

Daimler

&

Lanchester

FEBRUARY 2017

FLUID DRIVING



BY APPOINTMENT

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

OFFICE BEARERS

President	Jim Gellet	02 9543 2079 0419 796 371	jimgellet@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	Graham McDonald	9533-3128 (H) 0422 972094	grahjoan@tpg.com.au
CVTMC Delegate	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Editor	Jim Gellet	02 9543 2079 0419 796 371	jimgellet@gmail.com
Historian	Ian Fletcher	02 4861 3972 0408 790 282	isfletcher@bigpond.com
Committee Members	Colin Cox Linden Braye Graham McDonald Allan Skofic	02 4739 3301(H) 9550 5496 9533-3128 (H) 4758 9063	daimler1@tpg.com.au findlinden@hotmail.com grahjoan@tpg.com.au alan.skofic@railcorp.nsw.gov.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	Russell Turner	0419 980030	rturner.architecture@gmail.com

OUR NEXT MEETING

8PM MONDAY, 6TH MARCH, 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

NOTICE OF AGM

MONDAY 6TH MARCH. 8PM

Ryde Eastwood Leagues Club, Ryedale Road , West Ryde

All Club officers and committee will retire at the AGM and some will offer themselves for re-election. The current Events Co-ordinator has indicated that he will not be standing for re-election.

Other nominations may be made in writing to the Secretary at the AGM. Forms for nomination will be available at the March meeting.

ANNUAL FEE REMINDER

Annual membership dues are now required to be paid, with a reminder that if you have a car on Club registration, you need to pay promptly or risk losing your vehicle registration.

PRESIDENT/EDITOR'S REPORT

Well here we are at the end of another Daimler year, arriving safely at another AGM. I take this opportunity to thank the outgoing Committee & officers for their support & participation in Club events. A special mention goes to Graham McDonald, who is retiring as the events coordinator after doing a sterling job in that capacity over the last 5 years or so. Graham was also heavily involved in organizing the National Rally in Orange last year as well. Thanks Graham for your dedication & enthusiasm in the job. We are of course seeking a replacement for Graham, although most of the slots for this year have already been worked out by Graham, making the position quite easy at least for the next year. All other positions will be declared vacant at the AGM & the election of incoming Officers will take place. From my perspective, I have thoroughly enjoyed the past 2 years in the job of President & would recommend it to anyone as being a most enjoyable pastime.

As I will be away in South Africa for a month as from the 9th March there will not be a president's report for the next Magazine unless the new President

submits one. The Magazine should be produced as usual at the normal time at the end of March & any submissions should be forwarded direct to ian@responsivewebsolutions.com.au prior to 27th March. All regular contributors & Secretary, please mark the date in your diaries NOW, so the replacement editor doesn't have to chase you up at the last minute.

Whilst in South Africa I hope to get a drive of the BSA Rail car owned by Sandstone Estates & should have a photo in the next Magazine, along with some others as well. One of the historical vehicles on display will be a Russian T72 Tank, which should prove interesting.

Again, Thank you for a most pleasant year & I look forward to a lively, well attended & vibrant attendance at the AGM

Jim Gellett

President/Editor

COMING EVENTS 2017

<p>March 2017 Fri 24 – Sun 26 UPDATED NOTE RSVP 10 FEB 2017</p>	<p>Cootamundra Weekend Get Together – Application and event details in this edition of the magazine. RSVP 10 February 2017. For even further information, and to submit completed applications, then please contact Peter Grant 42 Liverpool Street Rose Bay NSW 2029 Tel work: (02) 9367 0011 Fax: (02) 9367 0001 E mail: peter.grant@schwartz.com.au or Tel home: (02) 9371 9049 Mob: 0414 702 239</p>
<p>April 2017 Sun 9 NEW</p>	<p>Picnic in the Southern Highlands - Meet at 10:30 am for 11:00 am prompt departure, McDonald's car park corner Narellan Road and Remembrance Driveway (entry George Hunter Drive). A leisurely drive will follow to Winifred West Park, Mittagong in the Southern Highlands to view the magnificent tulip gardens. Then on to David and Noels 532 Moss Vale Road Burradoo for a BYO picnic lunch after 12:00pm. Click on the following link/copy link to your browser to see route map. https://goo.gl/maps/FgB7qaRdjwS2. Contact Graham McDonald phone 02 9533 3128 mobile 0422 972 094 email: events@dlocaustralia.org</p>

COMING EVENTS 2017

May 2017 Sun 21	<p>National Motoring Heritage Day – All members are encouraged to get their classic vehicles out on the road. We will be attending the Museum of Fire this year located at UBD map 163 F7 or use link 1 Museum Drive, Cnr Castlereagh Road, Penrith New South Wales 2750</p> <p>For those unable to attend alternate CMC suggested events are as follows.</p> <ul style="list-style-type: none"> • Berry Showground - Shoalhaven Historic Vehicle Club. • Motorlife Museum - Kembla Grange • Wentworth Falls Lake • Memorial Park - The Entrance • Bella Vista Farm – Bella Vista
June 2017 Sun 11	<p>Gosford Classic Car Museum (Phone: 02 4320 0000), Meet Berowra Truck Stop UBD map 94 P9 or use link https://binged.it/2ey1XyS, (time TBA) for a combined run to Gosford Classic Car Museum 3-13 Stockyard Pl, West Gosford NSW 2250 (entry fees apply) See website http://gosfordclassiccarmuseum.com.au Entry via last black gate off Stockyard Palce, turn left and drive towards front of museum and park in front of museum or any other available space if area full. More details to follow: -</p>
July 2017 Sun 9	<p>(Rover/Alvis/Armstrong Siddley/Daimler) Combined Club Mid-Winter/Soup Run – Destination Busby's Café Wiseman's Ferry, (phone 4566 4787, website http://www.busbyscaferestaurant.com.au/). Gluten Free and Vegetarian meals available. Full details to follow but it can be advised that the run will have two starting points at either Ham Common see UBD map 85 H8 or use link https://binged.it/2exNJxZ. The second starting point is at the corner of Old Northern Road and Galston Road Dural see UBD map 131 L7 or use link https://binged.it/2exHjPG Time and run details to be provided.</p>
August 2017	<p>National Display Day and All British Day - Kings School North Parramatta. Entry Masons Drive UBD map 171 H9 or use link https://binged.it/2exZDbb Details to follow.</p>
September 2017	<p>President's Weekend - Details to be advised</p>
October 2017 Sunday 8	<p>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.</p>
November 2017 Sun 12	<p>To Be Advised - Possibly Lake Macquarie Light Rail Museum – Event and details to be confirmed.</p>
December 2017 Sun 10	<p>Christmas Lunch – Venue and details to follow. Please advise If you are willing to host this event at your home (with club and members assistance).</p>

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER



February commenced with the traditional sausage sizzle and Darter's meeting at Dural where Carolyn and I welcomed eleven visitors. I think I may be getting better at organizing a sausage sizzle. It's a rare skill that improves with experience. My best lesson is to leave the cooking to others. One way or another a pleasant night with some hot food and a few drinks. Moreover, we made a few plans for events to be held during 2017.

Another little item for your amusement. Two SP250s, Warren & Chris and Carolyn & I turned out for the Daimler Club's breakfast at Geranium Cottage, Old Northern Road, Dural on 12 February. We were delighted to find two classic Rollers in the parking area.



DARTING ABOUT

And now for a couple of announcements:

1. The SP run in March will be the Daimler Club's weekend in Cootamundra on 24 to 26 March. Please see the details in the Daimler Club magazine'
2. The SP run in May will be on Sunday 21 May which is the day CMC encourages classic car enthusiasts to be seen on the roads. We will visit the Museum of Fire in Penrith. The Daimler club will also assemble at the Museum of fire.
3. Please keep the dates for the SP250 National Rally to be based in Parkes on Friday 27 to Sunday 29 October.
4. Looking far ahead, please also note the dates for the 60th Anniversary Rally to be held on the 14 and 15th of June 2019. The Rally will be based around Solihull, England and there will be tours planned for the week leading up to that weekend.

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.

Friday to Sunday March 24 to 26 18 – Daimler Club rally in Cootamundra. Please see announcement in the Daimler Club Magazine January edition.

Friday April 7 – Meeting, at the home of David and Dallas Stoodley 260 Glenning Valley Way, Glenning Valley. Contact David and Dallas 4388 0363.

Friday May 21 – Run to Museum of Fire, Penrith to join CMC display and then to Wallacia Hotel, 1590 Mulgoa Road, Wallacia for lunch. Please arrive at the Museum of Fire at around 9:30am. We plan to have lunch in Wallacia at around 1:00pm. The lunch will be planned by Mark & Tracey Brooks. Please let them know by Sunday 14 May if you plan to join the lunch. (0430 070085 or dsp250@inet.net.au)

Friday June 2 – Meeting location to be announced

Saturday July 22 – Run to Archibald Hotel, 1349 Bells Line of Road, Kurrajong Heights. Assemble at Ham Common at 10:30 for 11:00am departure to hotel for lunch at noon. This run will be planned by Cameron and Anne Norgrove (phone 4357 1188).

Friday August 1 – Meeting at the home of Warren & Chris Cole, "The Very End" Calabash Road, Arcadia (phone 9655 1111 or 0412 686456)

Saturday September 16 – Run to be announced

Friday to Sunday October 27 to 29 – 2017 SP250 National Rally being planned by Merv McDonald with assistance from John Gallagher

Darting Off

Alan

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

THE VEE-EIGHT ENGINE

Over the holidays I have been reading about the time Edward Turner became involved in the Daimler Company. He was brought in by Jack Sangster, head of the BSA group that included the Daimler Company. Sangster succeeded Sir Bernard Docker after he left the Company.

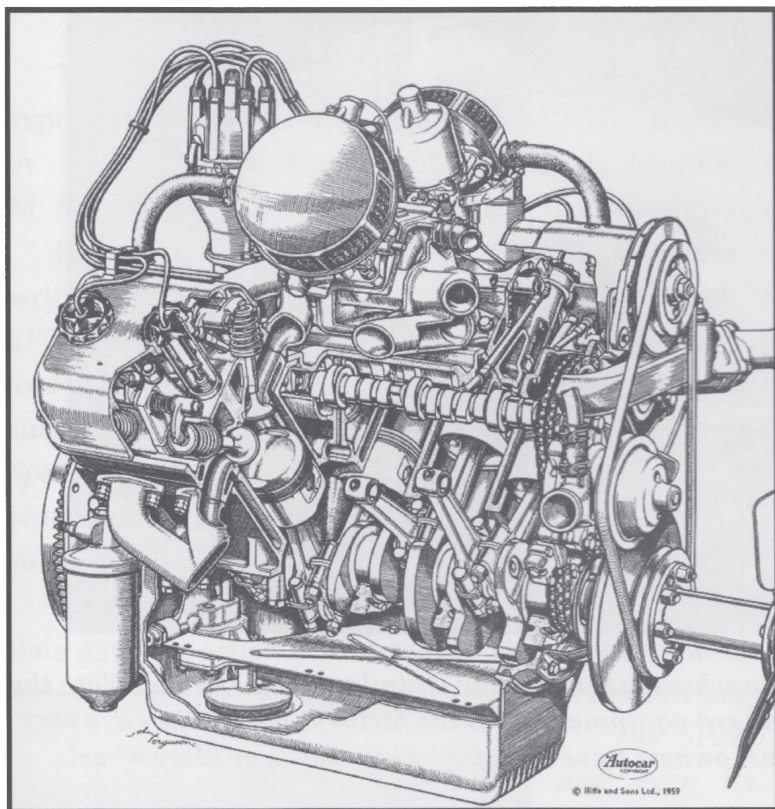
Turner's brief was to design an engine for a sports model Daimler that could also be used in a saloon car. His fame rested on his design of motor cycles. Handsome sports models with catchy names like "speed twin", "Tiger 100" & his infamous rear spring hub & the "Square Four". He had not designed a car engine.

It is well known where his inspiration for an 8 cylinder vee-eight came from, America. Turner laid out his design with the help of Jack Wickes, Turners "pencil".

In the engineering team with Turner was Cyril Simpson (b1893-1978) who had joined Daimler in 1919 coming from the Sunbeam Company. He advanced quickly & came to the attention of Laurence Pomeroy Snr, ex Vauxhall & was the designer of the magnificent Double 6 sleeve engines.

After Pomeroy resigned in the early thirties to work in America, Simpson became Chief Engineer/Designer & designed the large 6 & 8 cylinder engines used in the war & revised after the war as the DE 27 & 36.

Simpson & his team produced the new engine & it was installed for testing in a Conquest & Vauxhall as Brian Smith relates in the book, "Daimler Tradition". So the Company had a modern engine of excellent design, but not as yet a body for it. As we know a glass fibre body was produced, the engine installed & the SP250 was born. Soon after Lyons bought Daimler & the engine was, with minor alterations put into the Jaguar MKII body that had 3 engine versions.



The new Daimler 2.5 vee-eight as it was called, most resembled the 3.4l Jaguar but with the 35 Borg Warner auto box, was a smoother unit than the heavier DG gearbox & altogether a much more refined car.

Edward Turner is well remembered today & enthusiasts know much about him. Jack Wickes superb draughtsman & stylist & largely responsible for the SP250 body is better known in motor cycle circles whilst Cyril Simpson is largely unknown, despite his design of Daimler pre-post war models, one of Britain's great engineers & designers.

As an aside, here is a pen portrait of a Turner 2.5 vee-eight engine I had in my Vee-eight. Mileage, 70000 odd? Engine overhauled, crank as new, journals polished. New big end bearings, bore little wear, honed & deglazed. Pistons expanded & new rings, umbrella seals to valve guides, some new valves & timing chain.

WHAT AN ENGINE!

Ref B Smith, "The Daimler Tradition"& various articles.

John Steel

DAIMLERS ON DISPLAY AT INVERELL

On a recent visit to Inverell I was able to spend some time touring the National Transport Museum located just outside town and took the opportunity to search out a few Daimlers among other magnificent vehicles on display. The site has over 120 vehicle exhibits and is a definite must-visit if you are in the area.

Jim Gellett



A CLOCK TICKS AGAIN - RICHARD THWAITES

A certain British luxury marque used to boast that “at 100mph, the loudest noise is the ticking of the dashboard clock”.

Modern dashboard clocks don't tick at all. Sadly, many of the fine Smiths ticking clocks installed in Daimlers have also ceased to tick.

The Smiths “pin clock” mechanism was fitted to a wide range of British marques over a long period (including the E-type Jaguar,) behind a range of dials from 4” (in some Rileys) down to 1” dials set into the speedos of some Jags. It is a simple and robust design, ingenious for its time before modern electronics, but with an inevitable single point of failure.

This electric clock has no spinning motor. Instead, the mechanism is driven by the sort of hair-spring balance wheel that you would find in most spring-driven wind-up clocks. In a spring-driven clock, the balance wheel and escapement limit the speed at which the spring's stored energy can turn the clock hands. By contrast, in the Smiths pin clock, the balance wheel actually drives the clock mechanism “backwards” through the gear trains to eventually move the hands.

It does this by means of an electromagnetic solenoid that imparts a pulse of energy to permanent magnets attached to the rim of the balance wheel, giving the wheel a brief push, then letting go to allow the

hairspring to reach its limit and then swing the wheel back in the reverse direction.

Two little steel rings on the balance-wheel shaft end in small blades, set at opposite angles, which alternately catch the teeth of a cog as the balance-wheel swings clockwise or anti-clockwise, pushing the mechanism always in the forward direction.

The clock “ticks” as each blades catches the cog, rather than humming or grinding as do inferior clocks with rotary electric motors.

The switching of the electromagnet must be precisely synchronised to the movement of the balance wheel. The Smiths design has a tiny steel peg projecting about 3mm from the underside of the balance wheel close to the axle, and this brushes against a spring-loaded contact on an insulated post, thus closing the 12-volt circuit for the coil that energizes the electromagnet.



*Catching blades – note the pin on the wheel.
Other gears removed in this picture.*

A CLOCK TICKS AGAIN - RICHARD THWAITES



The pin and sprung contact, in original form.

When I got mine out for inspection I could see that the pin was cut through about 80% of its thickness, with the end flopping about. My local horologist wasn't even interested in quoting on replacing that pin. Superglue or solder did not appeal in that situation. How about electronic switching to bypass that burnt-through contact?

I experimented with various homebrew pulse-generator circuits, and even found a miniature electronic metronome that could trigger the electromagnet. Some experiments sort of worked for a while, on the bench. It became evident that any regular pulse operating without feedback from the balance-wheel would end up out of sync with the balance-wheel, due to the variations of temperature, voltage and motion in the vehicle affecting the circuit and the hairspring differently. I wondered whether I might be able to rig up some sort of opto-electrical feedback, and went online to look for parts.

Whenever I have a good idea, I soon discover that somebody else had it before. This time, I was excited to find Graham Willows' "Clocks4Classics.com" website describing an optoelectronic solution specifically for the Smiths pin clock burnt contacts problem. There was clear discussion of the issues, and best of all, a ready-made kit available, for either positive or negative earth systems.

The Clocks4Classics kit replaces the arcing metal contacts with an optoelectrical switch. Instead of brushing and sparking, an infra-red sensor reads the movements of a black segment on a white paper disk

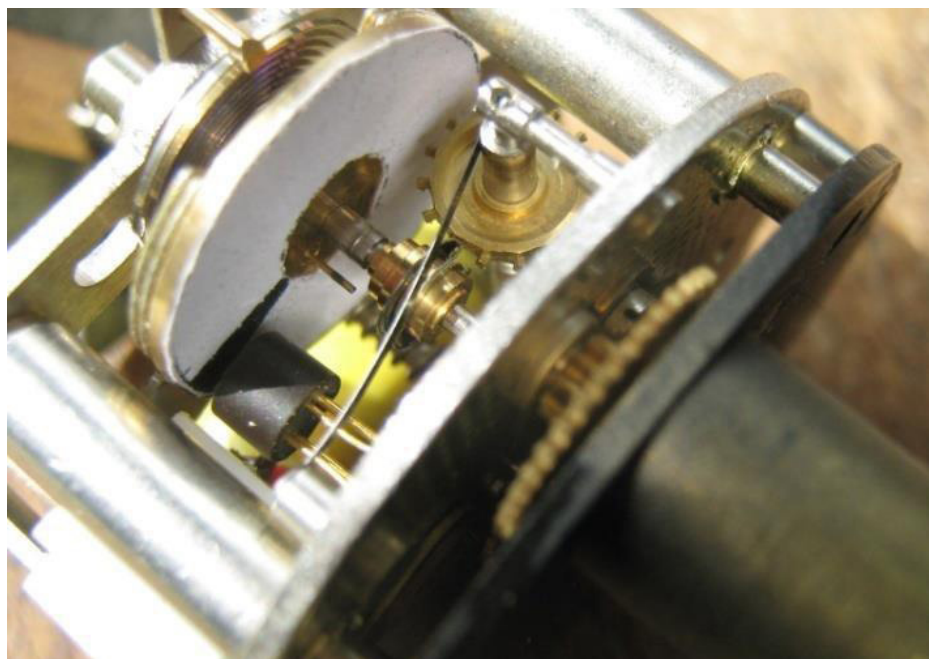
This works brilliantly, but notice the word "coil". As in an ignition system, each time the coil circuit is broken, the coil discharges its stored energy. Though small in total energy, this is at a very high voltage and creates a visible spark between the contacts. Now consider that this occurs five times per second and we see that with the clock continuously running the little steel contact pin is copping 1.8 million arcs per week at the point of contact. And after thirty years of that....



This pin is about 50% burnt through by many millions of sparks..

A CLOCK TICKS AGAIN - RICHARD THWAITES

stuck to the bottom of the balance-wheel.

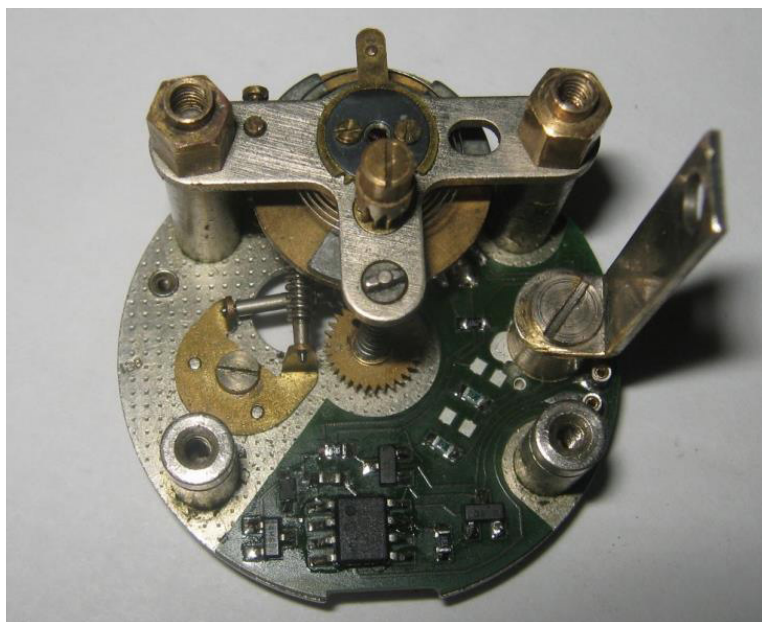


A miniature printed circuit board fits neatly into the base of the clock mechanism. The 12volt battery power, and the electromagnet leads, plug into that board, and the timing is managed by a programmed integrated circuit on the board. It includes an automatic startup routine, whereas the original clocks require a push on the adjustment knob to get them going if power has been disconnected.

The infra-red sensor gazing intently at the black segment.

I like to bite off more than I can chew, and this project provided some chewing opportunities. No soldering is involved, unless you break the delicate wires that connect to the solenoid coil windings. The work is very small scale, so tools needed are jeweller's screwdrivers, tweezers, needlenose pliers, a good magnifying glass on a stand or magnifying goggles, and a hair-dryer for heat-shrink tubing on a couple of small connection points.

While the Smiths mechanism is common to many clocks, there can be differences in the location of some cogs depending on whether the clock hands are on the central axis (as in my Conquest) or offset (Jags), and also whether the time-adjusting knob is front (Rileys), rear (Jags) or side (Daimlers). For side and rear adjustment knobs, the internal adjustment gear needs to be removed from the back of the main shaft, and this can be a bit tricky. Not all variations are covered in the generally-comprehensive kit instructions, but I found that Mark Willows was very prompt and helpful in responding to any query.



How the circuit board fits, with balance wheel and worm gears in place. Solenoid and coil install back over this.

A CLOCK TICKS AGAIN - RICHARD THWAITES

My greatest blunder was attempting to bench-test the kit with a power supply that showed 12volts on a multimeter, but was actually delivering brief spikes of more than double that voltage – enough to burn up at least one component on the circuit board. The kit should NEVER be connected to anything but a BATTERY supply.

In factory configuration, the clock connects unswitched to the fusebox and runs 24/7/365. But because the adjustment knob is effective and convenient, and my Conquest runs little more than an hour a week on average, I have added a little toggle switch under the dash next to the clock's adjustment knob, so that the clock can be switched off for long idle periods and save the little brass teeth on its cogs until they are really needed.

It's a pleasure to hear the clock ticking away and see it keeping very good time. At about \$100 for the kit and postage, I think this was good value for a DIYer like myself. However, I doubt it would be the loudest noise I hear if I ever have my Conquest up to 100mph.

Photo credits: 1) Shots of the kit were lifted from the instruction docs that are available online from www.clocks4classics.com. Thanks to Mark Willows.

2) Other shots of the clock internals, including damaged pin, were lifted from the thread

<https://omegaforums.net/threads/bringing-a-smiths-car-clock-to-life.29521/> by "ChrisP". This is a horology discussion site but "ChrisP" was working on a clock from one of his Jags. Thanks to "ChrisP".

DAIMLER DISPLAY AT RECENT ALL BRITISH DAY

A display of Daimlers owned by the South Australian register of members, Fred Butcher's SP 250 and Howard Parslow's Special Sports not in the photo but also present on the day.



MINUTES OF A MEETING

MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER AND LANCHESTER OWNERS CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB ON MONDAY 5TH DECEMBER, 2016.

The meeting commenced at 8.05pm with Jim Gellett in the chair.

Apologies : Victor Nash, Warren & Chris Cole, John Hiscox

Attendees as per list filed with Minutes

Previous Minutes :

The minutes of the previous meeting were taken as read. MSA that they be accepted as true & correct.
Peter and Grahame

Business Arising from Minutes :

Peter noted that he had sent an email to his contact in England in regards, the book missing from the Library as per Alan's request for update.

Peter noted he had received no reply response but would continue to follow up the prospect of obtaining another copy.

Correspondence :

Various magazines tabled at the meeting then to be handed over to Merv for filing in the Library.

Treasurer's Report :

Current Account Balance	\$8969:32
-------------------------	-----------

Term Deposit	\$10636:81
--------------	------------

Alan noted he had already received 72 paid membership renewals with others to follow as normally occurs over time.

Alan confirmed cheque to CAMS @ \$670:00 had been paid by way of renewing the Clubs membership.

The cheque for CMC was written at the meeting with the secretary to complete the renewal membership and with cheque attached then forward to CMC.

MSA Peter & Graham that the report be accepted and Invoices be paid as they become due.

New Members:

It was noted that three new members had applied with Russell to process and pass onto Amanda.

Social Report:

Graham reminded members of the breakfast run coming up on the next Sunday and gave reference to

MINUTES OF A MEETING

the overall 2017 events calendar.

Peter responded on the Cootamundra weekend coming up in March with good numbers already confirmed. Organization was going well and there was a sense of anticipation for the event building.

It was decided that the National Motoring Heritage Day meeting place for our Club would be the Museum of Fire at Penrith.

Editor:

It was noted Jim would be away during the time of the next magazine due date. He advised he had made alternate arrangements with the Webmaster to assume the editor's role and ensure the magazine went out.

Website : Nil

Registrars : Nil

Library:

Alan noted that he was happy to donate his collection of the UK Daimler Magazine to the Club Library. This was gratefully accepted and Merv was going to follow up to see if the Club was still receiving the magazine.

Conditional Plates :

Alan noted that there was an upcoming function at the RAC discussing the historical plates introduction with the government minister. Should any members wish to attend this dinner and guest speaker event please contact Alan Hunt.

Regalia: Nil

Technical & Spares:

The meeting was advised of a V8 saloon up for sale at potentially a good price.

By way of obtaining parts for the Club members at the meeting agreed that Jim and Alan should approach the seller with the intent of purchasing the vehicle at a negotiated price upon further inspection.

For Sale & Wants: Nil

CMC Report :

Modified vehicles eligible for historic plates was discussed as reported by the Club rep. Merv.

MINUTES OF A MEETING

All British Day:

It was agreed by the meeting that once again 60 tickets would be purchased by the Club for the event.

It was also noted that representation would be made to try to assist respective owners to get the Daimler bus and the recently restored DE to the display.

Helpers for directing traffic on the day have also been called for.

General Business:

It was canvassed that it may be time to revamp the Club magazine front presentation page. Peter agreed to look into the options and report back to the Committee.

A number of marketing ideas/events to continue to grow the Club were discussed.

Further ideas came forward with Russell to report back to the meeting after more detailed investigations.

There being no further business the meeting was closed at 9:45pm.

THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 6th MARCH, 2017 @ 8:00pm.

THIS WILL ALSO BE THE ANNUAL GENERAL MEETING.

COMMITTEE MEETING:

A call was given for the Committee meeting at 9:50 pm to discuss any details requiring immediate consideration out of the general meeting.

No further discussion was requested.

Committee meeting closed 9:55pm

COPPER COAST (SA) - CLASSIC CAVALCADE

The Copper Coast Classic Cavalcade of Cars is a long established highlight on the South Australian Classic Car enthusiasts' calendar. Held biennially, entrants and spectators get to enjoy much more than a static display. Following the assembly breakfast, entrants get to enjoy an extensive three town cruise through Wallaroo, Moonta and Kadina which delights the thousands of spectators who line the route.

Then the cavalcade finishes with a big Show 'n' Shine at the Kadina Oval which features a licensed venue and offers a fantastic Old Style Rock 'n' Roll band with dancing, sideshows, stalls and food and drink.

If any members are interested in this event please click on the link below to download a brochure.

[Download a Brochure](#)



GERANIUM COTTAGE BRAKFAST RUN

I remember that soon after joining the club I was amused by a run report that suggested the Daimler Club should be reclassified from car club to food and wine society. I think the report was written by Peter Grant and I'm pleased to confirm that after 17 years or so we have lost none of our enthusiasm for dining even if the wine was in little evidence at breakfast,

A short run followed by a long breakfast proved a winning formula as is attracted 14 eager breakfasters, Graham & Joan McDonald, Kevin & Liz Wilkinson, Warren & Chris Cole, Peter & Robyn Hansen, Peter Grant, John Steel, Merv McDonald, Colin Cox and of, course Alan Hunt & Carolyn Burch, Unfortunately Russell & Jenny Turner were late cancelations because of bush fires in their area.

And talking of fires, it should be mentioned that Geranium Cottage was a late replacement for a café in Parramatta that had a fire. It was a bit further to travel for some people but a pleasant little place with blinds and reasonably effective air conditioning that made the verandah quite comfortable on a warm day.

Just three Daimlers in the car park I think, Colin Cox's Sovereign, Warren & Chris Cole's SP250 and our SP250. There were also two Rollers in the car park – please see the photo in the SP250 section of this magazine.

Our thanks to Graham McDonald for reacting quickly to losing his first choice venue and arranging a comfortable breakfast for our Daimler fraternity. - Alan Hunt



1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART SEVENTEEN

PART SEVENTEEN - RESTORING THE FRONT SEATS

The seats required complete recovering in addition to padding replacement.

I purchased leather hides with an antique colour finish, and the old covers were removed and used as patterns.

I used polyester wadding and kapok for padding with a cover of calico under the leather covers.

As this was the first time I had undertaken a complete reupholster in leather, I purchased a good second hand sewing machine suitable for leatherwork. The right equipment makes the job easier.

The new leather sections were fitted to the repadded seat frames before final sewing.

Although the original seats had a vinyl type cover on tacked onto their backs, I used all sewn leather for the backrests.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 17](#)

Part 18 - Restoring the Heater and Blower

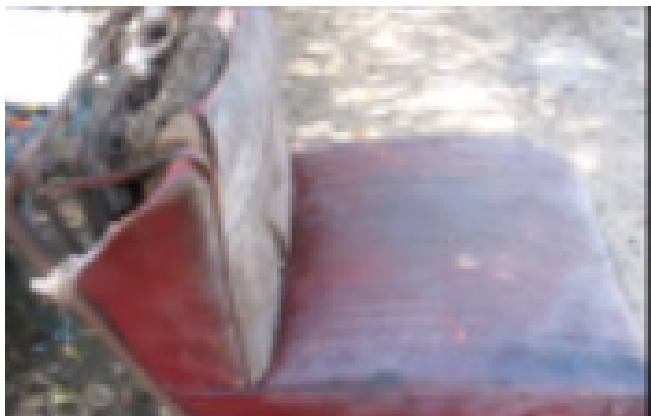


Figure 1 -The leather was dry and torn



Figure 2 - Sewing the pleated cushion

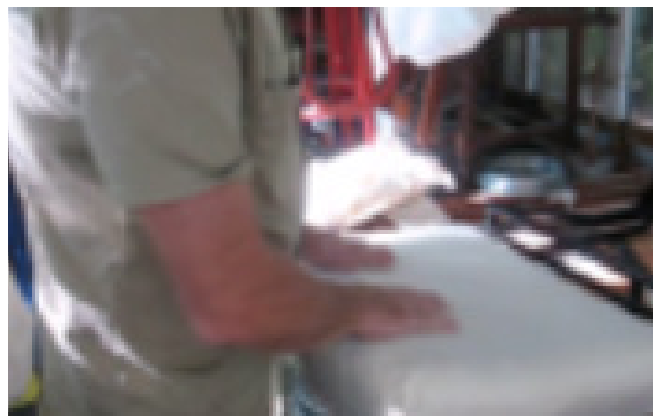


Figure 3 - Seat cushion re padded and ready for recovering

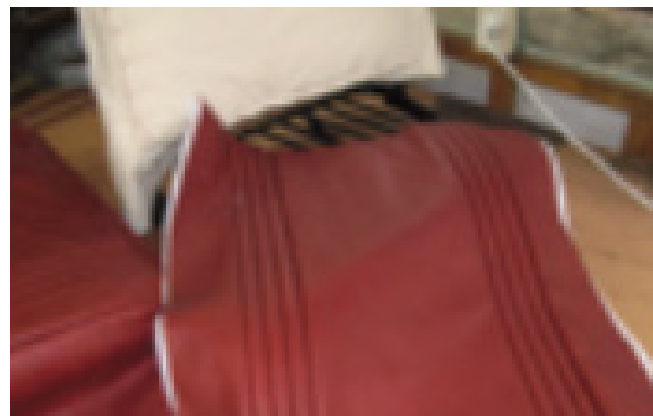


Figure 4 - The backrest pleated section ready for fitting

1949 DAIMLER DB 18 CONSORT RESURRECTION

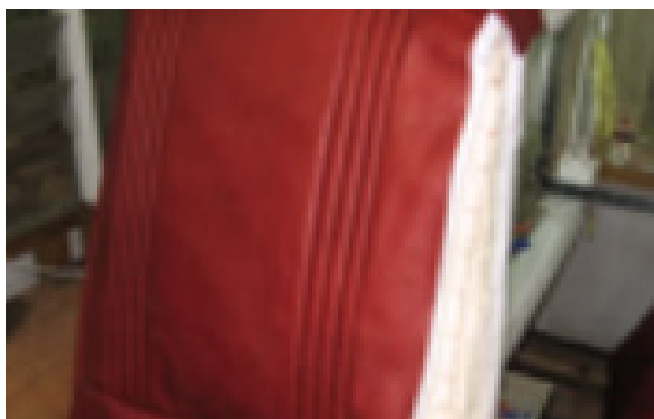


Figure 5 - I cut patterns oversize to allow for fitting



Figure 6 - The seats are now ready for refitting

DEAR LADY NORAH (DOCKER)



Dear Lady Norah,

You may have noticed the needle of your speedometer swinging about wildly, even when you were not driving erratically in the Green Goddess or one of your leopardskin limos.

Standard advice is to lubricate the speedometer cable. My cable is well lubricated, has no sharp bends, and runs freely. I understand that the cable spins a magnetic rotor inside the speedometer, that imparts a magnetic drag to a second rotor attached to the speedo needle. A hairspring provides a calibrated resistance that determines the rate of deflection of the the needle, and returns it towards 0 as the magnetic drag decreases.

The cable drive is inherently flexible, so with the magnetic drag and the hairspring opposing each other, there is bound to be some instability in the balance of those forces, shown by the swinging needle.

What I want to know is: is there some way to apply a light damping effect to the needle rotor, so that it smooths out the swinging? For example, should the bearing of the needle-carrier perhaps have a particular viscosity of grease applied to it? Most Daimlers, or certainly Conquests, are not noted for sudden changes of velocity (in normal running), so a slower reaction to fluctuations in the magnetic drag would seem to be desirable all round.

Yours faithfully,

Richard Thwaites

COOTAMUNDRA WEEKEND AWAY

At the Orange National Rally in 2016 members expressed an interest in getting together for an informal week end in the years between the national rallies and Colin Cox, Russell Turner and I volunteered to organise a week end away in a location more or less mid-way between Melbourne and Sydney and we have chosen the town of Cootamundra as our week end destination, from Friday afternoon, 24 March, to Sunday morning 26 March, 2017.

Cootamundra is 560 km from Melbourne along the Hume Highway and about 400 km from Sydney. It is 90 km from Wagga, where we will be visiting on the Saturday for a very special outing via the town of Junee for a morning stop, with lunch to be in Wagga and return to Cootamundra for dinner on Saturday night.

The accommodation chosen is at Cootamundra Gardens Motel where a queen room should be in the region of \$98.00 per night with a standard room at \$90.00 per night. A third person in a larger room would only incur an extra \$10.00 per night.

Meals will also be very reasonably priced, \$20.00 BYOG barbecue on Friday night, the same for lunch the next day and about \$30.00 for Saturday dinner. All very low key with the emphasis on a very social get together, no formalities and maybe a fun prize or two on Saturday night.

We invite you to let us know if you will be joining us for what will be a very relaxed and fun week end, with minimal driving once we are in Cootamundra, with the Daimler Clubs family.

If you could please let us know by Friday 10 February so we can let the motel know rough numbers that would be great. In order to register your interest in this event please click on the link below to open a PDF application form.

[Application Form Link](#)

If you are unable to open the form electronically please contact Peter Grant via any of the following means:

E mail: peter.grant@schwartz.com.au OR

Peter Grant 42 Liverpool Street Rose Bay NSW 2029

Tel work: (02) 9367 0011 Fax: (02) 9367 0001

Tel home: (02) 9371 9049 Mob: 0414 702 239

Please provide the following information when you make contact via any other method other than the application form.

Name, Address, Telephone, Fax or Email as well as how many passengers you will be bringing and the Marque/model and year of the vehicle being driven. In addition please indicate if you or your party have any special meal requirements

Accommodation is to be booked by yourself and not by the club. You can contact the Cootamundra Gardens Motel on 6942 1833 and mention you are with the Daimler group.

You will also need to ensure that your motor vehicle carries the appropriate Third Party Motor vehicle insurance or preferably comprehensive insurance.

FOR SALE

1952 Lanchester Leda 4 cyl 2.0L sedan Wilson Preselect semi automatic gear box. Spare motor, gear box, diff, and several body parts available as well as full mechanic workshop manual. On Club rego to 7/17. \$16,000. Phone Neil 0403 509 025 I also attach photos. I can be contacted on 0403 509 025 if you wish to discuss this further. With thanks, Neil Andersen



FOR SALE

Please pass on to all interested people of a Daimler 2.5 v8 saloon for sale.

It is burnt out in the cabin area but the front and back is in good condition. It would be excellent for front and rear exterior parts , engine ,diff etc.

If any one is interested please contact at the address/phone number below.

Pre accident condition looks to have been excellent.

Vehicle can be inspected at Five Dock address below

Price \$2800.00

Regards

Mark Donnelly

Awdon Motor Body Repairs & Equipment

6 Regatta Road

Five Dock NSW 2074

0412832574

WANTED

I am presently restoring a 1959 Daimler majestic and am looking for a source for all the rubber body gaskets. I am also on the hunt for 4 replacement doors as mine are quite rusty. I was hoping you could steer me in the right direction. I am up in Alberta Canada but will be OK with the freight costs if I can find any. I have been unable to find anything in North America. Thanks in advance for any consideration.

Neil Nilson - Contact neil.nilson@aluma.com

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.

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

Contact John Allcock on (02) 4739 8184 (badge bar not included)

PUT THIS IN YOUR DIARY

The Announcement of the First AMCA Australia National Meet, 2017

Fellow Antique, Vintage and Classic Motorcycle enthusiasts!

The AMCA Australia Board is proud to announce our inaugural National Meet, which will be held on the weekend of 25 -27 August 2017 at the Bulli Show Grounds, in NSW.

After a number of months of assessing appropriate locations and dates, we are most happy to advise the selection of Bulli, just 50kms (30 miles) or so, on the coast south of Sydney.

The Venue is appropriate and large enough to accommodate growth in the years ahead as we establish this yearly AMCA Australia National Meet, to welcome ALL motorcycle makes and models, parts and memorabilia, 35 years and older.

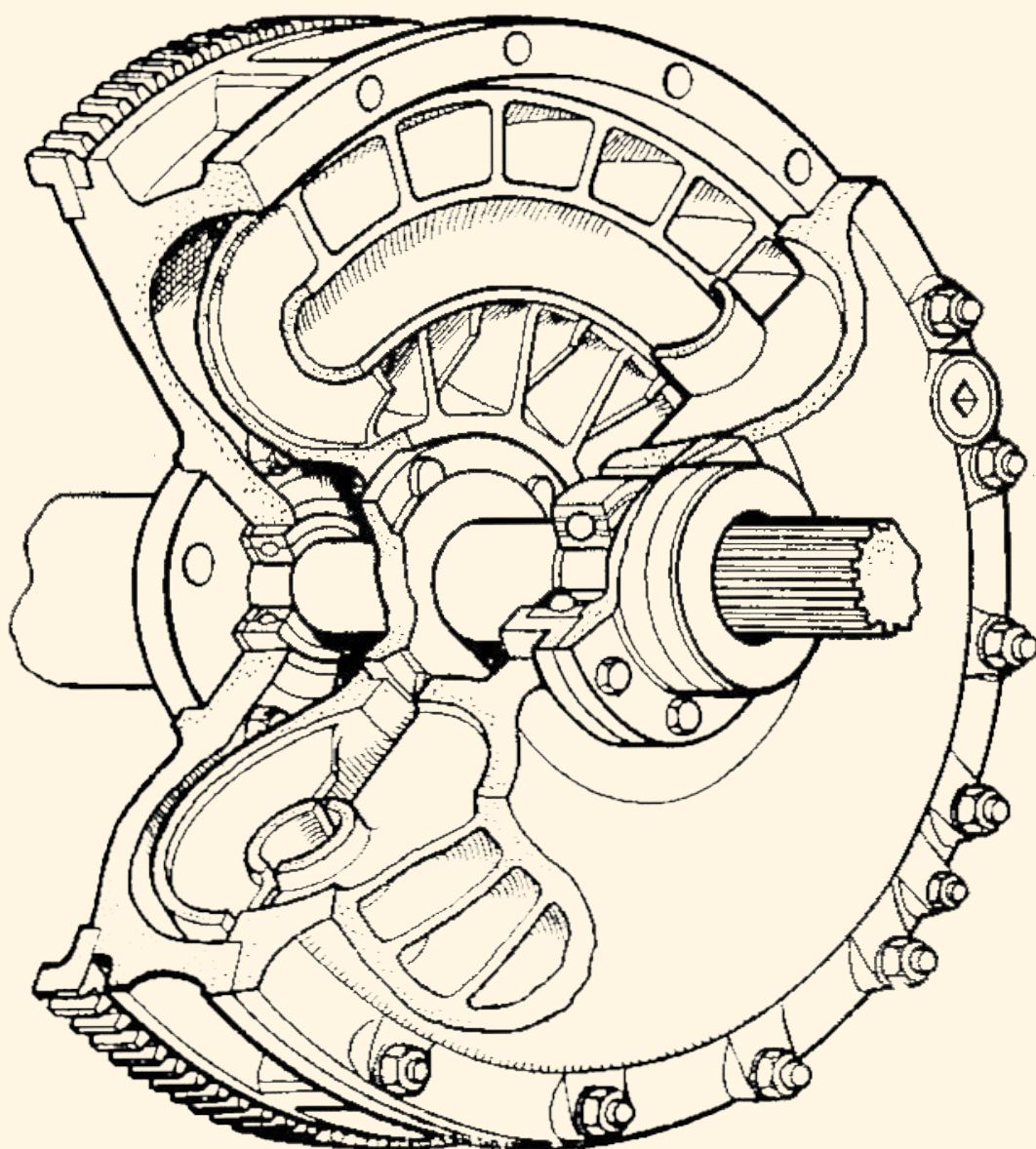


Bohemia Crystal

Take a fresh look today!



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



Please address all correspondence to:

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

www.dlocaustralia.org