

Daimler

&

Lanchester

FEBRUARY 2018

FLUID DRIVING



BY APPOINTMENT

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

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OUR NEXT MEETING

8PM MONDAY, 5TH MARCH, 2018 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 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.

ANNUAL GENERAL MEETING REMINDER

The AGM will be held at the March meeting (March 5 2018). All positions will be declared vacant & the election of officers for the new year will take place. If you have not previously served in any leadership capacity in the Club or have & wish to step up again, please don't hesitate to put yourself forward for election in any of the major positions or for the committee.

PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

Welcome to February 2018! This is the month when we begin to think carefully about who will be in the leadership of our club for the year ahead. Next meeting is the Club's AGM so your vote counts! It would be really gratifying to see large numbers of members in attendance on 5th March. All positions will be declared vacant on the night so don't be afraid to put up your hand to be involved on the executive of the Club.

THE LANCHESTER PROJECT

At the Committee meeting of the Club held on Monday 19th February, the financial expense of restoring the Lanchester was considered & it was estimated at approximately \$10600. This being the case & the fact that the expense would almost clean out Club funds, the decision was taken to defer the major expense, being \$6000 for the painting, be deferred until 2019 when we can reassess the financial position of the Club funds. The project obviously has the support of the Club as a whole with a total of over \$1400 being donated towards the cost of the project so far. In the meantime of course, fund raising efforts will be continued & maybe a more inexpensive cost of painting be obtained, then the issue of painting might be brought forward. As the car has only a light undercoat on it at the moment, it would be beneficial to have the painting done sooner rather than later to obviate any further rusting of the body. The open day on the 11th March at Russell & Jenny's place will see an attempt to start the engine, so that members can see something happening & maybe indicate their willingness to become involved with the restoration process. Some of the panels & frames have already had work done on them.

Last meeting was an interesting one which saw our event's coordinator, Ray Palmer present some very interesting motoring history on Vinyl records, which included some Rolls Royce & Bentley history & sounds of huge motors being run.

THE NATIONAL RALLY

This event is coming up quickly on the 16th April in Healsville Victoria & members attending are reminded that final Rally payments are now due & Final Accommodation costs will be due at the end of March. We are looking forward to a great program, being organized by the Victorian Club.

See You at the AGM.

Jim Gellett

President/Editor.

COMING EVENTS 2018

March 2018 Sunday 11	Viewing the Club Lanchester - Our March event will be at Russell & Jenny's home, 63 Davies Rd Springwood at 10:30 AM for a viewing of the Lanchester & hopefully the starting of the engine. This will be followed by a picnic lunch in the gardens at Russell & Jenny's home.
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COMING EVENTS 2018

March 2018 Saturday 17	<p>SP250 Run Run to The Great Northern Trading Post, i.e. the Luguna Pub near Wollombi. Rosie and tony Luongo have arranged this run which has two alternative starting points. Here are the routes and times:</p> <p>For Darters wishing to drive the Bumble Hill Road:</p> <p>Meet Ourimbah rest stop at 9.30 for a 9.40 departure.</p> <p>Drive via Bumble Hill to Corrugated Café Peats Ridge 780 Peats Ridge Road Peats Ridge (Old Oak Café), arriving 10.20ish for coffee stop.</p> <p>For Darters not wanting to drive Bumble Hill or want a later start: Exit M1 at Calga Interchange. 10 min drive to Corrugated Café via Peats Ridge Road arriving around 10:15am.</p> <p>We leave café 10.50 to drive to Great Northern Trading Post 3718 Great Northern Road Laguna.</p> <p>Please see link: http://www.gntp.com.au/ for further information and Menu. Arrive 11.30ish for cold beer and lunch.</p> <p>Please note that in recognition of St Patrick's Day and Rosie's Irish heritage all participants shall "wear the green". If you are planning to join the lunch at Laguna please advise Tony & Rosie cpsaus@bigpond.net.au by Saturday 10 March.</p>
April 2018 Friday 6	<p>SP250 Meeting at the home of Cameron & Anne Norgrove, 7 Summerhayes Rd, Wyee (phone 4357 1188). Following tradition this will be a "pie night". Pie order forms will be issued in advance.</p>
April 2018 Mon 16 - Fri 20	<p>15th National Rally of the combined Daimler clubs of Australia will be held at Healesville, Victoria - Monday 16th April to Friday 20th April 2018. For information contact – eureka2016@bigpond.com or 0418311422</p>
May 2018 Sunday 13	<p>Leichhardt Bus Museum - TBC</p>
May 2018 Saturday 19	<p>SP250 Run - to Paradise Café at Paradise Point to be arranged by Warren & Chris Cole in consultation with Kevin & Liz Wikinson.</p>
June 2018 Friday 1	<p>SP250 Meeting Meeting to be decided</p>
June 2018 Sunday 10	<p>Sydney University Visit to the war memorial Carillion - Details provided later</p>
June 2018 Monday 11	<p>SP250 Run - a Queens Birthday Holiday run to Wollombi Markets with lunch around Wollombi. Run to commence at Jerrys' Gourmet Café, 680a George Downs Drive, Kulnara (just north of Peats Ridge). Rosie Luongo to arrange.</p>

COMING EVENTS 2018

July 2018 Friday 6	SP250 Meeting - Meeting location to be confirmed
July 2018 Sunday 8	Proposed visit to the home of Bill Lloyd , owner of an early electric car, circa 1900, and a Doble steam car. TBC
August 2018 Weekend 11/12	SP250 Run - Weekend run to Bathurst and Mudgee to be arranged by Mark & Tracey Brooks.
September 2018 Friday 7	SP250 Meeting - Meeting at the home of Tony and Rosie Luongo
October 2018 Saturday 20	SP250 Run - Run to be confirmed
November 2018 Friday 2	SP250 Meeting - Meeting location to be confirmed
December 2018 Saturday 1	Christmas Lunch



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EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Our February meeting commenced with the usual sausage sizzle at the home of Alan & Carolyn in Dural. Altogether a good start for a meeting which set out plans for events during 2018. The first of those is the run arranged by Rosie and Tony Luongo. Please let them know if you will be attending the lunch at The Great Northern Trading Post. The group also discussed some preliminary plans for attending the 60th Anniversary Rally in UK in 2019 and then had a very preliminary discussion about a two week tour of Tasmania in 2020

During the month I received an interesting email from Laurence Jones in the UK. Laurence, who with Glynn Overy, produces the annual edition of PasSPort informed us that an SP250 originally delivered in Australia had turned up on a scrap heap in Spain. The chassis number is 104272 and body 737-2436. The car was originally delivered by Hercules Motors, Sydney in 1963 and later taken to UK by its owner. Laurence says the car has been saved and will appear in the next issue of PasSPort.

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.

2019

Working Plans for SP250 60th Anniversary Rally in UK

Saturday to Friday 1/7 June - Aussie Tour of Scotland

Weekend 8/9 June - DLOC Rally somewhere in 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.

Monday 17 June – individual itineraries.

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

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



FAMILY DAY AND CAR SHOW
15th April

WIN PRIZES! WIN PRIZES! WIN PRIZES!

BRING THE WHOLE FAMILY!

SUN. 15th APRIL

PITT TOWN SPORTING CLUB
139 OLD PITT TOWN RD, PITT TOWN
Shows and Displays Starting at 10am.

\$10 Car Entrant
GOLD COIN
Admission
DONT MISS OUT!

BBQ

A collage of images related to the car show. It includes a red motorcycle, a red and white striped tent, a red and white fire truck, a red classic car, and silhouettes of people. There is also a circular logo with a fork and a knife, and the text 'BBQ'.



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

CAN YOU HELP?

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

2018 MAC'S BRIDGE

Sports & Classic Car Festival

Proudly supporting

OrangeSky
Australia



SUNDAY 27TH MAY

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

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

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



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

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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 4th DECEMBER, 2017.

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

Jim welcomed members to the first Club Meeting for 2018.

Apologies:

Russell and Jenny Turner. Jim mentioned that Russell was recovering from major ear surgery and was resting at home. Members all expressed their best wishes for Russell's speedy recovery.

Previous Minutes:

The minutes of the previous meeting were published in the Journal and taken as read. Moved: That they be accepted as true and correct: John Hiscox. Seconded: Warren Cole. Carried.

Business Arising from Minutes:

Nil.

Correspondence:

Magazine from the Western Australia Daimler Club. Russell has several Membership Renewals at home to be processed.

Business Arising from the Correspondence:

Nil

Treasurer's Report:

Alan Hunt presented a written report. There is \$9342.11 less payments as listed in the report and approved by the meeting available in the cheque account with a further \$10,747.93 in the term deposit.

In addition to the payments listed for approval John Hiscox has paid 901.51UK pounds for 8 copies of Daimler Days Volume 3 of which one will remain with the library and the others are for private members pre ordered. The payment to John of \$1800.00 was approved, subject to adjustment for currency conversion rates once the final amount is invoiced to his credit card.

Moved: Alan Hunt, seconded John Hiscox: "That the Treasurer's report be accepted as true and correct. Payments listed in the report and to John Hiscox above all approved". Carried.

New Members:

Russell has renewals and there may be applications among them.

Social Report:

11 FEB: 12.00 noon at Hornsby RSL for lunch then leaving there at 1.30 p.m. to travel to Berowra

MINUTES OF A MEETING

and to view the collection of pre 1850 musical instruments owned by Ralph Schureck. Numbers for the inspection limited so please contact Ray Palmer to secure your place. All welcome for lunch beforehand.

11 MAR: A visit to Russell and Jenny Turner's home to view the Club Lanchester Project and afterwards to picnic in the garden: 63 Davies Rd Springwood.

13 – 18 APR: Daimler National Rally to Healesville in Victoria's Yarra Valley.

A memorial Run in Paul Davis' Memory has been suggested and will be held later in the year, the run to David Flynn and Noel Strahle's home in Burradoo.

Editor:

John Hiscox mentioned that Paul Copland and Steve Moore were in the market for an Olde English White V8 saloon. John mentioned Larry O'Carroll's car advertised in the magazine.

John's planned trip to the Red Centre in October had 7 starters so far. Accommodation for ten has been pre booked so there is still availability for three more cars.

Registrars:

Alan Hunt mentioned that at the most recent SP 250 meeting the runs for the next year were planned as well as two exciting bigger projects outlined;

In 2019 June the UK Club is marking the 60th Anniversary of the introduction of the SP 250. The UK Club's International Rally will also be on the week prior so it is planned to plot a trip through Scotland, then attend the International Rally also in Scotland and on to the SP 250 Rally. Several Australian SP owners have expressed interest in attending.

In 2020 plans are being considered for a two week trip through Tasmania.

Regalia.

Nil.

Library.

Nil.

Conditional Plates:

Chris Moss-Robinson wanted to put his SP 250 on the modified Historical Vehicle Scheme but we are not accredited for that scheme yet with RMS so Chris went through the Historic Racing Car Club of which he is a member. Chris needed sign off from that Club, CMC and a blue slip and was able to get the plates he wanted.

Warren will check through the requirements for accreditation and report back.

John Hiscox asked about the log book system and whether a short run, for example to the mechanic, should be written in. the reply was a strong yes.

Unless there is a provable club run enter all trips into the log book. After all the scheme allows 60 days use which is a lot for a car only used occasionally. Without the log book entry the car could be unregistered and

MINUTES OF A MEETING

uninsured, a catastrophe in case of an accident.

Linden asked if her daughter, Rosie, an Associate Member could register an eligible vehicle through that Associate Membership. The committee will check on the wording of the Club Constitution and advise.

Technical and Spares:

Linden's Conquest needs the grille surround repaired and the grille and slats chromed. Perhaps there is a good condition replacement available? Please contact Linden if you have one for sale.

Club Lanchester:

Jim talked about the Lanchester. Ji and Graham McDonald went to Springwood and spent a day clearing the space where the carport is to be built to shelter and house the car. A spray painter is being taken to view the car and quote on the work needed. There is some repair necessary to the front guards and one rear guard before painting.

Wagga Member Malcolm Nixon has been extraordinary in his generosity in assisting the Club to get the vehicle to Springwood, offering up his own time and travel and transport expenses for free.

The engine is planned to be started during the March visit.

Mark Bearman in WA has been asked to tool up and make some quarter window rubbers for the car.

There will be a cost of somewhere between \$300.00 and \$500.00 for the materials to build the rafters for the car port. Otherwise the car port will be built from materials already sourced by Russell.

For Sale and Wants:

Ray palmer reported on a DS 420 in Sefton needing a grille, front and rear bumpers and seats for sale. The man wants \$7000.00 - \$9000.00.

There is also a mechanic in Berala with a grey DB 18 Consort for sale. The engine has been removed from the car and comes with it. It needs work. Ray Palmer has the details for both.

CMC

Nothing further.

All British.

Next committee Meeting one week from today. The Display Day will be held on 23 September 2018 due to The King's School setting a new date for the Display and Art Show. Save the date in your calendars.

General Business:

Members sadly noted the passing of long time member Paul Davis. Paul's funeral is to be held in Sydney tomorrow and several members have said they will go. The funeral is at 2.00 p.m. at the Garrison Church, the Rocks, Sydney. Afterwards to the Lord Nelson to drink to Paul's memory and to toast the good times.

It had been suggested that the Club organise flowers as a tribute but the family welcomed the donation to a respected Charity to research the cure for prostate cancer and the Club has agreed to that as a preferable way to remember Paul and to further his legacy. Moved: John Hiscox, seconded Alan Hunt that a suitable

MINUTES OF A MEETING

donation be made to a charitable research fund for that purpose. Carried. It was agreed that the donation would be for \$200.00.

Reverting to the Constitution John Hiscox had a copy and read out the relevant paragraph. The committee will look at it during its planned 19 February meeting and then advise members on whether or not it is within the committee's power to allow an Associate Member to have their own car on historical plates.

There being no further Club Business the meeting adjourned at 9.20 p.m. for Ray Palmer to make a most interesting presentation on various vinyl records he had brought along, including some fascinating interview with figures involved with the early days of Rolls Royce, including W O Bentley himself and also from Jaguar Motors. The record was produced about 1970 and featured interviews recorded earlier by some prominent people.

At the conclusion of the presentation the meeting was declared closed at 10.10 p.m.

THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 5th FEBRUARY, 2018 @ 8:00pm.

DB18 TICKFORD TWO DOOR DROPHEAD COUPE



Extracted from an article from Dennis Mynard of the Daimler and Lanchester Owners Club of UK this story mentions the DB18 Tickford Two Door Drophead Coupe. Built in 1947 - 1950 the Drophead Coupe price was £1,585 Plus £882.1s.1d Purchase Tax making a total of £2,467. Only 25 bodies were built, the prototype was Tickford Body No.2751 which was built by Cliff Petts and Jack King; they took 111 and three quarter hours.

Of the 13 known surviving cars one is listed in Australia. The 1947 Chassis 52719 shipped to Australia, property of John Macklin. This car is definitely a 1947 car and the UK records show the vehicle is currently owned by Andrew Wyatt of NSW. Andrew was a member of DLOCAA from 2006 to 2010 and was from the Bowral area. Some detective work by members now shows that the car was then sold to a Victorian enthusiast Ian Morrison who is having it restored. Certainly a lovely vehicle.

1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART TWENTY EIGHT

PART TWENTY EIGHT - DASHBOARD AND DOOR TRIMS

The dashboard and door side trims were originally covered in a straight grained walnut veneer. However, I decided to change the appearance of the interior woodwork by replacing it with burl walnut. Removing the old veneer is not difficult as all you need is a damp cloth and an old clothes iron. Simply cover the veneer with the wet cloth and iron it; the steam created by the iron softens the glue and you use a scraper to remove the veneer.

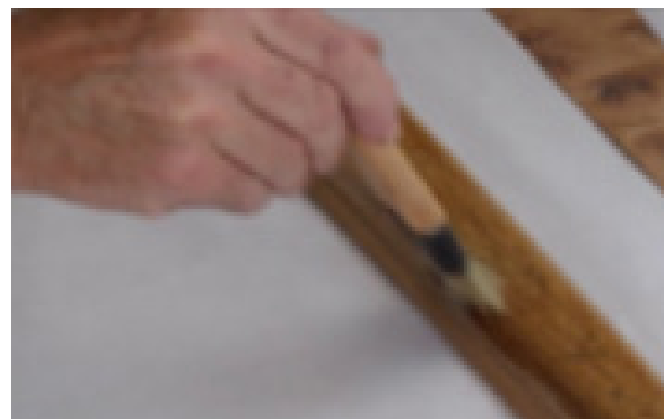
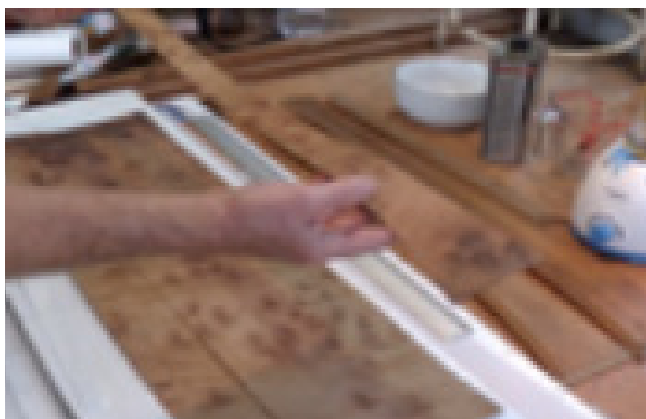
I used hot hide glue and the traditional hammer veneering technique to apply the new veneer. Burl veneer also needs to be matched to ensure that the patterns on corresponding panels match. As this is the first time that I have used this method, I started with the side trims first.

I carefully cut the veneer so that the front and rear doors matched left to right. The glue was kept hot in a baby bottle warmer and applied to both the base timber, and the front surface of the veneer. The “Hammer” is used like a squeegee to spread the glue and remove any air bubbles from beneath the veneer.

The surface of the veneer was finished with hand wiped gloss polyurethane. The difference in the appearance of the woodwork is remarkable

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 28 - Dashboard & Door Trims](#)

Next Edition: Part 29 - Dashboard Part B



1949 DAIMLER DB 18 CONSORT RESURRECTION



DOWNUNDER LONDON TO BRIGHTON

(Reprinted from Motor Vehicle Enthusiast Club Northern Territory No. 121 October 2017)

London to Brighton is probably the longest running and most well know old car event anywhere. But apart from being held in England, it is also limited to vehicles from 1904 or earlier. That whittles down the possible entrants by big mobs. So most of us just dream about what it might be like to be part of such a hoot. But a bunch in South Australia has come up with a much more reachable solution. They have a Brighton down there and they have a London Rd close to the city centre, so the Vintage Sports Car Club of SA have put together the “Down Under London to Brighton Run” and it is open to any veteran car (1918 or earlier) and this was the 30th anniversary. Normally it is held a few weeks later but since the National Veteran Rally was being held nearby they



changed the date in the hope that some of the interstate cars might like to be part of it. It sounded like a blast and I reckon our car qualified as a vintage sports car so we signed up.

When we rolled up in Adelaide’s parklands on a sleepy Sunday morning, the first thing we were handed was a glossy booklet with colour photos of all the cars attend-ing. This was a well organised event. We were early enough to

check out some of the really neat machinery there be-fore the formalities started. You see the London

DOWNUNDER LONDON TO BRIGHTON



to Brighton rally started way back in 1896 to celebrate the government of the time abolishing the law that required we motorists to have a per-son walk along in front waving a red flag. It also raised the speed limit from 4 mph to 14.

The Down under event started with a young bloke, dressed as he would have been in 1896, walking in to the park holding a red flag with a Brush motor car quietly chugging along behind. They stopped in front of where the officials were waiting dressed in all their finery and the pseudo Mayor of London (a local pollie), dressed in Mayoral robes and medals and stuff, gave a short speech about the future of these new fangled horseless machines. He really got into the spirit of the event. The red flag was then ceremoniously ripped in half and discarded. We weren't actually in London Rd at this stage so we had a short drive there to the start and the mayor was then able to officially flag us off on our mammoth journey to distant Brighton about 20 kms away. We didn't take the most direct way, but a much more laid back route along mi-nor roads. There were plenty of interested bystanders, apart from plenty of family groups sitting on their front fence there were a couple of blokes working on a roof 4 stories up that were fairly enthusiastic at the spectacle down below. But we had to be a bit conscientious and keep another vehicle in sight so we could follow them. Although we had been given a route sheet showing us where to go it meant nothing to us as we weren't familiar with the streets or the suburbs. It was easier to follow someone who knew where they were going, or we hoped they knew where they were going. We very underhandedly had smuggled a gps along in the toolbox, but that was to be used as a last resort, only when death was imminent. We had prepared for such an emergency by making an adaptor to convert a cigar lighter socket to croc clips as our car didn't have a cigar lighter socket. Not even as an optional extra!

And even though the day had started as very chilly and threatening clouds, by the time we reached the reserve adjacent to the beach at Brighton, the sun had chased away all those clouds and it was a full on ripper day. By the time all the cars arrived the reserve was filled to capacity. It seems the Brighton public may not have been quite as full of old car



DOWNUNDER LONDON TO BRIGHTON



enthusiasts as the London end as, as soon as we stopped, a kind person placed a large sheet of card-board under our engine. It seems healthy oil leaks are not appreciated on the grass here.

It seems Brighton has been gobbled up in one of those amalgamations of councils some years back. So once again they had to have a pseudo mayor of Brighton. The mayor this time was the real mayor of Holdfast Bay, the council that had ab-sorbed Brighton and who knows how many other councils. This time it was a lady mayor but she didn't quite get into the spirit. Very polite and good but she obviously wasn't right into old cars.

Did I mention we had a London bun and a good hot cup of tea? What else would you do at the end of such a challenging and long drive? And when we left the reserve we were handed a commemorative medallion. The day was still young and the weather was perfect so we reckoned it would be a shame to park up a car without a roof on such a day. We went sightseeing and ended up at some beaut gardens. It seems they get married on Sundays down there and our problem was driving past more than one wedding. They all had incredibly streeeeetched limos but driving past in the old car seemed to take the attention from the limos and the brides. Whoops!

The Ford Quadracycle was built as a faithful replica to-tally by hand by a local gent who has since moved to that big shed in the sky. Mate makes sure that it gets plenty of public exposure. That's yours truly in the passenger seat, a neat way to spend your birthday!

For the uninitiated, this was Henry Ford's first attempt at building cars. And it goes really well!

There were a lot of really neat cars there but a couple were really out of the ordinary and need a brief mention.

The first was the 1910 Phanomobile. Mebbe not a car, but a 3 wheeled vehicle with the engine mounted on the forks out front with the engine, and a 2 speed epicyclic transmission hanging off the side. It had been used on an orchard in Vic back in the 1930's when it broke down and was discarded and used for parts. The engine ended up chucked under a fruit tree and the rest was used as a trailer chassis. In the 1950's the bits were rounded up again and in the 60's were sold as a basket case that was never intended to run

DOWNUNDER LONDON TO BRIGHTON

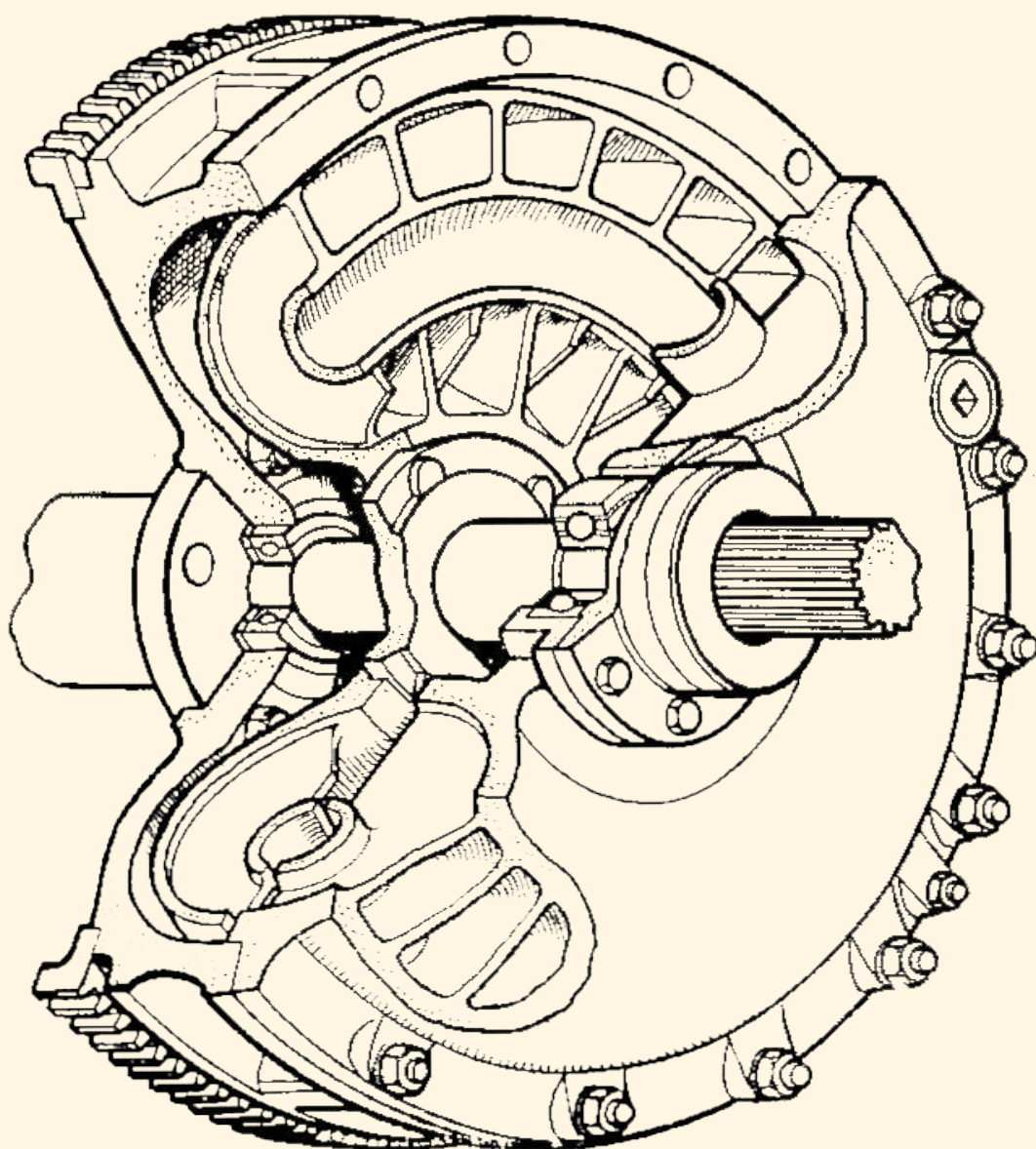
again. The gent that bought it had other ideas and went to great pains to not only get it going, but to bring it up to the standard you see here. Unfortunately he did not live a long time after he finished it. He did use it long enough however to have one mishap. After a days outing he was pulling into his driveway when the pin through the steering headstem decided to break.

And so it came into the hands of the current owner, John Hancock, who reckons that although it's a pretty neat vehicle, it's a bit of a handful to drive. He drove it 80 Kms once. Never again, he says.



The other one that caught my eye was this 1911 International. Totally original and unrestored. It has had a good scrub and clean up but that's about it.

It was delivered new to two brothers in Ceduna where it was used regularly for about 15 years and then parked it up in the shed. The current owner, Paul Clark, ex-plained that his grandfather knew these fellers and they were adamant that the vehicle was not for sale, however many years later Paul's uncle did convince the brothers to sell him the vehicle. That was 50 years ago and the intention is the International will stay in the family and be handed down through the generations. Paul's daughter Stephanie at 16 yrs and on L plates was sharing the driving on the day.



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