

Daimler

&

Lanchester

MARCH 2019

# *FLUID DRIVING*



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

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## OUR NEXT MEETING

**8PM MONDAY, 1ST APRIL, 2019 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.

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.





## PRESIDENT/EDITOR'S REPORT

### PRESIDENT'S REPORT

Hullo all! As you will no doubt notice, the magazine is early this month due to the Editor/President taking off overseas on the 26th for 16 days. If you don't pick up on that, then you will probably notice that the April meeting is being chaired by our newly elected Vice President, Merv McDonald.

The short month has been eventful to the extent that the March excursion had to be regrettably postponed due to closure of Australiana Village because of inclement weather & will hopefully now take place in June or July.

The Lanchester Project is progressing well as you can read in Graham's excellent & very complete report. The "Shed" day in May is recommended as not only do we need to tidy things up but we also need to catalogue the contents of the shed so that we can publicise it & reveal things that maybe people have been looking for, for years. This is a very useful facility & is provided to the Club very generously by Victor Nash. If you are intending to go, please let either Ray Palmer or Victor know, either by Phone or at the April meeting.

The AGM was conducted at the last Club meeting with the able chairmanship of Peter Grant, which can only emphasise that things were conducted in a highly legal manner. Most office bearers retained their positions including Colin Cox who tried to wriggle out of his committee position by going to sleep during the appointment process! Thanks to all those who have accepted roles within the Club for the next year & I commend the AGM minutes to all for reading.

I will see you all in the next edition & at the May meeting when I will be back in town for a brief period before the next trip.

Jim Gellett - President/Editor.

## COMING EVENTS 2019

April 2019 Saturday 6 & Sunday 7	<b>Major car auction</b> - Gosford car museum has closed. Worth a look especially if you have not been to the museum. See internet details. Auction by Lloyds.
April 2019 Sunday 14	<b>Visit Ancient Egypt in Sydney</b> - rare tour of the Egyptian room in the Masonic temple Petersham. A tour and presentation to be had here. Will be fascinating. Followed by lunch 1.30 at the Petersham RSL. Park in the carpark of RSL or side streets. Quite an unique tour. Confirmation of numbers required Rsvp Ray Palmer. Admission \$5. I need an indication of numbers early April for the Egyptian room tour. Please call Ray Palmer on 0409465446
May 2019 Saturday 4 & Sunday 5	<b>SP250 Wings Over Illawarra at Albion Park.</b> Chris Mosse-Robinson has registered the Daimler Club for the car display. Any club member may join but each car should register through the Wings Over Illawarra web site. Chris will attend on Saturday 4 May but our members could attend on either the Saturday or Sunday

## COMING EVENTS 2019

May 2019 Sunday 5	Working Bee Shed Day - At Victor Nash's shed - Windsor. Details to be provided later. Please bring lunch, gloves , overalls, safety shoes
May 2019 Saturday 18 & Sunday 19	<b>SP250 Country Circuit</b> - Wollombi, Denman, Merriwa, Mudgee with overnight stop in Mudgee. This run will go ahead if at least 5 cars commit to the tour. Please let me know ASAP if you are likely to attend as I will do nothing until I have an indication that 5 cars will join the run.
June 2019 Sunday 9	<b>Charlie Code professional cleaning and detailing of motor cars</b> - at Hornsby. 2pm. This event is not to be missed. Charlie is bringing out to Australia a high quality product range for cars and will demonstrate some of them. At the time of printing this date is to be confirmed but will be confirmed in March. Will be a two hour workshop/ talk.
July 2019 Saturday 13	<b>SP250 - Hunter Region</b> All British Day at Newcastle Foreshore park.
July 2019 Sunday 14	Lanchester exposé - More details to follow.
July 2019 Saturday 20	<b>SP250 Run</b> - Run to Settlers Arms Inn, St Albans.
September 2019 Saturday 21	<b>SP250 Run</b> - Run to Southern Highlands.
October 2019 Thursday 31	<b>SP250 Run</b> - Optional run to Bright with overnight stop in Tumbarumba. SPs of Stoodley, Glanville, Mosse- Robinson & Hunt plan to make the trip. Please let me know if you wish to join us.
November 2019 Friday 1 to Sunday 3	<b>SP250 Rally</b> - Bright Victoria. Details in the SP250 Report on following page.
December 2019 Sunday 1	<b>SP250 Christmas</b> - Christmas lunch at Geranium Cottage, Dural

## ANNUAL FEE REMINDER

Annual membership dues are now required to be paid, with a reminder that if you have a car on Club registration, you need to pay promptly or risk losing your vehicle registration. There are still some member subscriptions to be received. The due date was end of January so please pay as soon as possible either by direct credit or by cheque via John Hiscox or Alan Hunt. If you no longer wish to be a member, please also advise. Thank You

# DARTING ABOUT

## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Preparations for the Keith Ashworth SP250 Rally in Bright have been moving along. We can look forward to a great event in a region with interesting tourist features and exciting driver roads. The 19 rooms at John Bright Motel have been booked together with at least 6 rooms at the Riverside Motel. Event planning is underway with a cooperative effort from Ian Rowlandson and Digby Smith of Victoria and Ross Edwards and Mark Brooks of NSW.

It's time to recall several old friends who have not appeared in Darting About for many year but long time Darters may remember Wrink L. Grills and Viv Ate (nick name V.), Wrink was a colleague of Gottlieb Daimler and V was an engine designer working with Edward Turner. On this occasion most of my advice is from V Ate although Wrink nods in agreement. V says this rally is special as it will be our opportunity to remember our late friend, Keith Ashworth as we fill the mountains and valleys around Mount Buffalo and Mount Hotham with the full throated roar of angry SP250s.

We have several cars planning to take the two day trip to Bright via Tumbarumba. Carolyn's son, David who well known for doing mad things on motor bikes says we will enjoy the roads and particularly mentioned the Granya Gap and a few other places where the Darts and Darters may enjoy themselves.

Our South Australian colleague, Fred Butcher pointed out a mistake in last month's Darting About. In explaining that the Tasmania SP250 Tour may slip into 2021 I mistakenly referred to the Daimler National Rally in SA as being in Autumn 2021. Sorry everyone, it should have read Autumn 2020. Fred is part of the organizing Committee and I commend the Daimler National Rallies to you. They are always well run with participants from around Australia.

## 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 2020 are shown below.

### 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](mailto:hunts@optushome.com.au)



# the 2019 MidWinter **Jaguar** **Mountain Rally**



**Heatherbrae  
Gloucester  
Tamworth  
Gloucester  
Maitland**

## **Sat 22nd & Sun 23rd June**

*Blow the winter blues away on this fantastic event covering terrific roads and offering spectacular scenery. All meals are included plus a scrumptious dinner on Saturday night where the day's stories grow in proportion to the amount of wine consumed. Navigation is straight forward and suited for first-timers or serious rallyers. This is always a great fun event. Enquiries to Roger Liddle 0400 995 822*



**Bookings: [www.jaguar.org.au](http://www.jaguar.org.au)**



## PAUL DAVIS AWARD FOR HOTEL DESIGN

The life and work of renowned and widely respected hotel designer and popular DLOCCA member Paul Davis will be honoured at the 10th annual Australian Hotel Industry Conference and Exhibition (AHICE), with a prestigious new accolade for hotel design launched recently.

In partnership with Davis' final employer Pro-invest, the Paul Davis Hotel Design Award will be bestowed upon a hotel designer who exemplifies similar qualities in their work including prodigious creativity, innovation and professionalism.

Paul Davis led an accomplished international career following his graduation as an architect, first with the Southern Pacific Hotel Corporation, then InterContinental Hotels Group. Later roles with his own business, then Lend Lease and Pro-invest cemented his legacy, which also included a highly approachable disposition and an innate ability to make colleagues feel good about what they had achieved. Paul tragically passed away at the end of January 2018. This award is a wonderful way of maintaining the memory of Paul and it is certain that members of the DLOCCA will applaud this legacy.



## AUDITOR'S REPORT FOR 2018

### **JOHN HISCOX**

Chartered Accountant

74 Rose Avenue, Wheeler Heights. 2097

phone 9984 1169

email [de27@bigpond.com](mailto:de27@bigpond.com)

### **Independent Audit Report to the Members of The Daimler and Lanchester Owners' Club of Australia Inc.**

#### **Report on the Financial Statements**

I have audited the financial statements presented to me for the year ended 31<sup>st</sup> December, 2018, which showed a profit of \$5906 and Equity of \$28840.

The committee of management is responsible for the preparation and fair presentation of the financial statements in accordance with Australian Accounting Standards and the Associations Incorporation Act (NSW).

My audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance whether the financial statements are free of material misstatement. My procedure included examination of evidence given to me with the financial statements, to form an opinion as to whether these statements are presented fairly to show the results for the year and the financial position at its close.

#### **Opinion**

In my opinion the financial statements of The Daimler and Lanchester Owners' Club of Australia Inc.,

- 1) give a true and fair view of the company's financial position at 31<sup>st</sup> December 2018, and the results of its operations for the year, and
- 2) are in accordance with Australian Accounting Standards and the Associations Incorporation Act (NSW).

  
J F Hiscox

Chartered Accountant

20/2/2019



# BALANCE SHEET AND PROFIT & LOSS

THE DAIMLER and LANCHESTER OWNERS' CAR CLUB of AUSTRALIA Inc.					
Balance Sheet as at 31st December, 2018					
				2018	2017
<b>CURRENT ASSETS</b>					
	Cash at Bank			7,269	3,641
	Term Deposit			10,820	10,713
	Prepayment			66	66
	Stock on Hand, at cost or valuation			3,930	4,080
				22,085	18,500
<b>NON-CURRENT ASSET</b>					
	Lanchester Leda, at cost			5,639	
	Library, at valuation		6,329		
	Less Provision for Depreciation		1,100	5,229	4,994
				32,953	23,494
<b>CURRENT LIABILITIES</b>					
	Subscriptions in Advance			1,670	260
	Creditors			2,443	300
				4,113	560
<b>NET ASSETS</b>					
				\$28,840	\$22,934
<b>ACCUMULATED FUNDS</b>					
	Brought Forward			22,934	23,302
	Profit (Loss) for Year			5,906	-368
				\$28,840	\$22,934
THE DAIMLER and LANCHESTER OWNERS' CAR CLUB of AUSTRALIA Inc.					
Profit and Loss Statement for Year Ended 31st December, 2018					
				2018	2017
<b>INCOME</b>					
	Subscriptions and Joining Fees			5,825	5,455
	Profit from Saleable Items			648	-4
	Proceeds from Events			1,236	778
	Donations to Lanchester project			4,979	115
	Interest Received			114	121
				\$12,802	\$6,465
<b>EXPENSES</b>					
	Cost of Events			2,649	2,712
	Insurance			1,939	1,591
	Magazine Printing and Postage			421	890
	Website			594	539
	Trophies			0	93
	Cost of Saleable Items			300	0
	Storage of Parts			300	300
	Member Expenses			206	172
	Affiliations and Filing			202	213
	Floral Tributes			285	108
	Lanchester Recovery			0	215
				\$6,896	\$6,833
<b>Profit (Loss) for Year</b>					
				\$5,906	-\$368

# MINUTES OF A MEETING

## MINUTES OF THE ANNUAL GENERAL MEETING OF THE DAIMLER AND LANCHESTER OWNERS' CAR CLUB OF AUSTRALIA INC.

HELD AT RYDE EASTWOOD LEAGUES CLUB

17 RYEDALE ROAD, WEST RYDE

ON MONDAY 4 MARCH 2019

The Meeting Opened at 8.00p.m. Peter Grant in The Chair.

### APOLOGIES

Linden Braye, Victor Nash, Carolyn Burch.

### MINUTES

The Minutes of the previous Annual General Meeting, having been published in the Journal, were taken as read. MOVED: Jim Gellett

SECONDED: Colin Cox: "That they be taken as a true and correct record." CARRIED.

### FINANCIAL REPORT:

The Audit of the Financial Books and Records had been completed and Alan Hunt reported that John Hiscox was satisfied that the books and records were in good order and correct and complied with the requirements of good accounting practice and requirements of relevant legislation.

Alan presented a written report of the financial affairs of the Club to the 31st December 2018, which will be published in the next magazine, with copies being available to Members at the meeting.

Alan expressed his thanks to John Hiscox for his assistance and the thorough and questing examination of the club's books and records. There was a recorded surplus of \$5906.00 after depreciation and write downs, but Alan explained that the surplus was in the main the Lanchester Project donations and that with the expenditure of funds on the project the surplus was actually closer to \$267.00.

Moved: John Steel seconded Colin Cox: "That the financial report be accepted as true and correct" Carried.

### COMMITTEE MEMBERS

All positions being declared vacant, the Chairman called for nominations for the following positions:

**PRESIDENT:** Jim Gellett, proposed by Peter Grant and seconded by Colin Cox. The nomination was accepted.

There being no other accepted nomination, either written or from the floor, Jim Gellett duly elected.

**VICE PRES:** Merv McDonald, proposed by Alan Hunt and seconded by Colin Cox. The nomination was accepted. There being no other nominations either written or from the floor Merv McDonald was elected Vice President.

# MINUTES OF A MEETING

**SECRETARY:** Russell Turner, proposed by Warren Cole and seconded by Merv McDonald. The nomination was accepted. There being no other nominations, Russell Turner was duly elected Secretary.

**TREASURER:** Alan Hunt, proposed by Colin Cox and seconded by Peter Grant. The nomination was accepted. There being no other nominations, Alan Hunt duly elected.

**COMMITTEE:** Nominations were made as follows:

- Colin Cox nominated by Christine Cole, seconded by Jim Gellett .
- Linden Braye nominated by Alan Hunt, seconded by Merv McDonald.
- Peter Grant nominated by Alan Hunt, seconded by Jim Gellett
- Ray Palmer nominated by Jim Gellett seconded by Merv McDonald. .

As there were no other nominations, and all nominations being accepted all the above were duly elected as members of the Committee.

The Chair was then taken by Jim Gellett, the newly elected President, with thanks to Peter Grant for chairing the AGM to that point and to the outgoing committee and expressed his thanks to the members and looked very much forward to working with the new committee in the year ahead.

## APPOINTEES:

The following persons having accepted the position were appointed to the following positions:

EVENTS COORDINATOR: Ray Palmer

EDITOR: Jim Gellett.

HISTORIAN: Peter Grant

PUBLICITY: Dulcie Keesing and Wingham Keesing.

REGALIA: Ray Palmer assisted by John Steel.

MEMBERSHIP: John Hiscox

AUDITOR: Alan Hunt wished to note his thanks to John Hiscox for his valuable work to date and asked that he continue in the role. John was duly appointed Auditor.

CLUB PLATES: Warren Cole was appointed to continue in this position.

LIBRARIAN: Merv McDonald was appointed to continue to act as the Club Librarian.

REGISTRARS: The Registrars remain the same as for the previous year, subject to the following:



## MINUTES OF A MEETING

- John Hurst, if he accepts, to be nominated as sleeve valve registrar in addition to Michael Barnes.
- Warren Cole to be nominated as Lanchester (pre 1931) registrar in addition to Tony Falstein.

CMC DELEGATE                      Alan Hunt was appointed as CMC Delegate.

ALL BRITISH:                      Merv McDonald appointed as Delegate to the All British Day Board.

### GENERAL BUSINESS

It was agreed that the Club would continue with a single White Pages listing noting Russell's telephone number and this would then create an internet listing.

There being no further business, the meeting closed at                      8.46 p.m.

**THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 1ST APRIL, 2019 @ 8:00pm AT RYDE EASTWOOD LEAGUES CLUB.**

## PARTS WANTED

I am Amitava Saha from Calcutta, India. I have a Lanchester LD10 Briggs body phase I from 1946 bearing Chassis L60050. I don't have the front wing embellishers and the all around body trims.

Can you help me out with these items as I am looking for these items for over a year. My car is owned by our family since new.

Please let me know how you can help me.

Awaiting your reply.

Best Wishes and Regards

Amitava Saha

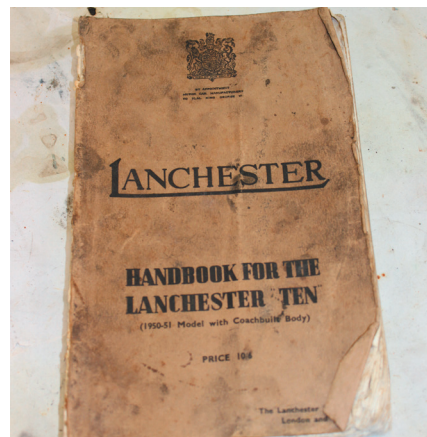
Ph No. (91) 9331227040

[amitavas20004@yahoo.com](mailto:amitavas20004@yahoo.com)

## FOR SALE

One fairly tatty copy of the Handbook for the Lanchester Ten as shown on the attached photo. Asking price \$15.00 plus postage and packing. Contact Trevor Johnsson on

[johnssontm@bigpond.com](mailto:johnssontm@bigpond.com)



## ALL BRITISH DISPLAY DAY - HUNTER REGION



# *All British Display Day Hunter Region*



# *Foreshore Park Newcastle Saturday 13th July 2019*



*Display 10.00 - 16.00*

## 1953 CONSORT FOR SALE

1953 Consort for sale \$15,000 ONO

I have enjoyed owning my Consort for about 15 years, but I don't use it enough to justify keeping it. It is the ex Cedric Smithson car and has been in the club for decades. It is in very good condition and needs no work. Ready for someone else to enjoy.

Chris Maher

Email: [christophermaher1@bigpond.com](mailto:christophermaher1@bigpond.com)



## DAIMLER/LANCHESTER/BSA HANDBOOKS FOR SALE

I have decided to sell my surplus Daimler handbooks. There are some really old ones (earliest is 1912), rare ones (e.g. ambulance, DK400 and Empress) and one handbook in French. There are 100 different ones so if you need a handbook for your car I probably have it. Email me on [christophermaher1@bigpond.com](mailto:christophermaher1@bigpond.com) and I can send you the full list.

## MASTER CYLINDER KITS FOR SALE

Brovex 4 piece master cylinder kit to suit Consort, Special Sports, Regency, & 104 models

Price \$30.00 plus postage.

These kits were part of my late father Kevin Barnes car part stock.

Contact Michael Barnes on 0417405766 or

Email [chrismike4@bigpond.com](mailto:chrismike4@bigpond.com)





## PAIR OF DAIMLER MAJESTICS FOR SALE

Matching Pair of Daimler Majestics 1959 & 1961 Built Dates. Fully Restored by current owner, full registration, beautiful condition throughout.

- 3.8ltr Engines.
- Currently part of lager Wedding Car Fleet.
- Excellent Business opportunity for retired person.
- Large stock of spares also available free of charge with vehicles.

Special Note:

PH2500 Previously owned by Member John Steel

Rego MH3500 & PH2500.

Ph Mike Horsley from Leisure Coast Limousine Service on 0419 495 496

Price is \$36,000 for both.



## FOR SALE

Attached photos of 2.5 V8 distributor drive gear new old stock

I have a few of these for sale @ \$100 each plus postage

Regards Michael Barnes (Email - [chrismike4@bigpond.com](mailto:chrismike4@bigpond.com))



## 1949 DAIMLER DB 18 CONSORT RESURRECTION

**Denis Leys**

### **PART FORTY - THE WIPER MOTOR, FUEL, AND TEMPERATURE GAUGES**

The Wiper motor was not working so it was stripped, cleaned, and new grease applied to mechanical working parts. The contacts on the armature were also given a clean-up with emery paper. All this internal work got the motor working again, so the outside was also cleaned up and given a coat of paint. The mounting plate was still attached but missing the rubber isolation mounts. I was able to buy new ones on eBay.

I decided to upgrade the Temperature gauge by fitting an electric sensor in lieu of the alcohol based original. I used the inside mechanism from a modern gauge and fitted it behind the original glass temperature scale. As the modern mechanism has a higher physical profile, it was necessary to recess the new unit within the metal housing. The result looks close to the original.

The sender unit in the petrol tank was also inoperable but luckily it was not damaged. It is possible to buy aftermarket senders, if you know the internal resistance of the sender. For this sender the internal resistance is 34ohms when the gauge is reading empty, and 0 ohms when full. However, I was able to pull my unit apart and clean the various contacts to get it working again.

Connecting the gauge to a power source showed that the sender gives the correct reading on the gauge for the empty and full positions. The cluster is now ready for fitting to the dashboard.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 40](#)



# 1949 DAIMLER DB 18 CONSORT RESURRECTION





# THE LANCHESTER PROJECT

**Friday 1 March 2019** - Present Bob Aylward, John Hiscox, John Steel, Linden Braye, Merv McDonald and myself. Well I arrived early and alone and thought I would get more of the wiring done.

I have decided to leave the temporary ignition wiring in place just in case the car needs to be moved before all the work is done. Therefore so far all my wiring has been restricted to connecting up the various non-ignition components to the fuse block and main connector box. The good news is that I had already connected up more than I had previously thought. The bad news is that as all the dash and hence instruments are not in place circuits are not complete, so it is not a case of just finding ground and testing various circuits. I realised this after not being able to get a circuit to chassis (positive on the Lanchester) on the indicator switch. So I traced the circuit diagram, which indicates the circuit ran through the fuel gauge, the heater rheostat and heater motor. None of these last three have as yet been installed. So connecting more wiring will take a back burner for the moment. That said I did successfully install the reverse/number plate light in the car. This leaves the left semaphore still to be installed.

John Hiscox went around and removed a lot of over spray dust from the engine bay. This will be helpfully in identifying any more permanent over spray that will require more intense remedial action.

Linden Braye set about installing the bailey channel for the glass, into the top of door frames. Last week Merv identified that we needed to trim the back of the bailey channel in several places as there were metal brackets in the door frame. It was thought that if the bailey channel was not sculptured to accommodate these brackets it may cause the glass to bind. I brought a Stanley knife to facilitate this and Linden volunteered to perform this task. However, Linden found that trying to use a knife was too aggressive for the bailey channel due to the new channels hard composition. We will therefore bring a couple of dremel type tools even a cordless drill with grinding stones next time and see which works best. Our problem was that the old bailey channel was sprung steel backed and hence flexible. The new steel backed bailey channel we were shown was rigid and hence we opted to buy a solid rubber channel that could handle the Lanchester's top of door curves but was several millimetres deeper than the old channel.

Whilst this was all happening, John Steel and Bob Aylward got to work on attempting to install the front bumper. Well yet another road block encountered. Remember we did not obtain this car in a complete state rather as a trailer load of parts and a body on chassis.

The front bumper bar would not align properly and this consumed most of everyone's time for the day. Seems the bumper may be slightly twisted, the bumper mounting brackets are not the same shape on either side and the front body panels may be slightly out of alignment. Also, the front valance we now have on the car was kindly donated by Ian Brenner as the original valance was bent and had previously repaired, which would explain our difficulties in installing the front bumper now. After much head scratching and various attempts to fit the bumper it was decided that more persuasive action may be required next week.

Nearing the end of the day Linden and I part disassembled the one rear quarter window to check the type of seal used. I have spare new quarter window seals left over from my Mark IX restoration but these aren't quite the right size and the one sample provided by Penrith Old Auto Rubber isn't quite right, so we will need to head back there and hopefully find a suitable replacement.

It seems that the obstacles are coming much more frequently as assembly progresses. Hopefully when we get to the interior things will become easier.

**Friday 8 March 2019** - Present Jim Gellert, Merv McDonald, Linden Bray and myself. Today I brought apple pie, which was still warm from the oven of my local bakers, so we had a good start to the day.

Merv and Jim set about installing the front and rear bumpers of the car. This took Merv and Jim a large proportion of their day as we had discovered the week before the bumper brackets were not in their correct alignment and the bumper itself was twisted. So it required a lot of putting the bumpers on and off and

## THE LANCHESTER PROJECT

adjusting the brackets and the bar itself to obtain the right alignment.

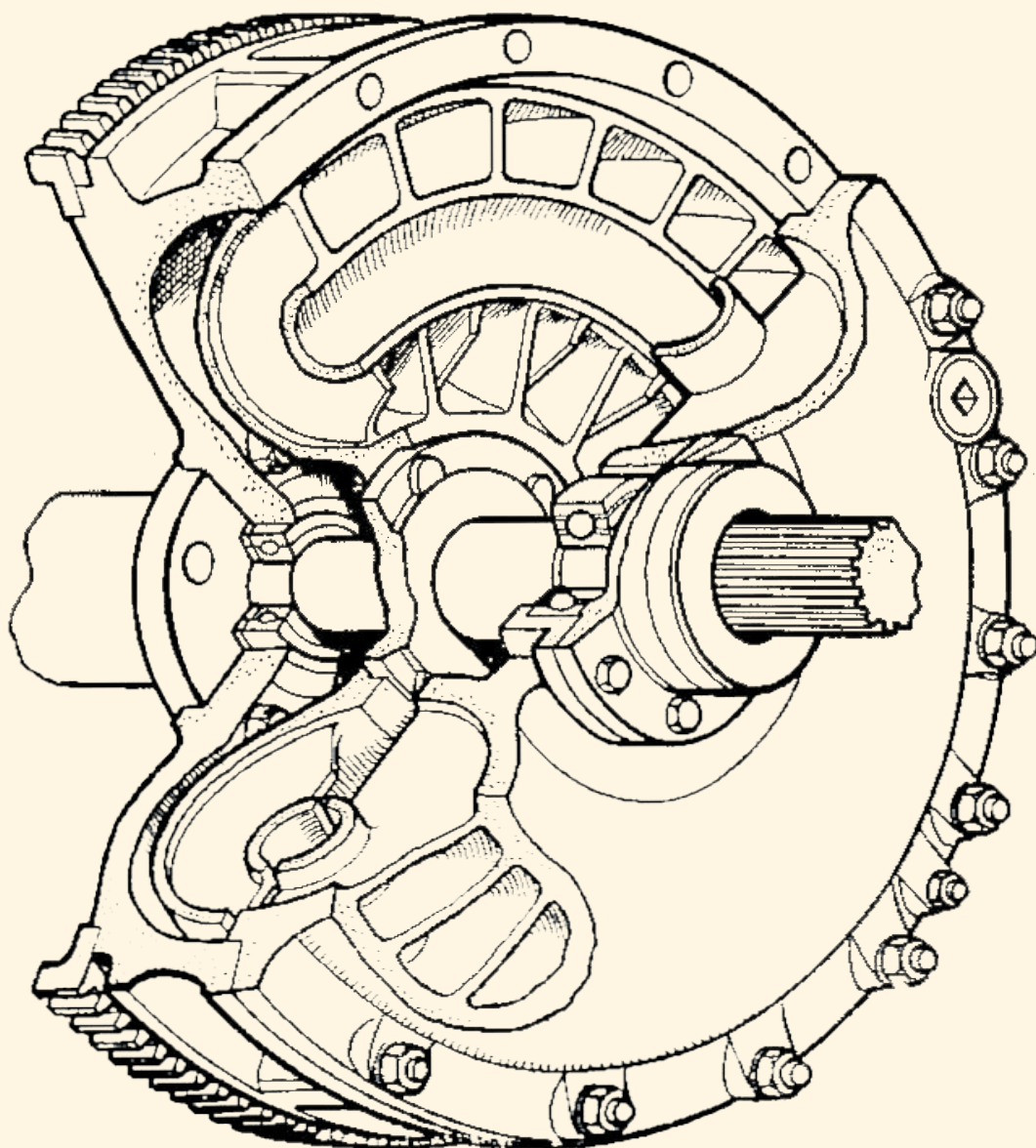
With the front bumper installed Merv moved to the back of the car and took measurements of the rear bumper mounts in order to rectify the droopy appearance it had. Meanwhile, Jim installed the rubber grommet for the fuel filler neck and tightened the hose clips from the filler neck to the fuel tank. The locking fuel cap was located and installed on the fuel filler cap. However, the rubber gasket for the fuel filler cap is split and a new gasket will need to be obtained and installed. With this done both Jim and Merv set about re-installing the rear bumper at the correct angle. Photos attached.

I had brought a Dremel and a cordless drill and various grinding bits for both to try and make the cut outs in the bailey channel. I had also brought a small vice to hold the channel whilst making the cut outs. Linden had found last week, it was necessary to insert the channel to get exact measurements of the locations of the cut outs. Linden had also found it was quite difficult to remove the new channel once in place and so this week set up a method of supporting the top of door frames whilst holding the bailey channel in the vice and making the cut outs. The depth gauge on Vernier callipers was used to set the correct depth to be cut in the channel, and the drill and a small worn once cylindrical grinding wheel was found to be best for making the cut outs. It proved a slow method but fool proof, so only two tops of doors were done today.

I managed to install the driver's side semaphore and fit connectors to both semaphores and also gave the front and rear chrome bumpers their first clean up. The rest of the time I spent looking for bolts, nuts and washers for Merv and Jim for the bumpers or my time was consumed just getting the work place set up or packed up for the day. It is surprising how much time this takes each week which is especially more frustrating if you leave something at home. Today and not for the first time I'm afraid to say, I forgot to bring a socket set with ratchet driver, which made Merv and Jim's work that much more slower, sorry you two.

**Stay tuned. Graham McDonald Home: (02) 9533 3128 Mobile 0422 972 094**





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