

Daimler

&

Lanchester

NOVEMBER 2018

FLUID DRIVING



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

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OUR NEXT MEETING

8PM MONDAY, 3RD DECEMBER, 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

Well another year has nearly come & gone & we can't quite believe it! The President's weekend was a resounding success with 28 people in attendance plus Merv's Daughter & family, Warren & Molly. We commenced our journey with lunch at the Boiler House Café, adjacent to the Hydro at Medlow Bath, & all were impressed with the Fare & location. After Check in at the Goldpanner Motel we wandered off to Abercrombie house for a self guided tour before heading out of town to Merv's Daughter's farm for a magnificent barbeque feast courtesy of the Family. Only 2 mishaps were encountered over the weekend. Neither involving a Daimler. John Hiscox managed to delaminate a tyre on the Rolls Royce & Russell Turner experienced a fault with his Jaguar which would not have occurred at all if he had "Travelled in Style". Sunday was also eventful as you will read in Graham's report.

The next major event on our Calendar is the Christmas Party at Russell & Jenny's on Sunday the 9th December. Don't forget 3 things, Present's for the tree, Ring Jenny to find out what dish to bring & Bring something for the raffle/hamper.

The Lanchester Project is progressing at a steady pace, with paint beginning to be applied, doors & boot lid back on, wiring almost in place & fuel tank/system back in place. Hopefully the Painting process will be finished prior to Christmas.

Finally, don't miss out on John Steel's Cocktail Cruise this coming January 8th.

Mosman Bay is an historic area & the barn on the left hand side of the road approaching the ferry wharf was a whaling establishment in the 1800's.

Finally, Denise & I wish you all a Happy & Holy Christmas & look forward to sharing a great new year with everyone.

Jim Gellett - President/Editor.

COMING EVENTS 2018

December 2018 Saturday 1	SP250 Christmas Lunch - Darters Christmas Lunch, 12 noon at Waterview Restaurant, Berowra.
December 2018 Sunday 2	Combined Humber/Daimler event - Elizabeth Farm at Rose Hill. Further details in this issue of the magazine
December 2018 Sunday 9	DLOC Christmas Party at Russell & Jenny Turner's at 63 Davies Ave Springwood from 11:00 AM. Bring male/female Christmas present to value of around \$10 for the Christmas tree & something for the raffle. BYO drinks.
January 2019 Tuesday 8th	John Steel Cocktail Cruise from 5PM. Location Reid Park Mosman. Directions, From Spit Junction keep to military Rd & turn right at the School on the right hand side into Avenue Rd & continue to Reid Park on the right hand side & cross a small bridge at the bottom of the park. There are no shops in the vicinity. UBD Map 216 N11

COMING EVENTS 2018

January 2019 Saturday 12	SP250 Breakfast 8:00am at the home of Warren & Chris Cole, "The Very End", Calabash Road, Arcadia, phone 9655 1111 or 0412 686 456. Breakfast goodies to be provided by: Eggs – David and Dallas Bacon – Tony & Rosie Orange juice – Jeff & Janelle Champagne – Alan & Carolyn Tea & Coffee - Warren & Chris Please advise Chris Cole if you plan to attend by Tuesday 8 January so she can brief provedores
February 2019 Friday 8	SP250 Meeting at the home of Alan & Carolyn, 37 Derriwong Road, Dural, 9651 2961 or 0438 290639. Meeting 8:00pm but come early at around 6:30pm for the traditional sausage sizzle.
March 2019	SP250 Weekend Event - Weekend tour of Bathurst and Mudgee to be planned by Mark & Tracey Brooks
November 2019 Friday 1 to Sunday 3	SP250 Rally - Bright Victoria. Details in the SP250 Report on following page.

It's that time of year again for
The First Noella
Traditional Christmas cakes



0422277553

Christmas is not far away and this little elf is making a start on the Traditional Christmas Cakes.

If you wish to order a delicious Christmas cake for yourself or family/friends, please call or text me on 042227753. They come in two sizes and the costs for the cakes are as follows:

Square 850gms \$25.00

Round 450gms \$15.00

If you would like to go ahead with an order, please let me know a.s.a.p.

I look forward to hearing from you.

Thank you.

Noella Gadd



DARTING ABOUT

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Some interesting items of news this month but let us start with a thank you to Warren & Chris Cole for hosting our November meeting. As usual there was a traditional tour of Warren's car collection housed in numerous sheds and as usual there was a new shed.

During the meeting we discussed plans for several runs in 2019. We will plan to attend the HARS Aircraft Museum on one of the Flying Days. This will require an early arrival at Albion Park so we may plan and overnight stay. The other plan was for a visit to the Yacht Club where Graham Paterson is a member. This visit will be planned for a Saturday between April and July when the Club is not crowded.

Probably the biggest news of the month is that we have uncovered another lost SP250. That is two within a few months after years of silence. For this discovery we must thank Ray Palmer who stopped in unfortunate circumstances outside an automotive workshop, entered into conversation with the proprietor and recognised a partly restored SP250 in the workshop. We also thank Mark Brooks who took up the crusade and eventually made contact with the owner. The car is chassis 102588 (1960 BSPEC). Our archives have no information about this car other than it was first registered in December 1960 to a Mr McKean. The car has been running for some years with an American engine and is in the process of having a new American engine fitted. The car also has some bodywork modification. We hope to meet the owner and see the car some day not too far away.

Next interesting item is a report that the photograph on the next page turned up on Facebook posted by "Classic British Cars in Australia" with a few questions that suggested the author did not recognise the Geoghegan family race team. There were plenty of volunteers to explain the people, cars and history. I sent the photograph on to Roger Anson who is currently restoring the SP250 in this photograph.



Warren with Daimlers and a few Darters in his new shed of many doors



Discovery of a long lost SP250, note body mods including nose, scuttle, mudguard sweep and hood recess cover

DARTING ABOUT



Geoghegan racing team, Bathurst 1964

And a final note, I noticed that Michael Stringer has advertised his SP250 on carsales.com with an asking price of \$54,995. He gives the SP250 a strong write up and mentions that there is a Daimler SP250 Car Club with a small membership who are a great bunch with very good knowledge. Thanks Michael, we hope your words assist you to attract a keen buyer.

DLOCCA SP250 REGISTER MEETINGS AND RUNS

The DLOCCA SP250 Register has either a meeting or a run each month. The meetings are usually on the first Friday and the runs are usually on the third Saturday. Meetings start at 8:00pm. The events/runs for the SP250 group in 2018 have been integrated into the main Events page in this publication. The events are prefaced with SP250 in each case. Plans for 2020 are shown below.

Working Plans for SP250 60th Anniversary Rally in UK

- Friday to Sunday 7/9 - DLOC Rally, Peebles, Scotland
- Monday to Thursday 10/13 – UK SP250 Club Tour of Lakes & Peak Districts
- Friday to Sunday 14/16 - SP250 60th Anniversary Rally, St John's Hotel, Solihull.
- **2020**

Tentative plans for SP250 Two Week Tour of Tasmania

Darting Off

Alan

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

PRESIDENT'S WEEKEND REPORT - BATHURST NSW

The 2018 President's Weekend Event was held at Bathurst. So like many before us it was a case of "We Came, We Saw, and We Conquered". I am remiss in failing to include "We Ate" because there was plenty of that over the weekend.

Jim Gellett was extremely proud of the fact that it was the largest contingent of members to date for this event whilst he has held office with no less than 28 attending. Those attending were: - Merv McDonald, John and Gail Robison, John and Eve Hiscox, Kevin and Liz Wilkinson, Ian and Karen Brenner, Ian and Bev Rowe, Victor Nash, Peter Cullen, Bob Aylward, Peter Grant, David Flynn, Robert Brandes, Jeanette Fullayer, Colin Cox and Barry Smith, Linden Braye, Russell and Jenny Turner, Graham, Joan and Brent McDonald, and of course Jim and Denise Gillette.

In terms of cars there were a few moderns i.e. BMW 4 Ci, Jaguar S-type, Jaguar XK8 and a Toyota Prius. All most welcome. However, it was quite an eclectic group of vehicles with heritage, comprising 2 x Daimler Special Sports, Daimler Century MkII, Daimler XJ40, 2 x Daimler 2.5 V8, Bentley MK IV, 2 x Rolls Royce, Mercedes 280 CE and Jaguar Mk IX.

The majority of the group first met at the Boiler House Restaurant located in the grounds of the Hydro Majestic Hotel at Medlow Bath for lunch on Saturday. The food was well received and the views of the Megalong Valley most impressive. After lunch we made our way to the Gold Panner Motor Inn at Bathurst our accommodation for the weekend and about an hours drive away. There we met with Russell and Jenny who had decided to make a long weekend of it and came up a day early. Without delving into specifics Russell again managed to have car problems, leaving them laid up for most of Saturday.

The group was given a brief respite before heading off to Abercrombie House a Scottish Baronial mansion built between 1870-1878. The current owners of the mansion have spent 50 years restoring the building and collecting colonial furniture and items to add to original furniture and items belonging to the house when first built.

Dinner on Saturday evening was organised by Merv McDonald to be held at his daughter's farm in Duramana approximately 15 kms from the Gold Panner Motor Inn. This was a BYO drinks with a barbecue and money raised went towards catering and some money towards the Lanchester project. It was a novel experience for everyone, the food was excellent and the farm house has quite a picturesque setting with such a mixture of animals to see: - horses, geese, chickens, goats, sheep and cattle. Our compliments to Merv and his family; daughter Michelle, her husband Warren and their daughter Molly for a job well done.

Sunday of course we headed to the mountain, Mount Panorama that is, where I am sure we are in contention for setting the slowest lap on record. With the mountain conquered, we headed back to Bathurst in time for the 100 year anniversary service of Armistice Day. Bathurst had put a lot of effort into the event with crosses and poppies commemorating every conflict where our armed forces had served since federation along with a respectful program of events.

It was time to head back home, and Jim had one last card up his sleeve for those heading back to Sydney at least. That was for everyone to stop at the Grandview Hotel at Wentworth Falls for lunch. An excellent choice I found as they have sticky date pudding on their menu, Yum my favourite.

Thank you Jim for organising the event, and a special thanks to every one who went out of their way for Joan.

Graham McDonald

PRESIDENT'S WEEKEND REPORT - BATHURST NSW



LANCHESTER RACING CARS

The Lanchester 14 HP acquired by the DLOCCA has brought attention to this noble make. Prior to Lanchester being acquired by the Daimler Motor Company, C1930, the Lanchester Co with support from George Lanchester & works manager A W Bird, began a racing programme. Partially because the sleeve valve engines were not understood by the buyers of these expensive cars, the Company decided to enter them into races at the Brooklands Racing track, built & owned by Mr H F Locke King, in Weighbridge Surrey in 1906 & was the world's first purpose built racing circuit.

Some 40 HP cars were privately owned & raced at Brooklands with varying degrees of success. To make the model better known, the Lanchester Co in 1909 staged a demonstration of two cars at Brooklands to show how reliable & silent these engines were. The 2 cars were driven to Brooklands from Coventry where 1914 miles were covered at speeds of 41 & 42 MPH. These two engines ran under RAC supervision for 32 hours. Whether this demonstration achieved its intent is not recorded. Soon after the Lanchester Motor Company produced a racing car for racing at the track, with A.W. Bird, Lanchester's works manager. The car was named "Winnie Praps Praps" This large 40HP car, a 2 seater did not record any wins.

Later, owner/driver Tommy Hann, in his streamlined 40HP model raced with some success in 1924. Again a 40HP driven by Lionel Rapson driven at speed to test tyres that Rapson had an interest in. This car survived & was raced by Parry Thomas & its best lap at Brooklands was 109.46 MPH in 1926.

Sadly these magnificent cars were not valued & were often broken up. The Rapson car was sold for FIVE POUNDS, after being used by Arthur Bird.

It could be said that Lanchester's entry into racing was not a success. The 2 engines, 20 & 40 HP were clearly not suited to producing high speeds despite Thomas' 100MPH plus.

REF BROOKLANDS 1906-1940, W Body.

Article supplied by John Steel, Senior Technical adviser to the DLOCCA Lanchester Project.

DAIMLER, DAMES IN THE DESERT

The players: John & Eve Hiscox in their V8, Ian & Karen Brenner in their V8, Victor Nash & Collette Roth in the Bentley Continental and Roslyn Hiscox, Kevin & Liz Wilkinson and Marcus & myself all in moderns.

For those that have seen the movie Priscilla, you know that even getting to Alice was a bit of effort and incidents along the way could easily remind one of a Daimler trip. Well our trip did not disappoint including the attendee list which was constantly changing right up to the day we left.

Australia is truly a beautiful country and this trip took us from the seaside through drought-stricken NSW to the lush vineyards of South Australia and the stark red outback that is just so amazing with hidden gems emerging to make your eyes widen in wonder. Words cannot capture what the eye sees and often photos don't either but I am hoping what I have chosen will give you an understanding of what we saw.

Perhaps here I should mention the mechanical issues that dotted the trip but on second thoughts I have just gathered them together and put them all at the end.

The towns we stayed in were interesting but Renmark turned out to be quite remarkable and warranted a return visit to pick up the clothes left in the wardrobe, the wallet secreted behind the coffee cups and the personalised drink bottle left in the fridge (never recovered) plus returning a set of room keys that had

DAIMLER, DAMES IN THE DESERT

come on holiday with us.

The train museum at Peterborough was interesting as was Womera, worth the detour – it has quite a history and is still operational today. In Alice we were told they were doing firing tests and getting back that way may be problematic.

Erdunda was the start of the Red Centre; as with Coober Pedy, we were given free bottled water as the local water was undrinkable. The rooms were large with creaky floor boards and they reminded you to close your door so snakes would not slither in! By now our jumpers & cardies were lying discarded in the back as the temperatures moved into the 30s.

We climbed a red sand dune to view Mt Connor (often mistaken for Uluru) then turned around and looked over Lake Amadeus, a large salt lake containing 600 million tonnes of salt. Due to its remote location they are not harvesting this resource.

Yulura is expensive but you have to pay if you want the opportunity to spend time out at Uluru and Kata Tjuta. An afternoon jaunt to The Rock saw us doing the tourist thing – drive 20 feet, stop, photograph, drive 20 feet, etc – it really is quite impressive, not just the size and colour but the dings and dents in her that give her so much character. Lightning started so we headed to the Cultural Centre – some made a dash for it as the heavens opened; it was worth it as once the rain stopped the rainbow appeared and it was smack in front of us with The Rock behind. It really was a Wow moment and Rozzie captured it. The ranger said that the waterfalls would still be on The Rock so we hi tailed around again as it is a rare event to see. Given the time, we stayed to watch the sun start to set.

Bright and early next morning to watch the sunrise at either The Rock or The Olgas. We chose The Olgas and watched it change colour whilst the sun rose next to The Rock behind us. We had a fantastic view and all the other tourists were polite and considerate allowing people to get in and see and take photos. We had taken breakfast with us so after that we headed around The Olgas and did various walks but the weather and time kept those limited.

Mum, Rozzie, Marcus and Victor took an afternoon helicopter flight over these 2 monuments and fortunately the weather held for this as later there were more storms and again the Field of Light show was cancelled.

On to Alice Springs where the Masters Games were being played and my brother was there to play baseball. We watched the parade through town and managed to see him play one game the next day in 39 degree heat. My husband is a bit of a coffee snob and it was here at the Red Ochre he had the best coffee of the trip.

Standley Chasm and Simpsons Gap. More amazing places and extremely peaceful. A few more flies now so some hat nets came into play – never let fashion get in the way of comfort! The rock faces at Standley were stunning and the gums beautiful. Unfortunately you can only walk so far thru the chasm these days and not out the other side. Simpsons Gap is a No Swimming river bed that will at some point have some water in it although we did find a water hole at the far end, a tad too cold to go past the toe test. Again, you cannot venture beyond that point. The rock colours were a mix of dark sand and dark red with rock wallabies hiding in the bushes. The other place we visited was Hermannsburg, a historic missionary village established in 1877 and sits within a current Aboriginal community. On that drive we visited the site that supposedly gave Albert Namatjira his inspiration.

Coober Pedy. Dry, dusty. Amazing. 70% of the population live in dugouts and those happy to go underground visited one. An organised afternoon tour - round town, an underground (into the rockface) church, down an old mine, the grassless golf course that is ranked in the 10 most famous in the world

DAIMLER, DAMES IN THE DESERT

(you take a piece of artificial grass with you and place your ball on that to take a shot) then out to The Breakaways. You have to be there to believe this place. We are in opal country so the usual mix of ochre, red and brown is now joined by white. We thought we had been wowed already but these were just awesome. We were treated to wine (decent, in glass) and a variety of cheeses, strawberries and grapes whilst we took in the surroundings.

At Port Augusta the smell of the ocean after the dry and dusty outback brought a smile to my face and the greenness of the Clare Valley was a sight to behold. We stopped at the Catholic Girls Winery and made it worth their while opening before going to Mildura. A cruise on the river and we said goodbye to the Brenners who were met by their son to tow their Daimler home. On to a cotton farm at Colleambly for afternoon tea & a tour and dinner with rellos in Narrendera. We waved goodbye to the Wilkos in the morning and Victor/ Collette in Junee with the Hiscox family going its separate ways after Goulburn.

At the National Rallies we always have a hard luck story and on this trip we had a few contenders:

- Within 24 hours the Brenners were waving good bye to their Daimler after the fan went through the radiator and the car was left at a property at Gol Gol.
- John & Eve had numerous issues: the plate covering the inspection hole fell off so Eve would sit with her walking stick pushed up against the plate to hold it in place which meant travelling in 40 degree heat; a piece of metal, apparently unimportant fell off (but was retrieved); a leak in the fuel tank (thanks Ian for fixing that); a pulley for the fan belt had to be replaced which took half a day and one tyre had to be changed on the final day.
- Victor ran out of petrol 3 times although he says the last was on purpose so he knew exactly how far he could travel.
- This was Rozzie's first Daimler trip, her car's clutch went the week before departure so she had to buy a new car – it was that or go in the Daimler and as she is not an enthusiast

An amazing run, full of mechanical issues, noteworthy places, stunning landscapes, laughter and friendship. Thank you John Hiscox for all your hard work in organising this. We were very sorry that the Ashworths could not join us and we hope that Keith is improving. Apologies to Malcolm Nixon – I was to send him details of where we would be in Narrendera but a typo in the email address meant my email never got there.

There is talk for future runs – I encourage you all to seriously consider going along if they take place.

Amanda Sykes (Hiscox)



DAIMLER, DAMES IN THE DESERT



DAIMLER CHRISTMAS LUNCH REMINDER

Christmas Party at Russell & Jenny's on Sunday the 9th December. Don't forget 3 things, Presents for the tree, ring Jenny to find out what dish to bring & bring something for the raffle/hamper. Venue is Russell & Jenny Turner's at 63 Davies Ave Springwood from 11:00 AM. BYO Drinks



COMBINED HUMBER/DAIMLER EVENT

Sunday 2 December 2018 from 11.00 am onwards at Elizabeth farm at Rose Hill

Address - 70 Alice Street, Rosehill, NSW 2142

Cost - Adult | \$12 Concession | \$8 Family | \$30 Children under 5 years | Free of charge

Tours - General tours are at 11am, 12pm, 1pm, 2pm with a Highlights Tour at 3pm. Tours take 45 minutes to 1 hour. Self-guided iPad tours are also available.

Tea Rooms - Situated in the grounds of historic Elizabeth Farm, the Elizabeth Farm Tearoom offers coffee, cakes, Devonshire teas, sandwiches and light lunches. Gluten free options available. Saturday and Sunday, 10am–4pm (last service 3.30pm)

Parking - There is plenty of street parking. It is proposed to park on the east side of Elizabeth Farm which is Arthur Street

Activities - This is a flexible event so please bring your Humber/Daimler or modern car and join us at some point in the day and explore this beautiful historic house. As a guide I will be at Elizabeth Farm from 11.00 am and would suggest we do the 12.00 tour and then have something to eat in the tea rooms (or picnic in the park) leaving in the afternoon. You might want to do a later tour if that is more suitable.

JOHN STEEL COCTAIL CRUISE REMINDER

Date - Tuesday January 8th from 5:00pm

Location - Reid Park Mosman.

Directions - From Spit Junction keep to military Rd & turn right at the School on the right hand side into Avenue Rd & continue to Reid Park on the right hand side & cross a small bridge at the bottom of the park.

Please Note - There are no shops in the vicinity. UBD Map 216 N11.



For a confidential, obligation-free initial chat,
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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 5TH NOVEMBER, 2018.

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

Apologies:

Russell and Jenny Turner, John Steel

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" Merv McDonald and Peter Grant

Business Arising from Minutes - Nil

Correspondence: - Nil

Business Arising from Correspondence: - Nil

Treasurers Report

- Treasurers report was e mailed to the committee
- Payments of \$1252.20 - Picnic
- \$1573.28 – Lanchester Carport
- \$15,124.68 in balance.
- Treasurers report was tabled,

New Members:

Warren and Anne Sheppard – bought Amanda's car.

Prospective member – Greg Price – bought the DB 18 in the magazine.

Social Report:

Roll Royce Club invitation to Linnwood House – 9am – 4 pm

Presidents weekend this weekend 20 -22 people attending

Christmas Party – remember raffle and Christmas gifts

Contact Jenny Turner re catering ASAP

Ray ran through some of the other items on the list

Editor/ Website:

Website – send updated photos of your car and details if they are out of date or poor quality

Registrars: - Nil.

Library: - Nil

MINUTES OF A MEETING

Conditional Plates:

We are approved for Classic Registration.

Regalia: - Nil

Technical and Spares:

Spares coming down from Qld. tomorrow . Motion moved that the parts donated from John Hancox would be sorted /investigated .

Follow on motion of thanks to John Robison for the donation.

John Hiscox talked about the parts.

John H suggested that a list be made of the parts and published in the magazine so people know what is available.

Parts are to go to Victors shed eventually.

John Hiscox suggested that it be sorted quickly by himself, Warren, John Steel and John R – John Hiscox will notify group.

Ray Palmer suggested that the parts be photographed and published.

For Sale and Wants:

Jim provided information re Barnes 54 Conquest – painted cream and brown – 18months later. Owner rang Jim looking for a steering wheel to finish the restoration. – Ian Brenner provided the part – Car is now on the Gold Coast. Jim went to look at it and it had been sold and is now in Sydney

CMC Report:

Meeting in 2 weeks time.

All British Day Meeting:

Finished for this year.

General Business:

John Hiscox talked about the trip to The Centre

Meeting closed at 9.18pm

THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 3RD DECEMBER, 2018 @ 8:00pm AT RYDE EASTWOOD LEAGUES CLUB.

1953 CONSORT FOR SALE

1953 Consort for sale \$15,000 ONO

I have enjoyed owning my Consort for about 15 years, but I don't use it enough to justify keeping it. It is the ex Cedric Smithson car and has been in the club for decades. It is in very good condition and needs no work. Ready for someone else to enjoy.

Chris Maher

Email: christophermaher1@bigpond.com



REQUEST FROM AUSTRIA

I'm desperately looking for a cylinder block, for my Lanchester 18 HP, built in 1937 (6 cylinders).

Unfortunately, my cylinder block has a crack and is irreparable, unfortunately can not be laser-welded, because it is in an unfavorable place where you do not get to.

I was fortunate enough to find a second one and after the x-ray it turned out that the block had a tear again. Now I am at the end of my wisdom and ask you to help me in this matter. Is there perhaps someone in your club who still owns or sells such a cylinder? Apparently the E 20 Daimler is the same as a motor?

My contact address:

Dietmar Hehenberger

Guglwald 13, A-4191 Vorderweißenbach, AUSTRIA dietmar@guglwald.at Tel. +43 (0) 664-3403111

MASTER CYLINDER KITS FOR SALE

Brovex 4 piece master cylinder kit to suit Consort, Special Sports, Regency, & 104 models

Price \$30.00 plus postage.

These kits were part of my late father Kevin Barnes car part stock.

Contact Michael Barnes on 0417405766 or

Email chrismike4@bigpond.com



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~~ \$4,000 \$3,000 Additional photographs are available on request. Original owner's manual comes with the car.

Contact: Colin Cox 02-47393301 or 0408393301



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1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART THIRTY SEVEN

PART THIRTY SEVEN - FINAL PAINT

I decided to spray the vehicle two tone - Black over Old English White. Although this adds time to the spraying process, the result should be worth it.

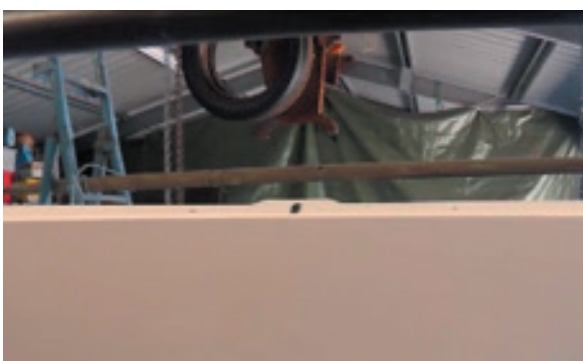
As I always spray my vehicles before reassembly, there are a multitude of panels to hang so they can be sprayed inside and out - the Consort has 18 individual panels. The doors are two tone and required careful masking along the transition line between colours, which were sprayed over a few days.

Most of the panels were straight forward to spray, however the front guards created some difficulty because of their shape and size. I ended up spraying them on their sides.

The body shell proved the most difficult to spray. I had to position planks 18 inches off the floor on either side of the body to be able to spray the roof. Unfortunately, getting up and down the planks during the spraying session significantly increased the spraying time on the day resulting in the temperature rising to around 30 degrees C before the end of the session. The finish was affected accordingly.

The next step will be to colour sand followed by buffing.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 37](#)



FOR SALE

Attached photos of 2.5 V8 distributor drive gear new old stock

I have a few of these for sale @ \$100 each plus postage

Regards Michael Barnes (Email - chrismike4@bigpond.com)



THE LANCHESTER PROJECT

Thursday 1 November - Present Merv McDonald and myself only. Like every week, Merv had been busy since our last visit and had re-primed everything that needed it. I am pleased to advise though that he has started putting some of his effort into his Europa restoration and although early days, the results are quite impressive. Today we did a light wet rub of the outer side of the doors and the front guards of the Lanchester. The weather was quite hot so we needed to work in short periods and then take breaks. The day was more about preparing panels for the team expected on Friday.

Friday 2 November - Present Jim Gellett, Merv McDonald, John Brodie, John Steel, John Hiscox, Linden Braye and myself. The weather forecast for the mid 30's was accurate and the previous days efforts help make it an easy but very productive day. Easier for everyone except I think for Merv who was run off his feet giving out work and advice on what needed to be done. I noted this task was delegated by Merv to Jim as the day progressed. John Hiscox and I gave the body of the car its final wet rub down. I also installed the electrical junction box at the bottom of the steering column now we had all the parts and it was restored. John Brodie and Jim Gellett worked on a light rub of the inside of the doors, whilst Linden and John Steel did similarly to the inside of the bonnet and boot lid. At the end of the day only one mud guard required further work, a slight depression that only became visible after the wet rub.

Tuesday 20 November - With November's social event being the President's week end at Bathurst, no group work days were scheduled. However, Merv McDonald has been extremely active on the project during this break and had painted all the insides of the doors and boot, plus painted all the door ways,

THE LANCHESTER PROJECT

bonnet and boot surrounds. To prepare for the doors to be re-installed on the car on Friday, today both Merv and I cleaned the threads of the captive plates for the door hinges and door locks on both the doors and door surrounds. We also installed the hinges of the doors back on the car and painted sound proofing inside each of the four doors.

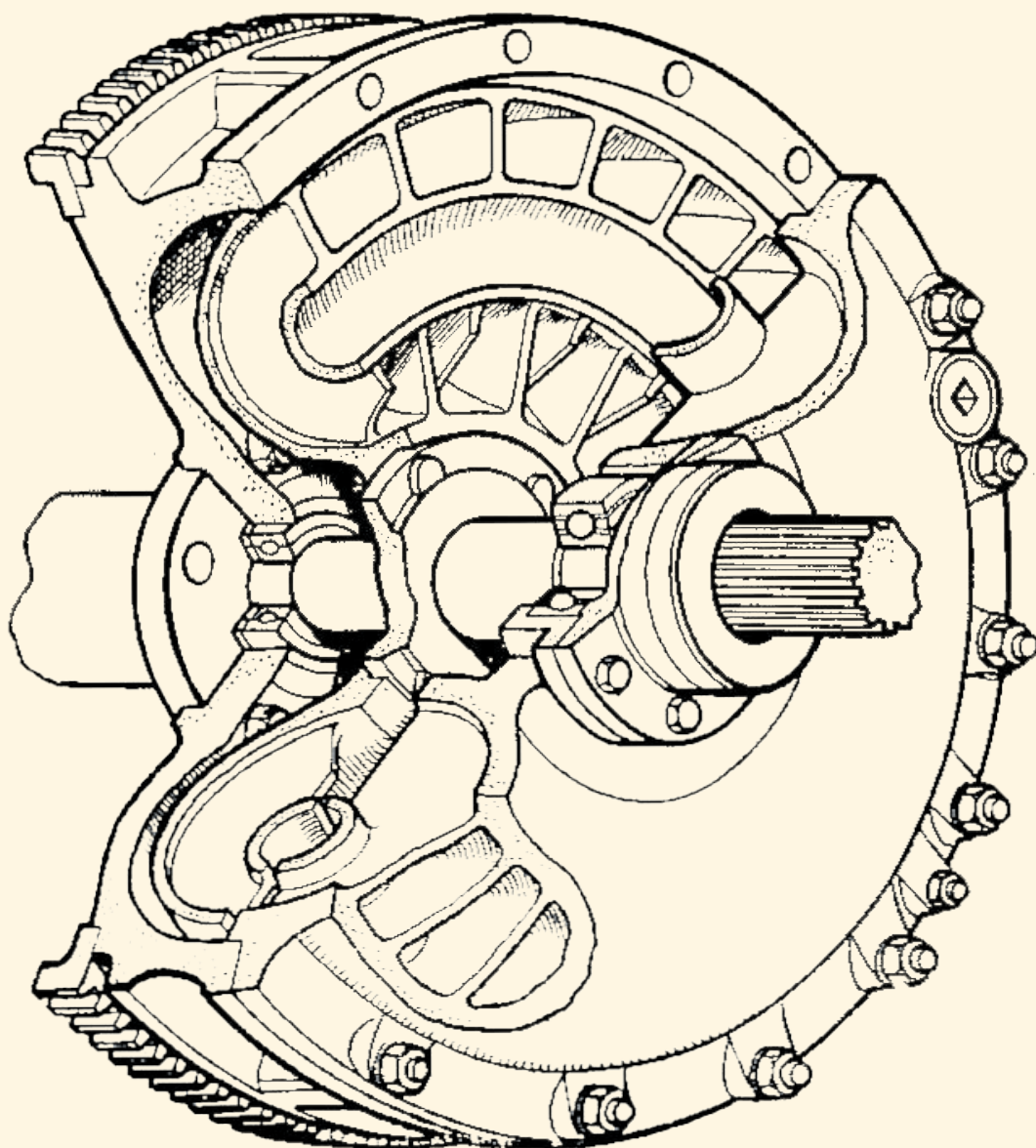
Friday 23 November - Present Jim Gellett, Merv McDonald, Linden Braye and myself. All four passenger doors were re-installed back on the car and ready for top coat painting. This task took longer than expected, as for nearly every door at least one screw could not be readily aligned with its corresponding threaded hole. Whilst this was being done by the other three I took advantage of no boot lid or fuel tank in the car and connected part of the wiring loom to the boot. It was great to hear the other three in good humour despite the frustration of the misaligned screws and threaded holes.

With the doors back on the car, I moved to the front of the car and installed part of the driver's side engine bay wiring loom whilst the others took on the task of re-installing the fuel tank. This was the most difficult task of the day, as the tank is bolted from under the car further complicating the task. The captive nuts also all required cleaning of the threads using the right size tapping tool, which Merv and I had not done on Tuesday. A visual and continuity check of the fuel sender unit was also done and all seems good with it. With the fuel tank in, the boot lid was the last item to be installed. Several minor dents in both rear quarters have been detected and Merv will rectify these before further painting.

Included are photos, that for our members, show for the first time the Lanchester with its doors (well bottom of doors) and boot installed. Sorry about two of them being out of focus, it was a bit difficult trying to hold my phone far enough back behind me in the garage to get the whole car in.

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