

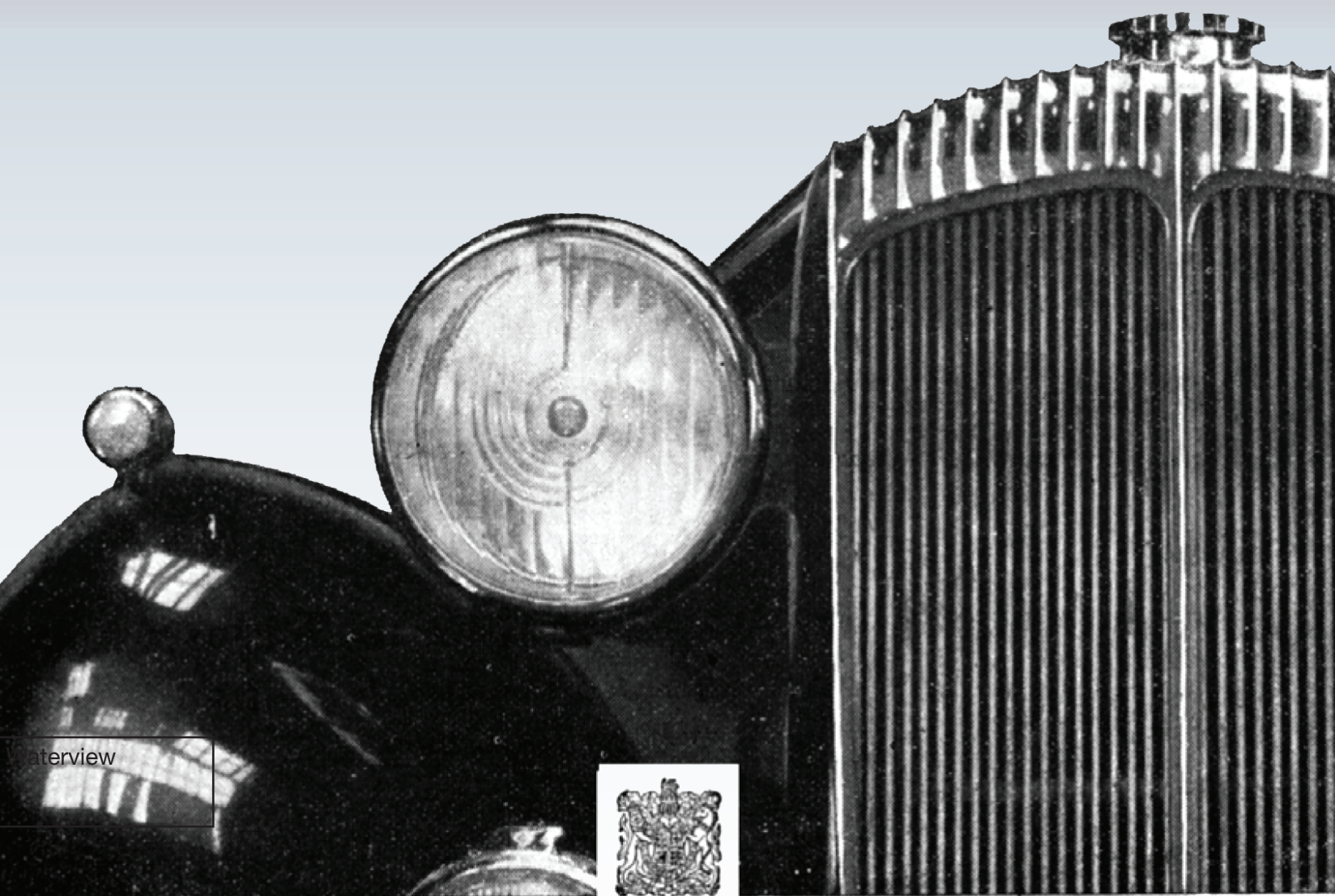
Daimler

&

Lanchester

JULY 2018

FLUID DRIVING



Interview



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

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OUR NEXT MEETING

8PM MONDAY, 6TH AUGUST, 2018 AT RYDE EASTWOOD LEAGUES CLUB

D.L.O.C.C.A. ANNUAL SUBSCRIPTION

JOINING FEE	\$30.00
STANDARD MEMBERSHIP	\$50.00
ASSOCIATES:	\$5 EACH

The articles appearing in this Journal are taken from various sources and are for your general information and enjoyment only. Readers are advised to use caution in following any technical advice that may be given in these articles as the Club and the Committee can give no assurance as to their accuracy or reliability.

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

MARQUE REGISTRARS

BSA	Warren Cole	02 9655 - 1111
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	0417405766 (mob)
Other Pre-War	Robert Brandes	02 9648 6304
DB range, incl. Consort, Special Sports & LD	Steve Moore	02 9603 4498
DE range, incl. DH & DC	John Hiscox	02 9984 1169
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox Warren Cole	02 4739 3301(H) 02 9655 1111(H)
DJ range, incl. Century & Leda	Campbell Middleton Jim Gellett	02 – 4758 7125 0419 796 371
2.5 litre V8	John Steel	02 9983-9734(H)
SP 250	Merv McDonald	9670-6797 (H)
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02)4739 3301

SUPPORT OUR VENUE

Ryde Eastwood Leagues Club, Ryedale Road, West Ryde

The Ryde Eastwood Leagues Club generously donate a meeting room to our club each month for the purposes of our monthly meeting. This is done at no cost to our club and we are very grateful for this kindness. We ask our members to consider joining the Leagues Club or at least providing patronage to the club as a reciprocal thank you for their generosity.



PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

Hello one & all. As you can see by the various reports it has been a reasonably busy month with the Combined Clubs Run to Mangrove Mountain, further progress on the Club Lanchester & preparation & planning for the President's weekend in November.

It would be great to see a good number of members join the SP Run on the 19th August to the Lost in the 50's Car Museum.

Details are in the Magazine regarding the All British Day & tickets are now available from Merv McDonald who is also seeking volunteers as Marshalls to make themselves available for a couple of hours early in the morning. We have a new display area this year along with a new date, 23rd September. Please mark your diaries.

The Special Sports recovery operation is seeking volunteers to assist on the 10th to 14th September, & would seem to be a great opportunity to get some spares for your Special Sports cars, So Give John Robison a call & let him know you are available.

The President's weekend is racing towards us as well & it would be wise to make an early booking for the Motel as per details in the events calendar. This promises to be a weekend with a difference so don't miss out.

See you at the August Meeting,

Jim Gellett

President/Editor.

COMING EVENTS 2018

August 2018 Sunday 19	SP250 Run - Run to LOST IN THE 50's CAR MUSEUM, 42 Stenhouse Drive, Cameron Park 2285. (https://www.lostinthe50s.com.au/). Please note that this is an opportunity to visit this collection immediately before its dispersal by auctions in October and November. Assembly will be at the Ourimbah Rest Stop at 8:30am for an 8:45am departure. We plan to be at the Museum around 9:30am. This run will be planned by Mark & Tracey Brooks (0430 070085).
September 2018 Friday 7	SP250 Meeting - Meeting at the home of Tony and Rosie Luongo, 37 Erina Valley Road, Erina.
September 2018 10th to 14th	Special Sports Spares Recovery - Join in with other members as we travel to Noosa to recover spares which will be donated to the club. Details are printed later in this bulletin. Contact John Robison on 9972 0007 if you want more info.

COMING EVENTS 2018

September 2018 Sunday 23	<p>All British Day - Kings School Nth Parramatta</p> <p>Tickets will be available by contacting Merv Mc Donald after mid June. Please call on 0417429573 or 96796797. Please be advised that display cars may only enter via Mason's Drive between 6:30 & 10:30 am. Please be aware that the DLOC display will be in a different field this year. We will be directly across the roadway near the hay shed about 50mtrs from last year I hope to have copies of the layout at the July meeting. Please book your tickets as early as possible and tell us which cars you are bringing. If you are collecting tickets for other people please tell us who the tickets are for to avoid confusion with placement of cars.</p> <p>NB All clubs are required to provide at least 2 marshalls to help direct cars arriving for event so please volunteer and forward your name and mobile number. This is essential to help traffic problems that have occurred in the past. There will be a meeting to explain to all volunteers how and what to do. Please help your club out by volunteering for an hour or two. Hoping to see you on the day</p>
October 2018 Sunday 14	<p>Picnic Day - Lane Cove National Park. Cost will be \$25/head. Further details to come later</p>
October 2018 Saturday 20	<p>SP250 Run - Run to HARS Aircraft Museum, Albion Park with an option to stay in Kiama on Saturday night and visit the Motor Life Museum on Sunday. Please meet at the large truck stop between Campbelltown and the Picton turn off at 9:30am. We plan to arrive at the museum around 10:30am.</p>
November 2018 Friday 2	<p>SP250 Meeting - Meeting at the home of Warren & Chris Cole, "The Very End", Calabash Road, Arcadia, phone 9655 1111 or 0412 686 456.</p>
November 2018 Sat/Sun 10/11	<p>President's Weekend Event - Bathurst. People to make their own bookings at the Gold Panner Motel, Bathurst Phone 02 6331 444. Queen rooms from \$130 per room per night including a continental breakfast. Book early to avoid disappointment. More details in future editions of the Magazine.</p>

HEAR PETER USTINOV AT OUR AUGUST MEETING

Oh yes we have managed to conjure up Mr. Peter Ustinov for the August meeting. He will attend at 9pm, so make sure you come along to the August meeting as he will address the meeting.

He will speak about his motoring career, interests and introduce some of his friends from the motoring world.



DARTING ABOUT

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Because our July meeting was brought forward to June we have no SP250 Register event to report this month. However several SP owners turned out for an invitation run to the Gosford Classic Car Museum. So, David & Dallas Stoodley, Jeff & Janelle Glaneville, Cameron & Anne Norgrove together with Carolyn and I enjoyed a very interesting wander around the museum and several cups of coffee sitting in a warm sunny spot in front of the Museum. It was my first visit to the Museum and I thought it was great. I look forward to further visits because as we all know the exhibits (a.k.a stock for sale) are always changing.



Museum display includes 2 Daimler Special Sports. Look closely, you may see the second at the end of the row

Several of our NSW based SP250 have had or will have a new paint job. In the May edition I reported Peter and Viv Pitt's car had been painted. This month I can give you a photograph of Greg and Kate Searles' car and I understand there is another project underway. I hope we may have a very colourful Display Day at Kings School on 23 September.



Greg & Kate Searles' sparkling blue Dart

DARTING ABOUT

DLOCCA SP250 REGISTER MEETINGS AND RUNS

The DLOCCA SP250 Register has either a meeting or a run each month. The meetings are usually on the first Friday and the runs are usually on the third Saturday. Meetings start at 8:00pm.

The events/runs for the SP250 group in 2018 have been integrated into the main Events page in this publication. The events are prefaced with SP250 in each case. Plans for 2019 and 2020 are shown below.

2019

March – Weekend tour of Bathurst and Mudgee to be planned by Mark & Tracey Brooks

Working Plans for SP250 60th Anniversary Rally in UK

- Friday to Sunday 7/9 - DLOC Rally, Peebles, Scotland
- Monday to Thursday 10/13 – UK SP250 Club Tour of Lakes & Peak Districts
- Friday to Sunday 14/16 - SP250 60th Anniversary Rally, St John's Hotel, Solihull.

2020

Tentative plans for SP250 Two Week Tour of Tasmania

Darting Off

Alan

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

SPECIAL SPORTS SPARES

John Robison, new member, has purchased the ex Kevin Barnes then John Hancox Special Sports. The car was in Noosa and came with lots and lots of spares. These are still in Noosa and will go to the tip if we don't get them.

John has a trailer and will donate the spares to the Club provided others will go with him to collect them. What we would like is 4 or 5 others (incl wives) to make it a Daimler outing.

The programme would be to leave on Monday 10th September to Kempsey, having lunch at the Barramundi fish farm at Port Stephens. This is supposed to be outstanding. We can then visit the Slim Dusty museum or the Akubra factory in Kempsey on either the way up or back. Then to the Gold Coast on Tuesday. Wednesday would be only for those who would continue to Noosa to pack the trailer and return to the Gold Coast. Others would have a relaxing day on the Coast. Then return to Kempsey and home Friday on 14th September.

So far the Hiscoxs are starters. So ring John Robison on 9972 0007 and let's get these important spares. (no body panels).

RARE 1934 DAIMLER STRAIGHT 8 V26 FOR SALE

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

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

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

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

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



For a confidential, obligation-free initial chat,
please call Matthew on (02) 9521 2588

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TRIUMPH BIKES & EDWARD TURNER - 30'S & 40'S

Article reproduced from Lawrence Jones August Newsletter in UK.

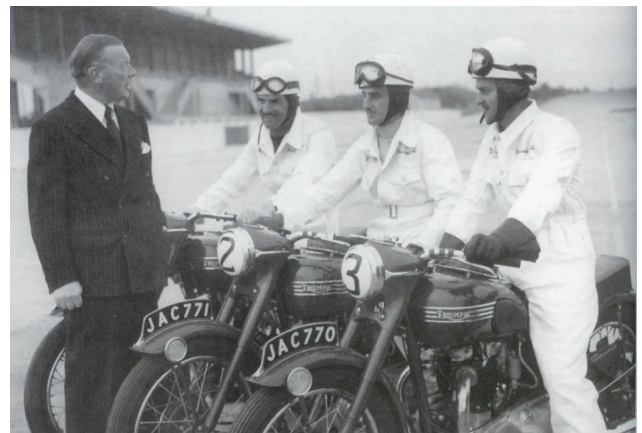
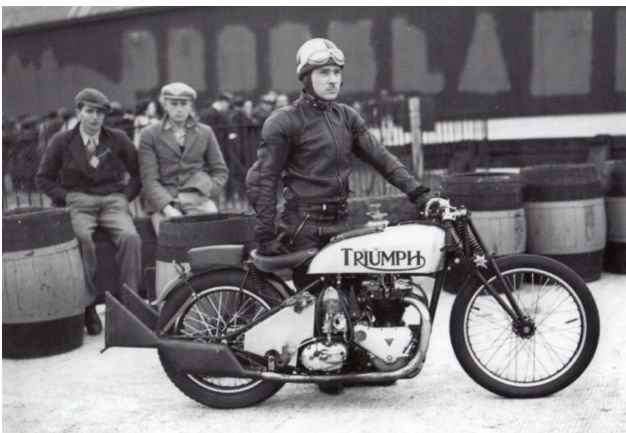
1938 Wicksteed-Triumph Speed Twin supercharged

The Ivan Wicksteed supercharged Triumph holds the 500cc Brooklands lap record in perpetuity. Wicksteed and Winslow, while still in their twenties, had actually approached Edward Turner (Triumph's Managing Director) for support in supercharging his new Triumph twin, explaining their plans to take the Brooklands record. Turner granted them a brief meeting, heard their plans, and said, "A very logical conclusion. Good afternoon, gentlemen", then walked away! Of course, when Wicksteed's Triumph was successful, Turner wasted no time taking out full page ads in the press to congratulate Wicksteed and Winslow, and crow about their lap record. To his credit, Turner then offered whatever factory support they needed, but the closure of the track in later '39 halted their collaboration...and, we might add, the certain discovery of every weak point in the original Speed Twin engine design!

1949 Triumph Thunderbird 6T 650cc

Early in 1949 Ed Turner asked his engineering department (since he was no engineer himself) to enlarge the engine for the 500cc Speed Twin. They came up with a 650cc motor with a longer stroke (to use the same crankcases), but gave an added 7.5 hp. The name of the bike was coined by Turner himself, who also drew the famous tank badge, while pondering the American market, and dreaming of the famous bird from North American Indian mythology.

Triumph officially unveiled the Thunderbird on September 16, 1949 announcing that four pre-production models will rally to France by road, and take in some hot laps at Montlhéry. According to the plan, three of the four bikes would cover 500 miles (805 km) at an average speed of 145kmh (85mph) on the Montlhéry ring, before ending up in apotheosis with laps at over 160kmh (96mph). The Thunderbirds fulfilled the plan perfectly, despite the poor quality of gasoline at the time, with 72 octane.



JULY MYSTERY RUN - REPORT

The July Mystery Run turned out to be a fabulous outing for all who attended. The numbers were down but none the less the Mystery thickened as we enjoyed a morning tea at the Relections Café at Rookwood Cemetery which was very nice. Those who came along were very curious as to where we would end up.

I had planned a drive by, oh actually a drive through Rookwood however every one felt it would be lovely to stop at a few places whilst in the Cemetery which is greater in size than the CBD of Sydney.

So we visited four Chapels and sites, being the Anglican Chapel and then the Catholic Mausoleum and the Catholic neo Gothic Chapel St. Michael's which is near the East Street entrance. One chapel was the Greek Orthodox Church in the Necropolis which is adorned with icons and quite beautiful having recently been extended. Next to the church is the shop where everything from, ice cream, soft drinks, flowers and Greek Icons can be bought.

At each place we had a look around and were delighted with the architecture and interesting inscriptions especially on the very old grave sites. Robert Brandes explained a few interesting anecdotes regarding his family's involvement at the cemetery and we even visited his dearly departed wife Elaine.

I brought my Mark 1946 Humber which has finally been recommissioned but that's another story. It loved the run with the temperature gauge staying well down from the middle on the indicator. It had been suffering from stuck valves which was it's current owner's fault!

I am it's second owner which is remarkable considering the age of the vehicle.

The visit ended up taking an hour and a half so I dropped one of the Mystery sites. However all intrepidly followed me to the Olympic Site which is some six minutes away. There we drove around the edge of Bi Centennial Park until we came to the old Brick pits/quarry now 18 metres deep in rainwater and home of a very lucky native frog!

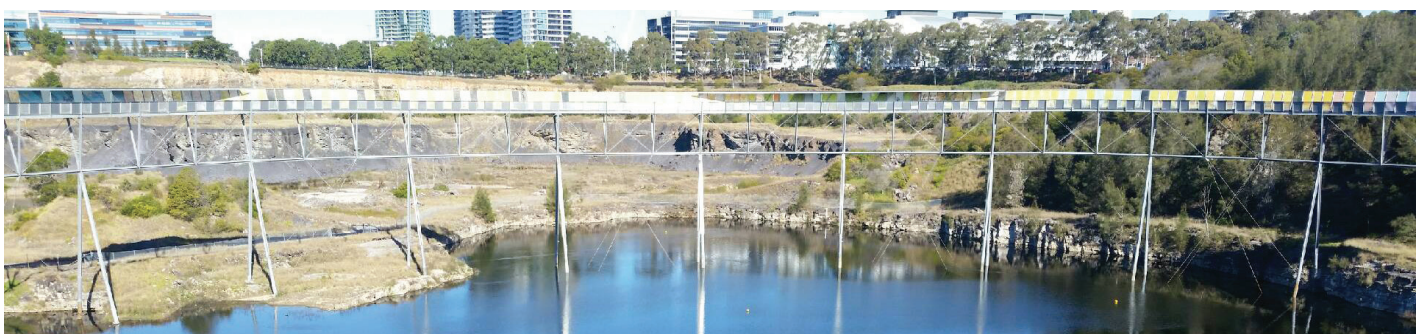
This is a little known site and worth a look. Robert reminisced about the site as he remembered it as a working quarry supplying millions of bricks to homes and factories around Sydney.

From there we drove past the free government Motel situated at Silverwater.

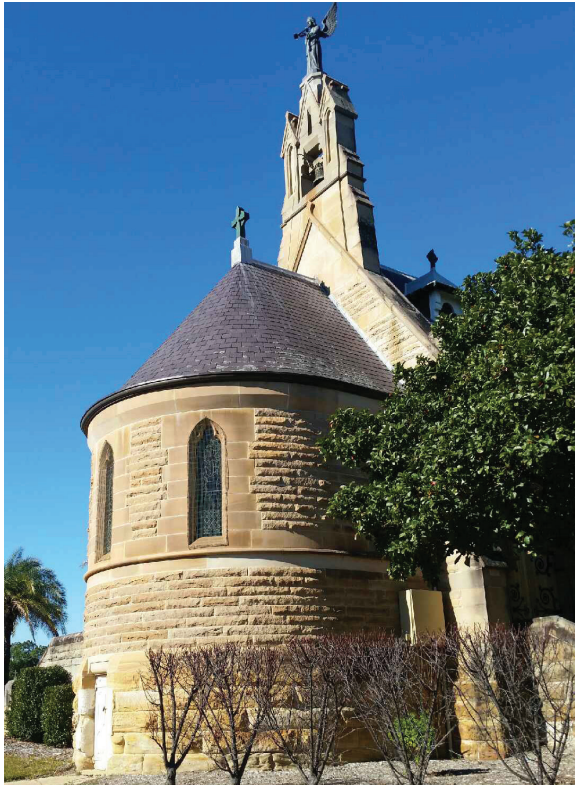
This particular Motel has excellent security for its patrons; such good security that none of the guests can leave until a court gives them permission. These guests generally enjoy basketball, table tennis, free meals and some even get an education from their peers in highly persuasive tactics in people skills the like of which no other education bodies normally teach.

We ended up for lunch at a lovely club, the former Silverwater Businessmen's Club now run by the Catholic Club.

A lovely meal can be ordered here most days and it is not normally crowded. All in all a good time was had by all.



JULY MYSTERY RUN - REPORT



THE COMBINED CLUB RUN - REPORT

The programme said meet at McDonalds, Mt. Colah, at 10 am or go direct to the destination. We chose the former to find Graham, Joan and Brent already there as well as John Steel. Shortly after John and Gail Robison arrived so we all got stuck into McCafe.

Apart from our cars, Heather Goldsmith arrived in her front wheel drive Alvis and then came Max Houston in a W. O. Bentley with a bonnet as long as my V8. Also in the car park was a Jensen Interceptor and the Rover man (the organiser) said he'd been rung up to see if they could participate. Of course, join the group as long as you're prepared to organise a future run. 4 Interceptors took part.

The rules then said proceed via the old Pacific Highway to the Central Mangrove Golf Club, but John Robison had cautioned that it's all winding double line and can have cyclists with police escort. So we branched off at Berowra to the expressway, followed by the others. This was a good move as we arrived first and were able to second the biggest table with views over the golf course. This enabled us to laugh at the attempts at putting on the green below and realising how easy it is to 3 putt. We had passed Warren and Chris in the "15" not long before so they were next to arrive. Before long the Gilletts and Turners arrived and with locals David and Dallas Stoodley the Daimler contingent totalled 16.

The club had made this special room available to us and the procedure was to use the right hand door for drinks and the left to order food. The menu was extensive and also very tasty.

Among the crowd was Alan Purss, bringing his Armstrong Siddeley today. We'd got there about 11.15 and by about 2 o'clock the throng started to disperse. As I'd taken the highway on the outward journey, I decided to use the old road to come home. There was little traffic and I doubt that it was more than 5 minutes longer.

These combined runs bring out some interesting venues and this one was as good as any. We must thank Rover for that. - John Hiscox



THE COMBINED CLUB RUN - REPORT



These last four photos were taken at the garage of Max Houston which was visited by some members after the combined run.

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 2ND JULY, 2018.

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

Apologies: Russell and Jenny Turner, John Hiscox.

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: Merv McDonald. Seconded: Alan Hunt. Carried.

Business Arising from Minutes: Nil.

Correspondence: Magazine from the Western Australia Daimler Club, Victorian Club, Jaguar driver's Club.

Business Arising from the Correspondence: Nil

Treasurer's Report: Alan Hunt presented a written report. There is \$7,775.04 available funds in the cheque account; no payments to be authorised this month. There is a further \$10,783.30 in the term deposit.

Alan will check with Russell if the ASIC Annual Return fee has been paid and reimbursement is required.

Alan asked for the report to be accepted.

The Lanchester Fund stands at \$1425.00 which is included in the total available funds.

Moved: Alan Hunt, seconded Merv McDonald: "That the Treasurer's report be accepted as true and correct. Carried.

New Members: The Club welcomed Richard (Rick) Davis as a full member. Rick has inherited his Late Father's wonderful Hooper Bodied DE 36 Limousine and lives in Canberra.

Social Report: 8 JULY: Combined Club Run to Mangrove Mountain Golf Club.
14 JULY: A mystery run to be held meet Rookwood reflections café at 10.00 a.m.
Note this is a Saturday.

Ray Palmer had indicated he would be delayed getting to the meeting and arrived and mentioned the following for Social:

He recommended that next year we actively promote the Bundanoon Mid-Winter display at Miles Felstead's home there.

He made sure that the October Picnic Day was locked in: it was.

He reinforced the importance of All British Day for us as a Club.

Discussed the 14 JULY Mystery Run.

MINUTES OF A MEETING

Discussed the 8 JULY Combined Run to Mangrove Mountain Golf Club and will advise the Rover Club that we have 7 members interested in attending so far.

Editor/Website: Nil.

Registrars: Nil.

Regalia: Nil.

Library: Nil.

Conditional Plates: Nil.

Technical and Spares: John Robison was invited to discuss the planned September "Rescue Run" to Queensland to collect the Special Sports spares he is donating to the Club. Ideally, he would like four or five cars on the run and that it be an Official Club Run.

Club Lanchester: Jim thanked Merv, Graham and all the volunteers who have worked so hard to progress the project. John Steel has been there to assist and direct and it is planned that the car will soon be ready to be painted.

The gearbox has been checked and it is now just 1st gear that is proving a problem. The car engine now turns over easily with John Steel and Hurst having overhauled the starter motor.

Jim opened the issue of painting the car: it had previously been agreed to have the car professionally painted at a cost of \$6000.00. Since then Merv has offered to take the car to his garage at home and spray it there and Jim opened this kind offer to the meeting for members' discussion.

Alan thought the offer was terrific but thought that the cost of all materials should be reimbursed to merv. Merv wanted everyone to understand that the reason for the offer was because the car had progressed more quickly than originally planned and so the painting could be done earlier, and this was a good way to take advantage of that rapid progress.

Merv stressed that hundreds of hours had been put in by the volunteers to get the Lanchester to its present state: parts sorted and catalogued, engine and gearbox, radiator and water pump all attended to. Merv estimated that the cost of the materials would be comfortably covered by an allocation of \$500.00.

Moved; Alan Hunt: "That the Club approve the transport of the Lanchester to Merv's place for the purpose of painting the vehicle and that the Club further approve reimbursing Merv for the cost of the materials used in the painting process, estimated to be within the total of \$500.00. This was seconded by Merv McDonald. Approved.

Peter Grant noted that he had some headlining material at home that could be donated for the car if it was

MINUTES OF A MEETING

thought suitable.

For Sale and Wants: Stuart Knowles at Lake Macquarie 0432 188 722 has a DB 18 Saloon engine and gearbox for sale. Warren Cole said that he would ring him.

CMC: The meeting was chiefly concerned with the continuing threats by RMS and police to crack down on modified vehicles on the standard Historic Plates, not displaying the Modified Scheme Plates as they should.

12 AUGUST: Shannons Sydney Classis at Sydney Motor Park, Eastern Creek.

All British: 23 SEPTEMBER: there have been changes (again) to the proposed lay out, with the top fields now not being available to us, these will instead be used for an extension of the Art Show and the Jaguar Club while the rest of the cars will be displayed in the field below the Hayshed.

There is to be a display of 100 cars showing milestones in technology and innovation in motoring development and we will ask if they would like a Majestic there as the first British Saloon to be fitted with four wheel disc brakes. Maybe a sleeve valve car or one with the fluid flywheel and pre-select gearbox. We will need two people to volunteer as marshalls. Tickets (yellow) must be affixed to the windscreen, driver's side and we are in area C. The quick entrance will only be open until 9.30 a.m. after which you must use the main entrance with all the usual delays with traffic jams.

General Business: There will be a committee meeting next Monday at Merv's place, 7.30 p.m.

Victor asked if anyone had information on the price when new of a Lanchester Leda and how that compared with the Conquest and other cars of that era.

There being no further business the meeting concluded at 9.40 p.m.

V8 BLOCK FOR SALE

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

Contact is Terry on 0418 211 332



DAIMLER DISPOSAL

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

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

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



DAME FOR SALE

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

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

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

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

Asking price; \$22,000 ONO

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



JAGUAR FOR SALE

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

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

Price: \$5,000 Additional photographs are available on request. Original owner's manual comes with the car.

Contact: Colin Cox 02-47393301 or 0408393301



MAJESTIC MAJOR FOR SALE

Majestic Major

Chassis number 137785, manufactured 1966, mileage 75,472 miles. Black over silver with red upholstery. Carpets, veneer and head lining all renewed in recent years. The famous 4 1/2 litre Turner V8 in good order producing power and an exhaust note to savour. Original jack, crank handle and tools included with car. Also Jaguar Heritage Trust Certificate confirming manufacture date and original owner.

First owner was the Romanian Embassy in London. Note that the flagstaff on the bonnet was factory fitted for the embassy.

This car has been a regular winner of the DLOCCA Trophy, The Cox Plate having won 12 times since 1999 (many of those wins were uncontested).

Historic Registration (60 days usage scheme) Plate 58103H

The price is \$27,000 with a \$2,000 discount for Daimler Club members.

Contact Alan Hunt - 0438290639



1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART THIRTY THREE

PART THIRTY THREE - STEERING WHEEL

The steering wheel itself houses both the horn button and the trafficator switch. This can be easily removed and disassembled to check its operation. In this case the whole unit was badly weathered externally, and internally the electrical contacts needed cleaning.

It is a good idea when pulling everything apart to draw up a diagram of what goes where. There are lots of pieces to be accounted for, and special attention should be given to the components of the self – cancellation mechanism of the trafficator.

I used the best electrical components from two separate switches to produce one good one for the vehicle. The external plastic components are easily re-polished in the same manner as the other plastic components in the vehicle, and the effort is well worth it.

I rubbed back the surface of the steering wheel and sprayed it with a salt resistant black epoxy.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 33](#)



1949 DAIMLER DB 18 CONSORT RESURRECTION



THE LANCHESTER PROJECT

Friday 29 June - Present were Jim Gellett, Merv McDonald, Linden Braye, John Hiscox and John Steel. Merv and Jim got to work early on re-installing the modified gear selector rod and also replacing the accelerator pedal. Linden climbed under the car and re-greased both tail shaft universal joints following John Steel's concerns the previous week. All the wheels were removed from the car and the brakes were all checked. The pads on the shoes are riveted so the pads are not likely to de-laminate as can occur with aged bonded pads.

John Hiscox continued cleaning of door components. Linden and I examined the vinyl interior roof lining and have agreed it needs to be replaced. Linden has cautiously agreed to assist me with this part of the project but I have confidence we will do a good job.

Later Merv and Linden started sorting through and identifying parts with the assistance of the parts manual. At one stage of the day I turned to see a spritely John Steel under the rear of the car spanner in hand checking the differential oil. This will need to be topped up and Jim advised he had some oil we could use.

Jim was still not happy with gear selection and he, Merv and John Steel spent some time deliberating over the issue. The body to chassis spacer height is of some concern beyond gear selection with the driver's side floor panels not aligning with the foot pedal locations. Merv also suggested that the use of oversized spacers could be concealing a possible twisted body or chassis and Merv therefore plans to measure the spacers for consistency next week.

As Jim was not confident that the gear selection problem is resolved it was decided to leave the car on stands for another week.

Friday 6 July - Jim Gellett, Merv McDonald and I arrived early and Merv climbed under the car and checked some of the body to chassis spacers. The good news is that it does not appear that the body or chassis are twisted as all spacers checked were sized consistently. Jim topped up the differential oil and then got me to remove the cover plate for the gear box and this confirmed his suspicions from the previous week. One gear is not being selected. Jim will remove the same cover on his Daimler's gear box and check its movement, as he thought the Lanchester's action in gear selection was different to that of his car.

John Hiscox arrived with John Brodie and John Steel and they set about preparing the engine for John Steel to adjust the tappets as they are a little noisy. As this car has a crank handle, once the engine was warmed up John Brodie provided the muscle power to crank the engine over by hand to allow setting each set of tappets. With this done the engine was run again and John Steel was happy with the result.

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The car had been lowered to the ground and items stored in the vehicle weekly were either moved to Russell's shed or were packed in Jim's car to be taken to Merv's place for the next phase. The boot and bonnet were then packed in the interior of the car and strapped down for the journey to Merv's place. Once there it is proposed that we take advantage of a level floor and the front body panels be checked for ease of alignment with the body and if not an easy task, the body will be lifted off the chassis and the spacers lowered to a more suitable height.

Monday 9 July - Merv McDonald with the generous assistance of his neighbour moved the Lanchester to Erskine Park from Springwood to permit painting. Mark Brooks also assisted with the move. I have also taken the wiring loom home for repair/assessment. Most ends appear to be tagged, however the condition of the wiring itself suggests the need to replace some if not all wiring. Also in the box were both trafficators. I have stripped down and cleaned both and first thought one was seized in the field. This was not the case rather that because the rubber stoppers at the bottom of the field were missing the rod that enters the field winding was going past its metal stop tab bending it out of alignment and jamming the movement. I have fixed this and as the rubber stoppers were completely perished away I have just used some door rubber seal as a fix. If someone can provide replacements or details of the rubber stoppers please advise. But FYI both mechanisms and lights were tested and now work.

Monday 16- Friday 20 July - Merv McDonald has started paint preparation. During this process Merv has confirmed our suspicions from stripping back the front scuttle panel. The dark green that the car appeared to be painted is not the original colour. The car was originally a much lighter green and this has created much discussion amongst the project group.

Friday 27 July - In attendance were Jim Gellett, Merv McDonald, John Hiscox, John Steel and myself. The car was jacked up, placed on stands and the wheels removed for eventual painting. Jim and Merv also too time to check the alignment of the body at the 'a' pillar to the radiator shroud. As a result, Jim and Merv are happy to leave the body spacers in place and pursue the gear selector problem separately. To this end Jim and John Steel spent some time analysing exactly what is happening with gear selection and it appears that the problem is in the geometry of the linkages. John Steel and Merv then set about lubricating the hubs and other suspension components.

Whilst all this was going on, John Hiscox and I set about the arduous task of rubbing back the doors of Lanchester. It looks like the paint was stripped off using an angle grinder or sanding disk and it has left scuff marks in the metal at various places that will need a light fill. The marks are not structurally damaging just means more work that is all. I also acquired the wiring diagram for the car.

Merv advised that he has a family event on for Friday 3 August so Jim decided that we would take the week off. This will give me the opportunity to delve into the wiring loom. I am expecting a worse case scenario that I will need to build a new loom from what I have seen of the old loom.

Since Friday, I have already commenced documenting from the circuit diagram each wire colour code used and from and to locations. With the Lanchester, the wiring loom and all electrical components except the engine electrical and voltage regulator have been removed. There are labels on the loom and I'm hoping these match up with what I document from the circuit diagram. The circuit diagram lists 64 different colour code combinations for the main and trace colours. Fortunately these are not all used from my work so far but depending on what I need to do, I may not be able to duplicate all colours. However, it will be easy to document changes as the circuit diagram uses numbers not letters to identify wire colours.

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"IT'S NOT EASY BEING GREEN" - THE SEQUEL

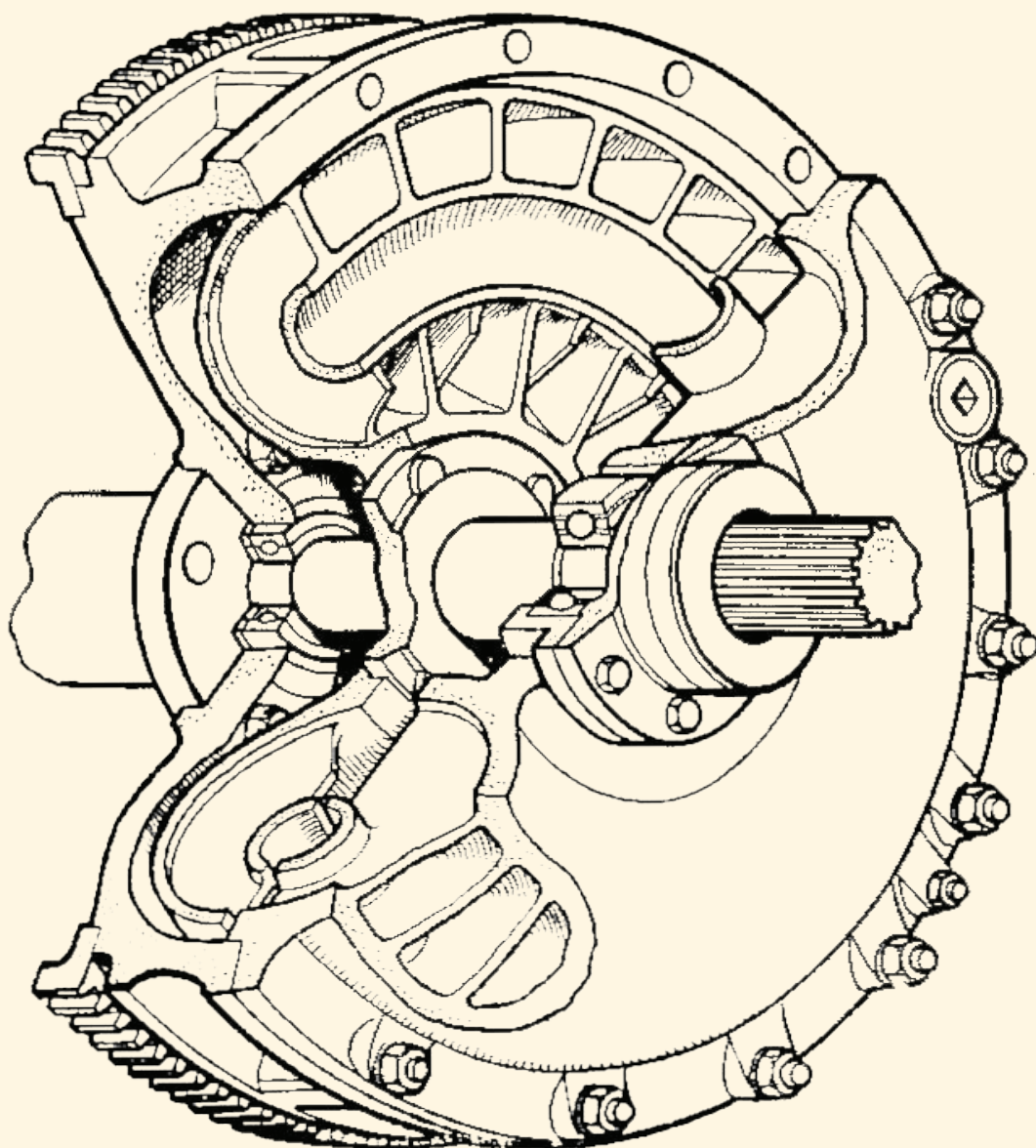
Well as the picture below reveals, the Lanchester was not originally the Green we first thought and sought your advice regarding identifying the colour. As you should be aware we acquired the car mostly stripped to bare metal and painted with grey primer. The few panels that were still painted were the dark green we advised in a previous edition of Fluid Flywheel.



In preparing the body for painting, Merv McDonald removed a panel from the boot lid and has found the lighter green as per the photo above. This would suggest the car originally looked like the one in this photo from the UK also a 1953 Leda courtesy <http://slatford.co.uk/Car%20Pictures%20Pages/Lanchester.htm>. Note bone interior



If you can help with advising the name of this colour green then please contact John Hiscox by phone or email.



Please address all correspondence to:

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