

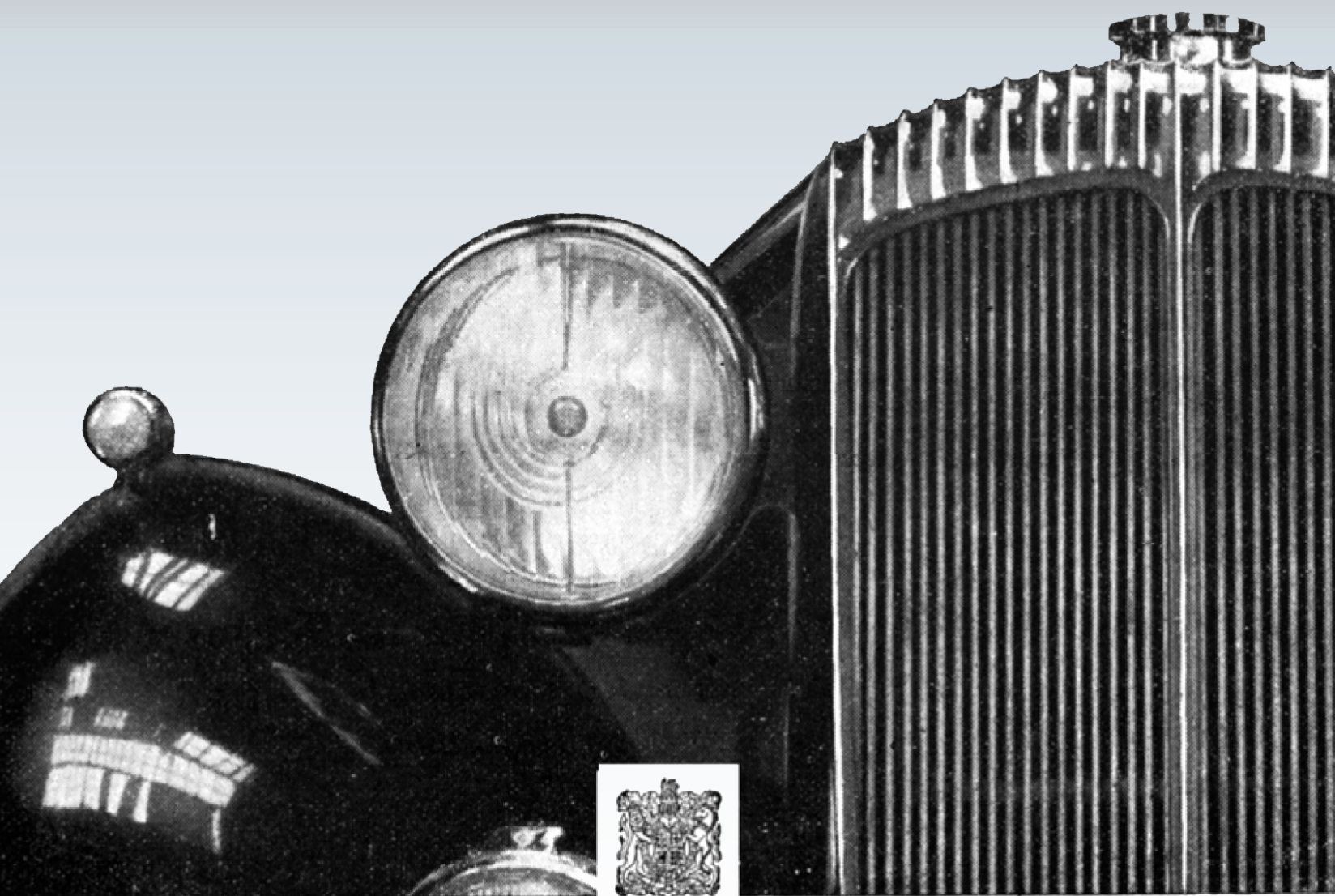
Daimler

&

Lanchester

MAY 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, 3RD JUNE, 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

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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

Once again I am saying "I'm back". Back from a motoring tour of the Northern Territory & North West Western Australia. A great family time was had by all, apart from the fact that we had to drive a Mitsubishi Pajero for the whole trip after getting off the plane. Nowhere near as comfortable as a Daimler!

Have you reserved your place & made your accommodation reservations for the 2020 Rally yet? I have! Don't leave it too long as they have reserved rooms up till early July this year & as I am aware, this is a very busy part of the world for most of the year so don't miss out! The South Australian group always put on a great rally & the more members we can get there the merrier. & merrier!

This month at our regular monthly meeting we will have a "Mystery Guest Speaker" who I am sure will be most entertaining & not to be missed, so if you can get there I guarantee you will be totally enthralled by what he has to say.

The Lanchester project is progressing well as you can read in Graham's report. Don't miss the opportunity to view progress on the July run to Russell & Jenny's place & again a great opportunity for Club members to congregate & swap lies! It is also the intention of the restoration group to display the car at the All British Day.

See you at the meeting,

Jim Gellett - President/Editor.

## COMING EVENTS 2019

June 2019 Sunday 16	<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 7	<b>Donald Healey Birthday Display Day 2019</b> - at Parramatta Park on 7 July 2019. This event is run by the Humber Club and if attending please advise Ross Penman on 0408465547 as lunch is provided and details needed for catering prior to 22 June.
July 2019 Saturday 13	<b>SP250 - Hunter Region</b> All British Day at Newcastle Foreshore park.
July 2019 Sunday 14	<b>Lanchester exposé</b> - More details to follow. Location 63 Davies Avenue Springwood
July 2019 Saturday 20	<b>SP250 Run</b> - Run to Settlers Arms Inn, St Albans.

## COMING EVENTS 2019

July 2019 Sunday 21	<b>Mid-Winter Run</b> - ASCC is organising the annual Run this year [with Alvis, Daimler and Rover Car Clubs] to The Razorback Inn for lunch [12 for 12.30], with the participants arriving from all points of the compass. Further details coming soon.
August 2019 Saturday 17	<b>National Museum's Royal Tour Daimler</b> - The Royal Tour Daimler DE36 will be among the cars driving around the track at Wakefield Park. See details inside edition.
September 2019 Sunday 15	<b>All British Day</b> - at The King's School, Parramatta including SP250 60th Anniversary Celebration at DLOCCA Display Day.
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
January 2020 Saturday 18	<b>SP250 - Summer Breakfast Run</b> - to the beach house of Stephen and Helen Figgis in North Avoca.

## NATIONAL RALLY INFORMATION

Howard Parslow from SA will be at our October meeting and will talk about the National Rally the South Australian Register is planning. It is a great opportunity to find out first hand how the planning is going. Pencil this into your diaries.

This is a good opportunity to remind you not to leave it too late to book accommodation. They have reserved rooms up till early July this year & as I am aware, this is a very busy part of the world for most of the year so don't miss out! The South Australian group always put on a great rally & the more members we can get there the merrier.



# DARTING ABOUT

## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

I recently came across an event which may be of interest to many of our SP250 owners. It's a new event initiated by Unique Cars where owners of cars over 30 year old can visit Sydney Motorsport Park and drive laps. Speed is limited to 100km/h because drivers do not need a helmet or competition licence.

The date is Sunday 2 June. There is a web site which you can check:

<https://www.tradeuniquecars.com.au/news/1903/unique-cars-presents-rolling-30>

However, here are some of the highlights from the web site:

Bring your 30-plus year-old toy along for a cruise, as we'll have the south circuit section to ourselves. Of course you're also very welcome to just come along for a chat, show off your toy and meet a whole bunch of folk.

We are inviting you to bring your pride and joy to the first Rolling 30 event, where you can hit the track and cruise at up to 100km/h without the need for helmets or competition licences. In addition, trade stands and a bunch of good food and drink vendors to help to keep the day humming.

When is it? June 2, 2019 from 9:00am – 5:00pm

Where is it? Sydney Motorsport Park, South Circuit and Pit area

How much is it? \$79 per car/entrant, plus an additional \$40 if you'd like to designate a second driver

\$20 for spectators, you can book online or purchase tickets at the gate! Those under 12 get in free!

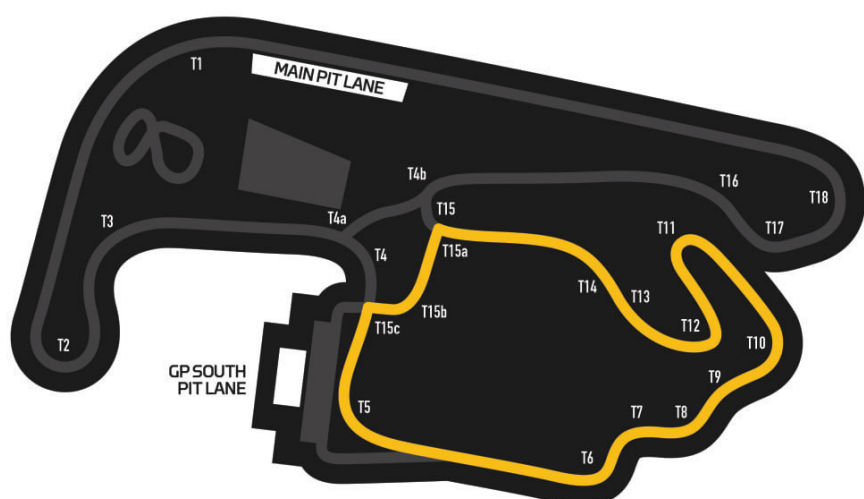
How much track time will I get? 10-15 minute track sessions will initially be broken up into pre-50s, 50s, 60s, 70s and 80s, and then into Japanese, European, American, Aussie, and British.

Open track from 3:00pm!

How do I attend?

Spectators can purchase tickets at the gate, or online via EventBrite.

Entrant sign-up forms can be found at [Rolling30.com.au](http://Rolling30.com.au)!



GP SOUTH

## DARTING ABOUT

Now, turning to other items from May 2019, there has been an interesting exchange of emails initiated by Mark Willey in WA and illuminated by Mark Brooks in Sydney, Laurence Jones in UK and Bruce Thomson in Jerrabomberra. Mark W started with some comments based on historic records from the Daimler Club of WA. Those records included 2 SP250s not previously known in Australia. From the email exchange it seems clear that both cars, chassis 103858 and 101434 were originally UK cars but each at some time came to WA. Unfortunately we have no current information about these car but we can hope that, some day, one or both will turn up somewhere.

### 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)

## DAIMLER DISTRIBUTOR DRIVING GEARS.

I was pleased to read that Michael Barnes has available the distributor gear for the v8s.

The bevel gears in the earlier models, DB Consort Conquest etc have a problem that a few member owners have experienced due to gear stripping & the loss of distributor rotating.

The helical gear meshes with the camshaft & because of this form "Pull" into each other & don't have the strength of straight open gears but they are quiet compared to the open gear. Most engines of any make use this form of drive to the distributor.

Why do these gears strip? (even after long use). Called once to help a member who had this problem. I observed why this gear had stripped, it had not been in proper mesh with the camshaft. The gear is keyed to the driving shaft in a light press but has no locating face resulting in a trial & error method using engineers blue, inserting it into the engine by hand & examining the mesh, moving the gear up & down on the shaft until the correct mesh is made. Because of the fit to the shaft a press is required & so it becomes a workshop job.

The engine should be turned to top dead centre on No 1 cylinder, before removing the shaft as the slotted end of the shaft has to locate the distributor again to TDC with the distributor rotor pointing to No 1 spark plug.

John Steel,

Senior Technical Adviser to the Lanchester Project.

## WANTED TO BUY - SP250

This gentleman has contacted the club and is interested in buying a SP250. He is not currently a member of the car club but is interested in the purchase of a Daimler SP250. If any members know of a suitable vehicle for sale please contact Ron Chappell on 0408 466765 or by email on [ron@premierop.com.au](mailto:ron@premierop.com.au)

## WANTED TO BUY - PARTS FOR MAJESTIC MAJOR

Wanted: For Daimler Majestic Major

1. Water pump - complete without corrosion if possible.
2. Need Spare Rim - 16" - for spare tyre in boot. Missing
3. Chrome Trim for Rear Stop light ( largest round light which is red ) .

Please contact Ian Nicol on ph: 0409651035 or email [mts-aust@bigpond.net.au](mailto:mts-aust@bigpond.net.au)



## NATIONAL MUSEUM'S ROYAL TOUR DAIMLER

Today I spoke to the National Museum of Australia and found that they are planning at day when some of their important car exhibits will be displayed and driven around Wakefield Park near Goulburn..

The Royal Tour Daimler DE36 will be among the cars driving around the track. Our Club donated several thousand dollars to the Preservation Fund for this car and we have made several visits to see the car in the NMA workshop.

The date is Saturday 17 August 2019.

Other cars on display and being driven on the track will be a Brabham BT23, the Bean driven from London to Melbourne in 1927 by Frances Birtles , a model T Ford truck in Aeroplane Jelly livery, and several more.

There will be invitations to Car Club to visit Wakefield Park on the 17 August. There will also be a "Show 'n' Shine.

Flyers are in preparation but I suggest we start thinking about a club run.

My contact explained a plan to have a Drive in Movie show featuring car oriented movies at Wakefield on Friday Night. Some people may wish to stay on Goulburn on Friday Night.

Unfortunately the date coincides with the 2019 RACA Annual Motoring Dinner so the RACA group will not be making a run to Wakefield. Too bad because RACA also contributed to the preservation process.

Alan Hunt

## EARLY DAIMLER CARS FOR SALE

There are three early Daimler cars for sale or will go for scrap. The model years are 1909, 1910 and either 1908 or 1911. The cars are being stored in a container in Ballina NSW but need to be moved soon. Being made of wood the bodies no longer exist or at least are not with the chassis, but the engines and running gear plus all brass ware is still apparently in the container. Please contact Christine Lloyd on mobile 0403 333 346 or by email [chris.lloyd@westnet.com.au](mailto:chris.lloyd@westnet.com.au).

## SLEEVE VALVE ENGINE FOR SALE

A member of Motorlife Car Museum Kembla Grange advised that they have a sleeve valve engine, likely Daimler, down there that they want to get rid of if possible. Not sure of a price. Call Motorlife Museum down at Kembla Grange phone (02) 4261 4100



## DAIMLER/LANCHESTER NATIONAL RALLY APRIL 2020

Our web site is up and running <http://www.dlocrally.com/sa> and I have to say, thanks to Graham Emmett, our "English liaison officer and fellow committee member", it is sensational so you guys will have to get your skates on to get a booking done as there has to be a stage where we might have to say sorry we are fully booked. Yeah I know, no pressure!!!!!! I have also sent a separate invitation to the W.A members and have included N.Z also. I know that Graham will be attending and let's hope that a few more from the Land of Daimler/Lanchester will attend as well.

We are excited about the programme that has been organised and some information is included on the web site with the final detail to come later.

We would appreciate if you would spread the word and we look forward to having the event in South Australia.

## SP250 PARTS FOR SALE

The tonneau is new for RHD Dart with centre zip \$395

Front bumper with over-riders (not the eyebrows as they have been sold) - original unit that has been restored and re-chromed \$1995

4 speed original gearbox, clutch and pressure plate unrestored \$890

Contact Owen Seamons in Brisbane via email at [owen.seamons@laureate.edu.au](mailto:owen.seamons@laureate.edu.au)



## PARTS REQUIRED FOR A SPECIAL SPORTS PROJECT

The following is a list of unique to Daimler model parts I need to assist in the completion of my Special Sports. These parts were found to be missing either during move by previous owner or were lost/damaged during part restoration. I was hopeful that the previous owner could locate these items but as time passes I think not.

To assist, I have separately identified items that appear in the club's listed spares for a Special Sports and also for the Lanchester. If the club is willing to supply some/all of these items could a list of items willing to be provided and their total cost be forwarded thanks.

- Both Side panels to the bonnet. (2 pieces in total)
- The front valance of the car. (1 piece in total)
- Rear chrome bumper. I have brackets and over-riders. (1 piece in total)
- Heater/demister. (Complete unit)
- Inlet and outlet taps for heater demister plumbing at engine (2 pieces in total)
- Passenger's quarter window glass, mine cracked (1 piece in total)

**Note: These spares reported in Special Sports collection.**

- Both bonnet hinges. (2 pieces in total)
- Both boot lid hinges. (2 pieces in total) I have found 1 hinge badly rusted and seized.
- Two wheel studs and nuts. These are missing from my car. (4 pieces in total) May need to take whole wheel assembly to remove and spares also missing wheel studs.
- One short arm suspension damper. (1 piece in total) I have 3 log arm dampers and one short arm damper.
- Spark plug cover. Mine damaged but I have repaired it. (1 piece in total).
- Radio Amplifier. I have tuner. (TBA - May forego this item or install later transistorised unit )

**Note There are spares of these items in Lanchester Project.**

- One interior door handle. (1 piece in total)
- The trafficator switch mechanism is missing. (Several small pieces)

Graham McDonald - Home: (02) 9533 3128 Mobile: 0422 972 094

## THE LAST OF THE LANCHESTERS (PART 2)

Comfort, particularly over rough roads, was good for its day and the steering light and positive. The by then familiar semi-automatic transmission made the LD10 popular with driving schools. Despite a weight of 23 cwt, fuel consumption was a respectable 31-35 mpg. Top speed was in the upper 60s. although it seems unlikely that many were fully extended. Lanchester owners were more concerned with refinement and reliability. Having said that, the LD10 was expensive: by 1948 its price had risen to £927. By contrast, a husband and wife could each have bought themselves one of Morris's new Minors and still pocketed £200 change. But the car-hungry post war years ensured that the new Lanchester was destined to be the best-selling car in the marque's history, with output totalling 3050 units.

From June, 1950, the mass produced body was replaced by a more appropriate four-light confection built of aluminium by Daimler at Radford under the Barker name. BSA had acquired that august coachbuilder in 1940 and reestablished the business in Coventry. In that form, the LD10 survived until June, 1951.

The LD10's replacement, the LJ200, better known as the 14, had made its appearance at the 1950 Motor Show. Although the horsepower tax had been abolished in 1948, the name harked back to the popular six-cylinder 14 of 1937/39 vintage, and was no doubt intended to woo back some of Lanchester's traditional customers to the corporate fold. The specification accordingly echoed prewar values inside a modern styling envelope.

Like its predecessor, the 14 was all-new, although it incorporated cross-pollination with the products of its Daimler parent. As previously, the new Lanchester retained a separate box section chassis with a central reinforcing cruciform, whilst its Barker-built body had a rather Humber-like prow. The 14 reverted to the more traditional six- light body, although the rear side windows had been reduced to quarter-lights. Construction could be described as being semi-coachbuilt, with pressed steel panels cloaking the traditional wooden frame. Weight increased accordingly, with the 14 turning the scales at more than 28 cwt.

Unlike the LD10, with its noticeable absence of interior woodwork, a walnut facia and door cappings were immediately apparent in the new car. Although it was called a four-seater, two children could be squeezed in at the front as the separate squabs could be lined up to form a bench. There was, of course, no obtrusive central gear lever.

The 76 by 107mm, 1968cc four-cylinder ohv engine was new, although it followed in general terms the layout of its predecessor. It was effectively a four-cylinder version of the six which was to power the Daimler Regency saloon of 1951/52. Drive was conveyed to a hypoid rear axle via the familiar fluid flywheel and four speed pre-selector gearbox. Rather than being positioned to the right of the steering column, its quadrant was centrally located in a box in front of the driver. When a gear was engaged a spot was illuminated at night. The Autocar considered this 'a decidedly attractive refinement.' The independent front suspension differed from previous Lanchester practice in the adoption of square section laminated torsion bars, used in conjunction with wishbones. Brakes were of the rather old fashioned Girling hydro-mechanical variety.

On its announcement the 14 cost £1144, which placed the new Lanchester in the Sunbeam-Talbot 90 class. Right and left-hand-drive (LJ 201) versions were displayed on the company's 1950 Motor Show stand, together with a chassis. An example also graced in-house Barker's display. Although Lanchester proclaimed the new car was 'Lovely to look at - delightful to drive', Daimler took an age to get it into production. This did not begin until November, 1951, more than a year after its announcement.

Those customers who took delivery found themselves owners of a well- built conventional car weighing close on a ton and a half. Performance was accordingly far from sparkling, but on a good day the model could be wound up to about 70mph. It was perhaps for this reason that Lanchester did not allow the weekly motoring press to conduct an independent evaluation.



## THE LAST OF THE LANCHESTERS (PART 2)

The 1951 Motor Show marked the return of the Lanchester drophead coupe, which came complete with a power-operated hood. It sold for £1634, no less than £101 more than the saloon. But did any reach the public? Also at Earls Court, a still independent Carbodies (it would join the BSA stable in 1954) was displaying a bronze-hued de ville 14 convertible with green upholstery for £1684.

A more radical variation on the theme appeared in the spring of 1952 in the shape of the Leda saloon, intended as an export-only model. On 21st April, Lanchester's deputy managing director, R B Cole, drove the first example off the Radford production line. Although externally similar to the original saloon, it differed in having an all-steel body by Pressed Steel, so it incorporated no wood, which was a disadvantageous feature for export markets. It also possessed the virtue of being slightly lighter. In other words, the 14 echoed the LD10's bodily evolution, but in reverse. This approach even applied to the interior, which featured wood-effect grained metal. After completion at Cowley, the shells were painted and trimmed in a newly opened section of Daimler's works.

The first batch of Ledas was destined for Brazil; whether this South American country ordered any further supplies is debatable. Although there was talk of the factory being able to produce 200 a week, 10,000 a year, demand never attained anticipated levels and the model was discontinued in November, 1953. In all, only 2099 examples of the 14/Leda were built, of which 315 were equipped with left hand drive.

In the meantime a Daimler version of the 14 had been developed in a matter of months, to be launched in May, 1953. The outwardly similar 2.4-litre Conquest (DJ250) was powered by an improved six-cylinder (76 by 88mm) short stroke version of the Regency engine. It survived until 1956, two years after its Lanchester progenitor had ceased production, by which time 4568 had been completed.

The 14 lived on until July, 1954. Meanwhile Lanchester had launched a sub-species which did not progress beyond the prototype stage. The Dauphin, designated LJ 252 and available in right and left-hand-drive versions, was unveiled at the 1953 Motor Show and reflected the contents of Daimler's exclusive parts bin. A Hooper four-light, two-door, four-seater body of a similar style to Daimler's Empress model was grafted on to a 14 chassis, uprated with the Conquest's 2.4-litre twin carburetted six-cylinder engine.

The interior was accordingly a world away from the austerity of the Leda and LD10, and this was reflected in the price of £4010. Alas, the Dauphin remained yet another Lanchester might-have-been. One of the show cars was thereafter owned by Daimler's general manager, Richard Smith, its original Lanchester radiator replaced by a more appropriate Daimler shell. Smith, it should be noted, was Lady Docker's brother-in-law.

The next Lanchester was destined for a similar fate. Although its evolution was protracted, the mechanical specification was, on paper at least, more imaginative. Two examples, in right and left hand drive forms, of the Sprite were displayed at the 1954 Motor Show. Presumably Riley had never got round to protecting the model name, which eventually, of course, was appropriated by BMC. This car, designated LM150, was the first Lanchester of the Daimler era to feature unitary construction. However, the styling of the four-door saloon left something to be desired, containing unhappy echoes of the Morris Oxford Series II and Singer 1500.

In the interests of economy, it was also rather slab-sided, but a noteworthy feature was the bonnet/front assembly which was made in one piece in the manner of the Aston Martin DB2. In an effort to keep weight down to 21cwt, making it considerable lighter than the 14, alloy panels were adopted for the bonnet, boot and doors. Inside, a note of austerity was struck by the adoption of vinyl upholstery. However, the mechanicals were altogether more imaginative. The Sprite would have been the first British medium-sized car to incorporate automatic transmission, hitherto restricted to the likes of Rolls-Royce and Jaguar.



## THE LAST OF THE LANCHESTERS (PART 2)

Rather than relying on American Hydra-Matic or Borg-Warner designs, Lanchester opted for a four-speed unit developed by a British company, Hobbs Transmission, based just nine miles from Coventry at Leamington-Spa. It was the product of the fertile mind of Australian Howard Hobbs. A self-taught engineer, he had spent his formative years fruit-growing in South Australia, devoting his spare time to developing an automatic transmission. He had come to England in 1931.

The box was originally intended for use on a military personnel carrier, but the project was abandoned following a NATO amalgamation. BSA's plan, overseen by experimental engineer Dr J N H Tait, was to produce versions for the Sprite, the 2.5-litre Daimler Conquest and the 3.5- litre Regency. Lanchester was attracted to the design because it lent itself to lower-powered vehicles, as it did not use a fluid flywheel or torque converter. Instead, the Hobbs relied on hydraulically operated clutch plates to take up the starting load, with the epicyclic gear train actuated by servo governor devices. There were in all five clutches, two master and three subsidiaries, not dissimilar to disc brakes in action, which were required to operate the epicyclic gearing.

The Sprite's 76 by 88mm, 1622cc engine was, in essence, a four-cylinder version of the Conquest unit, and therefore some 300cc less than the 14. However, thanks to the ministrations of Harry Weslake, who improved the unit's breathing and overall efficiency, it developed about the same power. 60bhp at 4200rpm. Suspension reverted to conventional front coils and wishbones, while full hydraulic brakes were adopted.

Despite its show debut, the small Lanchester did not enter production in 1955; in August of that year BSA had taken a controlling interest in Hobbs. Instead, a modified Sprite appeared at that year's show with the promise of deliveries beginning in the middle of 1956. Once again, two examples were displayed on the Lanchester stand. They bore little visual resemblance to the cars that had featured at Earls Court in the previous year. Although still a four-door saloon, the styling was much improved. The roomier six- light design bore some similarity to the 14, which is not surprising as it incorporated a number of Conquest body panels, but the ingenious hinged front-end assembly had disappeared. Underneath, longitudinal torsion bars replaced the coil springs.

Sadly, the Sprite was destined to remain stillborn; only 13 examples of this phase two version were completed. There were, apparently, teething problems with the Hobbs transmission. When descending long, steep hills, hydraulic pressure dropped on the overrun and the lining could burn out. Meanwhile, on a broader corporate canvas. Lanchester had become caught up in the managerial maelstrom then engulfing the entire BSA group.

More copy coming soon...

Re-printed from The Automobile magazine March 2007

# 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 6th MAY, 2019.

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

**Apologies** : Colin Cox, John Hiscox, Victor Nash

Attendees as per list filed with Minutes

### **Previous Minutes:**

The Minutes of the previous meeting were published in the Magazine and taken as read. MSA that they be accepted as true and correct Mark and Merv.

**Business Arising from Minutes** : Nil

### **Correspondence:**

Various magazines were tabled from Alvis and Jaguar and handed to the Librarian for filing. Russell noted the Fair Trading Annual Financial Return for the Club had been completed, ready to go once our fee had been paid.

**Business Arising from Correspondence:** Nil

Alan H presented a written report with

Current Account Balance	6/5/19	\$8381:67
Current Term Deposit	6/5/19	\$10855:53

Alan noted he was still waiting for subs. From a new member although the application had been received. Moved Alan "that the Treasurer's report be accepted as true and correct and that the following payments be authorized- Dept of Fair Trading Fee \$82 Stationary \$36:72 Seconded Merv

**New Members:** Nil

### **Social Report:**

Warren noted that the clean-up day at Victor's went well with 6-7 people attending.

Ray noted that the Egyptian Room event was well attended and very successful. He also noted that an Open Day is coming up in November. Contact Ray for more details.

All other events are in the Journal and more details appear as the event draws closer.

The National Heritage event day was agreed to be held at Campbelltown Machinery Museum, starting at 9 am to the afternoon. Russell was to arrange a flyer email to members prior to the event via our webmaster.

It was noted that Howard Paslow had been in touch with Peter in regards next years National Rally in Adelaide with a link to the website to be provided.

### **Registrars:**

John S. noted he had an enquiry from a V8 Saloon owner as to why the rear tyres can often rub against the body spats.

He referenced wear in the axle/hub but with far greater detail than noted here. Please contact John S. for a full description.

# MINUTES OF A MEETING

## **Regalia:**

Ray raised the issue of what regalia needs to be re-ordered. Any ideas for new items etc. This will be discussed at the Club's next committee meeting.

## **Conditional Plates:** Nil

## **Technical & Spares:**

It was noted that a list of DB 18 Special Sports parts was presented by Graham McDonald for him to purchase.

It was a unanimous vote by those attending that the list was small and inexpensive. It was noted that in recognition of Graham's contribution to the Lanchester Project and to the Club generally, that the Club would not accept any payment for the parts. The list included the bonnet hinges that had been refurbished by John Robison for an English buyer. The buyer did not proceed with the purchase so it was agreed that Graham would be able to negotiate direct with John for their purchase.

Graham had also offered to pay for the insurance on the Lanchester now that it is a complete car.

It was unanimously agreed by those at the meeting that this was not expected nor appropriate in that that was clearly a Club responsibility.

Russell was tasked with obtaining a quote from Shannons for insurance to the value of approx. \$8000 as a "laid-up" car.

## **For Sale & Wants:**

It was noted that Warren was following up in regards the (3) Veteran Daimlers mentioned in the previous journal.

## **CMC Report:** Nil

## **All British Day:** Nil

## **General Business:**

A Committee Meeting was scheduled for Wednesday, 12th June, 2019 at 8pm to be held at Merv McDonald's residence.

Warren displayed a beautiful model of a DB18 Special Sports 1=18 scale which brought a renewed call for a "model display" general meeting event. This was received with enthusiasm.

Jim noted that there will be a special Guest Speaker at our next meeting on 3rd June and encouraged everyone to pass the word around for a strong attendance.

There being no further business the meeting was closed at 9:30 pm.

**THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 3rd JUNE, 2019 @ 8:00pm AT RYDE EASTWOOD LEAGUES CLUB.**

# 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.

## PARTS FOR SALE

These Century parts are on offer to any an owner that maybe interested @ \$25.00 each or both for \$40.00 plus postage regards Michael

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 larger 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.

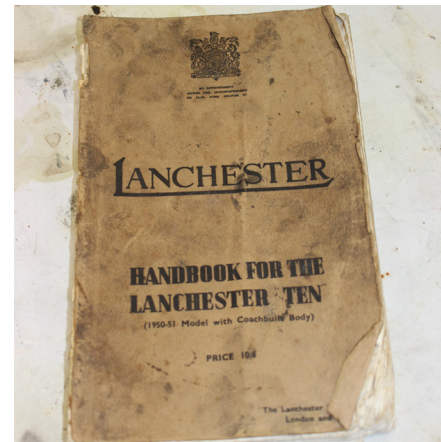
Ph Mike Horsley from Leisure Coast Limousine Service on 0419 495 496

Price is \$36,000 for both.



## FOR SALE

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)



## 1949 DAIMLER DB 18 CONSORT RESURRECTION

### PART FORTY TWO - FRONT SUSPENSION

**Denis Leys**

I cleaned up all the major suspension components such as coil springs and the transverse links in the vinegar bath. Apart from the worn bushes in the suspension arms (which I replaced), all the components were serviceable, and given a good coating of black epoxy paint.

Unfortunately, the king pins and bushes were worn and had to be replaced. I machined a special tool for both removing and replacing the bushes using my Press. Replacing the bushes was relatively straightforward, but the difficult part involved reaming the new bushes to fit the king pins. I have been told that reaming the bushes used to be done with hand reamer with pilot. This ensured that the upper and lower bushes were reamed in proper alignment.

Although I had the required reamer, I didn't have the necessary pilot. Instead I mounted the ream in the chuck of the lathe and used the lathe's live centre as a pilot. Operating the lathe by hand I was able to ream the upper and lower bushes to fit the new king pin. The King Pin kit came with new thrust buttons which must be reduced to the required thickness giving a two thou clearance between the bottom of the pin and the button (the button is housed in the bottom cap). In my case it was easier to reface the old buttons using the finisher, and an oil stone.

The spherical bearings which attach to the transverse links, only required adjustment using the shims contained in the ball housing.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 42](#)



## 1949 DAIMLER DB 18 CONSORT RESURRECTION



# THE LANCHESTER PROJECT

**Friday 3 May** - Present Jim Gellett, Merv McDonald, Bob Aylward and Linden Braye. The Lanchester is being kept at the premises of Russell and Jenny Turner. To date Russell's involvement has been limited to the construction of a carport for the car weekly hosting of or merry group and also the occasional full club event. Today we had to call on Russell's wood working skills, with Merv and Jim's assistance, to cut out a ply wood surround for the roof lining at the back window of the Lanchester. To make matters worse it was raining and Russell needed to run between sheds to get various tools etc. So by lunchtime Russell was not only wet but covered in a coating of saw dust. He really knows how to get involved.

Meanwhile, Bob, Linden and I installed and wired in the rear separate amber indicator lights. We also wired in the oil pressure sender unit and part installed the windscreen wiper mechanism. Unfortunately the rubber mounts for the wiper motor are missing and so the motor itself could not be installed.

After lunch Russell, Jim and Merv continued with the shaping of the panel for the rear window. Linden decided to wash down the rear glass which had not been cleaned for years by the look of it. Bob and I went around the car and all the remaining screws for the door locks and also the window tops, which had previously been misplaced.h

Before packing up, a timely email from Richard Thwaites regarding a potential wet weather problem with water entering the cabin via the heater box prompted Jim to check out our heater box. This is quite an easy task without a dash board and also the Lanchester's heater box still to be re-installed. We will use clear plastic piping that should suit the drain and we will also water test the heater box for any additional leaks prior to re-installing. If you are aware of any other problems that may relate to this vehicle design, Lanchester or Daimler versions then please let us know.

**Friday 10 May** - Present Merv McDonald, John Steel, Linden Braye and myself. On the way up, Merv and I picked up the new carpet and trimmed front seats from the trimmers. We then checked out the rear window glass and seal and found that this needs to be installed from inside the car. We also found that the timber ply wood surround had been cut too large so this would need to be re-cut. Mean while Linden and John set about installing the upper door rubber seals.

**Friday 17 May** - Present Merv McDonald, Linden Braye and John Steel. The focus today was on getting the engine running again and also re-connecting the fuel line to the fuel tank. It had been some time since the engine had been run and it is still working through its temporary wiring/choke/accelerator set-up making it a little more difficult to start and operate at the moment. Still once started the engine ran well and is extremely quiet at idle.

**Friday 24 May** - Present Jim Gellett, Bob Aylward, Merv McDonald, Buffy (Merv's dog) and myself. Today it took three of us, but we installed the rear window glass. Two were needed to hold the glass against the window opening, and the third to pull the string and ease the rubber seal into place. It didn't take long, but was complicated by having a design where the glass sits on the inside of the body.

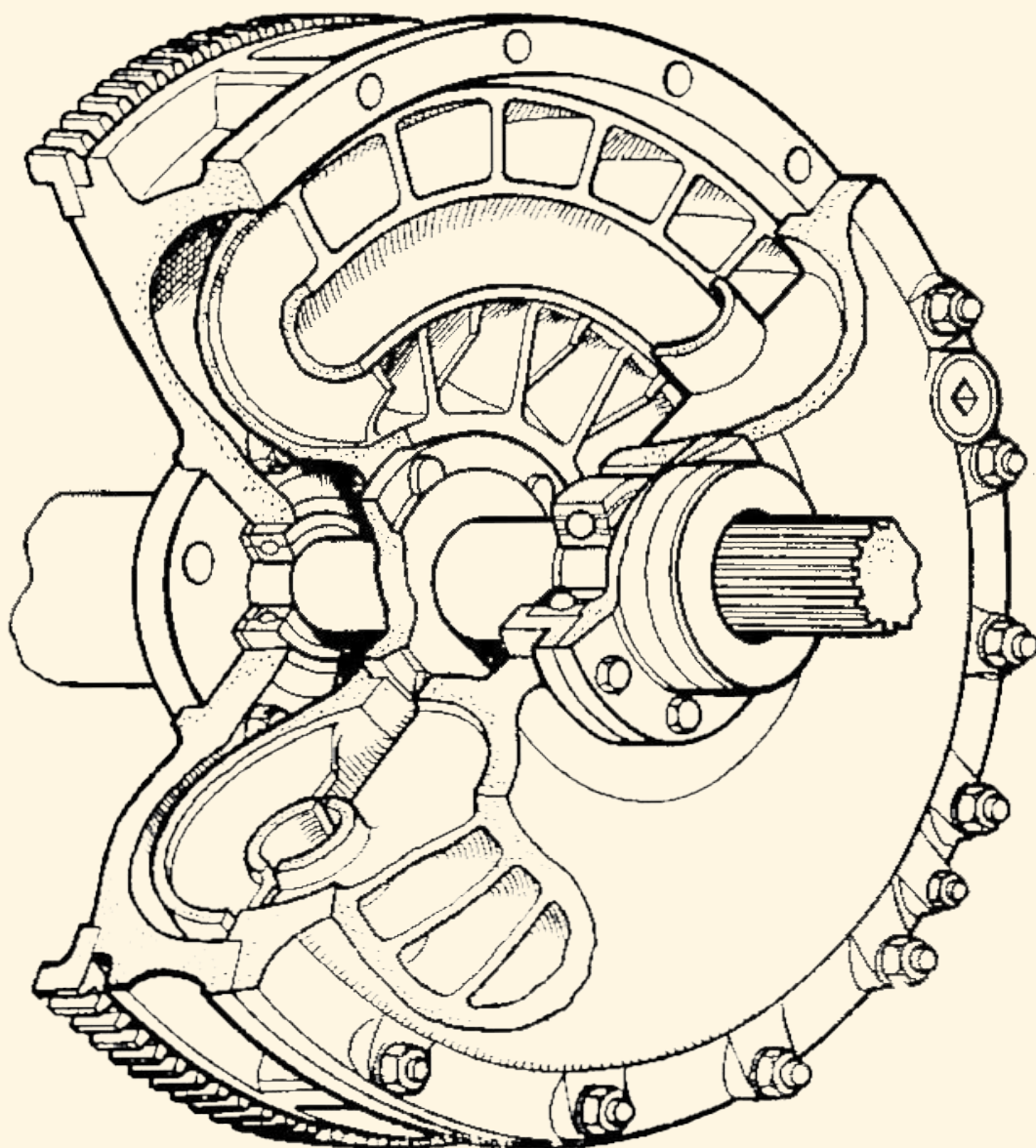
## THE LANCHESTER PROJECT

We then moved on to start installing the roof lining. The style of rear window treatment that Jim wants the car to have is very difficult to achieve as it uses concealed fixing of the window surround. This means a fair bit of trial and error and so needless to say we did not get it sorted out today but we should have it right next week.

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







Please address all correspondence to:

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[www.dlocaustralia.org](http://www.dlocaustralia.org)