

Daimler

&

Lanchester

JANUARY 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 FEBRUARY, 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

Hullo & happy New Year to all. I trust you all had a good break & are coming into the New Year refreshed & ready for another year of Daimlering & LANCHESTERING!

On a more sombre note it has come to my attention that one of our foundation members, Paul Davis, passed away peacefully on January 30. Paul had terminal cancer and was in the Wolper Jewish Hospital in Woollahra. We wish Karen & all the family the best & our prayers during this sad time.

Our Club social calendar is filling up quickly & Ray has some interesting events lined up for us. The February event is by appointment only, so if you are keen to attend, please phone Ray quickly as numbers are limited.

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. Whilst the Club Committee is still to consider an assessment of the project, it would be good to take the chance of seeing the car & if you are keen, you might like to become involved in any future restoration of the car. The Committee will be considering the issue at their next meeting.

At our first meeting for the year, we will be entertained by Ray Palmer who will play some interesting motoring history recorded on vinyl record. We look forward to hearing that.

Importantly, don't forget that the AGM will be held at the March meeting. 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. Assuming we decide to go ahead with the Lanchester restoration, the year is going to be a busy one & an opportunity not to be missed, to be involved in our Club in a major way.

See you at the February meeting.

Jim Gellett

President/Editor.



COMING EVENTS 2018

February 2018 Friday 2	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. Please let me know at hunts@optushome.com.au or 9651 2961 by Tuesday 30 January if you plan join the sausage sizzle. At this meeting we will discuss our plans for meetings and runs in 2018 . We will also have a little more information about the planned SP250 60th anniversary rally to be held in England in June 2019.
February 2018 Sunday 11	Two-Fold Event – All are welcome at 12pm for lunch at Hornsby RSL. Then by appointment/RSVP only I have a booking for twelve at the home of Ralph Schureck Berowra Waters, who will present to us a rare collection of forte pianos. These are instruments built prior to 1850. Now if more than twelve members wish to attend I will re-book his home in July. Ralph is happy for twelve people only so please ring me (0409 465 446) to confirm a place however all are free to come to lunch at 12pm.
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.
March 2018 Saturday 17	SP250 Run Possible run to The Great Northern Trading Post, i.e. the Luguna Pub near Wollombi. Rosie Luongo to arrange
April 2018 Friday 6	SP250 Meeting at the home of Cameron & Anne Norgrove, 7 Summerhayes Rd, Wyee (phone 4357 1188).
April 2018 Mon 16 - Fri 20	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
May 2018 Sunday 13	Leichhardt Bus Museum - TBC
May 2018 Saturday 19	SP250 Run - To be decided
June 2018 Friday 1	SP250 Meeting Meeting to be decided
June 2018 Sunday 10	Sydney University Visit to the war memorial Carillion - Details provided later
June 2018 Monday 11	SP250 Run Possible run to The Great Northern Trading Post, i.e. the Luguna Pub near Wollombi. Rosie Luongo to arrange
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

DARTING ABOUT

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Well, what an appropriate way for the Darters to commence 2018, a run to the Dart Café – actually the Dart and Feather Restaurant in Davis Town where the proprietors are Logan Dart and Peter Featherby. We had a good turnout of 18 people in 4 Darts, 2 Jaguars, a Saab, a Fiat 500 and several moderns. Among the photographs taken that day were these pictures of the group with the Dart sign and the picture of Logan Dart surrounded by Darts



The relatively early start gave us a very comfortable morning run to Davis Town which turned out to be a delightful spot on the water ways between Broken Bay and Brisbane Water. We enjoyed the Restaurant and the good company. Stayed too long and had a hot uncomfortable drive home. Maybe we should start earlier next year.



For the record those attending were Bob Aylward, Mark & Tracey Brooks, Warren & Chris Cole, Andre Corbett, Roger Giles, Jeff & Janelle Glanville, Tony & Rosie Luongo, Tim Mallyon, Cameron & Anne Norgrove, David & Dallas Stoodley and Carolyn & I.

DARTING ABOUT

Among many conversations that morning I enjoyed a chat with Roger Giles. The conversation included some comments on the car he owned for so many years being listed on Car Sales with an asking price of \$46,000. The car, (chassis 104200) appears well presented and is listed as having 95,000 miles on the speedo.

And now for a little item of SP history. When we were in Parkes for our 2017 rally our colleague Stephen Figgis visited the Parkes Funeral Parlour seeking a former owner of his car. You may think that was a strange place to go for a chat with a former owner. However, turns out the former SP250 owner was not a Funeral Parlour client but the Funeral Parlour owner. Unfortunately the owner had retired so the visit that day was a dead end.

But, a further enquiry through another Parkes resident led Stephen to the original owner's nephew who had driven his uncle to Sydney to pick up the car. The nephew corrected a few points in Stephen's understanding of the story and was very pleased to have made contact.

Finally, a comment about our meeting next Friday night. Please come along because we need to discuss our runs and meetings for 2018. I also have a little more information about the 2019 60th Anniversary Rally in the UK.



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

CHRISTMAS PARTY 2017 - REPORT

We have been very fortunate in past years to have been the recipients of David Flynn and Noel Strahle's hospitality. They are always ready to invite us to their home in the Southern Highlands and to enjoy their beautiful garden and for 2017 we were again privileged to have their home offered to us for our Christmas Party.

In recent years my work has usually scheduled its Christmas Party for the same day as the Club's, and I have managed to juggle them both, leaving one early and arriving at the other one late but this year given the location, Darling Harbour for Work and Burradoo for the Club I wisely decided that I could not be in two places at once and so left my work colleagues to their own devices and arrived at Burradoo in good time, with the added benefit of having arranged accommodation for the night at the nearby Oxley Motel, to enable me to relax and enjoy the day without the worry of a long drive home in the early evening.

Our hosts' set up is really ideal for a gathering such as ours. An expansive garden with lush lawns under spreading trees, and a covered outdoor area in case of rain, This year there was certainly no chance of rain, it was an absolutely glorious afternoon, warm and sunny with a light breeze to keep us comfortable and the Club members, neighbours and friends gathered had a wonderful time.

As usual the food on offer was exceptional, with delicious ham and turkey, a wide array of salads and a table groaning with the weight of desserts, cheese and other goodies to make sure that no one left hungry.

Santa was also very kind, with presents for everyone and hampers for our club raffle (one of which I won)!

It was great to see Keith and Domenica Ashworth from Melbourne sharing the day with us, a long drive and very much appreciated by everyone. Richard and Dilbert Thwaites from Canberra were warmly welcomed as well as a really good turnout of Sydney based club members, a number of whom had also arranged accommodation so that we could then stay on, make a nuisance of ourselves and polish off the left overs at dinner time.

It was a really wonderful day and we caroused and caroled into the evening, before making our happy way down the road to the motel for blissful slumber before breakfast at a local café and homeward bound.

A huge thank you to our hosts David and Noel, full of gracious hospitality and so warm in their welcome.

I am already looking forward to next year's party!

A Happy New Year to everyone in the Daimler Club.

Peter Grant



CHRISTMAS PARTY 2017 - REPORT



2018 COCKTAIL CRUISE - REPORT

Each year we start the year's runs off with an informal gathering somewhere on the shores of Sydney's Waterways for a twilight picnic.

Not that long ago John Hiscox penned a reminiscence of all the spots where we had gathered. In probably twenty years we had only had a handful of evenings that were spoilt by rain, and this year was one of them.

The venue chosen by John Steel was at Spit West Reserve, between Beauty Point and Seaforth Bluff, just before the Spit Bridge heading North away from Mosman.

The weather forecast had not been promising, predicting a sudden fierce change ahead of a blustery southerly with a high chance of rain.

I had been at work and got home as quickly as I could to pack a few things and jump in the modern conveyance to head to the gathering place. I probably arrived at around 6.30p.m, having enjoyed uncharacteristically light traffic conditions across the City and Lower North Shore.

There was a good number of smiling faces present, John and Eve Hiscox, John Steel, Linden Braye, Peter and Robyn Hansen, John and Liz Brodie, Alan Hunt, Carolyn Burch with her daughter Melinda and two grand daughters. Warren and Chris Cole arrived a little later, just in time to unpack, plate up and then retreat to their car to finish dinner as the weather did indeed change very quickly, with big fat drops of rain beginning to fall, being blown in by the promised southerly.

It was wonderful to watch the weather change, we could see the dark grey clouds rolling in with the brisk wind, followed by, at first a spatter of rain and then some serious rain. While it cut the picnic short, it was certainly spectacular watching the weather turn: at least I had a chance to eat my sandwiches, and didn't have to finish dinner in the car!

Weather notwithstanding it was great to catch up with everyone there and have a chance to talk about what we all did over the Christmas New Year Break, I received commiserations that I had returned to work and even the question why I hadn't brought the Special Sports (as the rains came down I thought that explained it).

A gentle start to the year's program of Club Runs and outings; always very enjoyable and thanks to John Steel for choosing the venue. Now all we need to do for next year is choose the weather also!



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!

B&B

TUNING PROCEDURE FOR A DAIMLER V8

Whilst the car's handbook & manual describe in detail the various parts of the engine, carburettors, distributor, valve clearances etc, it doesn't describe how in order to tune the engine.

So, here is the procedure that the then foreman at the Daimler distributors, Bob Gleeson, instructed me. To fully tune a V8 takes about 4 hours or so but the result is well worth the time spent.

The starting point is to set the valve clearances with the engine cold, remove the spark plugs & covers & use the open/close of the valves, turning the engine on the solenoid, starting on the near side, the manual describes this, the clearance being inlet 0.011, exhaust 0.014. A 1½" x 1/11/16" spanner fits the front hexagon nut to turn the engine manually. Replace plugs & covers finger tight. After cleaning & setting plugs 0.025.

Next the distributor, cleaning the points, oiling & cleaning the cam, checking the vacuum pipe. Upon points replacement, turn the engine until the offside set of points are open & adjust to 0.014/16". Turn engine till the other set of points open & set them to the same clearance.

Set the distributor by the knurled nut on it to the marks given in the manual. We manually with a test lamp, set the points (offside set) breaking when the engine was turned, to 0.010. By using the mark & pointer on pulley at the engine front, start engine & using a tuning light, rotate the distributor until the marks coincide on the ignition tuning mark.

The latter method requires an assistant, hence the Company used the Foreman/one mechanic method, the mechanic using his own test lamp!

Lastly in the procedure, the carburettors are tuned. The method of cleaning, setting & adjusting is set out in the manual under "carburettor tuning". After the preceding have been carried out, ie float level, needle position, it is all set out in the manual. Start running the engine to normal temperature & follow instructions. A tube was used to adjust the intake suction of each instrument. Adjust the throttle screws for an even "tick over", a road test adjusting the distributor knurled nut if the engine requires retarding or advancing.

This lengthy procedure will ensure the engine is at it's peak state of tune & should not require attention for at least three or four thousand MILES & will return a good petrol economy.

John Steel,

V8 registrar, mischievous mechanic & Senior Technical Advisor to the Lanchester Project.



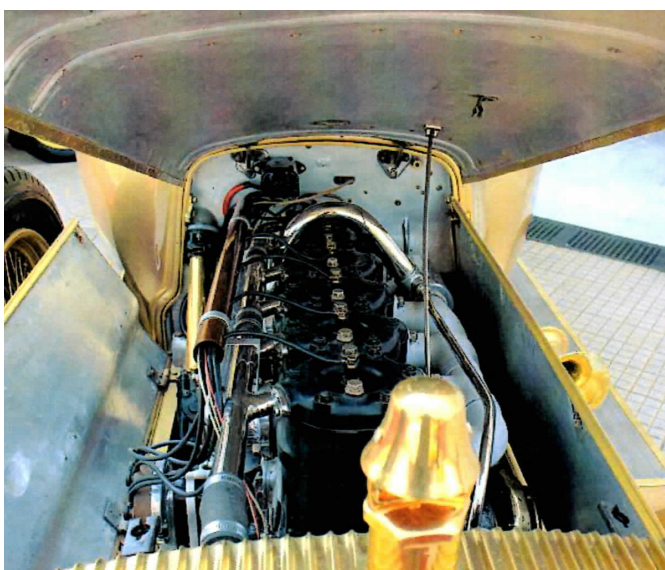
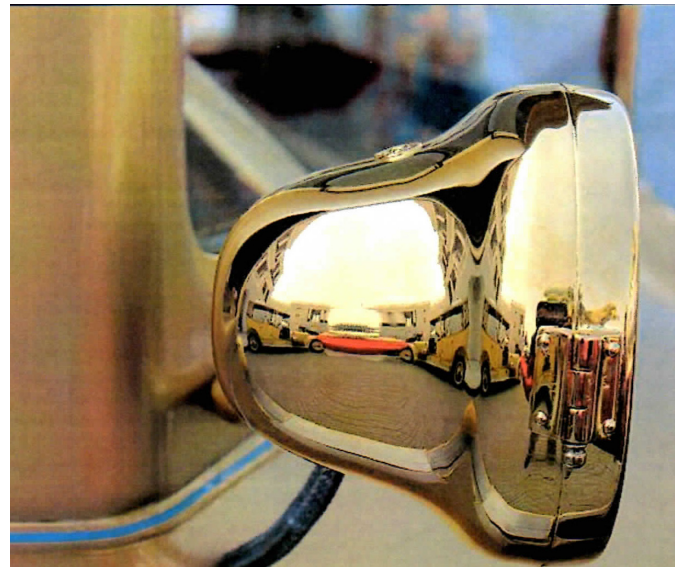
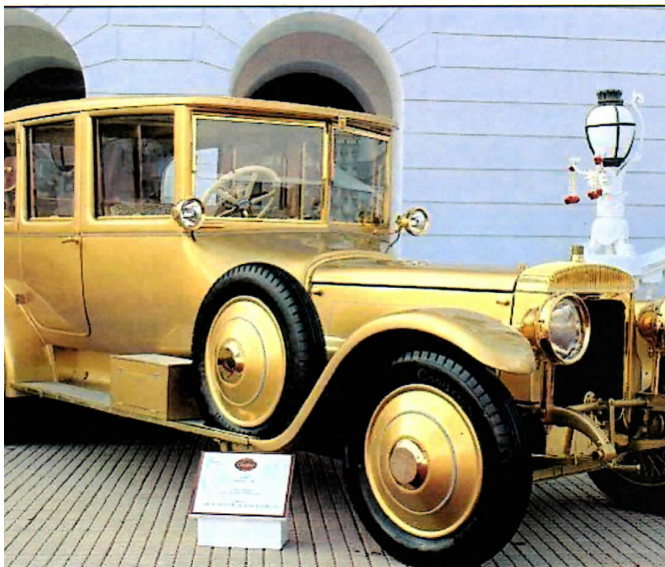
THE GOLD DAIMLER

This car was owned by Sir Seth Hukumchand of Indore, who was known as the “ Cotton Prince of India”. It was a 45hp sleeve valve model and boasted a Windovers body, which in 1936 was sent back to London for refurbishment. The car remained in the family but was not seen for 60 years, but in February 2017 it was exhibited at the 5th Cartier Concours d'Elegance at Falaknuma, Hyderabad, standing next to a ceremonial Rolls-Royce Silver Ghost. Prior to the Concours it was mechanically stripped and rebuilt and somehow the gold plating restored.

It is unholy to bip the horn at a cow, so instead of a mascot it had a bell with string attached for the driver, to only extoll a little ding-aling. Everything in sight is gold plated including the accelerator pedal which is located between the clutch and the brake. The upholstery is a luxurious brocade and the woodwork cappings are ornate.

Some photos are attached, but for more information and many more photos please go to the library and ask Merv for a viewing.

John Hiscox



WHY MEN SHOULDN'T WRITE ADVICE COLUMNS

Dear John,

I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!

I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila

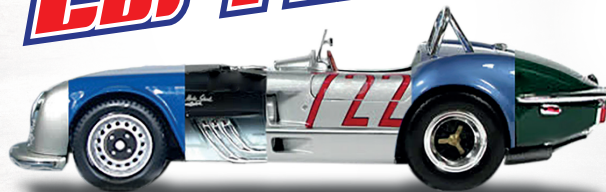
Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,
John

— Forwarded by Steve Sanderson,
Gilbert, S.C.

2018 MAC'S BRIDGE *Sports & Classic Car Festival*



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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.

NATIONAL RALLY NEWS



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.

VALE PAUL DAVIS - LONG-TIME MEMBER DLOCCA

I am sad to have to report of long time Club Member Paul Davis' death. Paul told me that he had been a club member in the 1970's but with marriage, a family and career all taking up so much of his time he had not had the chance to maintain his ties with the Club but after some years away had re-joined with an eye to the future. At that time he had owned one Daimler (a very fine 1964 2 ½ litre V8 saloon).

In a story too long to go into here he later purchased a 1948 DE 36 Hooper bodied limousine owned by Bill Nicholls from Johns River near Taree. Paul absolutely adored the DE. I copied the manuals I had for him and he found a mechanic in Homebush to work on the car to get it road worthy and registered and he spent many happy hours at the wheel, and would bring it to Club events whenever he could.

Work again intervened and we didn't see him for a while but maybe three or four years ago he returned to Sydney to begin work with a company building hotels here and he was able to join us on runs.

Sadly, a few months ago Paul revealed that he had been diagnosed with very aggressive Prostate Cancer which took his life on 30th January 2018. I am sure that I speak for all of Paul's Daimler Friends when I say that our thoughts and wishes are with Karen, Paul's wife and all his children and family. Rest in peace.

Peter Grant

Memorial Details 2pm Tuesday 6th Feb The Garrison Church 60 Lower Fort Street Millers Point Dawes Point NSW 2000 Drinks to follow at the Lord Nelson



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 Wagga Wagga member Malcolm Nixon, who had helped us greatly with rescuing the Lanchester acquired by the Club and trailering it to Springwood where it will be further assessed prior to work commencing on it to get it finished and ready for road use.

Apologies:

Russell and Jenny Turner, Colin Cox.

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: Warren Cole. Seconded: Merv McDonald. Carried.

Business Arising from Minutes:

Nil.

Correspondence:

Magazines from Alvibatics, New Zealand Daimler Club and Western Australia Daimler Club.

Business Arising from the Correspondence:

Nil

Treasurer's Report:

Alan Hunt presented a written report, read out by Jim Gellett. There is \$6,304.15 less payments as listed in the report and approved by the meeting available in the cheque account with a further \$10,712.00 in the term deposit.

John Hiscox asked when the subscription notices would be coming out. Amanda Sykes will be contacted about them as they are expected shortly.

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

New Members:

Phillip Colbin (Armidale) no details yet received: cheque has been received for subs and joining fee.

MINUTES OF A MEETING

Social Report:

10 DEC: Club Christmas party at Burradoo. Don't forget to bring something for the hamper as well as a present for Santa to distribute, a male to bring a gift suitable for a male and a female to bring a gift suitable for a female. Suggested value: \$10.00 – \$15.00.

09 JAN: Traditional Cocktail cruise: details in current magazine.

11 FEB: Proposed visit to North Head. Details to follow.

18 FEB: Proposed extra club run to the home of Ralph Schurack to view his collection of piano forte instruments. Numbers limited so please contact Ray Palmer.

11 MAR: A visit is planned to the home of Bill Lloyd, who has an interesting collection of cars including a steam car and an electric car of about 1914 vintage.

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

CMC

Minutes will be on the CMC website shortly.

All British.

The 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.

Regalia.

Nil.

Library.

Nil.

Editor:

The next magazine will appear in late January 2018.

Conditional Plates:

Peter Pitt has his fine SP 250 on conditional plates as well as his Mini Moke.

Registrars:

Alan Hunt mentioned that the ex-John Macklin, ex-Andrew Wyatt car, now with Ian Morrison in Victoria is written up in the UK Club Magazine. The ex-John Bull, ex-Garry Rainsford, ex-Ron Mills Special Sports is for sale on carsales.com.au at a price of \$69,000.00

MINUTES OF A MEETING

Technical and Spares:

The Lanchester Leda advertised as free to a good home from Cootamundra has now been delivered to Russell Turner's home in Springwood by Malcolm Nixon. Malcolm has very generously refused compensation for his expenses and time for this service to the Club.

For Sale and Wants:

Peter Lalchere has some Sovereign III parts free to a good home including rear lenses and some engine parts. Telephone 0417 214 697.

General Business:

Further on the Club's Lanchester project, Jim reported that the car had been delivered to Springwood by Malcolm Nixon (see above). Russell Turner says the car is better than he thought it was. While it needs painting and interior headlining and reassembly Russell thinks the car is in excellent condition.

Jim asked for someone to volunteer to act as project manager for the task of planning the restoration and supervising the process. John Steel would be asked to be the senior technical advisor. Merv McDonald and Jim will go to inspect the car and it seemed that Merv was wavering and might accept the task of drawing up a program for the restoration.

This would include a forecast on likely costs and budgets so that club members could decide on the best way forward.

Malcolm Nixon said that a priority should be better weather protection for the car as it was now under a tarpaulin and could be badly affected by the weather if left like that for any length of time.

Alan Hunt put forward a motion that the Club consider supplying the parts to build a better shelter for the car, whether an annex to the adjacent container or a car port of sorts. This was seconded by Merv McDonald and carried. A decision could be made once the vehicle was inspected by Jim and Merv and Russell consulted on what could be done.

John Hiscox suggested that the club ask members for voluntary donations to the project, perhaps starting with a suggested minimum amount to be included with their subs of \$10.00. This was approved by the members in the meeting.

Malcolm remarked that his costs of the trailering would be his donation to the club for the project.

John Hiscox received a letter from the ATO asking for the Club to update its details. The letter was sent to a PO Box address not used by the Club for over a decade and the details clearly did need updating. Jim will sort it out.

There being no further business the meeting was declared closed at 9.25 p.m.

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

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Perfect for all occasions



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1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART TWENTY SEVEN

PART TWENTY SEVEN - THE JACKING SYSTEM

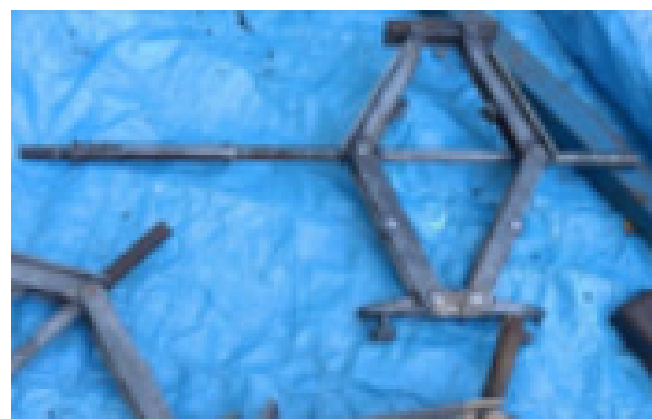
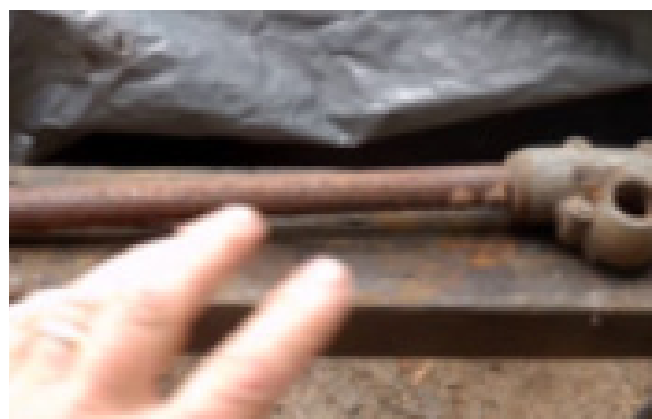
An interesting feature of the Consort is the Smiths Jacking System which comprises three scissor jacks, one mounted under each rear spring, and the other under the front chassis crossmember. Luckily, I had all the components of the system including the special handle and mechanism used for winding the jacks up.

All the jacks including the winding mechanism were rusty and frozen solid, but a soak in the vinegar bath removed all the rust and made it easier to free up the mechanisms. The jack handle itself includes a geared right-angled drive which attaches to the jack winding shafts. The drive has a grease nipple to make it easier lubricate the drive gears.

I painted all the components with black enamel and re greased the mechanisms. The jacking system will be used to support the chassis during the re assembly process

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 27 - The Jacking System](#)

Next Edition: Part 28 - TBA



1949 DAIMLER DB 18 CONSORT RESURRECTION



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



A CHEQUERED HISTORY

AN INTERESTING STORY INVOLVING A 1956 DAIMLER CONVERTIBLE

Michael Pringle, Victorian club member, tells a story that I will repeat below and which has been printed in the UK magazine, "The Driving Member".

Many years ago on a couple of our club outings we visited a winery at Lake George and were amazed to see an old, wrecked, "nostrils" DJ 254. We were told by Kevin Barnes that it had been used in a robbery and had bullet holes in it.

Michael has now obtained the car and has traced its history from the date of manufacture 22/6/1956 and despatch to Hercules Motors 25/6/1956. Then there is a void till 1968 and if anyone can help Michael fill in the missing details, please advise. He says the speedo shows only 40,000 miles but that the state of wear shows it has been thrashed. He also says there are no bullet holes in it, so now read the story Michael has compiled, mainly from the Sydney Morning Herald.

John Hiscox

On Tuesday 8th October, 1968 fifty year old single man, Mr Frederick Marshall was night-watchman at Halvorsens' Boats, Bobbin Head, NSW. Bobbin Head is situated on Cowan Creek within Ku-Ring-Gai Chase National Park that is approximately 25 km/15 miles north of Sydney.

Just after 4.00 am, Mr Marshall believing someone was on the premises, roused the boatyard manager, 45 year old Mr Cecil Quilkey, who lived above the premises with his wife and five children. The police were then called.

Responding to what they thought was a routine 'man-on-premises' alert, 52 year old, twenty-nine year veteran NSW Police Sergeant Adam Schell, married with four children, and 23 year old, first year Probationary Constable Richard Letchford, single, both stationed at nearly Pymble, attended.

On their arrival, Sgt Schell and Constable Letchford spoke to Mr Marshall and Mr Quilkey and, while Constable Letchford stayed outside, the other three entered the boat shed. Mr Quilkey went into the office and Sgt Schell and Mr Marshall went further into the building. Constable Letchford heard shots fired and then saw two men running from the building. He pulled out his gun and arrested them. While Constable Letchford was holding these two men prisoner, two other men ran from the building. Constable Letchford called on them to stop but they fired several shots at him and he fired at least two at them, possibly wounding one of the men. Although he was being shot at, he managed to hold his two prisoners.

Meanwhile, Mr Quilkey had gone further into the building and in a storeroom stumbled across the body of Mr Marshall who had been fatally shot once in the head. He then found Sgt Schell who had been shot five times in the head and upper body with a .22 calibre firearm fired at point blank range. Sgt Schell was rushed to Hornsby Hospital but died a short time later.

When police reinforcements arrived they found outboard motors had been loaded into Mr Quilkey's station wagon.

A saturation search was conducted in Ku-Ring-Gai Chase National Park - an area of 154 sq.km/59.5 sq. miles - but was called off when police were satisfied that the two men had left the area before they could mobilise the hunt.

The two men captured by Constable Letchford (Skinner & Heath) were aged 21 and 25 years and were each placed on two charges of murder. Of the two fugitives one (Hughes - wounded) was described as "aged 25, 5 ft. 8 in. tall, of medium build with a fair complexion, blond hair, long at the back, blue eyes and thin face"; the other (Picknell) as "aged 26, 5 ft. 6in. tall, of medium build with light complexion, brown hair and blue eyes". The fugitives were described as "extremely dangerous" and believed to have .22 calibre rifles.

A CHEQUERED HISTORY



NSW police mobilised hundreds of police and set up roadblocks throughout the State and police from interstate – Victoria and South Australia – were manning border areas. It was thought the fugitives might try and head for South Australia on back roads.

A public appeal was issued for reports of a 1956 Daimler convertible, with a red soft top and the registration number CRA 439 – “one of only a handful of 1956 models on the road”. Police believed the fugitives would only move at night when their Daimler would not be too conspicuous.

The national alert produced calls regarding sightings of the men in Melbourne, Bendigo and Swan Hill where a woman reported seeing “two men in a Daimler convertible drive through the town at a fast speed about 4.30 pm yesterday (Tuesday)”. Her description of the driver tallied closely with a description of one of the wanted men and the car was similar to a Daimler in which they escaped from the shooting scene.

Despite these reports police believed the fugitives were still in the Sydney area and within a short time the police obtained evidence that an hour and a half after the shootings at Bobbin Point the fugitives went to a house in the western suburbs (of Sydney) where one of them, clutching his midriff and apparently bleeding from a bullet wound, said he had been shot. Police believed the fugitives were without friends and considered too hot to handle.

A CHEQUERED HISTORY

At about 8.45 pm on Friday (11th) following the murders at Bobbin Head a motorist driving along a road in the huge Royal National Park, about 56 km/32 miles south of Sydney, reported sighting a white Daimler with soft top. Police from Sutherland attended and sighted the car and caught a glimpse of the number plate prefix – CRA – the same as that of the car sought. They gave chase at high speed but lost the car when it turned off on to a bush track. Police from Sydney and Wollongong then sealed off all roads into the park and were confident that they had the two fugitives trapped and that it was only a matter of time before they captured them.

About 1.00 am on Saturday (12th) the Daimler was found in the bush at Bundeena and police received reports that a 34 ft. cabin cruiser - white hulled with blue trimmings – “Cape Bank III” – had been stolen from a mooring at Bundeena. The boat had a two-way radio and a range of 300 miles at 8 knots. The police launch “Nemesis” left Sydney and the police launch “Fearless” left Botany Bay, both headed south to search for the stolen boat in the area around the entrance to Port Hacking (near Bundeena). Arrangements were also made for a RAAF helicopter to join the search.

Eventually the boat and the two fugitives were spotted about half a mile off the heads (the entrance to Sydney Harbour) and the men arrested at gunpoint. The prisoners were taken ashore at Watsons Bay, one, aged 25, was taken to Hornsby Hospital with a bullet wound in the right side of his chest.

On 15th October all four men – Hughes, Heath, Skinner and Picknell – were charged with robbery and murder and remanded. On 29th April 1969 the trial of the four men commenced before Mr Justice Reynolds with them pleading not guilty. On 7th May 1969 the four men were found guilty and sentenced to life imprisonment, their appeal was heard and dismissed on 9th December 1969. All four men were released on licence on 29th April 1982.

The circumstantial evidence is that at the time of the robbery 90515 was owned by Picknell or his wife. At some stage Mrs Picknell becomes Mrs Waldron, presumably a divorce and remarriage to Waldron and the car is moved to Lake George, NSW where it is known to have stood in a paddock under a tarp between 1970 and 1997. At sometime between these two dates Mrs Waldron divorces Waldron, remarries and leaves the property at Lake George but the car remains.

During 1997 Waldron sells the property at Lake George to his next-door neighbour. On 21st September 1997 there is a clearing sale at the Waldron property and one of the lots is 90515. The car is also bought by the next-door neighbour and moved to the adjoining property where it is stored in an open fronted shed with the stated intention of restoration. (this would be the winery – JH)

Sometime during this period of ownership the engine and gearbox are removed and separated, presumably the start of a restoration that went no further. The car, engine and gearbox are also moved out of the shed and once again left to the elements.

On 9th July 2006 the car is sold again and moved to Adelaide where another restoration is planned. Due to changed circumstances this restoration did not proceed either and on 29th March 2011 90515 comes into my ownership and is moved from Adelaide back to Victoria.

At the time I bought 90515 I had only just moved house and there were plenty of other distractions that prevented me from starting the restoration for about two and a half years. I am pleased to say that the restoration is now nearing the end and I hope that 90515 will join the other four New Drop Head Coupes in Australia by returning to the road mid-2018.

ML Pringle

FOR SALE - 1973 DAIMLER DS420

My name is Frank Wilson I live in Donnybrook in WA , I own a 1973 Daimler DS 420 which until about a year ago was registered as a hire veh and used to provide transport to Weddings, School Balls etc., the car has been unused in my garage for the past year, it is now on private WA plates, I am keen to sell the car but as I'm sure you will be aware its a very limited market. I wondered if you could advertise it amongst your members. The car is in good mechanical condition, although the electrics could do with some attention some of the wiring is showing its age and is rather brittle, the interior generally is ok but a little worn I believe it all to be original, the body and paintwork is good but there is some rust appearing on the bottom of the doors, the car is burgundy and black in colour.

In all honesty its difficult for me to put a value on the car as I understand the car will only appeal to a small market, if any of your members are interested I would be happy to discuss a figure with them starting around \$8000 but am prepared to haggle as the car is now costing my money in registration fees and is taking up valuable space in my garage.

I bought the car in Queensland 5 years ago and at that time paid \$2300 to have it transported to Perth.

I can provide any photos your members require should there be any interest, it could be brought back to pristine condition with a little cost, and some expertise and enthusiasm.

Regards

Frank Wilson

hartlepool@westnet.com.au



FOR SALE - 1958 DAIMLER MAJESTIC AUTOMATIC

In original condition except for the temperature gauge but the original one is there. The back Passenger side guard has been sprayed at some time and is a "crap job" and would need doing again, otherwise it appears in good condition for its age.

Drives very well, the wind up window felts also need replacing. It has full road registration. I am asking \$20,000 ONO.

Please contact David Bain on 0438 648 204 or email on davidbn@dodo.com.au



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



QUIZ FOR JANUARY 2018 - IDENTIFY THIS MODEL?



This photo was sent in by John Hancox, in Queensland. It is from the Antibes some time in the fifties. If you think you know the model and year please notify the editor on editor@dlocaustralia.org. No prize, just kudos.

LOOKING FOR A PROJECT?

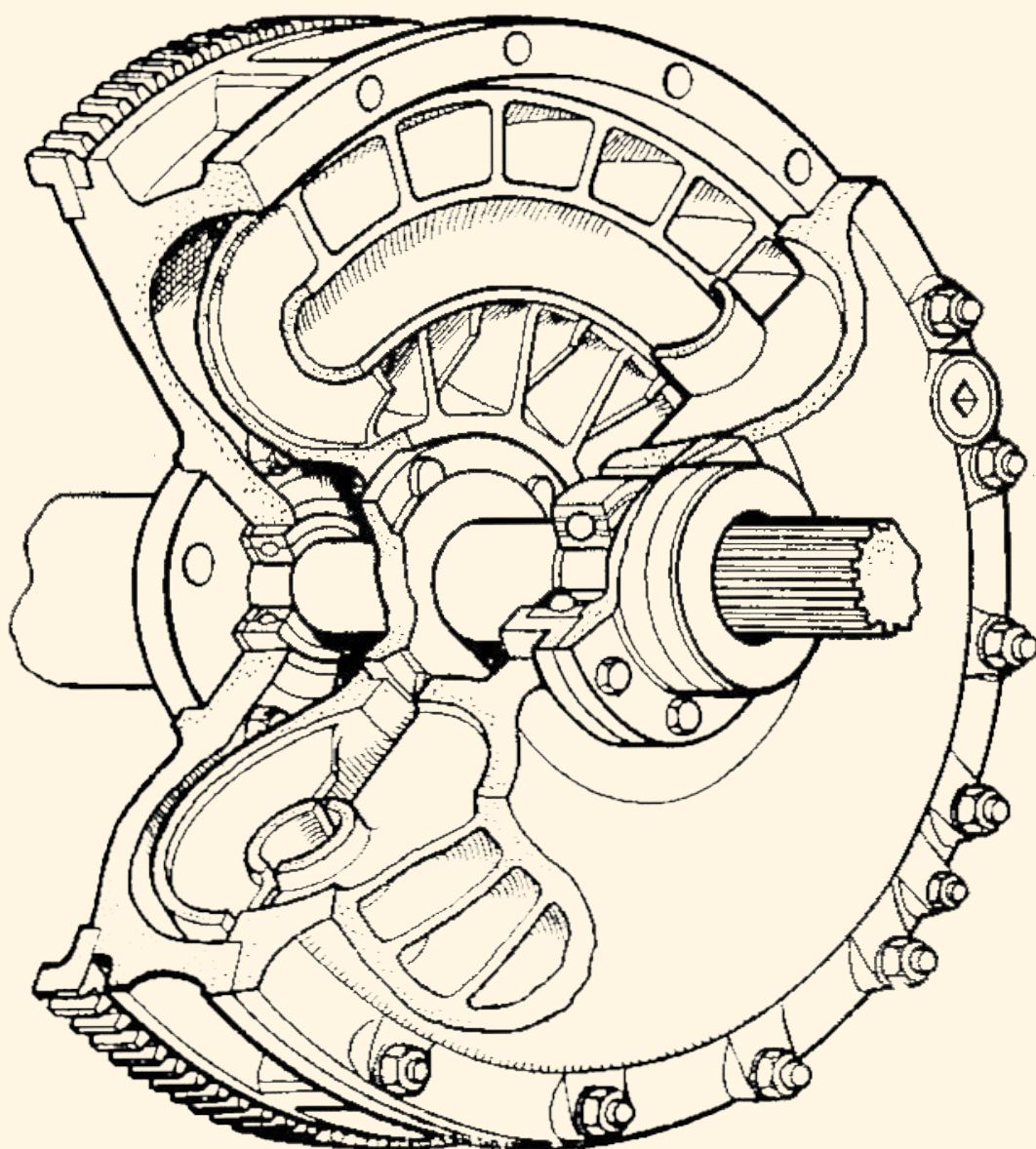
I know it sounds ridiculous but I am looking to create some space in the shed (Grumpy's Gargantuan Garage) and have been looking at my own projects with a realistic eye (I took the rose-coloured glasses off!) I think I'm at the stage that I could be persuaded to part with my ex-Botswana Manual Overdrive V8 250 (1969 I think).

The body is very straight and pretty much rust free. I think the "duco" would respond to a good cut and polish and some minor respraying in a few places. The interior is well patinated and I'm sure that with appropriate treatment could be made very serviceable.

The engine and gearbox are both out of the car – at least some of the hard work has been done. I can tell you why if you are an interested buyer. The critical thing is the heads are OK and a light rebuild is probably all that is required.

This would be a great car when back on the road – and quite rare! If you are interest, call me and we can start haggling.

Michael Pringle
0418 311 422



Please address all correspondence to:

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

www.dlocaustralia.org