

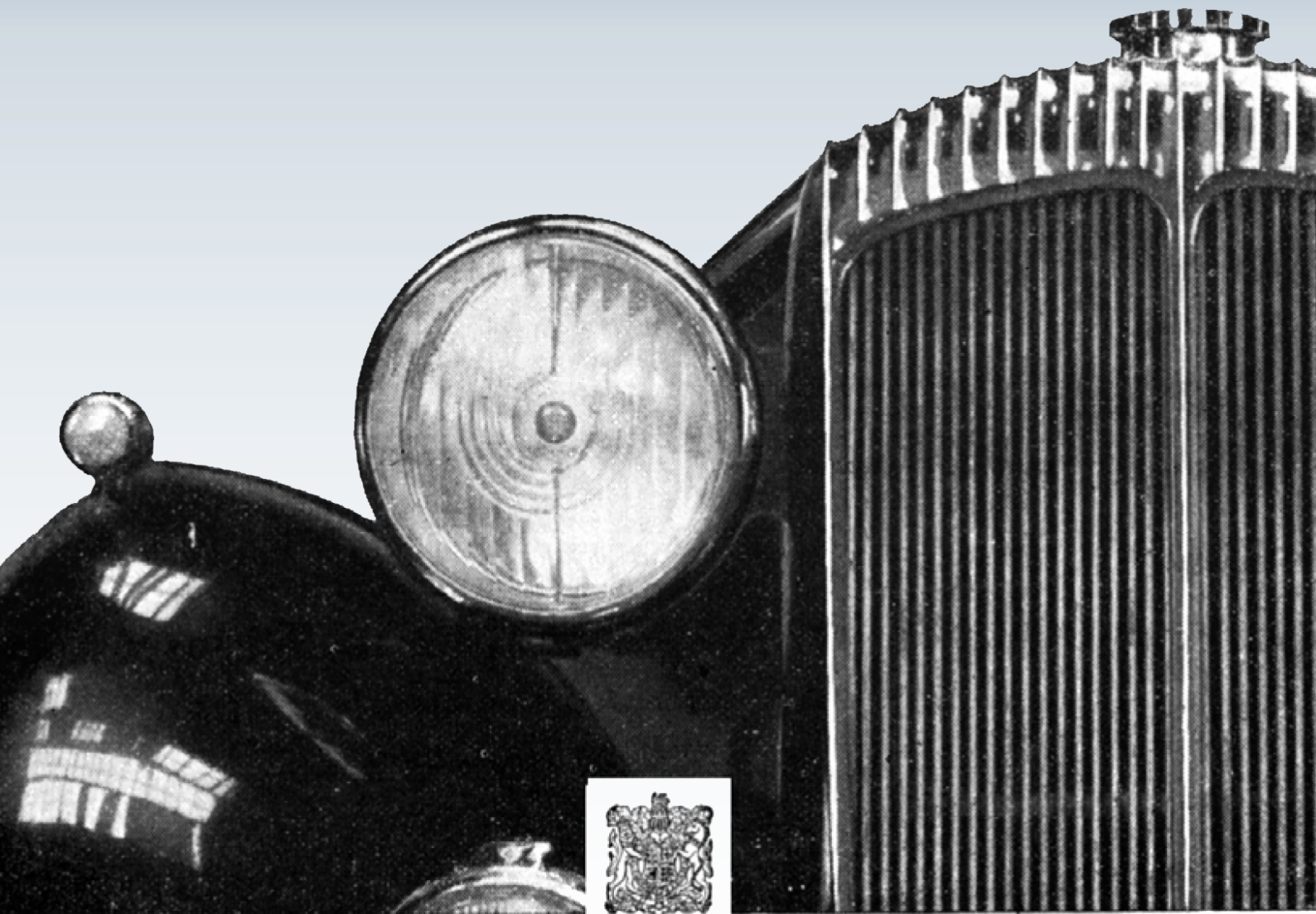
Daimler

&

Lanchester

AUGUST 2017

FLUID DRIVING



BY APPOINTMENT

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

OFFICE BEARERS

President	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Vice President	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Secretary	Russell Turner	0419 980030	rturner.architecture@gmail.com
Treasurer	Alan Hunt	02 96512961 0438290639	hunts@optushome.com.au
Events Co-ordinator	Ray Palmer	0409 465 446	rpalmer.teacher@bigpond.com
CVTMC Delegate	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Editor	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Historian	Ian Fletcher	02 4861 3972 0408 790 282	isfletcher@bigpond.com
Committee Members	Colin Cox Linden Braye Ray Palmer Peter Grant	02 4739 3301(H) 9550 5496 0409 465 446 0414 702 239	daimler1@tpg.com.au findlinden@hotmail.com rpalmer.teacher@bigpond.com peter@schwartz.com.au
Conditional Plates Registrar	Warren Cole	02 9655-1111	chriscole49@gmail.com
Librarian	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Regalia & Membership	Amanda Sykes (Hiscox) John Steel	0411680007 9634-7101	
Publicity Officer	Wingham & Dulcie Keesing	02 9759 2812(H)	wkeesing123@optusnet.com.au

OUR NEXT MEETING

8PM MONDAY, 4TH SEPTEMBER, 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.

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 9634-7101(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'S WEEKEND AWAY REMINDER

Please make sure that you do not miss out on the President's Weekend away at Coolangatta Resort Winery on 9th - 10th September. Details are in this issue. Bookings need to be made as soon as possible to ensure your accommodation and participation in this popular event.

PRESIDENT/EDITOR'S REPORT

Well, another All British/Display Day has come & gone & what a great day it turned out to be, once again. Thanks to Merv McDonald for his magnificent organization of the day & also to his brother Graeme McDonald & Peter Grant, for their Marshalling assistance & Certificate preparation. Thanks also to all those who put so much effort into preparing & displaying their cars on the day & congratulations to all the trophy winners.

There has been a suggestion that we should award a "hard luck" trophy on the day, but I think that would be a little unfair as Russell Turner would be the perpetual recipient, having failed to get a Daimler there, I think 3 years in a row now. Perhaps he needs to buy another one!

The next event is the President's weekend on the 9th/10th September at Coolangatta Estate on the beautiful South Coast of NSW. Details are elsewhere in this bulletin so book NOW to avoid disappointment. Heather Goldsmith who is the current President of the Alvis Car Club will be joining us & will be our guest speaker on Saturday night.

The November event on the 12th at the Lake Macquarie Light Rail will also be an event of interest to many. Please register your intention to attend with Ray Palmer before the 6th November.

Jim Gellett

President/Editor

COMING EVENTS 2017

September 2017 Sat -Sun 9 to 10	President's Weekend - Coolangatta NSW. Details provided later in this issue. Please book early.
September 2017 Saturday 16	SP250 Run to the coffee shop at Surfside Motorcycle Garage - 42 Winbourne Rd, Brookvale for coffee and an inspection. We will meet at McDonalds, Waitara at 9:00am or you may join us at Surfside Motorcycle Garage. Warren & Chris Cole will be planning this run. Please advise Chris at - chriscole49@gmail.com or 9655 1111 if you plan to join the run
October 2017 Sunday 8	Annual Picnic - Lane Cove National Park Entry via Lane Cove Road at Riverside Drive see UBD Map 194 2G or use link https://binged.it/2exL8UT actual picnic site location/ costs etc. to be advised.
October 2017 Fri - Sun 27 to 29	2017 SP250 National Rally - being planned by Merv McDonald with assistance from John Gallagher

COMING EVENTS 2017

November 2017 Saturday 4	<p>Daimler Club Technical Day - focusing on cars with Edward Turner engines at the home of David and Dallas Stoodley, 260 Glenning Road, Glenning Valley. We should have a good turn out of all Daimler Club members particularly those with a technical interest to ponder on the Turner engineering marvels, the SP250, V8 Saloon and Majestic Major together with the Stoodley marvel, the SP450. David's project has the engine in place but fitting steering and exhausts pipes will be interesting. The engine has been lowered and the sump modified so that the bonnet line can be retained. There is also a 6 speed Holden gearbox which is one of many modifications to the drive system and brakes.</p> <p>The technical inspections and discussion will be in the morning. Please BYO picnic lunch which we will enjoy in David and Dallas Stoodley's extensive and very pleasant front garden. Ladies, please join us for a pleasant social gathering even if peering at engines isn't your thing. Please assemble at the Old Toll Gates, Berowra at 9:15 am for a 10:00am arrival Glenning Valley.</p>
November 2017 Sunday 12	<p>Lake Macquarie Light Rail Museum – 25 Onslow Rd TORONTO.</p> <p>Best to leave the M1 at Morriset and come towards Toronto, turning left into Onslow Rd after the golf club and just 30 metres past Nomad Rd ,also on left.</p> <p>There is no set fee however a suggested minimum donation of \$10 per head will cover the use of the facilities and as many train rides as you can fit in. Also includes a tour of the engine shed, signal box etc for those interested in having a look at areas not usually available during running.</p>
November 2017 Sunday 12	<p>SP250 (Darters) not attending the Lake Macquarie Light Rail Museum may like to join the charity observation run called the Brookes Car Rally which commences at Panthers Club in Penrith. The entry fee is \$15 and all proceed go to cancer research. If you would like to join the run please contact Mark and Tracey Brooks at dsp250@iinet.au or call 4739 1589</p>
November 2017 Saturday 25	<p>SP250 (Darters) Christmas Lunch - will be held at Geranium Cottage, 828 Old Northern Road, Dural 2158 (phone 9652 0476), The Christmas lunch will cost \$35 per person. The venue is licensed but you can BYO wine with a \$2.50 per bottle corkage charge.</p>
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 in Burradoo. More details coming soon.</p>
January 2018 Saturday 20	<p>SP250 Run to either "The Ark" at Norah Head or The Great Northern Trading Post, i.e. the Luguna Pub near Wollombi. Rosie Luongo to arrange.</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.</p>
March 2018 Saturday 17	<p>SP250 Run to be announced</p>
April 2018 Friday 4	<p>SP250 Meeting at the home of Cameron & Anne Norgrove, 7 Summerhayes Rd, Wyee (phone 4357 1188).</p>

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER



One of the SP250's on display at the All British Day

Sixteen people turned out for what has become a tradition, the Darter's winter meeting at the home of Stephen and Helen Figgis. The meeting at their home in Chatswood always attracts a good crowd possibly because Stephen has an interesting collection of cars or possibly because it is nice to sit around the open fire but it is probably because of Helen's supper and Stephen's red wine. The meeting was chaired by Merv McDonald who guided members through plans for Display Day on 27 August and the SP250 National Rally to be held on 27 to 29 October.

Merv's report on the 2017 SP250 rally was most encouraging. Merv has registrations for 29 cars including 19 SP250s. I checked the photograph from the 2000 Rally in Braidwood which was the previous record. The photograph showed 15 SPs but we did have a visit from Col Hazleton so the record stands at 16 SP250s in the same place at the same time.

The 2017 Daimler Club Display Day which is part of the All British Display at Kings School brought out 7 SP250s which is a little down on past years. However, a good display and special mention should be made of Mark and Tracey Brooks who brought not only their own SP250 but also John Gallagher's car. Other SPs were Peter Pitt, Tony Luongo, Chris Mosse-Robinson, Alan Hunt and all the way from Victoria, Keith and Dominica Ashworth.

The Edward Turner Trophy was hotly contested. The SPs of Peter Pitt and Tony Luongo were standing side by side with bonnets up displaying gleaming engine bays. Nothing to choose between them but the Trophy and our congratulations went to Tony.

I argued for an extra point because I had an original SP250 jack. The extra point, if it was given, was not enough to bridge the gap and moreover the judge, John Longhurst pointed out the handle did not fit the jack.

One of the best aspects of a very pleasant Display Day was meeting and greeting a number of past and current SP250 owners who wandered by. Those included the Display Day Director, Merv McDonald and Roger Giles. Jeff and Janelle Glanville, Tim Malyon, Stephen Figgis and Michael Stringer.

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 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

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



ANNUAL DISPLAY DAY AT THE KINGS SCHOOL

Well, another Display Day has come and gone. Again, we had great weather, bright sunny skies, with only a hint of rain at the end of the day, over 1500 fine English Manufactured Cars to look at, market stalls, an Art Show and other interesting displays to wander through if the cars didn't grab you, and we had 24 Daimlers on Display, that's right 24 cars.

We bought 60 tickets for the day, expecting 40 cars with space left over for chairs and tables and a sun shelter, but only 24 cars showed up.

Now we also had members who dropped by to say hello without Daimlers, including Robyn Hansen and Graham and Jenny Norman all the way from Maryborough in Queensland, but really, don't you think 24 Daimlers is a bit light on?

I know that many of our members may live away from Sydney, may have other commitments on a Sunday, but given that we have well over 100 active members and that the day is set months in advance, I was personally disappointed not to see more Daimlers arrive.

It is such a great day, with so much to see and do, and the chance to catch up with fellow Daimler enthusiasts, I don't know what else to say to entice members to come along in greater numbers. It isn't as if we are torturing attendees on the day!

Enough said about those who missed out. What was fantastic was the quality of the cars present. We always have a very strong turnout of the SP 250's and we weren't disappointed this year. The standard set was high and the winning car in the SP 250 category was only a matter of points away from the second and to the third place getter, so congratulations to the SP 250 register for supporting the day and creating a lot of interest with their fine cars.

Also the Sovereign class whilst small in number (4 in attendance) was comprised of beautiful cars in fine condition and likewise the winner was only a point or two ahead of the others, and they were all brilliant, thank you to your owners.

The older Daimlers are always much admired, and I must confess that I was sorry not to be able to bring along my DE but I did make my Special Sports sparkle and the car shone in the sunshine, happy to be with its mates.

The Club arranged for Rodney Henderson's wonderful 1909 38HP Daimler to be in attendance, the car being brought in and out on a tow truck, and it was the subject of much interest, probably being the oldest car on the field: thank you Rodney for taking up the offer to join us.

So fellow enthusiasts, next year let's see a strong turnout of members and their cars and let's hope we get to 40 cars all lined up, sparkling and making a wonderful display for our big day in 2018.

My congratulations to the winners of their categories, and I set out those hard working polishers and mechanics below: well done!!!

1. Boyd Carpenter trophy for Best Coachbuilt Daimler: John Hiscox's 1953 DH 27.
2. Colbach Trophy for best Thoroughbred Daimler: John Hurst's 1928 35/120.
3. Jeff White Trophy for the best Conquest or Variant: Jim Gellert's 1956 Century Mk II.
4. The Cox Plate: Best Large Post War Daimler: Alan Hunt's 1965 Majestic Major.
5. John and Eve Hiscox Award for Best Pre War Daimler: John Hurst's 1928 35/120.

ANNUAL DISPLAY DAY AT THE KINGS SCHOOL

6. Edward Turner Award for the Best SP 250: Tony Luongo's 1959 SP 250.
7. Best DB18 or variant: David Flynn's 1951 Special Sports.
8. Best Sovereign, DS 420: Ian Rowe's 1988 XJ 40 Daimler.
9. Director's Choice: Ian Fletcher's 1975 Double Six Coupe.

Your humble scribe.

Peter Grant



ANNUAL DISPLAY DAY AT THE KINGS SCHOOL



ANNUAL DISPLAY DAY AT THE KINGS SCHOOL



ANNUAL DISPLAY DAY AT THE KINGS SCHOOL



LITTLE AND LARGE - CLASSIC CAR SHOW IN UK

THE largest and smallest production cars ever made in the UK came side by side at a classic car meet.

At more than 20ft long, the three ton 5.4litre 1950 Daimler De36 dwarfed the tiny four-and-a-half feet Peel P50 when the owners brought them to a function held at the Bungalow Diner in Marks Tey.

The event was organised by the Roman Roadsters classic car club, which is based in Colchester.

Member Richard Hemington said he was pleased to see the two iconic vehicles come together.

He said: "We knew both cars had recently been acquired by members, but it was great both made their club debut on the same day. (Article reproduced from gazette-news.co.uk)



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.



PRESIDENT'S WEEKEND

This year the President's weekend will be on 9th/10th September.

We are heading for the Coolangatta Estate on the south coast, meeting at around 11:30 AM in the morning for lunch at the Gerroa Boat Fisherman's Club at Gerroa, NSW. After a leisurely drive to the historic Coolangatta Estate you may book in & partake of a choice of activities in the afternoon, which include golf, wine-tasting, a local drive, further wine tasting or just relax somewhere on the estate.

Rooms have been reserved, but if you intend going you will need to phone & reserve a room & pay a \$100 deposit. The tariff of \$270 includes an en-suite room, bottle of wine for 2, dinner on Saturday night & Buffet breakfast on Sunday Morning.

On Sunday morning it is suggested that we take a one hour return journey on BIGFOOT to the top of Mt Coolangatta & enjoy the magnificent views of the South Coast. Check out is at noon on Sunday.

After Checking out, you will then be invited to join us for lunch at the Mt Camberwarra café at 1:00PM. Directions provided after breakfast Sunday.

The BIGFOOT RIDE COST IS \$25 PER ADULT & lunch on Saturday & Sunday is at own expense.

We are intending to have an after dinner speaker on Saturday night.

This promises to be a fun filled relaxing weekend with a sensible amount of driving & plenty of time to socialize with other Club members.

Phone for bookings to Monica BEFORE 31st August on (02)44487131. Mention the Daimler Club as special rates & rooms apply.

Jim Gellett - President



PRESIDENT'S WEEKEND



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 7TH AUGUST, 2017.

The meeting commenced at 8.07 with President, Jim Gellett in the chair.

Apologies :

Peter Grant, John Hiscox, Alan Hunt, Carolyn Burch, Jenny Turner

Attendees as per list filed with Minutes

Previous Minutes :

Noted as read. MSA Victor and Ray

Business Arising from Minutes :

Nil

Correspondence :

Nil

Buisness Arising from Correspondence:

Nil

Treasurer's Report :

Previous report noted as carried over.

Payments of \$200 for magazine and postage, \$21 for magazine printing were approved

MSA Colin and Merv

New Members:

Nil

Social Report:

Verbal reports on events already run were made inclusive successful soup run.

Ideas for new runs were discussed inclusive viewing restored musical organs and arranging to hear piano and coreelan recitals.

Looking at a fleet of London taxis and an oil product fabricator combined with a BBQ.

President weekend noted.

MINUTES OF A MEETING

Guest speaker locked in (Heather Goldsmith from the Alvis Club), “big foot” mountain drive and lots of other options.

Lake Macquarie light rail visit confirmed. Great event for family and friends. Bring your own lunch. \$10 per head includes all rides.

Editor:

Nil

Website :

Nil

Registrars :

Nil

Library:

A spare copy of “Lanchester Legacy 1895-1931” by C. S. Clark is available for sale. Contact Jim or Merv if interested.

Conditional Plates :

Nil

Regalia:

Nil

Technical & Spares:

Peter Lachere brought along some V8 saloon “bits” for some feedback and information. Ray noted a few options for good car lubricants. Talk to Ray for details.

For Sale & Wants:

Nil

CMC Report :

It was noted RMS may be showing increasing interest in modified historic plates being up to date.

It is the Club’s recommendation that for Historic Plate holders that “maintenance runs” are included as a log book entry.

MINUTES OF A MEETING

All British Day:

On ground position for display change was noted. (moved to where Rolls Royce were last year)

Call for marshalls at 7:00 am at the grounds was noted.

It was brought to the meeting's attention the amount of work that Merv McDonald puts into the arrangements for All British Day and a heartfelt thankyou was extended to him.

General Business:

Colin Cox will prepare an article for next month's magazine on the Green Goddess DE 36.

It was noted that alleged reports have come to light of people bringing old cars in from overseas have had them completely dismantled by Customs to check for asbestos.

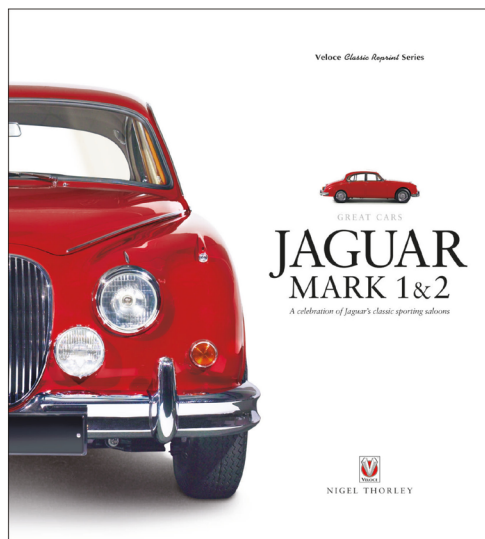
The car is then asked to be collected in its disassembled state.

Members are asked to check for themselves the validity of such reports. It is something worth noting.

There being no further business the meeting was closed at 9:40 pm.

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

AVAILABLE NOW UK (AUGUST 2017 US)



JAGUAR MARK 1 & 2 A

Celebration of Jaguar's classic sporting saloons

By Nigel Thorley

The compact Jaguar saloons of the '50s and '60s epitomised the image and resulting success of the Jaguar marque. This book provides an insight into the background, development and features of the Mark 1 and 2 cars, and is beautifully illustrated with superb archive images and modern studio photography.

5024 • Hardback • 24.8x24.8cm • £40 / \$60 USA • 160 pages • 269 pictures • ISBN: 978-1-787110-24-3 • UPC: 6-36847-01024-9

Follow us



Veloce Publishing Ltd - THE Publisher of Fine Automotive Books.

www.veloce.co.uk

Bohemia Crystal

Perfect for all occasions



Now available at CRYSTAL & GLASS 
www.crystalandglass.com.au



Dear Lady Norah,

Back in March, you passed on Steve Moore's wise advice not to try to damp my erratic speedo needle with a heavy lubricant. As a precaution, I ordered a replacement speedo cable but was in no hurry to install it. Then one day I accomplished the amazing feat of travelling ten miles at 0mph. Alternately, Einstein suggested my speedo had failed.

Disconnected at the gearbox end, the speedo cable turned freely, so I assumed it had broken. Disconnecting the speedo end (after a lot of painful fumbling under the dashboard) I found that the square steel ferrule that enters the speedo shaft had snapped off that end of the cable. The new cable did not have a separate ferrule, but just a square-pressed section on the end of the multi-strand cable.

A test with the new cable worked for a few minutes, followed by some wild needle activity, a ping, and another trip home at an apparent 0mph. Time to disassemble the speedo.

The root problem was not gearbox drive nor the speedometer per se, but the odometer. This is driven by two worm reduction gears. The first worm is on the primary shaft that turns at cable speed. The gear meshing with that first worm is about a centimetre wide, and had worn down to a concave profile over a lifetime of no apparent lubrication. As the mesh becomes more worn, the gear will jam slightly on the worm and stop the speedo shaft until the spring cable winds up enough to force the mesh. The cable then unwinds back at faster than drive speed. That is the phase of the swinging needle.

Eventually the worm to gear mesh seizes altogether and stops the main speedo shaft. Something has to give, and the cable is the weakest link.

The cure(s)

The worn gear is on a complex one-piece machined shaft that includes the second worm at its other end. To find or make a replacement would be daunting.

A machinist friend suggested a simpler cure. The damaged shaft is held in place by a brass bush that can simply be levered back out of the cast speedo housing. The location of the gear can then be moved by adding a small spacing washer to the shaft where it enters the fixed bearing in the casing. The brass bush can then be pushed back onto the other open end, allowing for the extra extension of the shaft. By trial and error I found that a 1mm thickness washer moved the gear enough to restore a fully reliable mesh to the worm gear.

DEAR LADY NORAH

I now had a very stable speedo needle and an accurate odometer. But tests against a GPS navigator showed an average 10mph under-indication of road speed. Calibration research followed.

There are three factors in calibrating a magnetic-drive speedo. One is the length and resilience of the hairspring that resists the magnetic drive. Second is the hairspring anchor-point position that sets the resting point of the needle. Third is the effectiveness of the magnetic drag on the aluminium cup on the needle shaft.

I could extend the hairspring length by about 6mm, but the effect was minimal. I learned that the apparent “weakening” of the magnetic drag was not due to the condition of the permanent magnet. A 2mm copper bush holds the needle end of the cup-and-needle shaft. Any wear in this bush allows the cup to move slightly off alignment. Because magnetic force effects are logarithmic, tiny changes in distance between spinning magnet and driven cup have large effects - in my speedo, a loss of drag averaging 10mph on the dial. This might be fixed by an instrument-maker, but not by me.

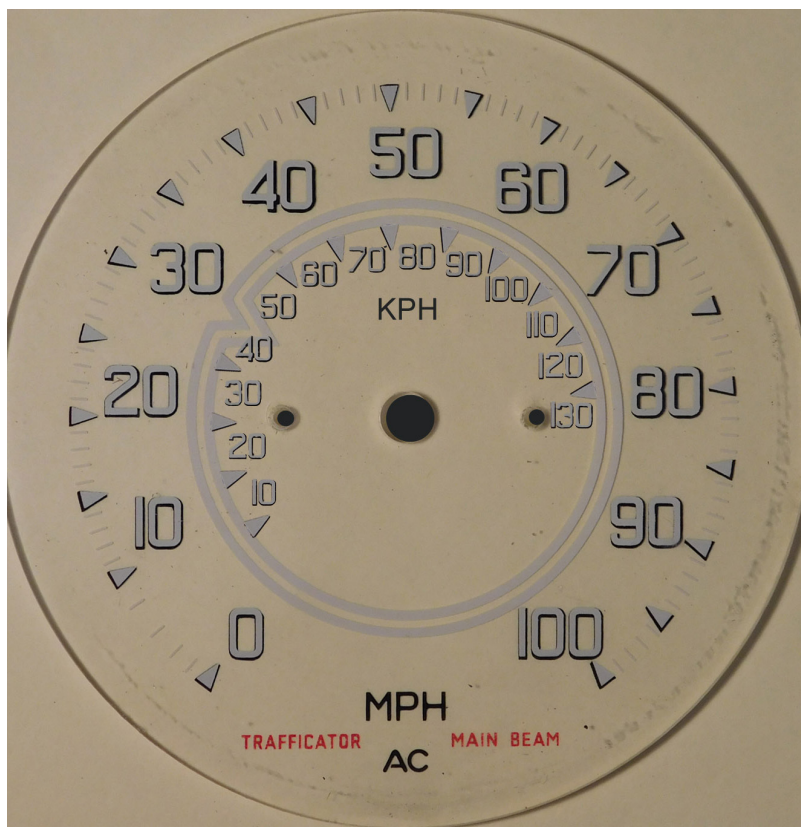
The hairspring anchor-point is only friction-fixed and can be moved with the fingers. GPS tests showed me that if I set the at-rest position to 8mph, the speedo would be very accurate between 40-100kph, which is the only range that matters for practical purposes. So that is how my speedo now functions, smoothly and confidently.

Kms on the dial

While the speedo was out and in pieces, I thought about ways to add kilometres per hour to the dial, as authentically and reversibly as possible. Using Photoshop, I copied the original dial figures and indication points and used them to make a half-sized inner ring showing kilometres. Arithmetic determined where to locate the kms points. This new kilometre scale is printed onto a separate transparent plastic sheet and placed behind the original perspex dial. To protect the fragile ink on the back of the original perspex from any fresh ink chemicals, I printed my new inner dial in reverse, so the ink is on the back of the transparent sheet, away from the perspex.

I'm happy to make the graphic file available to anyone who might be interested - but installation does require having the speedo out and at least partially disassembled.

Richard Thwaites
Canberra



CON MEN OF EARLY MOTORING

The Rogue's Gallery of the Early Years (extract of an article written by Igor Spajic in Restored Cars Magazine #243, Jul-Aug 2017).

Harry J Lawson - Visionary, Monopolist, Manipulator, Swindler. 1896 was the year of emancipation for British motorists. It was on November 14 that the 'Locomotives on Highways Act 1896' was passed, and motor cars were no longer treated as traction engines, suitable only for a maximum speed of 4mph, so as to accommodate a walking escort. This unfortunate man had to wave a red flag to warn the populace of the approach of a mechanical monster. In reality the flag was no longer necessary, but the walking escort certainly was. Now Britain's roads could be used by automobiles the same as any horse-drawn carriage, so long as a new speed limit of 12mph was not exceeded. It was a step in the right direction, albeit a small one.

1896 was also the year that the motor promoter and entrepreneur, Harry J Lawson burst onto the scene. He it was that organised the Emancipation Run which would bring all available motor cars in the London area together for a celebratory run from London to Brighton.

The event was revived in the late 1920s specifically for the earliest antique cars and is still held today. The annual event highlights the abilities, or lack thereof, of primitive cars, covering the 30 odd miles from the national capital to the famous seaside resort. Lawson's inaugural event was a badly run, slipshod affair, but the goodwill and enthusiasm of the participants papered over the sad lack of organisation. In fact, this was typical of Lawson's modus operandi.

Bicycles

Harry John Lawson had ridden to (pardon the pun) the bicycle boom of the 1880's and 1890's. Being a gifted engineer, it was while he was manager of Tangent and Coventry Tricycle Co. in Coventry, that he developed what was, in essence, the chain-driven, modern bicycle that we would recognise today. It was a quantum leap from the typical penny-farthing type of the day and Lawson is generally credited as co-inventor of the modern bicycle with John Kemp Starley.

Harry Lawson built the prototype of this 'safety bicycle' (called a bicyclette) in 1879 when he was just 27 years old. A number were built for his company by Rudge and Co. but demand was initially limited.

He next patented and built one of his safety bicycles equipped with an engine in 1881 (using compressed air as motive power) and went on to more experimentation while being sales manager of the Rudge Cycle Company. A gas-engined tricycle was also built around this time.

In 1887, he converted Rudge to a joint stock company, then launched a series of other companies, some related to motors and cycles, others not. All of them were liquidated within a year of their formation, but each made him at least some money.

With a keen sense of foresight he recognised that in the wake of the bicycle boom, the automobile would be the next big thing. A bright future for the automobile trade from the vantage point of the middle 1890's was not a sure thing, as it was the pre-Emancipation days, and much of the country and all of the magistracy were hostile to motor cars.

To capitalise on this coming boom, Lawson decided he would hurry it along, by using investor's funds to both publicise the future of the automotive industry and to own most of it. To this end Harry Lawson joined forces with Martin Rucker and the infamous financier Earnest Hooley (who was later imprisoned for fraud) to form the British Motor Syndicate.

Lawson had enough astuteness at industrial management to seem plausible and enough skill at financial juggling to stay ahead of the inevitable losses that dogged his heels.

CON MEN OF EARLY MOTORING

Aping the philosophies of the 'robber barons' of America, Lawson had determined that the only way to make real money was to form a monopoly. To this end, he sought to dominate the infant British motor industry by buying up every patent and patent licence covering motor cars.

Acquiring Patent Rights

His first move was to purchase the patent rights to the Daimler car from Frederick Simms, the English licensee. The German Daimlers were well-known, reliable cars in those early years and local assembly promised lower prices and hence more customers. 35,000UK Pounds secured these rights for the newly formed Daimler Motor Company, operating out of a four storey factory in Coventry.

The members of the syndicate appointed themselves as directors and added some nominees to make it seem all above board. They then went ahead and raised capital in order to buy Daimler rights and patents from themselves at great profit.

This basic scam was repeated again and again. Each time, the syndicate would raise new capital form new companies and buy patent rights from their existing companies at handsome profits. Of course all the directors pocketed vast sums in these transactions, and the poor shareholders were left to cover the paper losses on the balance sheets.

When companies got into financial difficulties, which given the usual quality of operations was inevitable, the Lawson gang could simply liquidate the concern and begin again. When shareholders began to revolt, the same process could be applied. Investors were usually the ones left with the losses.

The Daimler Motor Company was liquidated and reformed in this way several times, at great loss to the shareholders. The Great Horseless Carriage Company would die and be reborn as the Motor Manufacturing Company and so on.

Millions of pounds of capital were raised and squandered. These schemes went on for a number of years, so that by the turn of the 20th Century, the whole motor manufacturing business was tainted and suspect in the eyes of the financial world.

In 1897, the English Daimler factory in Coventry was finally undertaking manufacturing operations on a small scale. Bizarrely however these cars were not British designs, nor even copies of the Canstatt Daimlers. Instead they were copies of a totally different French car, the Panhard Levassor. To hide this fact they were marketed as 'Parisian Daimlers'.

This sleight of hand and confused policy continued over the next few years. Between 1897 and 1903 12 different power units were used by Coventry Daimlers, ranging from 2 and 4 cylinders and one to 4 1/2 litre displacements.

Reorganised (finally) in 1904, by this time the Daimler Company was completely free of Lawson's dubious methods. Eventual success for this later incarnation was assured by two things. First, their excellent showing in the Thousand Miles Trial of 1900. 13 Daimler cars were entered and all finished, altogether winning 11 awards. Secondly, as a result of this performance, the Prince of Wales (later Edward VII) bought the first of many Daimlers that would be used by the British Royal Family. Royal patronage was highly influential in those days.

1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART TWENTY ONE

PART TWENTY ONE - RE-UPHOLSTERING THE REAR SEATS

The springs for the seat base were in good condition, but the springs attached to the backboard had a good coat of rust.

I always start with the pleated sections, attaching and adjusting the other panels to suit the shape of the spring or base. The bench seat was straight forward to sew; the spring base was covered and padded; and the new cover temporarily attached.

The rear of the seat is more complicated and comprises three components; two seat backs and an armrest. I started with the pleated sections; mounted the armrest and completed the two sides to match.

The completed seat was trial fitted before being permanently attached to both the back board and spring bench seat.

The arm rests were left till last to make sure that they fitted the seat contours. A final fitting was made to ensure that everything went together.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 21 - Re Upholstering the Rear Seats](#)

Next Edition: Part 24 - Front Seats Refurbishing

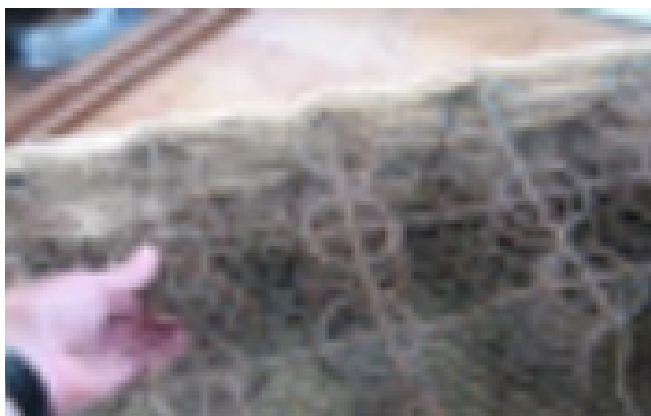


Figure 1 The seat base is double sprung



Figure 2 The back springs being soaked to remove rust

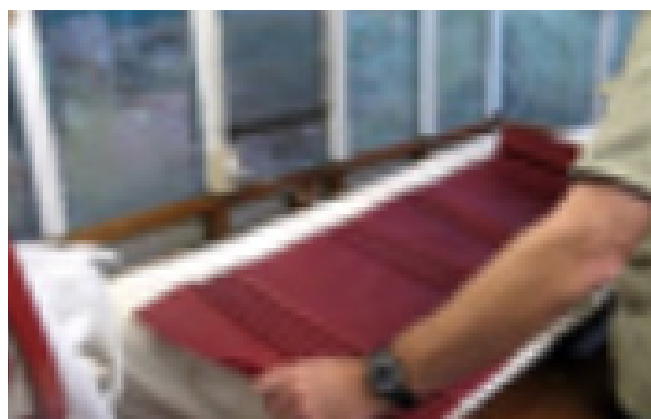


Figure 3 Pleated insert for the seat base

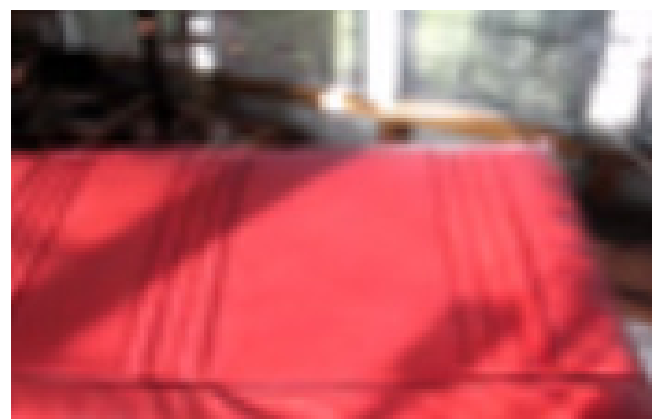


Figure 4 Other panels sewn onto the pleated base

1949 DAIMLER DB 18 CONSORT RESURRECTION



Figure 5 Drivers side completed and trial fitted with armrest

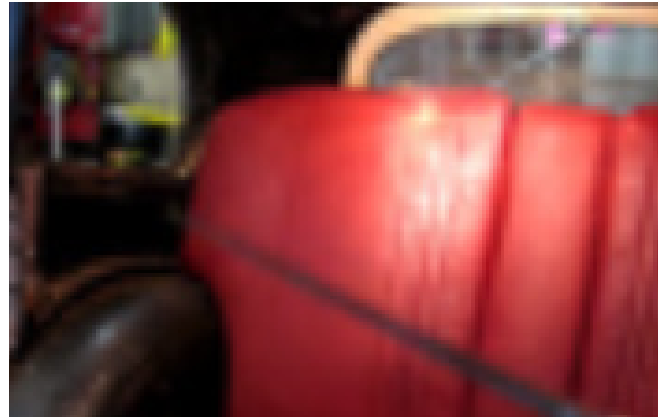


Figure 6 Trial fit in the vehicle

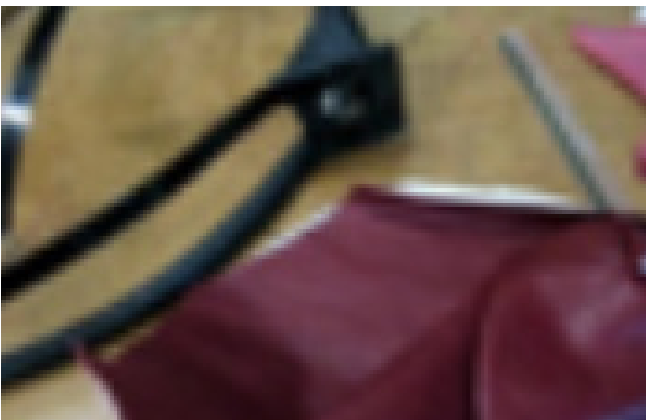


Figure 7 Armrest frame ready to be covered

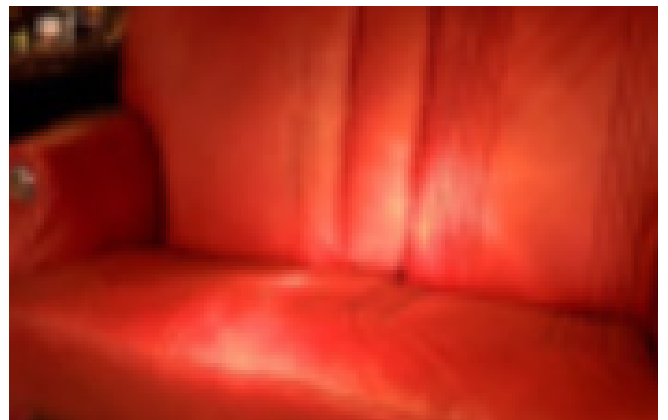


Figure 8 Completed seat trial fitted

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



15TH NATIONAL RALLY - INITIAL ANNOUNCEMENT

15th National Rally of the combined Daimler clubs of Australia
Monday 16th April 2018 to Friday 20th April 2018
YARRA VALLEY 2018
Healesville, Victoria

Rally headquarters will be at the magnificent RACV Country Club at Healesville where we have provisionally reserved 35 rooms

The location has been selected, a provisional accommodation reservation has been made and an exciting program is being developed to make this a "not to be missed" event!

Rally costs are not yet known but the aim is to keep the total cost (rally activities plus accommodation) in line with previous national rallies and will be advised in the next bulletin later this year.

It will greatly assist the organising committee if you would lodge an expression of interest NOW so that we can put you on the mailing list for future bulletins and the rally entry form.

Email – eureka2012@bigpond.com

Your organising committee:

Michael & Pat Pringle

Jack & Phyllis Edmonds

Ian & Joyce Rowlandson

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



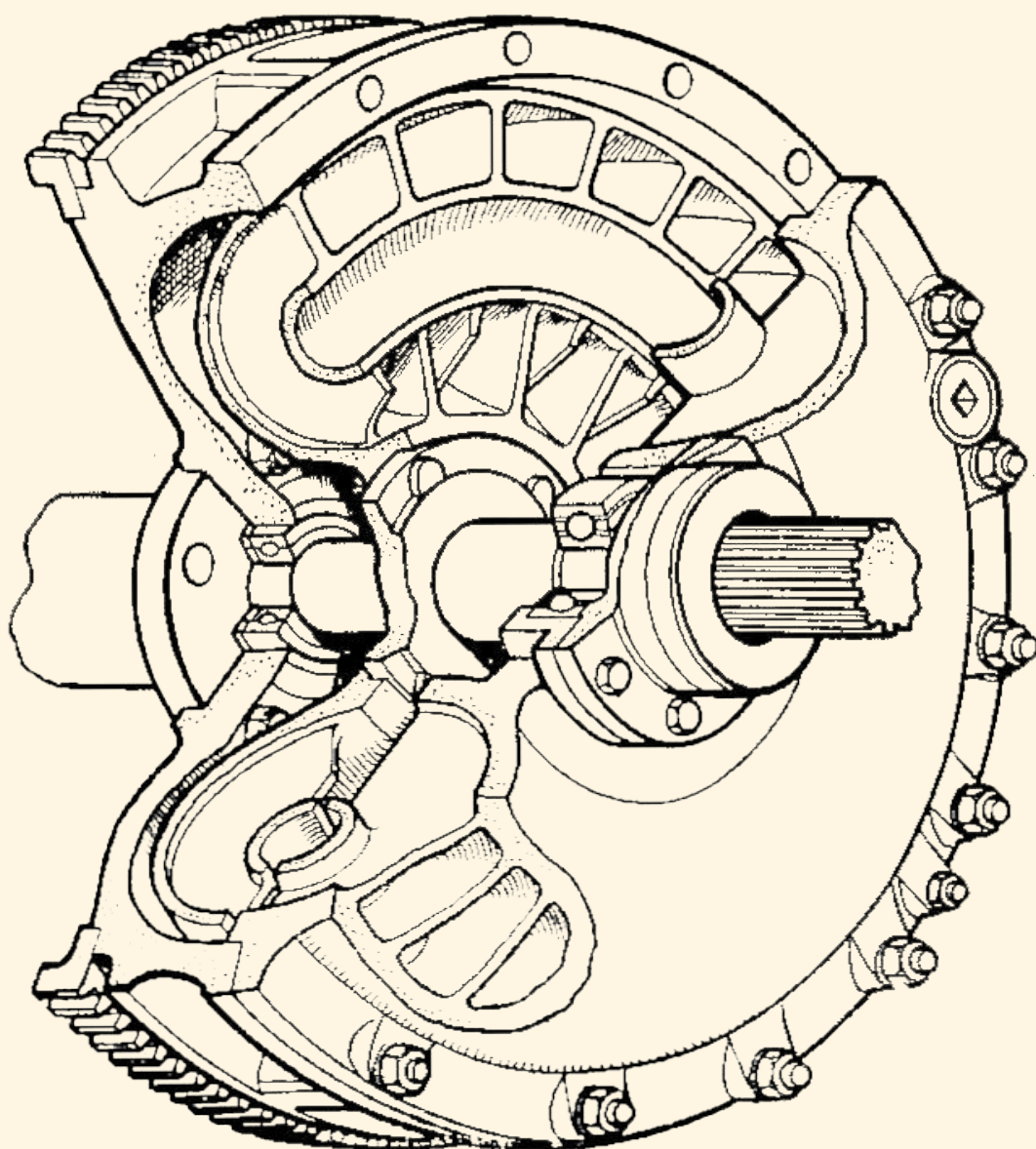
FOR SALE

Daimler Majestic 1958 3.8Lt Type DF 316. Registration Number DF316. Registered to October 2017. Silver over maroon. 107,000 original miles. Tools, books, good condition. Multi prize winner. (badge bar not included)

\$17,500. DLOC member \$15,000.

Other Interesting Bits and Pieces

Daimler Days (Vols 1 & 2)	\$150
Royal Daimlers – Brian Smith	\$40
Daimler Century – Lord Montagu, etc	\$50
3 x framed prints i) The Royal Daimler	\$50
ii) The Noble Car	\$50
iii) The New 2 ½ Daimler (DB18)	\$30
2 Daimler champagne flutes	\$20
2 x 2 Daimler mugs	\$10/pair
1 Grill suit Majestic or Majestic Major	\$200
1 original Eagle Mascot purchased from Daimler	
In 1946 on a radiator cap. Suit DB18 or earlier	\$200
1 very rare “case trunk” with new leather	
Straps would suit luggage rack or fold down	
Boot lid	\$300
Photo copy E20 Owners handbook	\$20
Various Road tests and technical information	\$10
Contact John Allcock on (02) 4739 8184	



Please address all correspondence to:

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

www.dlocaustralia.org