

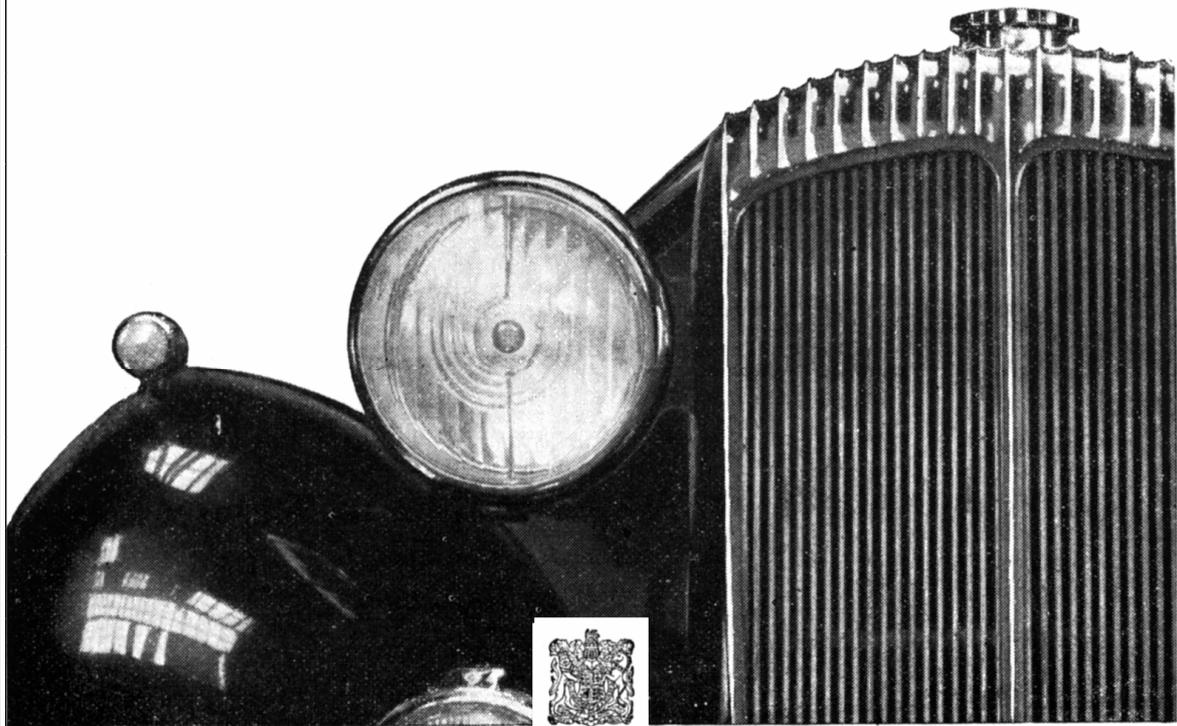
October, 2013

# Fluid Driving

The Official Journal of the

**Daimler** & *Lanchester*

Owners Car Club of Australia, Inc.



BY APPOINTMENT

President	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Vice President	Victor Nash	9958-8032	to victornash@gmail.com
Secretary	Russell Turner	0419 980030	rturner.architecture@gmail.com
Treasurer & Historian	Ian Fletcher	9411-8138(H)	isfletcher@bigpond.com
Events Co-ordinator	Graham McDonald	9533-3128 (H) 0422 972094	grahjoan@tpg.com.au
CVVTMC Delegate	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Editor	Chris Cole	02 9655 1111	chriscole49@gmail.com
Committee Members	Warren Cole Peter Grant Lynden Brae Bob Aylward Graham McDonald	9655 1111 9371 9049 (H) 9550 5496 9670 1625 9533-3128 (H)	chriscole49@gmail.com peter@schwartz.com.au  grahjoan@tpg.com.au
Technical & Spares	Contact	Marque	Registrars
Conditional Plates Registrar	Warren Cole	9655-1111	chriscole49@gmail.com
Librarian	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Regalia	Amanda Hiscox John Steel	0411680007 9634-7101	
Publicity Officer	Wingham & Dulcie Keesing	9759-2812(H)	

**Our Next Meeting**  
**8 pm Monday 4th November, 2013**  
**at Ryde Eastwood Leagues Club,**  
**Ryedale Road , West Ryde**

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

**\$20 JOINING FEE**

**\$50 STANDARD MEMBERSHIP**

**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

DLOCCA WEB SITE  
[www.dlocaustralia.org](http://www.dlocaustralia.org)



9th—10th November	<b>Presidents Weekend in the Blue Mountains.</b> See details in the Presidents Report.
Saturday 30 November	<b>Darters Christmas Lunch</b> at Waterview Restaurant, Berowra. Price \$55 per person for a sea food buffet not including beverages. Please make you bookings with Graham Paterson or Faye Chiswick 4945 4456 or <a href="mailto:faye.chiswick@bigpond.com">faye.chiswick@bigpond.com</a>
Sunday 8th December	<b>DLOCCA Christmas Party</b> — At the home of John and Chris Hurst. 30 Pitt Town Road, Kenthurst. From 11.30am Please contact Chris Hurst on 96542407 to arrange catering contributions. BYO drinks, chairs, cutlery and crockery Bring donation for the raffle and a present per person to put in the Christmas Boxes <b>JOIN US FOR A FUN DAY</b>
January Tues 7 Jan	from 5 pm - <b>Cocktail Cruise</b> – Details in December Fluid Driving
Sun 26 Jan –	<b>Sydney CARnivale</b> – Australia Day Car display and Concours d’Elegance. The closing date for all entries is Friday 8 November 2013 or earlier if the total allocation of space has been filled. If you have any questions about the event please contact the CARnivale Vehicle Co-ordinator John Flower
February Sun 9 Feb	<b>Breakfast Run</b> – Kurrajong area proposed. More details to follow. Contact Warren Cole (02) 9655 1111 (H)
March Sun 9 Mar	<b>Train Works</b> – Thirlmere Railway Museum Meet at McDonald’s George Hunter Drive (off Camden Valley Way) Narellan at 9:00 am for 9:20 am departure, arriving at the museum at 10:00 am. For route details click on the link <a href="http://binged.it/1aafbfs">http://binged.it/1aafbfs</a> . Visit the museum and/or take a 50 minute steam train ride. Rides depart 10.30am, 11.45am, 1.15pm, and 2.30pm. A café and picnic and barbecue facilities are provided. Tickets are available on the day and concessions prices are also available. See <a href="http://www.trainworks.com.au/">http://www.trainworks.com.au/</a> Contact Graham McDonald (02) 9533 3128 (h) mobile 0422 972 094



Christmas is approaching rapidly and we have all the yule tide festivities getting underway in the next month. The Canberra Centenary event has come and gone and was well attended by DLOC members and enjoyed as reported elsewhere in magazine.

There is still room for anyone wishing to attend the President's Weekend on Nov. 9/10. Just contact me for details. All are welcome and a good time is assured. Don't forget the Christmas Party at the home of Chris and John Hurst. This always a great day and a wonderful opportunity to get together with old friends and fellow Daimler lovers.

While on the subject of meeting old friends there are a good many of you out there that we haven't heard from for some time. Drop us a line by phone or email to let us know that all is OK and don't hesitate to forward any suggestions on interesting places that you feel could be a venue for the club to go. The committee is currently putting together a program of events for next year, and any suggestions will be appreciated as the club has been around for a long time and it's probably a good time to take onboard ideas from our newer members.

I am definitely not saying that we are getting into a rut but we should always be open to new ideas. If you haven't been to any events recently, please contact me and have a chat about your expectations from the club. The committee is eager to hear from you. Maybe you simply need to get to know us as we are a very friendly bunch with one important common interest, DAIMLERS.

Ian Fletcher is vacating the Club Treasurers Office in march next year and we desperately need someone to come forward to take on this very important job. Ian will provide all training and he assures me that it is not a complicated or difficult task but not unlike your personal financial records, the books need to be kept accurate and up to date. Please give this some thought as it would be an excellent way of putting something back into the club.

I am looking forward to catching up with many of you at the Mountain Heritage and Yester Grange soon.

Kindest regards,

Merv.

## Daimler : The Early Days

### The Oldest car manufacturer in the UK is still in business

From *Jaguar Heritage Archive* Issue 37 2007



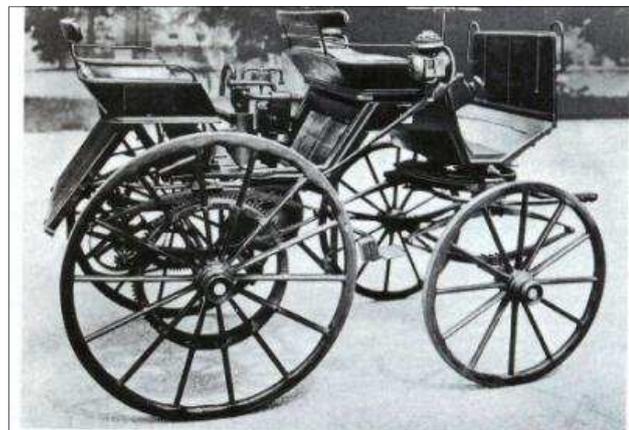
**An Improved Daimler Motor Phaeton with a 3hp engine. Capable of 4—18 mph at 1/2d a mile and able to climb a 1 in 8 gradient with 4 passengers £200 says a note on the back of the original print.**

The end of May 2009 the last Daimler X350 came off the production line at Castle Bromwich, it was built for a dedicated Daimler enthusiast and supporter of the JDHT. A few cars back on the line were examples of the new Jaguar X358, the revamped XJ, some of which will be Daimlers Why is there still such a fascination for a brand name that is well over 100 years old and one that has been a part of Jaguar Cars for nearly fifty years? The answer must be with the long lineage and rich heritage that comes with the Daimler name. Surprisingly it is not a name that has been forgotten unlike some of its contemporaries. Even less costly British cars such as Austin and Morris once a common

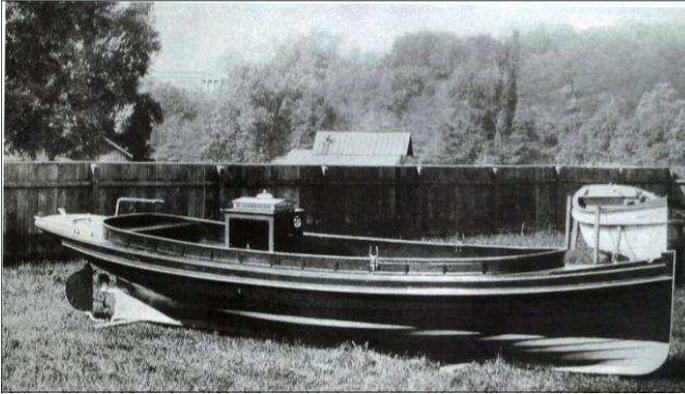
sight in all parts of Britain and the Empire are distant memories. Daimler has a certain cachet perhaps because with Benz it is the oldest name in motoring. Today the mighty Daimler Chrysler Corporation owns Mercedes Benz and Ford own Daimler; There is no connection between the two Daimler names and in the UA, just -to cause confusion, Daimler Chrysler is abbreviated to simply Daimler. Consequently, it seems unlikely that any Castle Bromwich Daimlers will be seen in the major cities of the US.

### Early Days

One of the true pioneers of the internal combustion engine was Gottlieb Daimler, who was born in Schorndorf-Wurtemberg near Stuttgart in Germany on March 17 1834. At an early age Daimler showed an interest in the new mechanical inventions that were creeping into daily life. He was very bright and by the age of thirteen he had completed his six years of primary studies in Latevnsckuie where he also attended additional drawing lessons on Sundays and expressed an interest in engineering The next year he was apprenticed to a local



**The first Daimler of 1886 with the upright engine visible at the left driving the rear wheel via a belt system.**



In 1891 the Daimler Company of Cannstatt loaned Simms this 2hp launch for use on the River Thames

gunsmith and with his teacher Riedel built a double-barrelled shotgun. However much as he enjoyed the work at the gunsmith's, Daimler was frustrated by his general studies as he really wanted to pursue a career in engineering. In 1852, aged eighteen, he finally decided to take up mechanical engineering and left his hometown.

Gottlieb Daimler took up his first mechanical engineering work in industry at Graffenstaden, but

abandoned it in 1857 to begin studies at the Stuttgart Polytechnic. He also took a job with a Strassburg steam engine factory while he completed his training as a mechanical engineer at the Polytechnic. During his time at Stuttgart he was introduced to the more advanced and highly developed levels of machine construction in Britain. He returned to Strassburg in 1859, where he continued with his work as well as experimenting with engines of his own design. Daimler identified the need for a small, low-power engine capable of economic intermittent operation, but he felt suffocated by the lack of progress and, in 1861, he left to tour France and England. In Paris he saw E. Lenoir's revolutionary new gas engine and in England he saw the many gas and steam-driven engines that were used to power the factories. In the United Kingdom, Daimler helped start engineering works in Oldham, Leeds, and Manchester (with Joseph Whitworth).

On his return to Germany in 1863, Daimler joined Bruderhaus Maschinen-Fabrik in Reutlingen as manager and there met Wilhelm Maybach, with whom he was to collaborate closely for the rest of his life. By now, Daimler's name and fame as an inventive engineer had spread and, in 1869, he was head-hunted (to use a modern term) by the Maschinenbau Geselisehafi in Karlsruhe where he became a director. Three years later he joined Gasmotoren-Fabrik in Deutz as chief engineer and together with N. A. Otto and Eugen Langen he perfected the Otto atmospheric (oil) engine. The success of the engine encouraged the Deutz board to ask Daimler to develop a petrol-powered version, but this idea was dropped in favour of commercial exploitation of the four-cycle Otto engine. Their action spurred Daimler on and, in 1882, together with Maybach, he set up a factory in Stuttgart to develop light, high-speed, liquid petroleum-powered internal combustion engines. At that time, gas was the preferred source of fuel but as it was not easily transportable, engines remained static. The two men had a clear vision right from the onset that they wanted to make engines for use in powering a vehicle. This is the first instance where an engine was specifically designed for such an application rather than as an afterthought.

### Successful Engine

During early bench-running trials it would appear that keeping the engine running was a problem and that ignition trouble was the root cause. They had tried the Deutz ignition system, which was rather crude but in the absence of anything better had become the accepted method. The Deutz electric method fired an explosive mixture by mechanically



The only serious challenge to Daimler's engines was Karl Benz' three wheeled car . This replica is on display at Gaydon.

opening a small sliding trap-door in the cylinder at the crucial moment to expose the flammable gas to a naked flame. Frederick Lanchester's ignition system was far more efficient, but Deutz had developed their own method along his lines without infringement of patents. Daimler was not impressed and set about designing his own ignition system, which kept some features of the Deutz method. Daimler retained the burner outside the cylinder, but used it to raise a glowing hot hollow platinum tube right into the combustion chamber; as the piston rose in the cylinder the gas or petrol and air mixture was

forced into the hot tube and detonated. It was far more reliable and quite simple; Daimler filed a patent in 1883 to cover the new ignition system.

Daimler and Maybach also turned to the problem of the rather crude liquid petroleum or *Benzin* that was available and experimented with various combinations, they found that the best combustible mixture was 91 per cent air and nine per cent petrol with a specific gravity of 0.68 g/cubic cm. In 1885, they created a carburettor which mixed *Benzin* with air allowing its use as fuel.

Both Maybach and Daimler worked to reduce the physical size of their engine and to increase fuel-economy; by 1885 their first operational petrol-powered air-cooled engine (Patent 36-423 Impff & Sohn 'Vehicle with gas or petroleum drive machine') was running and for test purposes it was fitted to a specifically designed motorcycle. This vehicle was named the *Reitwagen* (riding car) and Maybach rode it for two miles (three km) alongside the river Neckar, from Cannstatt to Untertürkheim, reaching 7 mph (12 km/hr).

Also in 1885 Karl Benz built a three- wheeled motor-waggon and was granted a patent for it dated January 29, 1886.

Daimler and Maybach had abandoned the existing conventional, open, horizontal type engine design with an external flywheel and designed the engine to stand upright with an internal flywheel. The casting was sealed against oil and dust, a must for the dusty roads of the time. Daimler's engine was modest in output at 0.5 hp (0.37KW), with a cubic capacity of 164cc; it weighed 130lb (60kg) and produced 700 revolutions per minute. In comparison, Deutz gas engines had a top of 180 rpm.

Daimler's motorcycle became quite a familiar sight around the town, but already work was in progress was a more powerful, water-cooled engine.

Within a few months, the new engine had



Another early UK registered car is this Daimler engine Panard et Levassor of 1886



**December 1895 Frederick Simms sits at the tiller of the first Cannstatt-Daimler to be imported into Britain.**

been bench-tested and fitted in to a stagecoach made by William Wafer and secretly bought by Daimler and Maybach on March 8, 1886. Neighbours were told that it was a birthday gift for Mrs. Daimler. Maybach supervised the installation of the larger version of the upright engine into the carriage and it became the first four wheeled vehicle to reach 10mph (16 km/hr). This engine was equipped with a

carburettor and was built into a wooden frame. This new engine had a higher output, probably 1 hp (0.76KW) and power was transmitted by a set of belts. In September 1886, Daimler and Maybach made their first trip around Bad Cannstatt in this vehicle to the amusement and fascination of the locals. Like the motor cycle, it was also tested on the road to Untertürkheim. Nowadays, built-up and quite unrecognisable as once open countryside.

However, the power output of the engine was not really sufficient for a road vehicle and Daimler turned his thoughts to motorboats and to developing a more powerful engine. He did sell some of the small engines to tramway companies, but as cheap electrically-powered motors became available the petrol engines fell out of favour.

While work was in progress with a more powerful engine, Daimler installed the 1 hp unit into a small motor boat for tests at Cannstatt, but he needed to show the engine and boat off to a wider audience. Work commenced on building a larger motor launch with ten seats and a new two-cylinder Vee-engine of about 2 hp (1.5kw) was fitted. On October 13, 1886, he gave demonstrations on the Waldsee in Baden-Baden, the spa town that was a favourite fashionable resort. All the civic dignitaries attended and the event was front page news the next day. Daimler took the tiller of the Reins and was kept busy all day. A newspaper report states that the *'engine is positioned in the middle of the boat and takes up little space; equally, the mechanism is also positioned in a practical, simply constructed space and sets the craft in swift and steady motion. The motor functions smoothly and with negligible noise. The speed is considerable and the manoeuvrability is light and sure. Despite the lake being 3,600 square metres, the boat shot through the water as swift as an arrow. Mr. Daimler was awarded full recognition of his handsome invention.'*

In 1887, Daimler purchased a small factory in order to produce and sell the successful 2 hp engine. Although he still wanted to design and manufacture a motorcar of his own he had to be patient and concentrate on boats. Daimler engines were used in many craft, including racing boats that Maybach and he entered in regattas. Their boats were the only examples



The Great Horseless Carriage Company was renamed the Motor Manufacturing Co. Ltd and produced MMC cars that were indistinguishable from Daimlers.

powered by petrol, all others were steam-driven and Daimler wanted to show that petrol or *Benzin* was a safe and cheap option. To do this he even, unofficially, took his new 2 hp launch *The Seven Swabians* to join a line-up of steam boats at Hamburg harbour when the Kaiser arrived on an official visit in October 1888. Moving swiftly, quietly and without belching smoke from a funnel, the launch caught the eye and made the next day's papers. Interest in Herr Daimler's petrol engined boat was increasing.

### English Connection

That same year, a young Englishman, Frederick Simms, who had been born in Hamburg, was visiting the Bremen Exhibition. He was captivated by the small ten-passenger rail cars that were busily taking visitors around the Exhibition showground. Simms had been looking for a small self-contained power source for a venture that he was hoping to market. This was an overhead passenger cable-borne carriage system that would give visitors to exhibitions, showgrounds and funfairs the sensation of flying. He enquired about the rail cars and was told that the engines were made by a man called Daimler. Simms lost no time in seeking out the inventor, who, though he was twice Simms's age, recognised a kindred spirit. Daimler explained what he was trying to do and the problems that he was encountering, especially with the steamboat lobby. He also told Simms about his work on a new engine for a road carriage, which was then in-build so it must have been seen by Simms. One suspects that it was Simms who suggested the Hamburg harbour showing and probably went along to see the fun.

Maybach and Daimler continued with the development of their new two-cylinder Vee engine and fitted it to a motor waggon of their own design. Although Daimler had set out from the onset to produce an engine specifically for a 'horseless carriage', he did not spend as much time on the design of the actual carriage. This drew heavily on the standard carriages of the day, modified only for steering purposes and for the engine, which was mounted under the rear floor. However, Daimler's car was practical and he exhibited it at the Paris Exhibition. Although it did not create much interest with the visiting public as he would have liked, it did, however, attract Messrs Panhard and Lavassor, who developed the Daimler engine under licence in France and began to manufacture automobiles of their own in 1891. Frederick Simms had, by now, really got to Gottlieb Daimler and was most interested in business with the German engineer. He was involved in another jape that Daimler played his new boat at some military manoeuvres in Potsdam. Daimler's boat was capable of a speed of 12 knots and he announced his intention of demonstrating the vessel on the Wannensee near the Kaiser's palace at Sans Souci. Unfortunately, Daimler had already sold the boat and the new owner was displeased that it was going to be used to upstage the official demonstration by the Marine Salvage Corps in front of Kaiser Wilhelm II. He issued a writ to stop Daimler, but the vessel was already on the lake and making great progress with Simms, Paul and

Gottlieb Daimler on board. An official trying to serve the writ set off after the Daimler, but he was in a slower steam-powered launch and simply could not catch up. The writ was not served. Watching the spectacle was the Kaiser and he was very interested in the Daimler, so much

so that he invited Simms to explain the petrol launch to him. History does not record what the customer of the Daimler launch had to say about the episode. He was probably pleased that his boat had attracted the attention of the Kaiser.

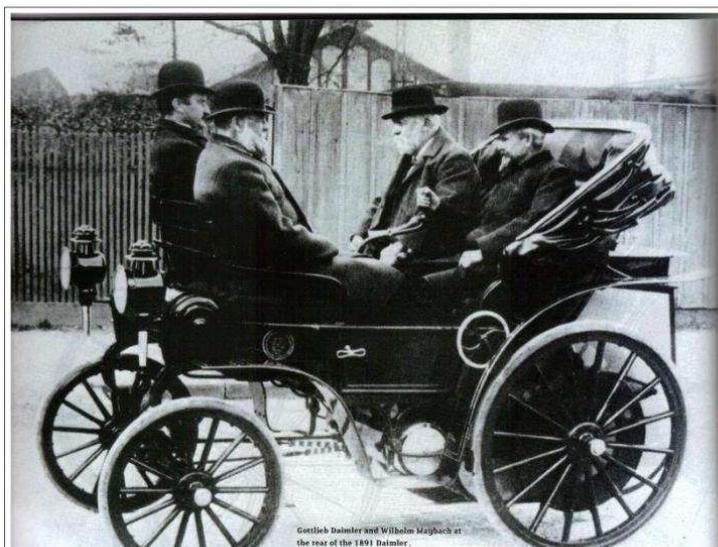
### **Developing the Concept**

Although their engines were successful, Daimler and Maybach were struggling financially, they were not selling enough engines or making enough money from their patents. Word got about and two financiers and munitions makers, Max Von Duttchenhofer and William Lorenz, along with an influential banker Kilian Steiner, agreed to inject some capital and, on November 28, 1890, converted the company into a public corporation named the Daimler Motoren Gesellschaft (DMG). Unfortunately, the new financiers knew nothing about engines and had no faith in automobile production, they put restrictions on Daimler and Maybach and even considered merging DMG with Otto's Deutz-AG. Things deteriorated and the plans that Daimler and Maybach produced to build automobiles were coolly-received by Duttchenhofer and Lorenz. Maybach was denied a seat on the Board and on February 11, 1891, left the Company. He continued his design work as a freelance in Cannstatt from his own house, with Daimler's support, moved to the closed Hermann Hotel in the autumn of 1892 using its ballroom and winter garden, and employing twelve workers and five apprentices.

Meanwhile, Frederick Simms decided to take up an agency for Daimler engines and acquired the British rights. A letter written by him on February 8, 1891, to his London solicitor contains the first recorded use of the term 'motor car'. 'I have started a department for petrol motor boats and cars, he wrote, "and I have concluded an agreement with the Daimler Motor Company of Cannstatt which has just been turned into a limited company. I am going to exhibit a motor car at the German Exhibition at Earl's Court, London, and I want to run a beautiful motor boat on the Serpentine to show the grand thing in England which I have secured. The motor is unequalled, no smell, quite dangerless, fifty per cent cheaper than all other motors and with a very small consumption, viz 2 lbs. per horse-power hour).

Daimler appointed Simms as their British agent and, as a show of good faith, decided to lend him one of their motor launches. This was a good move as the existing Locomotives on Highways Act in Britain made it virtually impossible for Simms to import a Daimler Motor-Wagen (motor-car) for demonstration purposes. For the Earl's Court Exhibition a single Daimler 1 hp engine was shown on the Dresden stand driving a chocolate-making machine. Not quite what Simms had in mind. Undaunted, he despatched his German mechanic Johann van Toll to make ready the Daimler boat, which was operational by May 1892 on the River Thames by Putney Bridge.

The Daimler agency proved so successful that in 1893 Simms founded the Daimler Motor Syndicate. Two years later, Simms announced his plans to form the Daimler Motor Company Limited, to build Daimler engines in this country. The motor launch business flourished and Simms rented a railway arch as a workshop, beneath Putney Bridge Station, for £25 per annum. One of those who has purchased a Daimler engined launch was the Hon. Evelyn Ellis, a wealthy landowner. He also purchased a Daimler-powered Panhard



Gottlieb Daimler and Wilhelm Maybach at the rear of the 1891 Daimler

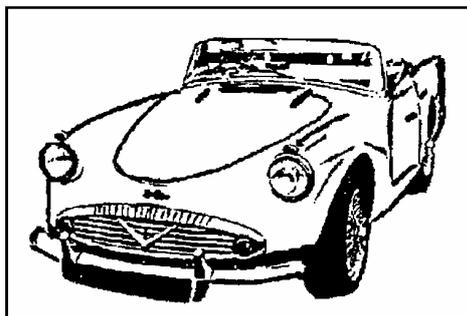
Levassor in Paris and for some time kept and drove it in France. On July 3 1895, after it had been licensed by Daimler Motor Syndicate, it arrived in Britain. Ellis drove the 3 ½ hp car from Southampton docks to his home at Datchet in Berkshire. Later, Ellis would make the first long journey by car in Britain when he drove a Coventry-built Daimler from his home to the Malvern Hills. The stage was now set for cars to be imported and manufactured in Britain.

Frederick Simms deserves to be better remembered for his part in bringing the motor car to Britain, but these days his name has been

overshadowed by others and is known only to historians. Simms was poorly treated by a dastardly opportunist named Henry Lawson. He headed a private syndicate that made an offer of £35,000 for the British Daimler patent rights. As the British Motor Syndicate Ltd. they took over the rights and Lawson emerged as the driving force. He set about exploiting the patents and floated the Daimler Motor Co. Ltd, which was registered on January 14, 1896.

A disused Coventry cotton mill on a 13-acre site was taken over and plans to produce Daimler cars were put into place. Simms was retained as consulting engineer and was joined by James Critchley as works manager. Gottlieb Daimler was appointed a director, but only in name, he did not take an active part in the English Daimler Company.

Simms drifted away from the company he had helped create, but pursued other interests and never stopped inventing. He formed the Motor-Car Club, which had organised the first London- Brighton Run in November 1896, but that became a soapbox for Lawson and in 1897, Simms founded the Automobile Club of Great Britain and Ireland, A decade later, the patronage of King Edward VII transformed the ACGBI into the Royal Automobile Club, Simms also designed the first petrol motor mower, made by Ransome, Simms and Jeffries. In 1902, concerned by the random motor shows that were being held around the country, he established the Society of Motor Manufacturers and Traders. His quick brain also saw the possibilities of mechanised warfare before others, and in 1899 he built a lightly-armoured quadricycle with quick-firing gun and later he designed an armoured "war-car", a sort of ancestor of the tank, The Simms Manufacturing Company produced engines of all sizes, and Simms Motor Units, which he ran until 1935, specialised in ignition, lighting and starting equipment. Frederick Simms continued working as a consultant, and died in 1944 at the age of 80. His mentor Daimler had died in 1900, but the latter is still remembered in Germany, while Simms has been largely forgotten. The story of the early days of Daimler in Britain will continue in a future issue of Jaguar Heritage Archive.



The October Darters meeting was held at “The Drop”, Calabash Track, Arcadia, the home of Warren and Chris Cole. Twelve members gathered around the antique table but only after a tour of their extraordinary house, an inspection of their various collectables and a tour of the car and bike collection. Since our last visit the dinning room has been completed and furnished and the car collection has multiplied. Moreover there is a whole new workshop with four cars under repair or restoration.

Warren’s car and bike collection is full of interesting items but the Darters paid special attention to the Edward Turner motor bikes. We also took special interest in the BSA Scout which we look forward to seeing as a completed restoration at the DLOC National Rally in Loxton, SA. next April.

Which brings us to the Daimler and Lanchester Car Clubs National Rally. These rallies are held every second year and are usually hosted in turn by Victoria and NSW. . However this time, 2014 the hosts will be the Daimler owners of South Australia. The Rally will be in and around Loxton (a little south of Renmark) and arrival day will be Thursday 3 April. Departure day will be Monday 7. Carolyn and I have signed up and it would be great if we can have a good turn out of SP250s from NSW., Details of the rally, accommodation and prices are include in the new DLOCA web site, [www.dlocaustralia.org](http://www.dlocaustralia.org)

Which brings us to the new DLOCA web site. I suggest you check it out. I understand that there are big plans for further development of the site which will become highly interactive. A great leap forward to modern communications technology. . We need to provide some additional SP250 information. There are only three SP250s among the members cars including one that is out of date.

### **SP250 Register Meetings and Runs**

The 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.

**Saturday 16 November** – Run to Appin, Macquarie Pass with lunch in Berrima. This run to be managed by Merv McDonald. Please let Merv know if you will join the run. Merv’s email is [merv.mcdonald@gmail.com](mailto:merv.mcdonald@gmail.com) or phone either 0417 429573 or 9670 6797.

**Saturday 30 November** – Darters Christmas Lunch at Waterview Restaurant, Berowra. Price \$55 per person for a sea food buffet not including beverages. Please make you bookings with Graham Paterson or Faye Chiswick 0427 454456  
[faye.chiswick@bigpond.com](mailto:faye.chiswick@bigpond.com) **The deadline for bookings is Sunday 10 November.**

**Saturday 18 January** – 8:00am breakfast on ground floor level of Waterview Restaurant, Berowra. Please let Chris Cole know if you plan to join the breakfast. (phone 9655 1111)

**Friday 7 February** – Meeting at the home of Cameron and Anne Norgrove, 7 Summerhayes Rd, Wyee, phone 4357 1188. Arrive early for a swim and a BBQ prior to the meeting. Cameron and Ann’s email is [camann.n@gmail.com](mailto:camann.n@gmail.com).

**Weekend March** – Traditional O’Connell weekend to be confirmed.

**3 to 7 April** – Daimler National Rally, Loxton,

**Friday 11 April** – Meeting at the home of Merv McDonald, 4 Grebe St, Erskine Park, phone 9670 6797, 0417 429573 or email [merv.mcdonald@gmail.com](mailto:merv.mcdonald@gmail.com)

**Saturday 17 May** – Run to Mountain Blue Café, Glenbrook, for breakfast. Please advise Mark and Tracey Brooks by 7 May if you plan to join the breakfast as bookings are needed. Mark and Tracey's home number is 4739 1589 or 0430 070085 or email [dsp250@iinet.net.au](mailto:dsp250@iinet.net.au)

**Weekend 20.21 September** – Proposed Canberra weekend

Darting Off

Alan

Phone 02 9651 2961 or 0438 290639

E-mail [hunts@optushome.com.au](mailto:hunts@optushome.com.au)

**WRINKLE GRILLE - The  
DLOCA Puzzle**

**Answers to the September WRINKLE GRILLE**

**From the photograph taken at Motorfest 2011**

- Q1. What was the name of the maker? Humber  
Q2. What was the model name? Super Snipe MK IV  
Q3. A year of manufacture? 1952 to 1958

**THE OCTOBER WRINKLE GRILLE**

**From the photograph taken  
at All British Day 2012**

- Q1. What was the name of  
the maker?  
Q2. What was the model  
name?  
Q3. Can you name the body  
designer?



**DAIMLER & LANCHESTER OWNERS CLUB OF AUSTRALIA INC**

Held at Ryde Eastwood Leagues Club on Monday 7<sup>th</sup> October 2013

The meeting commenced at 8.08pm with the President on the chair.

**Apologies:**

Peter Grant, Ron Mallett and Russel Turner

**Previous Minutes:**

The minutes of the September General Meeting were tabled and were taken as read.

Moved: Graham McDonald Seconded: Bob Aylwood “that the minutes be accepted as a true and correct record of that meeting” Carried.

**Business arising from the Minutes:**

Nil

**Correspondence:** Letter from Lee Singleton re DE36  
Invitation to attend the Shannons Post Vintage Capital Tour on the 14<sup>th</sup> 15<sup>th</sup> and 16<sup>th</sup> March 2014. This is for vehicles first registered between 1. 1. 31 and 31.12.49. An entry form has been included and the cost is \$70/vehicle with the dinner costing \$35 /head.

**Business arising from the Correspondence:**

Nil

**Treasurer’s Report:**

The balance of the account as at the 7<sup>th</sup> October 2013 is \$15907 including the \$10,000 in Term Deposit, which matures in Feb/March 2014

The \$110 refund due to Paul Davis is to be forwarded to the DE36 restoration project.

Moved: Graham McDonald Seconded: Bob Aylwood “ that the Treasurer’s report be accepted as true and correct” Carried

**New Members:**

Peter Lalchere ( DB18/1)

**Social Report:**

12/13 October: Campbelltown Steam Machinery Weekend

19/20 October: Canberra Centenary Museum Weekend. Entrants for this event will be issued with a passport, which will be stamped at each event visited. Victor advised that those people who were planning the have dinner at David Flynn’s home in the Southern Highlands en route to Canberra would not now be able to do that as there are painters working, another dinner venue will be organised.

9/10 November: President’s Weekend – Blue Mountains:. Discussion re viability because there are only a few people indicating they will be attending. President decided to delay cancelling this event until the 11<sup>th</sup> October 2013 and a decision will be made by the Committee, whether to go ahead.

30 November: SP250 Register Seafood Buffet Christmas Lunch at Berowra Waters

8 December: DLOC Christmas Party at the Hurst's home Pitt Town Rd Kenthurst  
3/7 April 2014: National Rally in Loxton SA: Ian Fletcher queried information regarding this event. Graham McDonald will get details from the SA organisers and send an email to our members with details.

**Library:** nothing to report

**Conditional Plates:** Nothing to report

**Registrars:**

DE Range: John Hiscox reported he had bought a Comeng Book which mentioned the Royal Tour cars

SP250: The SP250 sold from Wollongong to Surfer's Paradise has been put on the market again, this time for \$60,000. A discussion followed regarding the range of prices being asked for SP250s

**Technical and Spares:** John Steele recommended the Club acknowledge the quote sent by David Stoodley for cooling system "T" sections for the 2 ½ litre sedans. Price will be \$120 + GST and it is recommended the Club accept this quote and purchase 6. These parts can be adjusted to fit the SP250 if required .

Linden Braye announced her car may need a head gasket as the engine has been removed and sent to Reco Auburn, Linden is awaiting a quote for repairs. Valves in the original engine have a safety clips , and it has been advised the replacement ones will not have this feature.

Warren Cole announced his BSA Scout has been painted black/cream and is on track to go to Loxton next year.

**For Sale and Wants:**

The wedding car business in Wollongong is still for sale . The price being asked is \$140,000 which includes the cars and bookings. There are 2 x 104's a Jaguars and Limo and it is suggested at least one of the 104s needs restoration.

**General Business:**

AWL Hawkesbury Valley Branch have an Open Day at "Cecil Lodge" on Sunday 13<sup>th</sup> October and would like us to bring some cars for display. Alan Hunt, Warren Cole and Merv McDonald will organise for a few cars to be present for some time during the afternoon,

Ron Mallett has been in hospital and is not well. Ian Hazelton has been in hospital for 4 weeks, but is now at home.

There being no further business the meeting closed at 9.06pm

For sale is a successful wedding car hire business with bookings into 2014. All the hard has been done with the advertising and promotions. Located in the Illawarra of New South Wales.

Sale includes **2 x 1950 Mark V white Jaguar cars**. These Jags are the only white ones from Stanwell Park to Nowra and they are in demand.

**1 x 1965 white Daimler Majestic limousine**, seating capacity for 8, one of 7 in Australia, also a vehicle in demand because of it's old charming looks.

**Two unregistered white 1984 104 Daimler sedans**. One has been restored inside the other in original condition. The cars would make good companions for the Daimler limousine.

Website and all advertising material included will be included in the sale.

This is an easily managed business that can be operated from home. A Perfect weekend business. \$140,000 plus GST. Genuine and urgent sale.

For further details please contact. 0429 909 609 **Elizabeth Cikos** (photos see [www.blissweddingcars.com.au](http://www.blissweddingcars.com.au) )

After an ownership of 37 years it is with fond regret I have decided to sell my Daimler 2.5 V8.

I bought it from the original owner, a Dr Orr who was the person in charge of Eastern Suburbs Hospital and he had bought it for his wife who I understand treated it as her personal transport. Having some 41,000 miles on the clock, I have put another 65,000 miles on it and altogether 106,000 genuine miles.



It is nicely painted in Old English White with burgundy trim new leather seats, head lining and brakes renewed, with wood interior like new. All the material used in the car is genuine Jag make and colour. Tyres also next to new. Also chromium is like new and original.

Incidentally I have the original receipts from Hercules Motors as a Bill of Sale.

\$20,000.00

CONTACT Ron Mallett 9971 6201

**For Sale: 1961 SP250—see pictures  
\$59,000.00**

**CONTACT : Donna Doleman 0407 031 263**



**FOR SALE**

**Daimler SP 250 Parts.**

I have a large selection of SP parts including engine parts, new and used, gearbox, rear axle, suspension parts, fuel tanks and bumper bars. I have not had time to fully catalogue all the parts at time of publication, but please don't hesitate to contact me as I will search out any requests. The collection includes 3 completed but disassembled engines, all in good condition, one being new, and several heads which are completely corrosion free.

I also have a set of body moulds and can supply all exterior body panels .

**Contact details Home 02 9670 6797 Mob. 0417 429 573**

**Email [merv.mcdonald@gmail.com](mailto:merv.mcdonald@gmail.com)**

**FOR SALE**

**DB 18 CONSORT**

**Two cars dismantled, no significant rust one engine and gearbox not dismantled, spare cylinder blocks, spare head, sufficient parts to rebuild one car. Also third engine assembled but seized. The lot for only \$400.00**

**CONTACT: Stan Richards Shellharbour 42 96 2240**

**For Sale and Wants**

**DAIMLER XJ6 SOVEREIGN LWB**

Black with Beige interior. Imported from England 25 yrs ago. Then used for daily drive until 14 yrs ago when taken off the road after front end accident. Work carried out since whilst in storage include recon. head, new carbies, ss exhaust, all original. Interior in good order. Ideal to put back on road after repairs or a complete parts car. Asking price \$2,800 or offer.

**Russell Turner Phone 0419980030**

**Windscreen Rubbers:**

- DB18 - front screen rubber (1 only)
- Conquest - front & rear rubbers
- Conquest Century - front & rear rubbers (1 only)
- Conquest Century door rubbers - front & rear (1 only set)
- Rubbers for the DE27/36 for those cars with front opening windcreens.

**For pricing check with Colin Cox on 0408393301 or 47393301**

**Majestic Major V8 – a few misc. bits pieces as follows:**

- |                                    |    |                                   |
|------------------------------------|----|-----------------------------------|
| 1. Distributor points              | 4  | Tappet cover gaskets/head gaskets |
| 2. Oil filters                     | 5. | Tow bar \$50.00                   |
| 3. Some valve gear & tappet covers | 6. | Petrol tank \$100                 |

**Colin Cox on 0408393301 or 47393301**

**PARTS FOR SALE:**

**Collection of body panels, bonnets, doors, for DS420 Daimler Limousine.**

Bonnets suit the earlier models. Been under cover for more than 20 years, basically rust free. Call me for details including prices.

**Phone: Colin 02 47393301 or 0408393301**

**AVAILABLE AND FOR SALE:** I have available two front seats for anybody that can use them – free, they just have to pick them up! They were saved from going to the tip after a deceased estate garage clean out. Correct me if I am wrong but believe they are from a Consort or Conquest.

Please see attached images.

**FOR SALE:** Attached is some images of my old set of wheels – 60 stainless steel spoke 4.5” x 15” painted silver hub & rim with Toyo 165/86 (310) tyres – half worn, I am selling them if you may be interested as I have fitted new 5.5” x 15 72 spoke chrome rims with Dunlop SP10 195/70 tyres. I am asking **\$250.00 each.**

**Ross Edwards 0408 416949**

