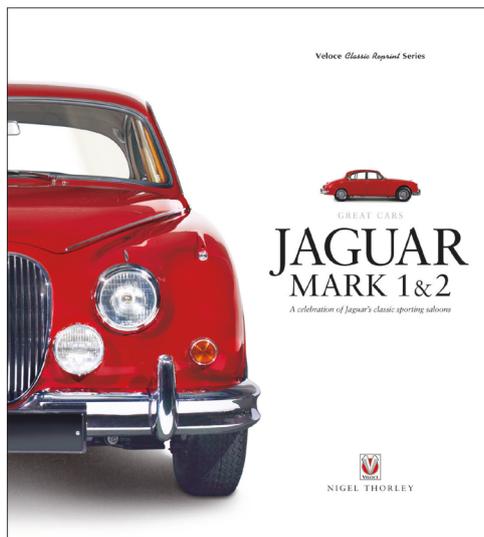
THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 4th DECEMBER, 2017 @ 8:00pm.

BOOK NEWS!

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1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART TWENTY SIX

PART TWENTY SIX - MAKING A NEW WIRING LOOM

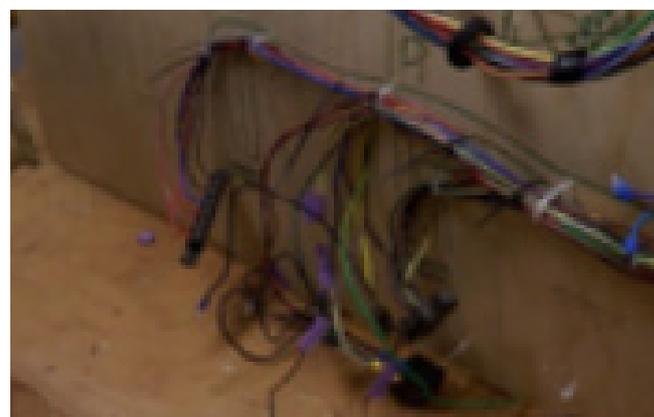
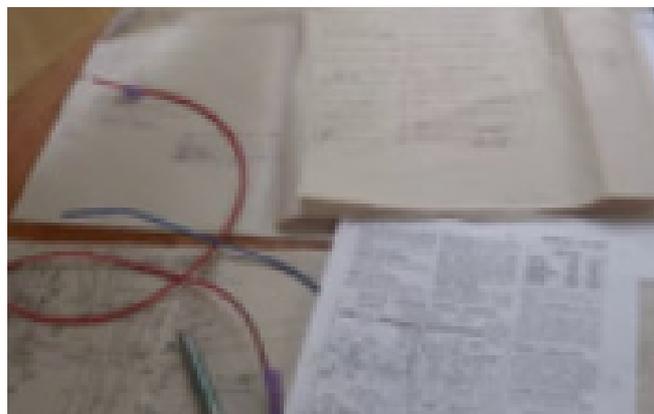
The existing wiring loom was badly damaged and unfortunately not labelled. It was easier to replace the entire loom. Luckily, I had a good wiring diagram to work from, and you can purchase the correct colour coded wire.

I decided to make a template of the actual loom on paper, and transfer the design to a thin plywood board. With the template in place, I ran the wire according to the plan, and held the wire in place with Ziploc clips. It takes a lot of time to ensure that all the wires are in the correct location on the template, with lots of double checking back to the wiring diagram.

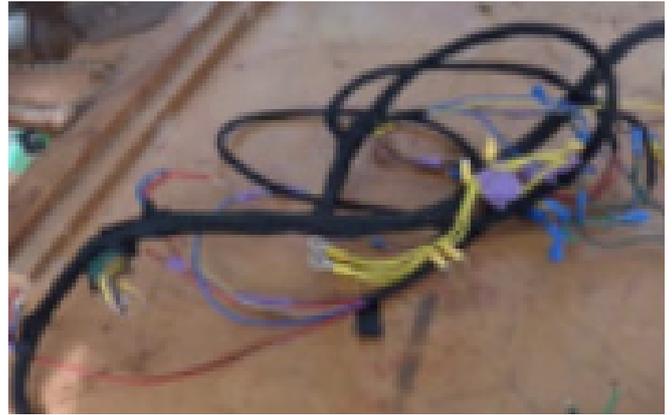
I have also taken the opportunity to include provision for turn indicators, and a series of relays to cover the headlights, horns, wipers etc. After a final check of the wiring, I taped up the loom with special loom tape.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 26 - Making a New Wiring Loom](#)

Next Edition: Part 27 - Restoring the Jacking System



1949 DAIMLER DB 18 CONSORT RESURRECTION



FOR SALE - 1968 DAIMLER V8

We now are selling our beautiful car. Thought the Daimler Club would be the 1st place to try and sell it.

The car is in excellent condition, we have all receipts etc. to show what work has been carried out.

Our asking price is \$30,000-00 or vno

We have listed our phone no's if anyone should be interested

Home. 02 45 791 051

mobile. 0403 136 410

email. larryocarroll@iinet.net.au



SHOPPING FOR A DAIMLER - ARTICLE BY WILLIAM BOBBY

There is no denying that for those who appreciate quality-car motoring of the more sedate kind, usually in closed-car comfort, a Rolls-Royce is the ultimate. No other make fascinates to quite the same degree, because prestige, legend, engineering craftsmanship, nicety of control, known history and the written word and photographic record are collectively more readily available for the Derby- and Crewe-built cars than for any others. But Rolls-Royces do tend to be rather expensive these days.

It was with this in mind that I tried some time back to find our readers who might be interested, an alternative. I concentrated on straight-eight Daimlers of various models (Motor Sport, May, 1966). But I have to confess that, although I did not drive the postwar 5½-litre DE36, on the whole the thing did not quite add up—Rolls-Royces are superior to pre-war multi-cylindered Daimlers. But being tenacious, I refused to give up and so had been thinking recently again in terms of Daimlers. Not the ones that look like Jaguars dressed up in fluted bonnets or that ugly great limousine with the racing engine, but six-cylinder Daimlers some 18 years of age. Which seemed to call for a deal with Sportscar Garages in North London, who specialise in such things.

Having surmounted at last the one-way systems in this depressing district, driven past boarded-up building sites announcing that guard dogs were on patrol and had a stone thrown at the Rover by one of many small coloured boys (these days all I am permitted to do is to congratulate him on his accuracy of aim), I arrived at the archway beyond which various old Daimlers are stabled. The cars we are considering are 2½-litre models of the immediate post-war period. The DB18 saloon was developed into the Barker-bodied Consort saloon by 1949, recognised by a curved instead of a flat radiator grille and for which 80 m.p.h. and 22 m.p.g. were claimed when new. On the same chassis Daimler offered, as a substitute for the deceased DB18 Barker d.h. coupé, the Barker Special Sports coupé, using an alloy head, twin S.U.s and a worm-drive instead of a hypoid back axle, to give striking appearance coupled with some 85 m.p.h. and 23-30 m.p.g. There was i.f.s. by coil springs and substantial swinging arms. The body is light alloy, with bolts instead of screws for the door hinges, and steel front wings and bonnet. By 1953 these Barker-bodied Daimlers gave way to the Conquest range, of which the saloon used body pressings shared with the Lanchester 14. Today Consorts offer dignified if sedate motoring and are available in a price range of roughly £250 to £400, depending on body type and condition. *It would be imprudent to bid much higher for this class of car. (*An average of those in last month's Motor Sport advertisements, from DB18s to BSS, comes to about £293.)

What Mr. Martin Reid of Sportscar Garages had done was to fix me up, not with a car from their stock, but to borrow for me an Oxford-registered Barker Special Sports of about 1951/2, which they sold some time back to a satisfied customer who will not part with it. Consequently, there is no point in describing in some detail the condition of the car and how much tread remains on the 6.00 x 16 Dunlop Gold Seal tyres, etc. But some notes may interest prospective purchasers of such cars. You get mostly what you pay for in this World, and this particular Daimler, very smartly repainted in two contrasting shades of brown, with unblemished plating and original beige upholstery and hood, the interior in getting-tatty condition, is valued in the region of £550.

So, with the sun shining, I drove off in open-car exhilaration and visibility, to re-learn the niceties of operating a fluid-flywheel and preselector transmission. That on this Daimler was functioning splendidly, except for an occasional reluctance to take bottom until the pedal had been kicked hard, and is a pleasantly nonchalant method of changing gear. The r.h. gear-selector lever is marked R-N-1-2-T-O, as the box has an overdrive top. In this "O"-ratio the car wafts along at 50 m.p.h. with the engine running at a mere 2,000 r.p.m., or some 800 r.p.m. less than in top.

Indeed, this Daimler, while it can by no stretch of imagination be called a sports car, runs very silkily and quietly, exhaust noise not evident with the hood down. It is long but it is also narrow (15 ft. 7½ in. x 5 ft. 4½ in.), which helps in congested traffic, especially as the extended fairings of the wing-mounted sidelamps act as sights.



You sit in a comfortable leather armchair, looking down on Minis, 500s and suchlike, and on to the typically Daimler alligator bonnet which, because it props up from the front on its sliding strut, gives reasonable engine accessibility without recourse to ugly centre hinges. The big, plated, fluted grille with dummy filler cap codes up high in front, giving a further reminder that this was one of Coventry's fine motor-carriages, and could be anything from a Conquest saloon to a Royal limousine.

In spite of its designation, this is not the kind of car I wanted to press in the gears, or take performance figures with, at all events after some 18 years' usage; although the mileometer read only under 36,000. But it got along faster than I expected, 60 to 65 m.p.h. being a nice ambling gait, with some shimmy, and the acceleration surprising for a 33¼ cwt. car. And, some ladies might note, in spite of the truly fool-proof transmission, this 2½-litre car is so flexible that it can be started in top if there seems point in so doing. The unpolished light wood facia carries a range of instruments comprising 100 m.p.h. speedometer and tachometer reading to 6,000 r.p.m. with a red line at 4,500 r.p.m. (although the 69 x 110 mm. 2,522 c.c. engine peaks at 4,200, when it gives 85 b.h.p.), ammeter, water thermometer (normally at 175°F), fuel gauge and clock. Oil pressure is left to providence, or more accurately a warning light, but should be 40 lb./sq. in. Surprisingly, these dials are of AC manufacture and have the cream faces and shaded figures favoured by Daimler. The clock and trip-odometer were not working. Discreet knobs scattered about look after things like petrol reserve, spot-lamps, heater, throttle setting, mixture strength, starter, panel illumination and cigar lighter. The handles for the rear-hinged doors, lamps switch, r.h. "umbrella-handle" handbrake, wipers which have big knobs and can be parked below the screen rail, and the big spring-spoke steering wheel, with horn push control for the self-cancelling semaphore-arm trafficators on its boss, are typical of a car of this period. Good wing mirrors and a Motorola radio were fitted.

The Daimler Special Sports has some endearing items of its own. The front seats are separate, but three can occupy them in some intimacy, while behind them is an occasional seat set transversely, which can be

mounted on either side of the body, depending on whether the person who sits there prefers to converse with the driver or the front passenger. There is an interior lamp in the folding hood, the latter quite easy to erect and stow in its bag, although the n/s catch tended to come undone. Chassis lubrication is automatic, on the ingenious Luvax Bijur thermal system, which simply means that heat from the exhaust manifold expands the lubricant and sends it on its way. Jacking is by the D.W.S. built-in system, the winding handle, spare wheel, etc., being revealed when the rear number plate panel is hinged down. The spare wheel lives in a cavernous but shallow boot with self-popping lid and the back wheels wear spats; tyre pressures are normally 28 and 30 lb./sq. in. One key suffices for all locks, including cubby-hole, fuel cap and n/s door. There are leather trimmed vizors. The hood has top rails and, with the wind-up glass windows, makes a snug closed car, or would have done had there not been a gap at the top of the n/s window. The "keeps" for the heavy doors were inoperative.

When new the recommended top speeds in the gears were 33, 53 and 80 m.p.h. at 4,500 r.p.m. (I got indicated readings of 25 and 50 m.p.h. at 4,500 r.p.m. in the two lower gears, and The Motor a true 48 in 2nd, 78 in 3rd from a new car in 1950), and maybe there would be a few more m.p.h. to come in overdrive, the Special Sports having ratios of 14.57, 7.97, 4.85 and 3.55 to 1, whereas the single-carburettor Consorts use normal four-speed epicyclic gearboxes of 17.54, 9.97, 6.71 and 4.30 to 1.

I must say I was pleasantly surprised at how well the car cornered, in spite of some play in the fairly heavy steering, which is geared just under 2½ turns, lock-to-lock. This may be attributable to the rigid boxed chassis, although bad roads set up steering shake and made the doors rattle. The brakes, which are Girling hydro-mechanical at the front, mechanical at the rear, with 11 in. drums, were more than adequate. The fuel tank holds 14 gallons, and cheap petrol seemed in order with a 7-to-1 c.r.; no fuel check was made but at least 23 m.p.g. should be obtainable. The clean push-rod o.h.v. engine boasts a detachable Tecalemit oil filter on the n/s. The engine commenced readily from cold and idled at 250 r.p.m. Night driving was a bit fraught, because the headlamps seemed to extinguish on (foot) dip and, although there are very penetrating Lucas spot-lamps which can be used only with the sidelamps, they had tree-inspecting dazzling beams. Moreover, the wipers went u/s and had to be hand-operated.

But this Daimler was an interesting and thoroughly practical car, which, when it left the premises of Everest & Sheldrake of Henley-on-Thames as a new car, had servicing facilities all over the place, including Daimler House at both London and Edinburgh. The point I want to get over is that I consider it the equal in silence and driving charm of many of the older and smaller Rolls-Royces of like age, for which appreciably higher prices are being asked.—W. B.



FOR SALE - 1973 DAIMLER DS420

My name is Frank Wilson I live in Donnybrook in WA , I own a 1973 Daimler DS 420 which until about a year ago was registered as a hire veh and used to provide transport to Weddings, School Balls etc., the car has been unused in my garage for the past year, it is now on private WA plates, I am keen to sell the car but as I'm sure you will be aware its a very limited market. I wondered if you could advertise it amongst your members. The car is in good mechanical condition, although the electrics could do with some attention some of the wiring is showing its age and is rather brittle, the interior generally is ok but a little worn I believe it all to be original, the body and paintwork is good but there is some rust appearing on the bottom of the doors, the car is burgundy and black in colour.

In all honesty its difficult for me to put a value on the car as I understand the car will only appeal to a small market, if any of your members are interested I would be happy to discuss a figure with them starting around \$8000 but am prepared to haggle as the car is now costing my money in registration fees and is taking up valuable space in my garage.

I bought the car in Queensland 5 years ago and at that time paid \$2300 to have it transported to Perth.

I can provide any photos your members require should there be any interest, it could be brought back to pristine condition with a little cost, and some expertise and enthusiasm.

Regards

Frank Wilson

hartlepool@westnet.com.au



FOR SALE - 1958 DAIMLER MAJESTIC AUTOMATIC

In original condition except for the temperature gauge but the original one is there. The back Passenger side guard has been sprayed at some time and is a "crap job" and would need doing again, otherwise it appears in good condition for its age.

Drives very well, the wind up window felts also need replacing. It has full road registration. I am asking \$20,000 ONO.

Please contact David Bain on 0438 648 204 or email on davidbn@dodo.com.au



FOR SALE - DAIMLER DOUBLE SIX VANDEN PLAS

Series 1 1972 - V12 Engine in running condition

Not sure what engine number is in the car & it currently has a turbo 400 transmission. This was all in the car when we purchased it about 8-10 years ago. The original engine has the Daimler rocker covers on it. But it appears that it may have had a blown head/gasket as one of the head was off when we received the engine & transmission.

Vin #2B1008BW making it 8 of 351 built.

We believe this car was given to Joseph Lucas Ltd back in 1972 for their 100th anniversary from the head of Jaguar. Have original rego papers to show this.

Original motor & transmission not in car but we have these with the car.

The car was last rego in 2007 just before we purchased it. We have driven it about 4 years ago just up and down a quiet local street. The car hadn't been started for about 4 years until last weekend when we fired it back up.

We were thinking about \$15000 or nearest offer for the car.

Paul Carter - 0406 247 620



ANSWER TO OCTOBER QUIZ



Photo Courtesy of National Library of Australia - no current copyright.

The famous aviator John Ulm, who was the co-pilot for Charles Kingsford Smith and one of the pioneers of Australian National Airways (ANA). He was loaned the Daimler by Ron Bright who had an interstate trucking business.

LOOKING FOR A PROJECT?

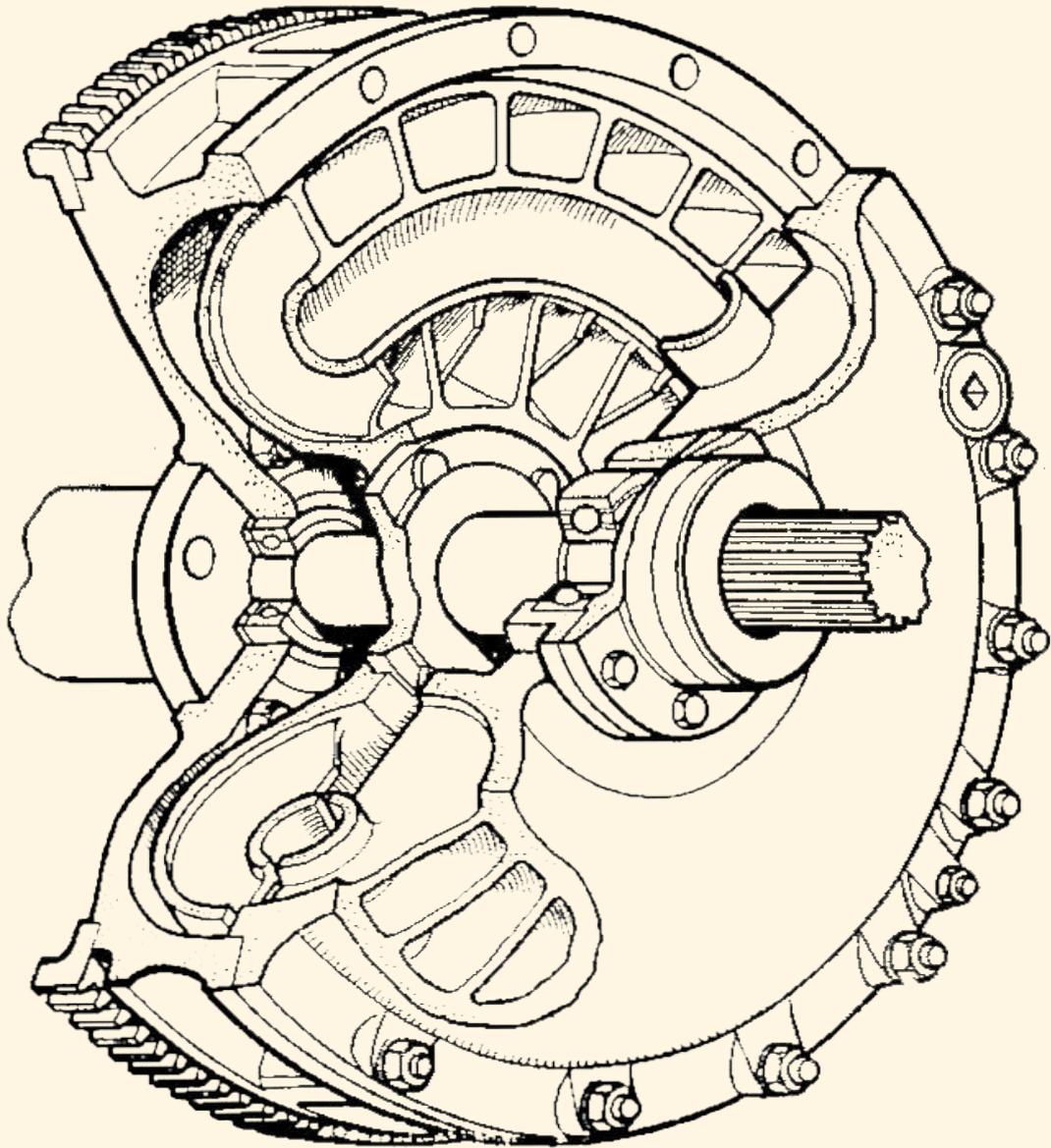
I know it sounds ridiculous but I am looking to create some space in the shed (Grumpy's Gargantuan Garage) and have been looking at my own projects with a realistic eye (I took the rose-coloured glasses off!) I think I'm at the stage that I could be persuaded to part with my ex-Botswana Manual Overdrive V8 250 (1969 I think).

The body is very straight and pretty much rust free. I think the "duco" would respond to a good cut and polish and some minor respraying in a few places. The interior is well patinated and I'm sure that with appropriate treatment could be made very serviceable.

The engine and gearbox are both out of the car – at least some of the hard work has been done. I can tell you why if you are an interested buyer. The critical thing is the heads are OK and a light rebuild is probably all that is required.

This would be a great car when back on the road – and quite rare! If you are interest, call me and we can start haggling.

Michael Pringle
0418 311 422



Please address all correspondence to:

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

www.dlocaustralia.org