

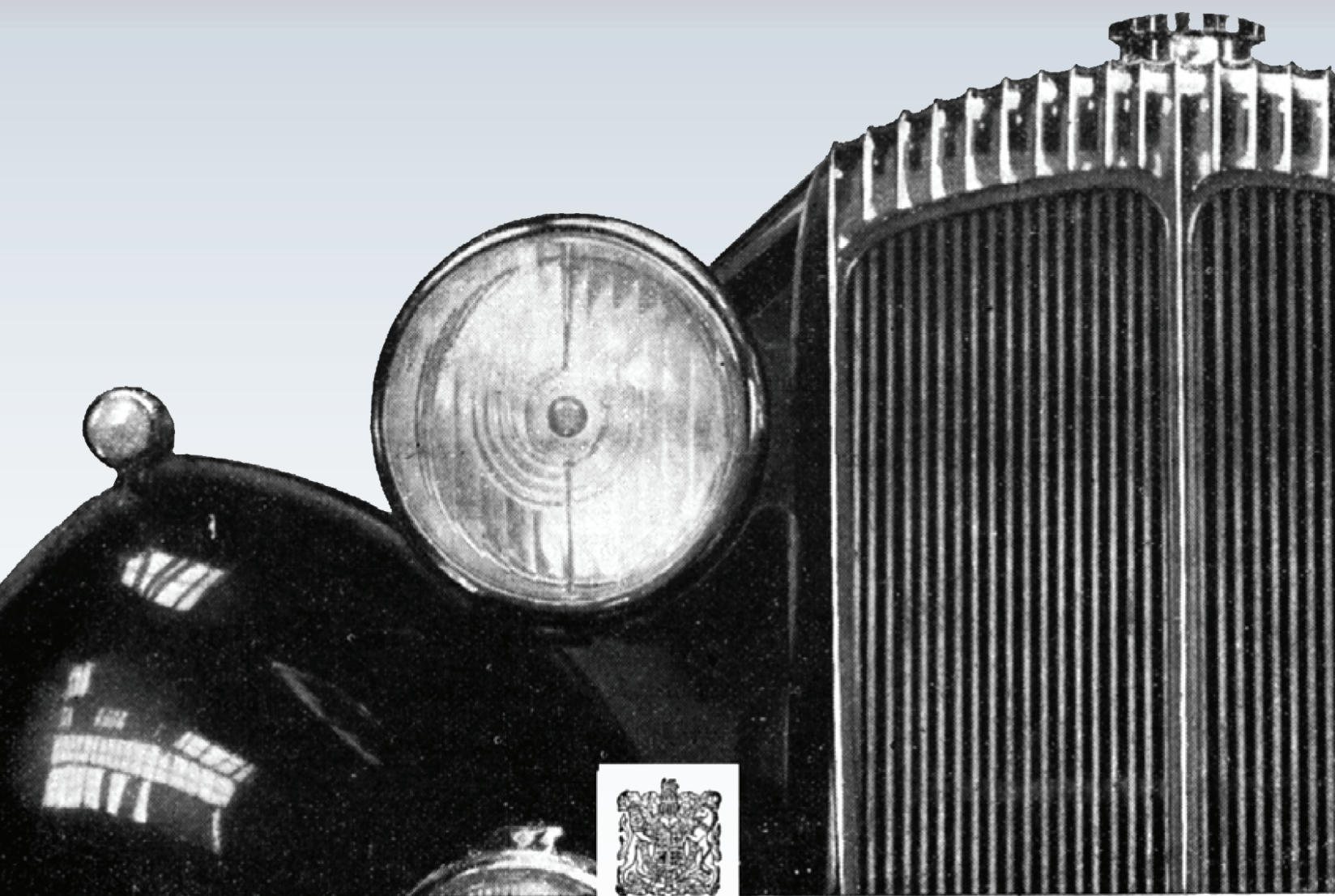
Daimler

&

Lanchester

SEPTEMBER 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, 1ST OCTOBER, 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

What a busy period we are in at the moment, with the All British Day just under our belts & getting ready for the Annual Club Picnic, President's Weekend & then the Christmas Party in December. As you can read in Peter Grant's report the All British Day went off extremely well with our Club display being excellently handled by Merv McDonald. Also Alan Hunt & Victor & others did a herculean job of getting the 1909 there in good condition & it proved to be a great drawcard on the day.

The judges also performed their duties well in most difficult circumstances, profusely rejecting any offer of bribes & inducements. As usual, Chris Cole did a great job with the raffle.

The Lanchester Project is progressing well & it is great to see the enthusiasm being shown by members, both in the progress of the project & being involved on work days. Read Graham McDonald's report elsewhere in the magazine.

I will be away for a few weeks so will miss the next meeting & the Picnic, both of which I am sure will go off without a hitch in my absence. I trust you will all have a great time.

All British Day Trophy Winners are as follows –

- Peter Grant, Boyd Carpenter Trophy for the best coach built vehicle.
- John Hurst, Colbach Trophy for best thoroughbred Daimler.
- John Hiscox, J & M Steel trophy, best V8 Saloon
- Jim Gellett, Jeff White Trophy, best Conquest series.
- Malcolm Nixon, John Hiscox Trophy, Best pre-war Daimler.
- Steve Figgis, Edward Turner Trophy, Best SP 250.
- R & J Turner, DB 18 Range Trophy for best DB 18
- Ian Rowe, Best Jag Derivative.
- Malcolm Nixon won Director's choice for his pre-war 15.
- The Cox Plate, Lanchester/BSA & first appearance Trophies were not awarded this year.

Thanks to all & congratulations to all the hotly contested winners.

Jim Gellett

President/Editor.

COMING EVENTS 2018

| | |
|--------------------------------|---|
| October 2018 Sunday 14 | Picnic Day - Lane Cove National Park. Cost will be \$25/head. Further details to come later |
| October 2018 Saturday 20 | SP250 Run - Run to HARS Aircraft Museum, Albion Park with an option to stay in Kiama on Saturday night and visit the Motor Life Museum on Sunday. Please meet at the Partridge VC Rest Stop between Campbelltown and the Picton turn off at 9:30am. The Rest Stop is on the left as you travel south and is about 12 kms past the 2nd Campbelltown exit. We plan to arrive at the museum around 10:30am. |
| November 2018 Friday 2 | SP250 Meeting - Meeting at the home of Warren & Chris Cole, "The Very End", Calabash Road, Arcadia, phone 9655 1111 or 0412 686 456. |
| November 2018 Sat/Sun 10/11 | President's Weekend Event - Bathurst. People to make their own bookings at the Gold Panner Motel, Bathurst Phone 02 6331 444. Queen rooms from \$130 per room per night including a continental breakfast. Book early to avoid disappointment. More details in future editions of the Magazine. |
| December 2018 Saturday 1 | SP250 Christmas Lunch - Darters Christmas Lunch, 12 noon at Waterview Restaurant, Berowra. |
| 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 \$5. for the Christmas tree & something for the raffle. BYO drinks. |
| 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 |

DARTING ABOUT

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Another great DLOCCA Display Day has come and gone. As in past years the Daimler Club event was held in conjunction with the All British Club display at Kings School. First we must congratulate Merv McDonald, a dedicated SP250 man who is also Daimler Club Vice President and organiser of the Club's Display Day. Merv managed to bring together a nice display of around 25 Daimlers in a very comfortable and social gathering where we had many old friends passing by. Only 6 SPs this year which is well down on our usual turn out. I hope we see more next year. The six on display were those of David & Dallas Stoodley, Stephen Figgis, Tony Luongo, Mark & Tracey Brooks, John Gallagher and Carolyn & I.

The prize for best SP250 on the day was hotly contested between Stephen Figgis, chassis 104263 1963 C spec and Tony Luongo, chassis 100046 1959 A spec. By a fine margin the Edward Turner Trophy went the Stephen - Congratulations Stephen,

One of the most pleasing aspects of the day was the number of SP250 owners who came by to say hello. First I should mention new owners, Sean, Rebecca and Callum Ferguson, but more of Sean in the next paragraph. Next I will mention Ron Fitzgerald, chassis 102553 and his son Brendon, chassis 104338, who we have not seen for a number of years. Then there was John Haak who told me he had decided not to sell his SP, chassis 104016 1962 B spec, but would convert it to automatic so he can drive it. Jeff & Janelle Glanville came by and I should mention Warren & Chris Cole – no SP250 but they did bring two Daimlers, a Singer race car and a very early Singer motor bike.

Now back to Sean Ferguson who joined the Daimler Club during the month and explained that he had acquired an SP250, chassis 103955. Sean's acquisition has been much celebrated as chassis 103955 had not been known since sometime in the 1960s. The Club chassis register only recorded that at one time the car was owned by a person living in Greenwich. Sean has explained that the car was, since the early 1970s, owned by a friend of his father-in-law and was partially restored. Sean has recommenced the restoration starting all over again and we look forward to seeing Sean and his family from time to time and eventually seeing his SP250 on the road.



We had a great SP250 Register meeting at the home of Tony & Rosie Luongo on Friday 7 September. Great hosts in a lovely home with some very interesting motor cars. Thanks Tony & Rosie. We discussed altering the run on 20 October. I'll send an email when and if a change is confirmed.

DARTING ABOUT

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

THE FISH BOWL

The photo is of the 1st Daimler used by the Queen when she arrived in Auckland on the first day of her Royal Tour in 1953

This was the only time the Perspex canopy was used as it was raining on the day. It took over an hour to fit the canopy, so was decided to fit up to just one car and leave the other open, the other car was used the following day visiting various locations around Auckland.

The reference to a "fish bowl" may have put the Royal couple off from using them and apparently they were prone to fogging up which was another downside.

Max Wallace ended up with one of the Perspex canopies and had trouble fitting it, so it was used as a glasshouse to grow tomatoes on his farm.



ALL BRITISH DAY - SEPTEMBER 2018

This year's All British Day was put back in the calendar by about a month as it had to coincide with the King's School's wishes and the School's Arts and Crafts Display.

Also, the allocation of places was changed, The Jaguar Driver's Club with 200 spaces booked was given the entire upper oval, and everyone else was given space on the lower oval. In addition, there was a separate display of cars close to the Arts and Crafts Show and Stalls, and Rodney Henderson's wonderful 1909 Daimler was featured in that display. I think that having the change in allocation, while it was not happily anticipated actually proved to be good. The 1909 Daimler was absolutely mobbed by people who might otherwise not have bothered to walk down to see the other cars and I have a feeling that we had more people come down to look at the cars who weren't car enthusiasts themselves because they were given a "taste" of what was on show five minutes away.

There were numerous enquiries about the car, the marque, surprise that Daimler was an English make and not a German one, so it was a good opportunity to explain the facts to interested people and help get our Marque's name "out there".

Our own display was a good one. We had 28 cars on the field, including Victor Nash's Bentley Continental and Rolls Royce Silver Dawn, plus some moderns assisting with tent transport and judge conveyance.

Each year I think that the offering gets better. Owners seem to be making solid efforts to get their cars shinier and more presentable and the cars sparkled in the lovely sunny weather, with the occasional cooling breeze to keep the temperature acceptable.

This year we had six outstanding SP 250 sports cars on display, these cars, always crowd pleasers were all of a very high standard and apparently only a handful of points apart in the judging category, and congratulations to Stephen Figgis for his class win, his car, now an older restoration has been consistently beautifully maintained and presented and was a worthy winner.

It was great to welcome Graham and Jenny Norman from Maryborough, in their newly acquired 1996 Six Cylinder Daimler, a lovely car that will prove to be a popular mode of transport for them.

Their former Special Sports, now proudly owned by Russell and Jenny Turner was present and won a prize, well deserved after some fettling and elaborate care to be presented beautifully on the day.

I think I have Autosol metal polish to thank for my win in the Coachbuilt Class, I spent two weekends polishing and cleaning and the judges appreciated my efforts sufficiently to award me the Boyd Carpenter trophy: personally I think they were generous but I am not complaining.

John Hurst's wonderful 1928 35/120 recently made more reliable with some radiator work was a worthy winner in this class, and created a lot of interest, I remarked at one stage that fifteen minutes had gone by without someone asking to hear the purr of the sleeve valve engine!

Malcolm Nixon's delightful 1933 Fifteen Coupe had made the trip all the way from Wagga on the day, looking down at the passing traffic from its lofty trailer, and not only won its class but also the director's award for the car he would most like to take home: watch out for an empty garage Malcolm, I think Merv's choice was very popular indeed!

Jim Gellert's 1956 Century won its class, slightly ahead of Kevin and Liz Wilkinson's earlier Century, even if their car sported very luxurious sheepskin seat covers.

Ian Rowe's lovely Sovereign was award winning against some really stiff opposition, well done, and those Union Jack (ets) were very smart as well!

ALL BRITISH DAY - SEPTEMBER 2018

John and Eve Hiscox won in the V8 Saloon class, with high points being scored by their car, and it is a credit to them that the car scored such high points when it is awaiting some necessary bodywork repairs in the near future.

Special mention should be made of those owners who brought multiple vehicles, and allowed others to drive their treasures for them.

Chris and Warren Cole brought I think two Daimlers and two Singers, their son and family and two trailers, Alan Hunt and Carolyn Burch brought two Daimlers and a modern for the grunt work with the tents and Victor Nash brought along his two splendid vehicles, his Bentley Continental and Rolls Royce Silver Dawn which added extra class and sparkle to the line up of cars.

Ray Palmer arrived later in the afternoon, having duties calling him away but brought along his Humber Limousine, the DE 27 having some water pump issues keeping it off the road.

A great day and special thanks to Merv McDonald for his efforts in keeping everything running smoothly and to his helpers both on the Saturday and the day itself.

Next year let's aim for more cars on display and I encourage members to come along even if it is without a Daimler, there is so much to see and do on the day it is an excellent day out!

Peter Grant



ALL BRITISH DAY - SEPTEMBER 2018



ALL BRITISH DAY - SEPTEMBER 2018



ALL BRITISH DAY - SEPTEMBER 2018



ALL BRITISH DAY - SEPTEMBER 2018



ALL BRITISH DAY - SEPTEMBER 2018



ANNUAL DAIMLER/LANCHESTER PICNIC DAY

This year the Daimler/Lanchester picnic day will be on Sunday 14th October.

We are heading to Lane Cove National Park - Commandment Rock Area No.16

9:00am to 6:00pm / 12:00 - 12:30pm Gourmet Bar-B-Que lunch

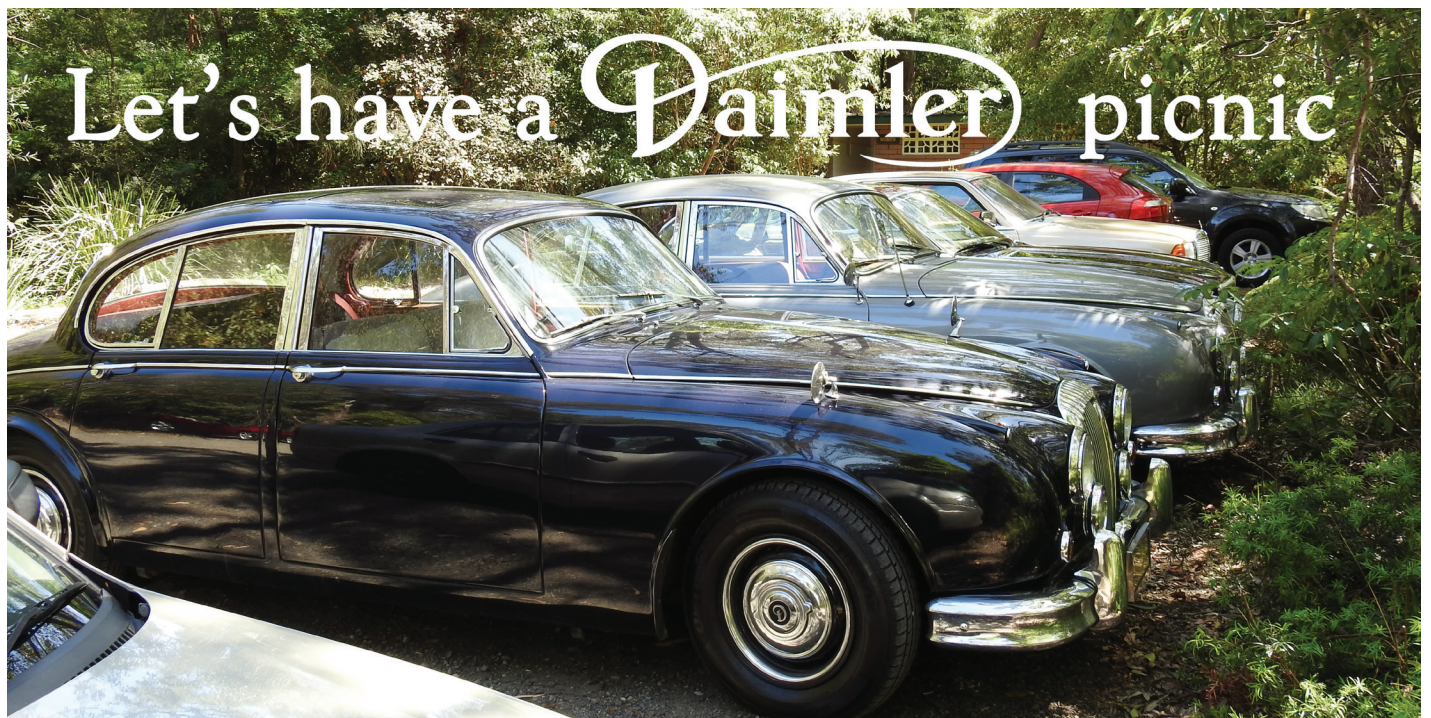
Members, friends and family. Special prizes for new members and a lucky draw/prize raffle.

Part club sponsored event, \$20/adult and children under 12 free

Unable to come in a Daimler/Lanchester, then come in a modern. It's you we want to see.

People getting together, having fun. Relax, meet and greet and enjoy the day.

RSVP by Friday 12th October to Ray Palmer, our events co-ordinator by phone 0409 465 446 or by email on rpalmer.teacher@bigpond.com



RARE 1934 DAIMLER STRAIGHT 8 V26 FOR SALE

For a Daimler lover or collector, I would like to offer you a special and very rare Daimler. It is a Daimler straight 8 v26 of 1934, 7-seater. Currently located in Germany this car will be advertised internationally if not sold to a club Daimler member prior.

The car is visually and technically in very good condition. The cylinder head is made of steel and was sold to me by Lindsay Price from Australia. So this Car runs very strong and has no problems with temperature. The new steel Cylinder head was added in 2017.

It is one of only 23 or 24 made by Park Ward in 1934. The Car is in perfect condition. Sometimes used for weddings in Germany.

I am willing to pay a 5,000 GBP referral fee if someone finds a lover for this car.

Price on request from Eduard Neitzke via email eduneitzke@freenet.de



DAIMLER DISPOSAL

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

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

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



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 3RD SEPTEMBER, 2018.

The meeting commenced at 8:05pm with Jim Gellett in The Chair.

Apologies :

Peter L., John V., Linden B., Jenny T.

Attendees as per list filed with Minutes

Previous Minutes :

The Minutes of the previous meeting were published in the Journal and taken as read. MSA that they be accepted as true and correct John H. & Mark

Business Arising from Minutes : Nil

Correspondence :

Various magazines Daimler, Alvis and Jaguar were handed to Merv for the Library.

Russell noted that ASIC Annual Return had been paid and processed.

It was also noted that Lane Cove National Park and Caterers had been booked for the Club Annual Picnic in October.

It was noted that our Club was registered on the formal RMS listing sheet tabled at the meeting as being approved to participate in the "Historic Vehicle Scheme" and the "Classic Vehicle Scheme"(Modified Classic) both under the Vehicle Log Book trial.

Russell noted that a physical testing of the Classic Vehicle Scheme would be the only definitive way of confirming the Club registration.

Warren noted a member was about to do just that- we await the result.

Business Arising from Correspondence: Nil

Treasurer's Report :

Alan presented a written report.

There are \$7332:38 available in the cheque account and \$10783:30 in the term deposit.

The following payments were ratified:

- Insurance Library \$402:00
- Fair Trading lodgement Fee \$82:00
- Web Hosting \$154:00
- Web Domain registration \$33:00

MINUTES OF A MEETING

The following payments were authorized:

- Jim stationery, office supplies \$200:00 and \$20:98
- Russell Lane Cove National Park Grounds booking Fee \$186:00

The Lanchester Fund stands at \$1425:00 although it was noted that members continue to make gifts of restoration supplies and other items.

John offered to do a list of people giving donations of parts and supplies in lieu of monetary donations which are separately listed.

Alan asked that the report be accepted. MSA John and Peter

New Members:

The Club welcomes Shaun Ferguson as a full member and Calum as an associate member.

All look forward to meeting you both shortly, perhaps at the All British Day coming soon.

Social Report:

Refer Club magazine for coming events

Editor: Nil

Website : Nil

Registrars : Nil

Library: Nil

Conditional Plates : Nil

Regalia: Nil

Technical & Spares: Nil

For Sale & Wants: Refer Club magazine

CMC Report :

Merv provided a verbal report and noted upcoming meeting.

All British Day:

Merv noted that there is a working bee on site at Kings School Saturday 22nd September between 9:00 and

MINUTES OF A MEETING

12:00 to set up the Daimler area was being held. Come along and lend a hand if you are able.

It was noted we have 4 marshalls available for Sunday, 23rd September display which is excellent.

Chris reminded the meeting that it was important to bring along lots of goodies for donations to the raffle basket.

General Business:

Alan noted that our Club insurer has now increased coverage in its own policy for volunteers up to the age of 91 which is good news for our Club.

Previously we have had to be a member of CAMS to obtain volunteer insurance up to age 70.

Given the change it was determined that paying an extra fee by way of membership to CAMS to facilitate Club insurance was now not necessary.

It was further determined that at the time the Club insurance falls for renewal our insurers policy would be confirmed as to include the increase in volunteer age and the CAMS membership would not be renewed as being redundant.

All other covers within the new policy remain unchanged.

Club Lanchester:

The Lanchester continues to progress well.

It was noted by Russell that it was singularly impressive that a Club could and would get behind such a project with the enthusiasm and commitment to which it has.

All Club members are to be congratulated for their support.

The support comes in many forms:

- Delivering and moving the car to various locations
- Monetary donations
- Parts and supply donations
- Physical labour given at work days
- Visitation to work days by members to give moral support
- Time given by members in researching the car's history and items connected to what was original or not to the car
- A kind word of encouragement on various separate occasions and in various simple formats

By no means is the last item to be underestimated as it gives great drive to the Club and it's members.

Well done to all whether at the coal/Lanchester face or quietly in support behind the scenes.

There being no further business the meeting was closed at 9:35 pm.

THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 1st OCTOBER, 2018 @ 8:00pm AT RYDE EASTWOOD LEAGUES CLUB.

V8 BLOCK FOR SALE

Selling for a friend who was told it is a block from an SP250. Item is in Bungendore. Any offer considered.

Contact is Terry on 0418 211 332



DAME FOR SALE

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

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

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

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

Asking price; \$22,000 ONO

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



JAGUAR FOR SALE

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

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

Price: ~~\$5,000~~ \$4,000 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 FIVE

PART THIRTY FIVE - PREPARING THE BODY FOR PAINT

With spray painting, the finished job is only as good as the preparation – more so when you choose the colour black. No matter how careful you are with metal repairs, the surface will always have slight undulations (“Low spots”) which are hard to see until colour is applied.

The first step in preparing the body is to apply a thin layer of body filler to the steel and progressively sand the surface to remove the low spots. I use a wide range of sanding blocks from small flexible rubber pads, to 400mm flat blocks to achieve an even surface.

As the Consort body has very few flat surfaces I also use a range of flexible homemade devices to sand down the surface. For tight curves I use 300mm soft plastic ruler, and for broader curves, a long thin piece of wood – they both conform to the shape of the area being sanded.

Once satisfied that the surface is relatively free of low spots, I then apply multiple coats of high build primer followed by a very light “guide coat” of colour. The guide coat is used to highlight any remaining low spots which show up after the surface has been sanded (the colour remains in the low spots). On the roof I use my longest 400mm block to completely flat the surface. I repeat this process over and over until using progressively finer grades of paper finishing with 600 wet.

Preparing any surface for paint is a dirty, dusty and time-consuming process and preparing this body took an enormous amount of time. However, if you want to achieve a good final paint finish all the work is ultimately worthwhile.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 35](#)



1949 DAIMLER DB 18 CONSORT RESURRECTION



THE LANCHESTER PROJECT

Friday 31 August - Present Jim Gellett, Merv McDonald and Graham McDonald. It had been planned for Jim and Merv to go to Ian Brenner's at Grenfeld to obtain some spares for the Lanchester however due to a mix-up of dates the trip was cancelled. As a result only the three of us were in attendance today.

Whilst I installed the internal front to rear wiring loom section, Merv and Jim worked on body panels. Merv had to weld up splits in the metal around the headlight on one guard. It is quite surprising how thin the metal was in the Leda guards and Merv had to use a backing strip of metal behind the splits to prevent the metal from blowing even when oxy-welding. Jim finished the hi-fill on the front passenger's door and other mud guard and seemed exceedingly happy with the result.

After installing the wiring loom, I rubbed back half the roof to bare metal. All too quickly Jim said it was time to head home but we were happy with work done.

Friday 7 September - Present Jim Gellett, Merv McDonald, John Hiscox and myself Graham McDonald. The grey primer undercoat hides a lot of imperfections, so today the focus was on rubbing back more of the primer undercoat and doing some high fill for any imperfections detected. As a result the roof is now fully sanded back to bare metal. Merv spent a lot of time rubbing back the bonnet. The boot was also rubbed

THE LANCHESTER PROJECT

back but still requires some minor high fill. Jim spent the day straightening, sanding and high filling the panels between the bonnet and mud guards which had been bent/creased at some stage. John Hiscox could only manage a couple of hours today but to his credit rubbed back all the recess around the boot where the weather seal sits.

Friday 14 September - Jim Gellett and Merv McDonald travelled to Grenfell to Ian and Karen Brenner's home. Ian had donated a replacement gravel tray, outer door handle piece and an un-dented reverse light cover to the project. Jim and Merv were quite impressed with Ian's collection of cars and "garage" and most appreciative of lunch from Karen. Ian and Karen will be coming to the President's weekend in November.

Friday 21 September - Present Jim Gellett, Merv McDonald, John Hiscox, John Steel, John Robison, Linden Braye and myself. Merv had been busy in the two weeks since our last visit having rubbed back both rear quarters of the body including doing some high fill. Merv had also done a lot of painting of non-body shell components in 2 part primer filler and then a ghost coat in preparation of the first wet rub back.

So Merv had requested an all hands needed day to dry rub back the remaining original primer on the car for re-painting. Offering a bribe of lamingtons from my local cake shop worked wonders as attendance numbers proved. We all got stuck in to sanding and by the end of the day the body of the car is now stripped back to bare metal including the new gravel tray.

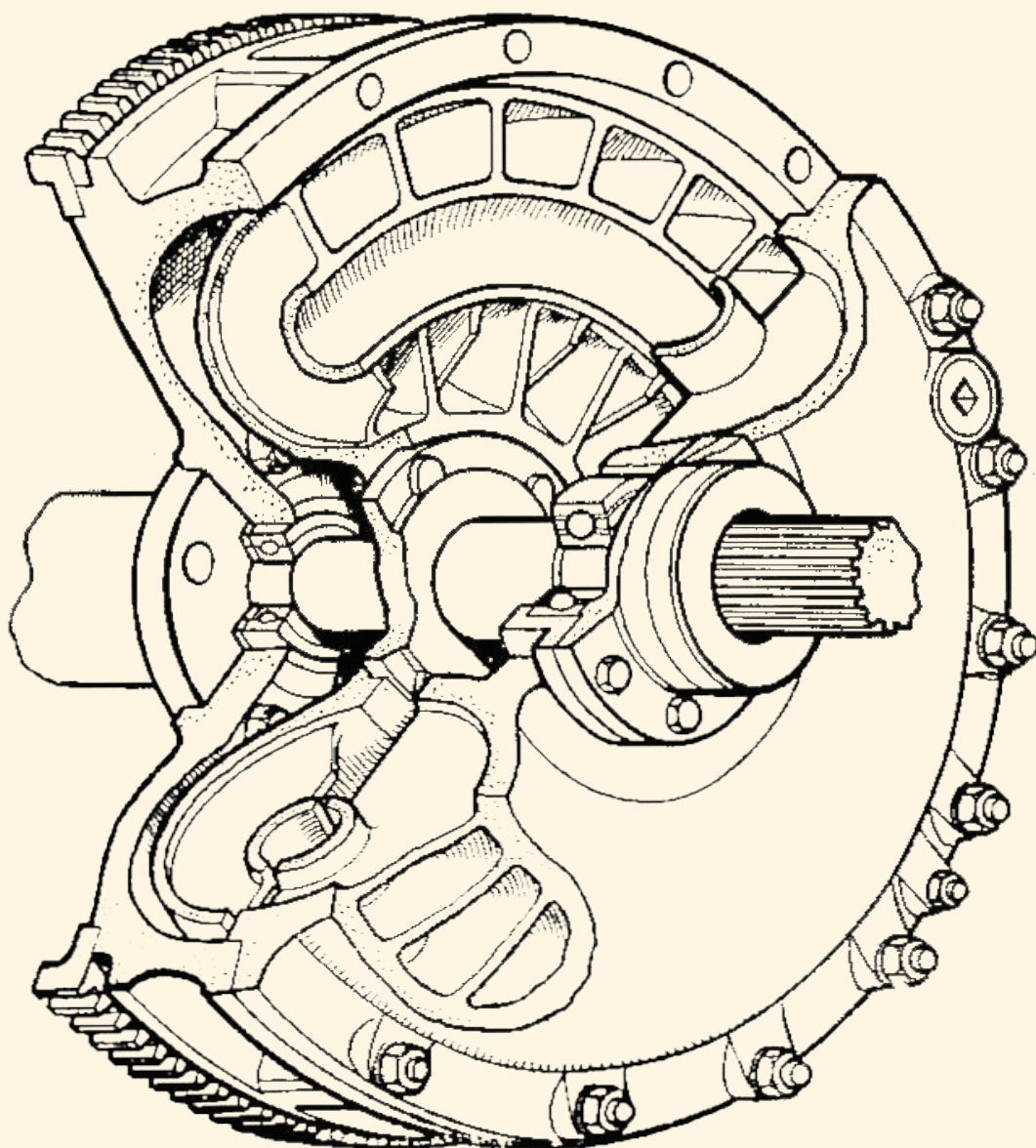
Why remove the old primer? It was unsure as to how long the primer had been on the car and apparently if left too long it can absorb water and if painted over the paint will eventually blister. The original primer also did not permit the easy sighting of any imperfections in the body work that the final gloss coat would then actually highlight.

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A PART RESTORED DB 18/1 FOR SALE

We have sold our house at Narooma and are moving up to the Sunshine coast so I have to sell. So if any of your members would be interested I am only too happy to send photos, etc and have a talk to them about it. I only want \$11,000 for it and you probably realise I have spent a huge amount more than that to get it to this stage. All body work is completed and undercoated and motor reconditioned. Includes all parts and electrical loom. It has the four light sport saloon body. Please contact Bernie Jones on j.jones2@bigpond.com





Please address all correspondence to:

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