

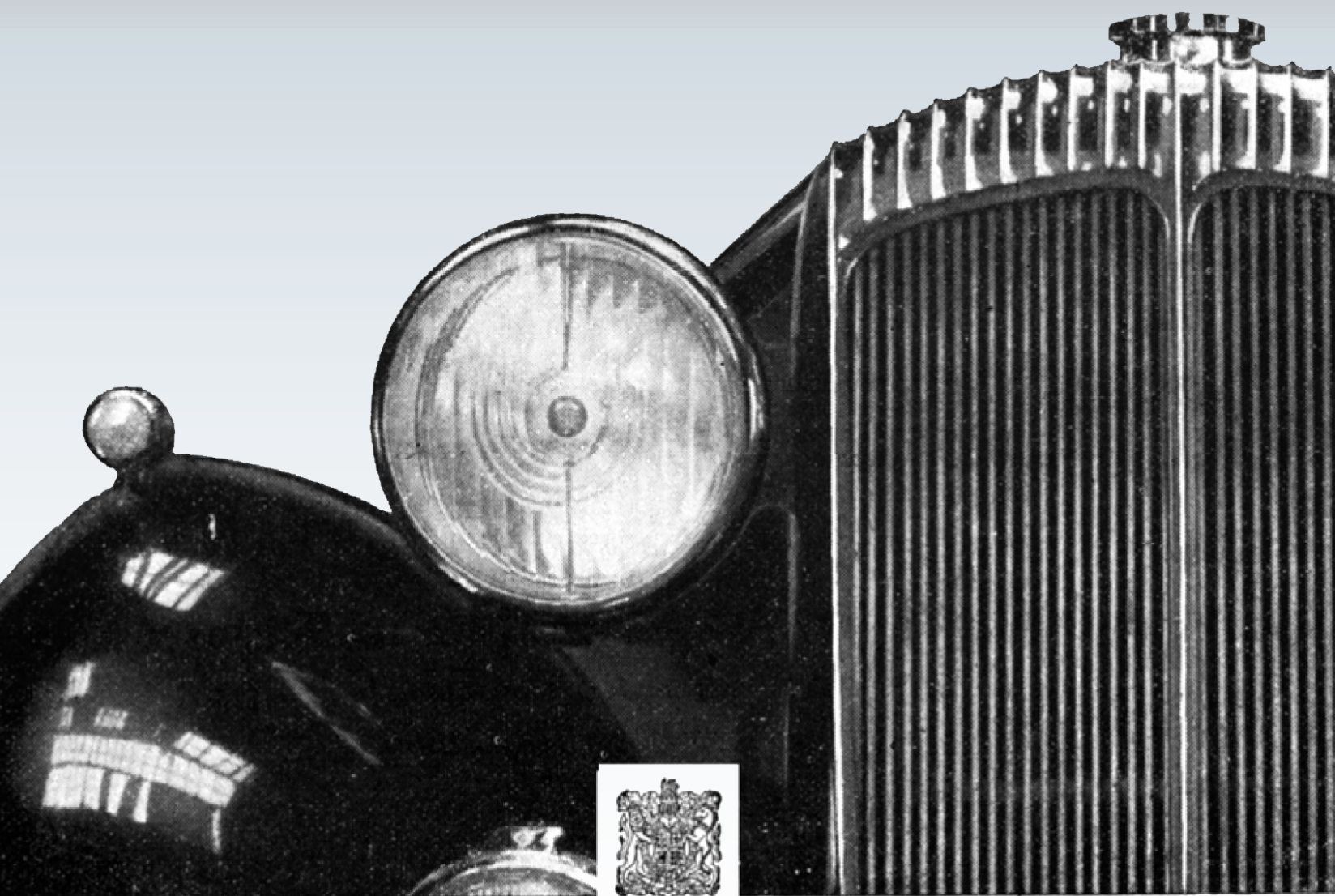
Daimler

&

Lanchester

AUGUST 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, 2ND SEPTEMBER, 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	0427 274 004 (mob)
DB range, incl. Consort, Special Sports & LD	Steve Moore	02 9603 4498
DE range, incl. DH & DC	John Hiscox	02 9984 1169
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox Warren Cole	02 4739 3301(H) 02 9655 1111(H)
DJ range, incl. Century & Leda	Campbell Middleton Jim Gellett	02 – 4758 7125 0419 796 371
2.5 litre V8	John Steel	02 9983-9734(H)
SP 250	Merv McDonald	9670-6797 (H)
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02)4739 3301

## SUPPORT OUR VENUE

### **Ryde Eastwood Leagues Club, Ryedale Road, West Ryde**

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



# PRESIDENT/EDITOR'S REPORT

## PRESIDENT'S REPORT

Hello members.

What a busy month we have had, beginning with the Harbour cruise on the good ship Martindale, admirably skippered, not scuppered by the Admirable Sir Victor Nash, to escort the Esmerelda up the harbour giving great joy & pleasure to all who were able to attend this mid-week event, including our Victorian cousins.

The day at Wakefield Park was a great success also, as described in Peter Grant's article. This was followed closely by the "launch" morning tea at the Australian National Museum for the Royal Daimler, truly a magnificent vehicle & a masterpiece of restoration by the Museum staff team & others vitally involved in the project. It is to be hoped that we will see much more of the Grand Old Lady in the near future.

The final event for the month was the Wurlitzer organ recital at the Orion Theatre at Campsie which was attended by 14 of our members & in so many ways was a most entertaining afternoon. Thanks to Ray Palmer for organizing this event.

Next month will be busy again, mainly revolving around the All British Day, our display day. This year being the 60th anniversary of the SP250 will see a special display of the marque, with an expected record turnout of these very special cars. We will also be trying our hardest to get the Lanchester on display in its partly restored condition as well as Rodney Henderson's Magnificent 1909 Sleeve valve car. The year also marks the 60th anniversary of several other minor marques which should also make the day most enjoyable & informative to attend.

The Lanchester project is continuing to move forward & it is hoped that it may be near completion by the end of the year, thanks to the large band of volunteers who have worked so hard on the project over the almost two years since we acquired the car. In particular Merv McDonald, the project director, John Steel, the senior technical adviser to the project & Merv's brother Graham McDonald. I have invited Tom Thomas to the All British Day to view the vehicle that he so graciously sold to us at a Knock down price. He is making every effort to get there so keep an eye out for him. See you all there bright & shiny on the 15th.

Future events of the President's weekend & the Club Christmas Party are well in hand, make sure you book your accommodation for the president's weekend well in advance as they will only hold our rooms till the end of October.

Happy Daimling

Jim Gellett - President/Editor.

## COMING EVENTS 2019

September 2019 Sunday 15	<b>All British Day</b> - at The King's School, Parramatta including SP250 60th Anniversary Celebration at DLOCCA Display Day. Tickets for All British Day are now available from Merv Mc Donald on 02 9670 6797 or 0417 429 573 - Email <a href="mailto:merv.mcdonald@gmail.com">merv.mcdonald@gmail.com</a> . Please leave name and contact no. Please remember to bring something for the Raffle on the day.
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## COMING EVENTS 2019

October 2019 Friday 4	<b>SP250 Meeting</b> - Meeting at the home of Mark & Tracey Brooks at 8:00pm. 52 Matthew Parade, Blaxland , phone 0430 077785.
October 2019 Sunday 13	<b>Annual Picnic</b> at Lane Cove National Park, More details to follow.
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. No new information about this event. I suggest we all plan to arrive in Bright on the afternoon or evening of Friday 1 November..
November 2019 Saturday 9 to Sunday 10	<b>President's weekend</b> , destination Cowra NSW on Saturday 9th November. Accommodation arranged at the Countryman Motor Inn, Phone early for bookings 02 6342 3177 rooms from \$109 to \$119 per night depending on requirements. A group Breakfast has been arranged for Sunday morning at \$20 per head. Lunch on Saturday will be a bring your own Picnic lunch, meeting at the Peace Park in Bathurst by about 12:30. (Turn right at the Red Rooster,) Saturday afternoon will also include a visit to the Japanese Gardens & the Cowra Breakout site. Please let Jim Know if you are intending to take part in this activity as we need to book with the Garden people. On Sunday morning for those interested we have been invited down to Grenfell for morning tea at Ian & Karen Brenner's place at 10:30. A garage crawl has been arranged.
December 2019 Sunday 1	<b>SP250 Christmas</b> - Christmas lunch at Geranium Cottage, Dural
December 2019 Sunday 15	<b>Christmas Party</b> at John & Chris Hurst's place at 30 Pitt Town Rd Kenthurst , Please ring Chris on 02 9654 2407 to find out what dishes to bring. More info later.
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 end of 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. See more details further on in this publication

# DARTING ABOUT

## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Our August meeting saw 16 people around the dining table at the home of our generous hosts Tony and Rosie Luongo. We all enjoyed the supper, several glasses of wine and good company. The night commenced with an extended tour of Tony's several car sheds where there was at least one addition, an Alfa Romeo has joined the Maserati, the Ferrari and the Fiat in the Italian garage.

The meeting commenced with reports from Tony & Rosie and from Stephen & Helen Figgis on their recent visits to the Daimler and Lanchester Club Rally in Scotland and the SP250 60th Anniversary Rally in the English Midlands together with the connecting driving tour during the intervening week. Altogether a great experience for SP250 enthusiasts at an event attended by around 15 Australians from 4 different states.

The main item of discussion centred around future direction for the SP250 group and particularly the role of Convener. After extensive conversation it was agreed that Mark Brooks and Tony Luongo would work together as Co-conveners taking on the role communicating with SP250 owners and planning events that would be of interest to Darters of NSW. After 20 years of following the same structure of meetings and runs it is time for a review and I'm sure members will look forward to changes that will come with new thinking from our new co-conveners. One of the issues raised during the meeting was whether holding a meeting in a member's home on the first Friday of every second month was still appropriate. Mark and Tony will also reflect on the fact that during 2019 three runs were cancelled for lack of interest.

The meeting also continued planning for a major SP250 60th anniversary celebration at the DLOCCA Display Day to be held at the All British event at Kings School on Sunday 15 September. It seems we will have around 20 SPs on display together with Tim Mallyon's SP restoration project, David Stoodley's SP450, the Walton family's Daimler V8 engine and historical photographs. The DLOCCA provide tickets for this event for all club members and all Daimler owners who bring a Daimler to the event. If you need a ticket please contact DLOCCA Vice-president, Merv McDonald at 9670 6797 or 0417 429 573

Mark & Tracey Brooks and Tony & Rosie Luongo also reported on their plans for the Tassie Tour. After some serious consideration they have decided that the best time for this event will be January 2021.

## 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.

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 OUTING WITH A DIFFERENCE

Richard and Wendy Bowen, together with Peter Towns were lucky enough to be visiting Sydney when Victor Nash issued his generous invitation to be aboard MV Martindale as she escorted the Chilean Navy's four-masted barquentine Esmeralda down the Harbour on Monday 5 August.

Apart from the crew, passengers on Martindale included members of various car clubs, including the RROC (NSW) and of course the Daimler Club. A strong contingent of car enthusiasts from Newcastle also availed themselves of an once-in-a-lifetime experience. We gathered at the Royal Sydney Yacht Squadron where Martindale arrived in majestic splendour with Admiral Nash at the helm. In fact Admiral Nash had the helm for the entire voyage, displaying hitherto undetected talents.

Originally scheduled for a midday departure, Esmeralda had re-scheduled her departure for 1400 hours, so we cruised slowly to the north side of the Harbour, anchored and proceeded to consume an amazing array of food and drink. Once this important function was complete, we then motored over to the Woolloomooloo Naval Docks where Esmeralda had been berthed.

After Esmeralda had been maneuvered from her berth with the aid of two tug boats, she was assisted in turning her bows to the heads by the tugs and then as she engaged forward gear (there was almost no wind, which assisted the wellbeing of Martindale's passengers no end) we took up station some 500 metres on her port quarter, and followed until we were off Watson's Bay where Esmeralda hove to in order to discharge a number of dignitaries who were aboard for the start of her homeward passage. Sydney Heritage Fleet's three-masted barque James Craig also provided a noble escort for part of the journey.

We returned to the RSYS where the passengers disembarked, leaving Admiral Nash and his crew to motor off to their mooring.

What a fabulous time we all had, and how lucky are the people of Australia that Victor and his friends have saved a remarkable piece of Australia's maritime history.

Richard Bowen



## MACHINES & MACCHIATOS TRIPLE SHOT SHOW

Do you have a special, unique or rare machine??

We'll get in contact with us, as we would love to have it on the red carpet & part of our Special Vehicles Display.

As part of our Machines & Macchiatos Trip Shot Super Show, November 24th at the St Ives Showgrounds, we'll have a Special Vehicles Display.



10 cars & 10 motorcycles will make up the display. These amazing, unique & very rare machines will have red carpet rolled out in front, along with gold bollards separating these superstars from on-lookers. Each vehicle will have an A1 display board (see image below), highlighting its history & what makes it so rare & special.

Think your machine fits the bill? Get in touch with Sam: mobile: 0438 060 821  
email: [sam@sydnemachinasocialclub.org](mailto:sam@sydnemachinasocialclub.org)

For more event details, [click here](#).

## 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)



## PRESIDENT'S WEEKEND AWAY

The destination for this years President's weekend away is Cowra NSW starting on Saturday 9th November. Accommodation has been arranged at the Countryman Motor Inn. Phone early for bookings 02 6342 3177 rooms from \$109 to \$119 per night depending on requirements.

A group Breakfast has been arranged for Sunday morning at \$20 per head. Lunch on Saturday will be a bring your own Picnic lunch, meeting at the Peace Park in Bathurst by about 12:30. (Turn right at the Red Rooster,) Saturday afternoon will also include a visit to the Japanese Gardens & the Cowra Breakout site.

Please let Jim know if you are intending to take part in this activity as we need to book with the Garden people.

On Sunday morning for those interested we have been invited down to Grenfell for morning tea at Ian & Karen Brenner's place at 10:30. A garage crawl has been arranged.

## 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)





## ROYAL TOUR DAIMLER DE36

About 35 years ago I was taken to visit John Harvey in Willunga south of Adelaide to see his 1948 DE 36 which had been purchased by the government for the Royal Tour in 1949, but delayed until 1954 when QE 11 and Prince Phillip visited. It was a mess, having dented bodywork, rat infested interior and a broken crankshaft. I visited another time, with club members, and he assured me he was going to restore it if he could locate another crankshaft.

Much later I received a call from the National Museum in Canberra, asking if I knew anything of the Royal Tour Daimlers, so I told them what I knew in that only two still existed, the one in South Australia and another in Rockhampton. Representatives of the Museum visited both cars and decided that the South Australian one was a worthwhile proposition for conservation/restoration.



This was 2009 when the Museum acquired it from John Harvey. It was taken to their workshop in Mitchell, ACT, the body taken off and the rest pulled to bits. On several occasions club members have visited during the restoration period seeing it slowly coming together again. A fund raising effort was put in place by the Museum to raise \$60,000 from the public, our club contributing a couple of thousand and a few members some dollars as well. Of course this amount was a token only as it wouldn't surprise if the final cost was ten times that.

Now the project is completed, and I and others were invited to an inspection and morning tea at the Museum last Tuesday 20th August. I put an advertisement in our magazine asking others to come and our contingent finally included Russell and Jenny Turner, Alan Hunt and Caroline, Victor, Richard Thwaites and a couple from Victoria, Richard and Dianne Cleveland as well as Eve and myself. Rick Davis also turned up.

To say that the finished product is magnificent is an understatement. Originally they had hoped to buff up the old paint but this was not practical, although the roof has been left alone and is original. The rest is in two pack, black over royal blue with red pin striping. The only item that could be retained is the front bench seat, which is well worn, but treated to preserve it as much as possible. The car is a landaulette and although nailed up when owned by John Harvey, it is now restored to what it was in 1948. The chrome work for the bumpers and grille was done in Canberra to a high standard that just gleams at you. The P 100 headlights did not need attention bar a polish and a clean of the reflectors. They even had a shag pile carpet made for the rear in line with the original.



## ROYAL TOUR DAIMLER DE36

The crankshaft! Now this had to be remade, but later technology has produced a better product, or so I'm told. The tyres have been sourced from Firestone as 750-17s although the originals were 800-17s which are not made any more.

The director of the Museum and the head conservator gave speeches and then we fraternised while coffeing and sampling scones and other goodies. Photos were taken around the car, and an attempt is being made to see if the car can be brought to the All British Day, if not this year, then next.

John Hiscox





## WAKEFIELD PARK - A CHEQUERED PAST

Most members will have heard of the National Museum of Australia's restoration/conservation of the mighty ex Royal Tour 1948 DE 36 landaulette.

The car had been imported by the Australian Government in 1949 or thereabouts, initially one of six vehicles purchased for the proposed 1949 Royal Tour, the fleet of six was, after that tour was cancelled, diminished by 2, a Limousine and an All Weather Tourer being sold to the Maharajah of Mysore in India, and four vehicles., two Landaulettes, a Limousine and an All Weather arrived, to be eventually used for the 1954 Royal Tour, the delay being due to the illness and then death of King George VI in 1952.

So the Royal Tour of 1954 was a real celebration, not just of the first ever visit by the reigning English Monarch but also to welcome the new Queen, who was at that time the Princess Diana of her generation, young, attractive and very regal. A real publicity magnet of her day.

During the tour it is estimated that 75% of the population did see the Queen "passing by" and of that percentage a high figure would have seen her being conveyed in one or other of the DE 36 vehicles.

It is ironic that by the time of the Tour the DE was no longer in production and was soon to be replaced as State Vehicle in England by the Rolls Royce products, but for us here, the Daimlers were still seen as the Royal Cars and were very evident during the tour.

Of the four vehicles that landed here, the two landaulettes survive, the restored car, ex John Harvey of Willunga in South Australia now looking amazing, and its sister car ex Peter Berrill of Rockhampton, recently sold, but needing restoration.

The All Weather Tourer was eventually cut down to be the Ajax Film car, with just the front cab being left and the rear area of the car an open platform for a portable camera and crew.

The Limousine survived into the 1980's I believe but was sadly destroyed in a bush fire that raced through the barn where it was stored, melting or burning most of the car. The All Weather and Limousine remains are now with Mark Bearman in Western Australia where he is restoring a New Zealand Royal Tour All Weather himself.

The Museum decided to go ahead with the purchase of the DE from John Harvey about ten years ago. I had seen the car some years before that and it was in a sorry state. There was some accident damage, the car looked very tired, it had been driven without the torsional vibration damper in place and consequently the crankshaft had broken and it smelt like a thousand rats and possums had lived in it but the history was all there and the Museum decided that as it was still all original it was a fit subject for conservation and restoration.

The process of sow's ear to silk purse took the best part of those ten years. The task was made more complex because it was not a commercial type restoration, everything had to be assessed and considered for preservation, conservation and replacement was only a last resort. The Museum Staff explained to me that initially they had underestimated the wear and unsuitability for preservation of much of the vehicle, and they turned to experts in the old fashioned arts and crafts for upholstery materials, methods and practices.

For example, they found 21 rats skeletons in the heater matrix under the front seat and have preserved a few for posterity, stored in archives, along with some of the red dirt found in the chassis members.

I recall that I introduced Vicki Humphreys, who was on the team at one stage, with the director of the UK Trust, an organisation with the Queen's patronage dedicated to keeping the old time craftsmen knowledge current and available, and things like hood lining and upholstery material were sourced through them as well as techniques of restoring the fragile leather hood and mechanism.

## WAKEFIELD PARK - A CHEQUERED PAST (CONT'D)

Then of course there were the mechanicals. The entire body was lifted off and the chassis fully restored. A new crankshaft was commissioned from a firm in Melbourne, made from a solid billet of steel, and designed to overcome what was seen as some inherent design flaws by way of fatter webs? and redesigning areas where oil galleries may weaken the strength of the crankshaft.

Then the conservators descended on the interior, unpicking finishes and fabrics to work out how to replace what was needed and fix it all using traditional methods.

I am told by Nathan Pharaoh, the head of the team that there are many thousands of photographs of the process stored away and I can see that these could form a very valuable resource for future restorations of not just vehicles, but furnishings and even houses where traditional craftsmanship is valued and required by enthusiastic owners.

And so the big day drew near. We had been informed that the Museum was going to be sending about a dozen of its own vehicles around Wakefield Park Raceway and that this was going to be the first big appearance to the Public of the completed Daimler.

I prepped my own DE 36 and discovered a problem with the throttle which after much head scratching and gnashing of teeth was diagnosed as a sheared pin in the throttle bracket which meant that the accelerator pedal control was just rotating on the shaft without communicating any change to the throttle and my neighbour to my delight was able to fix the problem and my car was able to be started and ready to go.

Unfortunately the awful Sydney Friday traffic defeated me, and I limped home with bad vapour lock and instead left early the next morning in the Special Sports and arrived at Wakefield Park near Goulburn just after 8.00 a.m on the day, collected Steve Moore nearby and met up with Richard and Dilbur Thwaites in their Conquest, Jim Gullett with friend Rob in the Century and Ian Fletcher and Elizabeth in the lovely XJC type Double Six.

Sadly Rick Davis (DE 36 Limousine) had been unable to attend at the last minute, with work commitments, but we did catch up with Hugh Spencer and Bev Lang and I had a charming note left on my car from ex members Alan Roberts and Eloise Nichols to say that they had been there but missed me.

We were extraordinarily lucky with the weather and we were treated to the sights and sounds of the Museum vehicles going around the track, including the Daimler, a 1926 Crosley landaulette, an Australian Six, a beautiful SIII Bentley (ex Robert Menzies) and the 1967 Brabham Repco BT23A-V8, what a glorious sound!

There was also the little 1923 Citroen, the first car to drive around Australia, a 1949 FX Holden (pre FJ and delivered to Essington Lewis one month before they came up for sale to the public) and a sweet Wolsely 1500 that had been in the one family since new and donated to the Museum.

The hilarious 1926 Bean car (The Francis Birtles Sundowner car) sadly failed to proceed, and the Crosley also had some problems but the rest went around the track, glinting in the sunlight and entertaining the many, many local enthusiasts and visitors who had turned up to watch. Estimates were that 700 vehicles were present, many of them classics, and of course there was the opportunity to go around the track for the Daimlers, following a replica Bean car driven by Warren Brown the cartoonist and personality dressed in appropriate garb for the era of the car, which was a lot of fun.

The Daimler DE36 is wonderful. The finished car is terribly majestic, massive and luxuriously appointed and with new and authentic West of England upholstery and the hood folded down, a real perception of the sense of arrival and luxury can be gleaned. The vehicle is very tall, and I really feel that in its day the DE

## WAKEFIELD PARK - A CHEQUERED PAST (CONT'D)

was unique in its design as a formal carriage and eminently suited to being a State Car or for VIP's when needed.

On the following Tuesday the Museum held a morning tea to introduce the car and there will doubtless be photos of it in that setting and many more of our members attended that occasion, also.

The Wakefield Park day was magic, perfect weather, great company, brilliant cars and the cherry on the pie, that wonderful DE 36.

Long may it reign supreme!!!

Your roving scribe

Peter Grant





## WAKEFIELD PARK - A CHEQUERED PAST (CONT'D)





# TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

## INTRODUCTION

It seems the received wisdom of these switches is that they're tricky to work on. In fact they're fairly easy to strip, repair and reassemble as long as a few important things are borne in mind. The first is that it's difficult and highly inadvisable to work on them while fitted to the car, several otherwise perfectly good switches being ruined by this method. In any event to do anything substantial to the switch it must be partially removed from the steering wheel anyway so it seems pointless not to remove it completely.

This article focuses on the switches fitted to the Daimler DB18, but it's also applicable to the Consort, Special Sports, the entire 3.5 litre range and the Conquest, although the latter's self-cancelling mechanism is different. Similar switches were also fitted to many thousands of British cars made by the Rootes group, BMC et al from the 1940s to the 1960s. Variations of the switches were cosmetic, the type of self-cancelling mechanism and some incorporated the headlight dip switch, each case depending on the manufacturers' requirements; however, the internal mechanisms were generally identical. To illustrate this point these are 3 different switches as fitted to other British cars:

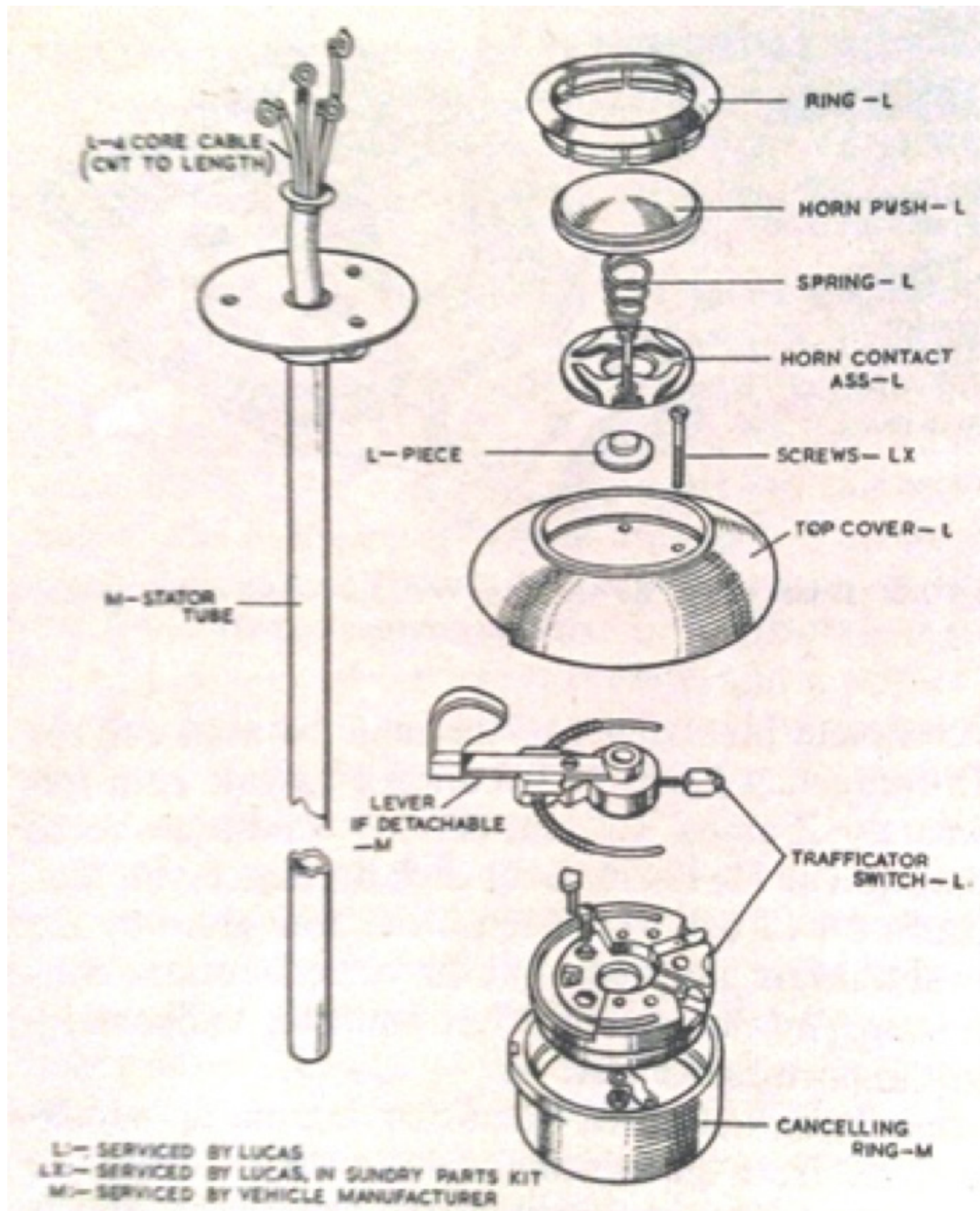


## SWITCH DESCRIPTION

The switch is made up of an upper and lower Bakelite housing fastened together by 3 brass screws and nuts, 2 of which double as fasteners for the horn switch contacts. The upper housing incorporates a 0.445" diameter hole for the trafficator lever's upper pivot while the lower housing incorporates a similar arrangement for its lower pivot. The complete horn switch assembly is fitted to the upper housing and when the horn button is pressed the active wire from the horn(s) is bridged to an earthing ring, thus closing the circuit. The trafficator switch and self-cancelling mechanism are fitted to the lower housing and when the indicator lever is operated a U-shaped brass wiper strip connects a constantly active wire to the relevant trafficator connection, thereby closing the circuit.

# TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

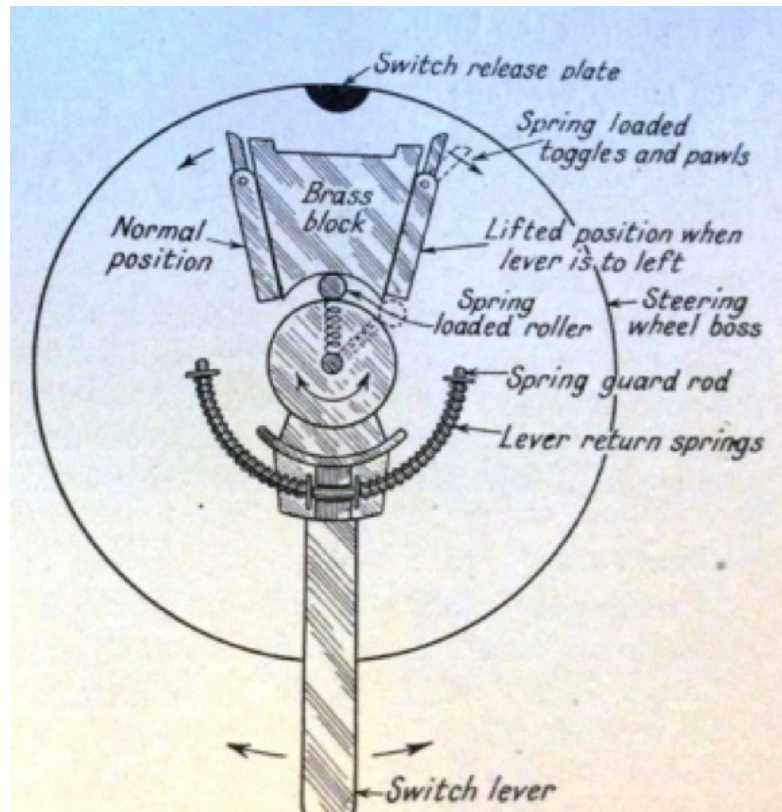
## SWITCH ASSEMBLY OVERVIEW





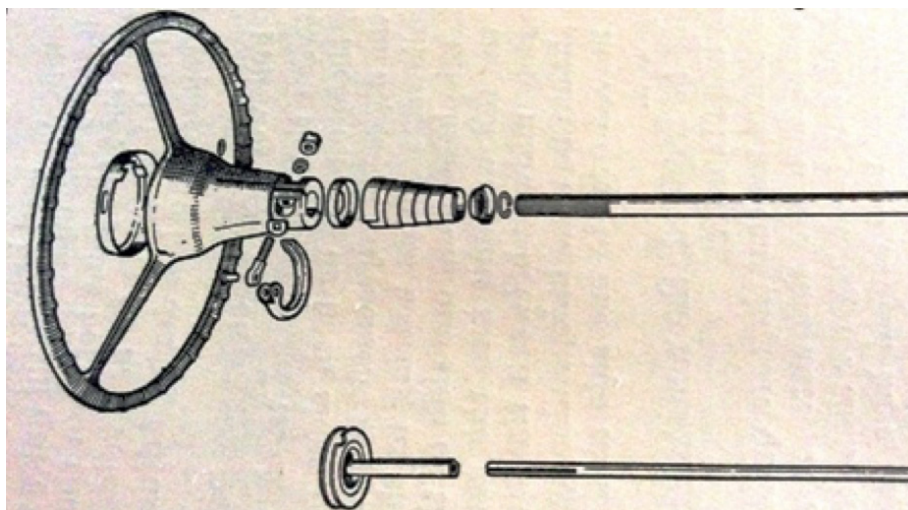
# TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

## TRAFFICATOR SELF-CANCELLING OPERATION



When the trafficator lever is moved from the neutral position to indicate a right turn the spring loaded roller pushes the right hand articulated pawl outwards. When the steering wheel is turned clockwise to negotiate the turn the cam contacts the pawl's chamfered face which deflects and allows the cam to pass; when the steering wheel is rotated anticlockwise after negotiating the turn the cam pushes the pawl downwards and the lever return spring returns it to the neutral position. The 'switch release plate' corresponds to the cam ring and is rotated by the lug of a slotted ring which is fastened to the steering wheel by a chromed slot-headed screw.

## STEERING WHEEL, SLOTTED RING AND 2 PIECE STATOR TUBE



# TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

## SWITCH DISASSEMBLY

All screw threads are to British Association (BA) specification.

For the Daimler type 2-piece stator tubes as illustrated, scribe a correlation mark on the switch lower housing and the stator tube upper disc. (If the tube is the single type this isn't necessary.) Remove the stator tube assembly from the switch by unscrewing the 3 countersunk screws securing it to the body of the switch and withdraw it, followed by the self-cancel cam ring which encircles the switch housing. Interposed between the stator tube assembly and the cancelling ring are a felt ring and a thin brass ring. Some switches don't have these fitted, and in truth I don't think they're necessary; in any event they would be very difficult to source.

## REMOVAL OF THE STATOR TUBE ASSEMBLY



STATOR TUBE ASSEMBLY, FELT RING, BRASS RING, CAM RING, HARNESS AND SWITCH:





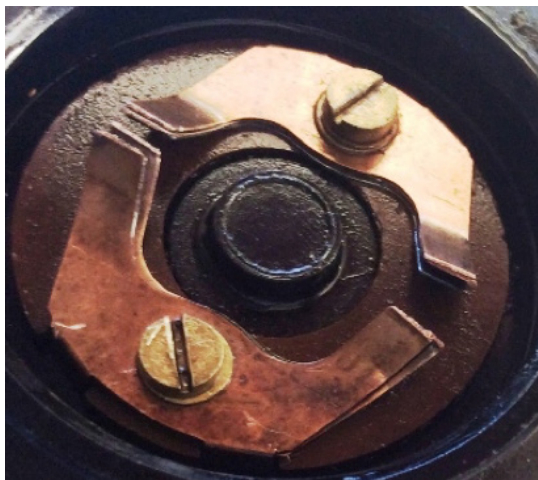
## TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

Removal of the stator tube assembly exposes the horn earthing brass ring connected by a brass nut to a stud, and 4 wires connected to 4 studs by brass nuts.

Using a sharp knife, prize off the horn switch bezel from the switch's upper housing and remove the horn push button, return spring and spring seat:



This exposes the horn switch contact plate (shown here with the spring seat still in place):



The previously exposed 5 brass nuts may be soldered to their studs for security, so a small soldering iron will be needed to melt the solder before attempting to undo them. The studs incorporate small anti-rotation hexagonal heads that engage with the housing as an anti-rotation measure so don't be tempted to undo the nuts with the solder intact because this can damage the housing. Referring to the illustration, starting from the left the first connector is to the horn's brass earthing ring; the second connector activates the right hand trafficator, the third connector is the trafficator feed wire from the battery and is active all the time the ignition switch is turned on, the fourth connector activates the left hand trafficator and the right hand connector is the active wire from the horn(s).

Although the harness connections can remain undisturbed at this point I find it easier to work on these switches without the encumbrance of about 6 feet of 4-core harness flopping about so the next step is to remove the harness from the switch by undoing the 2 screws, shake-proof washers and nuts securing the horn contact plate to the upper housing. Remove the plate, spring and spring seat (not illustrated), and the

## TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

earthing ring. (See below.)



To disconnect the 3 trafficator wires rotate the indicator lever to the left so the lever holds the left trafficator connector stud in place while the nut is being loosened. When the wire has been disconnected from the stud refit the nut and lightly tighten it to hold the stud in place. Repeat this procedure with the lever to the right and disconnect the right trafficator wire. Repeat again with the lever in the central position and disconnect the active wire. As each nut is loosened work it backwards and forwards if it's tight from residual solder. Note that the harness connector eyes incorporate a small anti-rotation lug.

The lower face of the housing will now look like this (the previously removed horn contact plate's 2 securing screws and nuts and the earthing ring are also illustrated):



The upper and lower switch housings can now be separated. After the 2 screws retaining the horn contact plate and spring seat have been removed, a single brass screw and nut securing the 2 halves will have been exposed. Undo this screw and nut.





## TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

CAREFULLY disengage the upper housing from the lever's upper pivot, ensuring the lever remains in place in the lower housing and ease the upper housing clear of the lower housing.



This exposes the trafficator lever return springs, 2 self-cancel pawls and a spring-loaded plunger and roller. The plunger's spring remains compressed in this position, but it won't fly out along with the roller unless it's badly handled because the lever's lower pivot is sufficiently deep to retain it in the lower housing by itself.



Remove the two brass pawls. (Later pawls were made of aluminium.) Rotate the U-shaped return springs' guide upwards, slip off the 2 lever return springs followed by 2 brass washers.



## TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

The guide can now be removed from the housing by threading it through the lever's slot.

Fitted to the lever is a spring-loaded U-shaped brass wiper strip which connects the left or right trafficator connector studs to the central (active) connector when the lever is operated. The wiper is lightly loaded by a small coil spring fitted in a small recess in the lever. Also fitted to the lever is a spring-loaded plunger and roller which act on the pawls when the lever is operated (see schematic diagram and illustration below). To remove the lever from the lower housing hold the wiper with thumb and forefinger and push the lever in the direction of the roller to take the load off the lower pivot. Ease the lever away from its pivot slowly to control the release pressure of the plunger's spring.



LEVER, WIPER AND PLUNGER ASSEMBLY



LOWER HOUSING AFTER REMOVAL OF LEVER





## TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

This leaves the lower housing and connector studs. If the harness is still connected, undo the brass nuts and remove it. If the harness was removed earlier undo the previously refitted nuts and remove the studs.

Disassembly is now complete



UPPER AND LOWER HOUSINGS' INTERFACE AND SELF CANCELLING COMPONENTS



### DEFECTS

Clean all parts in petrol and dry off. The small countersunk screw fastening the chrome operating lever can work loose over a period of time, so check it for tightness (see previous illustrations.)

Check the trafficator switch connecting studs for dirt or oxidation; if present they can be cleaned with fine wet or dry. Make sure the threads are free from solder etc. and that the nuts are free to turn on the studs. Each cancelling pawl should be checked for wear of the chamfered tips (common) and the roller contact faces (less common). The roller itself should be free to rotate in the plunger, but if not the plunger's slots can be eased with a watchmakers file. Check the self-cancelling ring's cam for wear. If the peak is badly worn (say over 0.015") the self-cancel operation will be erratic, particularly so if the pawls are worn. The roller's seat in earlier switches was a separate triangular aluminium block that was subsequently discontinued, later switches incorporating the seat as an integral part of the lower housing. Since Bakelite is less durable than aluminium and therefore more liable to wear, this rendered the entire housing unserviceable. Building up the housing with Araldite to return it to its original profile may work if you're clever enough, but I have reservations this is a permanent fix.

# TRAFFICATOR SWITCH - ARTICLE BY STEVE MOORE

## TYPICAL ROLLER SEATING WEAR



## SWITCH REASSEMBLY

Apply light machine oil to all moving parts. Install the 3 trafficator contact studs and secure each with a nut. (If you really want you can fit the harness at this point, but for the reason I pointed out earlier I prefer leaving it until later.) Place the 2 pawls with their chamfered edges facing each other in the housing and place the coil spring, plunger and brass roller in the lever's recess. Note that one pair of slots in the plunger are widened to accept the roller while the narrower slots are for the roller's pivots. Fit the brass wiper's coil spring and brass wiper to the lever and hold them in place by pinching with thumb and forefinger. Holding the lever in one hand and the lower housing in the other, line the roller up with the housing's 'V' and firmly push the lever in to compress the plunger's coil spring and ease it into the lever's lower pivot hole. When it's seated correctly the lever will remain in place by itself. (The wiper's coil spring loading is very light and won't have any effect on this.) Thread the return springs' guide through the lever's slot, fit 2 small brass washers against the lever, followed by the springs themselves. Seat the guide in the housing's grooves by compressing the springs slightly.

Assembly of the lower housing is complete.

Ensuring the pawls are full retracted in the upper housing carefully ease it over the trafficator lever and engage it with the lower housing:

When the upper and lower housings are seated fit the single brass screw and nut to secure them. Place the horn push contact plate and spring seat in the upper housing, install a shake proof washer on each retaining screw and tighten the brass nuts. Fit the horn button return spring, the horn button and the bezel.

If not already done, connect the harness to the studs. This is a reversal of the disassembly operation, remembering to retain the studs in place by use of the trafficator lever. A test lamp and battery are sufficient to check the trafficator and horn circuits (preferably at the ends of the wires), and if all is well secure the brass nuts with a blob of solder.

Apply some light oil to the cam ring and refit it to the switch. Test its operation by moving the trafficator lever to the left and rotate the cam ring in the same direction. A faint resistance will be felt as the cam passes over the pawl; on its return the cam should flick the lever back to the neutral position. Refit the brass ring, felt ring and the stator tube, aligning the correlation marks made on disassembly. This ensures the switch will be in the correct position in the steering wheel when refitted.

## SUMMARY

It's no secret that obtaining new parts for these switches is very difficult, although second-hand switches can occasionally be found at auto jumbles. If the one you come across looks nothing whatsoever like yours take a closer look because there are many common parts to them and you may get lucky. Having said that, with new parts being unavailable and that unworn parts cannibalised from other switches won't fall into your lap maybe erratic behaviour or failure of the self-cancel operation should be philosophically accepted from a 60+ year old switch.

# 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 5TH AUGUST, 2019.**

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

### **Apologies:**

Russell and Jenny Turner, Linden Braye, John Hiscox, John Robison, Carolyn Burch.

### **Previous Minutes:**

The minutes of the previous meeting were published in the Journal and taken as read. Moved: Mark Brooks: That they be accepted as true and correct. Seconded: Merv McDonald. Carried.

**Business Arising from Minutes:** Nil.

### **Correspondence:**

Magazines from Western Australian and Victorian Clubs.

**Business Arising from the Correspondence:** Nil

**Secretary's Report:** Nil

### **Treasurer's Report:**

Alan Hunt presented a written report. There is a balance of \$8,531.66 in the cheque account with payments as noted. There is a further \$10,890.45 in the term deposit.

Alan asked for the report to be accepted.

The Lanchester Fund stands at \$385.63

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

### **New Members:**

Nil this month.

### **Social Report:**

17 Aug: Wakefield Park Royal Daimler outing. Peter Grant to ask for a Club Display for five cars.

25Aug: Orion Theatre Campsie: Theatre Organ Society Concert.

15 Sep: All British Day: The King's School Parramatta.

13 Oct: Club Picnic Day at Lane Cove National Park.

1-3 Nov: SP 250 Rally to Bright: Alan Hunt and Mark Brooks your contacts: over 20 rooms

Booked at Rally Headquarters over two motels. Alan is arranging an overnight stay at Tumbarumba for those interested 5 takers so far for the overnight stop..

### **Editor/Website:**

Jim noted that Robert Brandes' details had been updated as requested.

Tony Falstein had been in touch with Jim and the Lanchester Page has been restored to its former version to cover the whole era of Lanchesters.



# MINUTES OF A MEETING

**Registrars:** Nil.

## **Library.**

A collector from Luxembourg has asked for some copies of material on Lanchesters in the Club Library and Merv will look at the request and determine if it is practical to fulfill.

## **Regalia.**

Ray Palmer will transfer the Regalia to another member to take to the All British Display Day and we will need some volunteers to set up and staff the Regalia table. He will supply a price list for sales.

## **Conditional Plates:**

Victor asked about service and maintenance runs and Warren advised it best and safest to enter them in the vehicle log book.

## **Technical and Spares:**

Warren's BSA Scout had its water pump repaired but then failed to proceed and the cause was burnt out cork lining material in the clutch. A specialist repairer has advised that there is a modern equivalent that will be much longer lasting than the cork linings of old and the work is being done to create a suitable replacement for the burnt-out components.

## **For Sale and Wants:**

Mark Brooks reported on a WA SP 250 likely to be coming up for sale shortly and will advise the gentleman advertising that he is looking for an SP 250 in the magazine.

Victor visited the Andrew Lidden collection with Rodney Henderson and reported on three BSA vehicles, a 1911 sleeve valve, a three wheeler and also a handsome black 1930's Scout, all for sale.

**CMC** - Nil

## **All British.**

Merv reported on the meeting recently held. The school will allow marking to be done on the fields on the Friday and has yet to decide how much of the top field will be made available to the display vehicles.

Merv reminded members of the raffle and to please bring contributions.

The SP 250 register will form the significant part of our Display this year as it is 60 years since the introduction of the cars and there will be balloons, pictures, and maybe even a birthday cake! Good numbers of SP 250's are expected on the day.

Alan Hunt noted the expense items for members to consider:

1. A trailer to be hired and a tow car and driver arranged for the Lanchester Leda project car.
2. A tilt tray truck to transport Rodney Henderson's 1909 38HP Sleeve Valve Daimler.
3. A trailer to bring Tim Malyon's SP 250 chassis.

This was discussed by the members at the meeting. Following that discussion:

Moved: Jim Gellett, seconded Mark Brooks: "That the club would investigate and arrange and pay for getting three special vehicles to the display on trailers or tilt trucks: Rodney Henderson's 1909 Sleeve Valve 38HP

# MINUTES OF A MEETING

Daimler, Tim Malyon's SP 250 chassis and the Club's own Lanchester Leda project." This was put to the vote and carried. The expense was estimated at somewhere around \$1000.00.

David Stoodley is bringing his SP 450 which will be a wonderful exhibit also.

## **General Business:**

Merv has acquired a handbook for the Club Lanchester and has donated it to the car.

Jim Gellett reported on progress with the Club Lanchester.

Headlining just about completed. The brake master cylinder away being reconditioned and rear quarter window rubbers should be finalised this coming Friday.

The SP 250 register met last Friday and Alan Hunt has formalized his wish to resign from the position of SP 250 Convenor/Liaison Officer and Mark Brooks and Tony Luongo have both stepped forward to offer their services to act jointly in that position.

Alan noted that at the last Committee meeting it was agreed that the SP 250 Liaison Officer would be invited to attend Club Committee meetings and that the Convenor would prepare reports for the Club magazine and meetings.

The official handover will take place at the next SP 250 register meeting in October at the home of Mark and Tracey Brooks.

Victor noted that the UK still has a scrappage scheme and some Daimlers have fallen victim to the crusher as a result.

Victor reported on a wonderful harbour cruise on the Martindale with members from Newcastle, Sydney and Victorian members attending to enjoy the day.

There being no further business the meeting concluded at 9.34 p.m.

**THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 2ND SEPTEMBER, 2019 @ 8:00pm AT RYDE EASTWOOD LEAGUES CLUB.**

## 1953 CONSORT FOR SALE

1953 Consort for sale \$15,000 \$12,000 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.

I am giving away my Driving Member collection. It is a full set and most are hard bound. I have advertised it on DLOC Forum this morning.

I once advertised some spare ones in the club magazine but got no takers. Is anyone in the club likely to want them? They are free; people just need to collect them.

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 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.

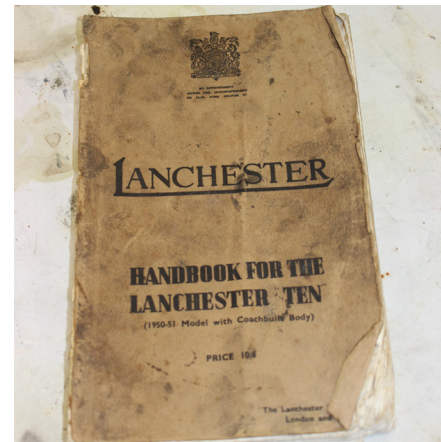
Ph Mike Horsley from Leisure Coast Limousine Service on 0419 495 496

Price is \$36,000 for both.



## FOR SALE

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)



## WANTED - PARTS FOR 1949 SPECIAL SPORTS

Can you please tell me if anyone in the club has any spare parts for a Daimler 49 Special Sports model. Some parts I'm looking for are fuel pump kits, 2 brass plugs for the fluid fly wheel.  
Graham Coleman - [grahamcoleman7@bigpond.com](mailto:grahamcoleman7@bigpond.com)

## 1949 DAIMLER DB 18 CONSORT RESURRECTION

### PART FORTY FIVE - FLUID FLYWHEEL AND PRESELECT GEARBOX

#### Denis Leys

I understand that the gearbox was working prior to the vehicle being pulled apart therefore I decided to just clean everything up and replace the seals. The Fluid Flywheel driving member itself is housed inside the flywheel, which is easy enough to pull apart and clean.

Internally everything was clean with the shaft and bronze bushing appearing to be in good order. I replaced the oil seal with one of a slightly smaller internal diameter which should compensate for any wear in the shaft. After cleaning all the internal surfaces, I made a new thin paper gasket and reassembled the unit.

A visual check of the gearbox revealed that the linkage which attaches the side of the gearbox to the chassis was broken and will need repair. This linkage is easily broken if you forget to detach it before trying to remove the gearbox. Removal of the gearbox top cover revealed that everything internally was clean, including the old oil which I completely drained. I also checked the operation of the preselect and gear change levers and found that the gearbox appeared to be operating as it should.

After replacing the rear gearbox seal, the gearbox was refitted to the engine. As soon as the engine is running, I will flush the gearbox and refill it with oil.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 45](#)



## 1949 DAIMLER DB 18 CONSORT RESURRECTION





# THE LANCHESTER PROJECT

**Thursday 1 August 2019** - Today Merv McDonald and I headed to Penrith Old Rubber and acquired a new rubber seal and installed it in the one rear quarter window. We also cleaned off the old rubber seals from both rear quarter window frames in preparation of their re-installation into the car. Merv also made a pressure cap for the brake fluid reservoir using a suitable metal lid and a brass tyre valve stem and valve.

**Friday 2 August 2019** - Present Jim Gellett, Merv McDonald, John Steel, Linden Braye and myself. Last week we were unsuccessful in bleeding the brakes, so today we attempted to pressurise the hydraulics of the brake system in an attempt to force bleed the brakes. However, by tracing back from the longest line we found that the master cylinder was faulty. We therefore decided to remove the master cylinder and Merv has taken it to get it over hauled.

Jim applied sealant to all the inner apertures of the doors and then plastic sheeting to prevent water from damaging the door cards once installed. I tried to install the sun visors in the car but was hampered by the fact that there were screws missing and we didn't have spares to suit.

**Friday 9 September 2019** - Present Jim Gellett, Merv McDonald, John Hiscox, John Steel and myself. Today Jim, Merv and I stopped off at Penrith Old Rubber and purchased some rubber pieces for the project. We had also planned to pick up the brake master cylinder for the car but it had not been re-sleeved in time due to a miscommunication.

After morning tea at Jenny and Russell's we got to work on the car. I installed the missing pinch weld for the front passenger's door but was unable to do any further work on the sun visors as I had left the screws behind last week and so could not buy longer ones of the right gauge, so I made sure I took samples home this week.

John Hiscox brought along some new rubber tubing to replace the rubber flange between the air filter and the carburettor and Merv and Jim set about replacing this first. John Hiscox cleaned the four door cards and also the glass although at the end John felt the glass could do with more cleaning. After installing the new rubber air filter flange Jim installed the bump stops for the bonnet purchased that morning.

As the Brake Repair business had advised Merv that the master cylinder was badly corroded internally, John Steel pulled down the front drum brakes and checked the wheel cylinders for any corrosion. The good news is they at least seem to be in excellent condition. With a little help from Merv, John Steel reassembled the front drum brakes ready for the master cylinder's return.

That morning we had purchased rubber pieces for the seals for around the rear quarter windows, for the rear boot lid and for between the top of the fire wall and the bonnet. I cut the pieces for the seals around the rear quarter windows to size and glued them in place. John Steel, Jim and I all had attempts to install the cloth covered rubber seal in place for the top of the firewall but the existing holes in the car were too big for us to use a small enough screw for the seal. Jim has suggested pop riveting the seal in place and this will be done next time.

# THE LANCHESTER PROJECT

It was extremely windy and cold this day with occasional sleet although it was blue sky above. As a consequence when Jim said it was time we should leave we had no hesitation.

**Thursday 15 August 2019** - Present Merv McDonald and myself. Today we installed the new rubber boot seal and also the weather strip that sits on the top of the firewall and between it and the bonnet. Merv then attempted to fit the rear quarter windows with the new rubber seals fitted. However, after much frustration, Merv found that the driver's side rear quarter window mounting bracket was bent possibly when the car was disassembled by the previous owner or during storage/transport. Therefore although the windows had fitted without their rubber seals in place they would not fit with their rubbers seals installed.

Merv decided to take the two windows home and work on getting them straight there.

**Monday 19 August 2019** - Present Merv McDonald and myself. Merv had spent hours over the weekend getting the mounting brackets for the rear quarter windows back into the right shape and also in repainting them. The good news was that the two rear quarter windows were successfully installed in the car albeit for several screws that will mean loosening off the one window to align the screw holes properly. I installed the two demister vents and the sun visor hinges. I had made up the twin flasher unit to cater for the operation of the semaphors and blinker units but was unable to find a suitable location in the cabin without a dash in place. I also installed the two "B" pillar interior trim pieces but found we are missing a fastening piece which will be made for next visit.

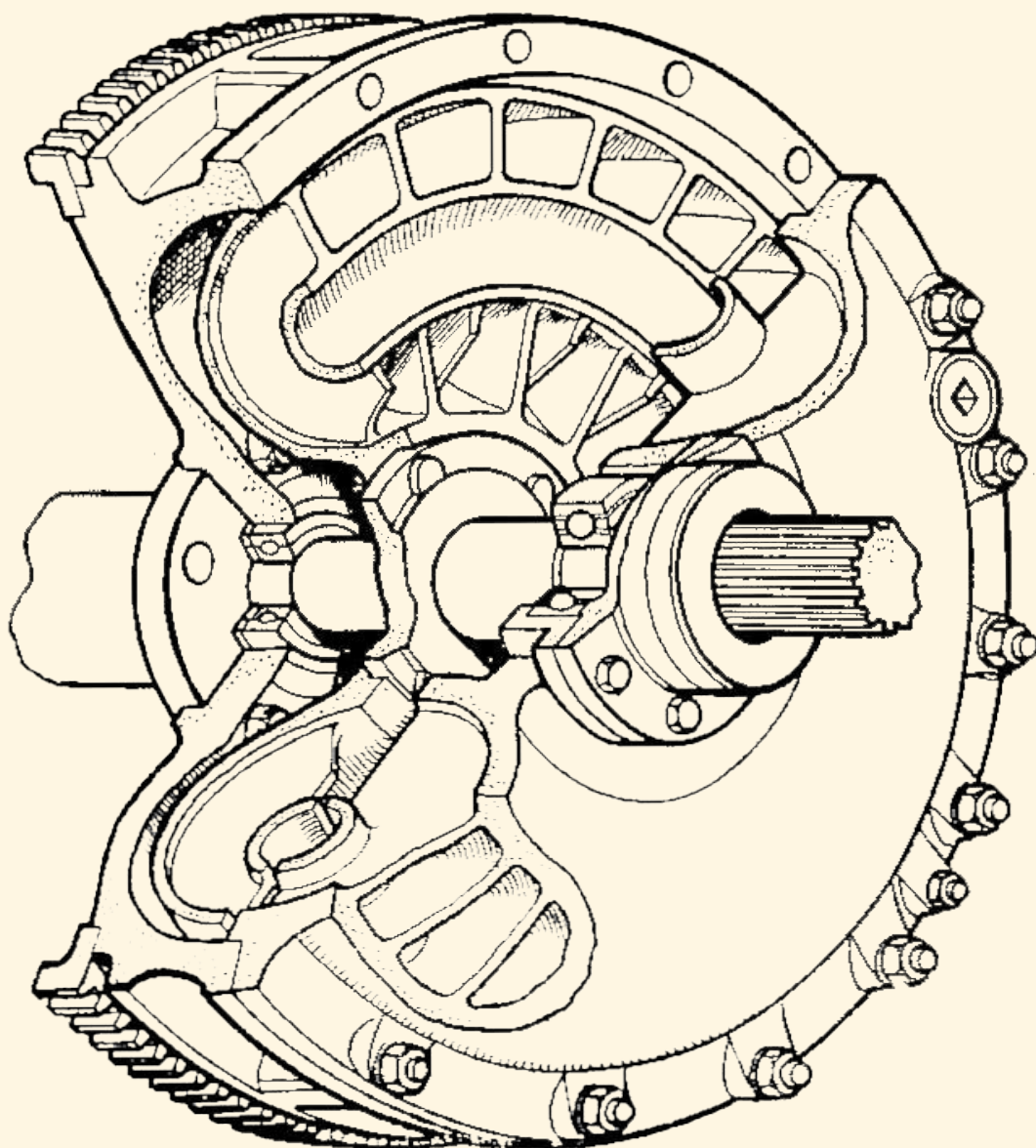
Russell and Jenny were heading to Canberra in the afternoon to represent the club at the official morning tea for the Royal Daimler the following day so we only worked half a day.

**Friday 23 August 2019** - Present Jim Gellett, Merv McDonald, John Hiscox, Linden Braye and myself. Today we installed the master cylinder but were unable to locate the mounting position of the return spring. Linden eventually locating the correct position. Linden also installed rubber seals between the front quarter windows and the top of the door.

Jim and John fitted new door clip springs to the door cards where they were missing and John again cleaned the door cards. Merv finished off installing the rear quarter window then went searching for the rear wheel arch vinyl covers. These required cleaning, which was done to permit installation next week.

With the rear quarter windows now in place the roof lining was re-attached above. The sun visors were also installed and too the new clips for the "B" pillars. Last job of the day was to re-install the floor above the master cylinder.

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



Please address all correspondence to:

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

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