

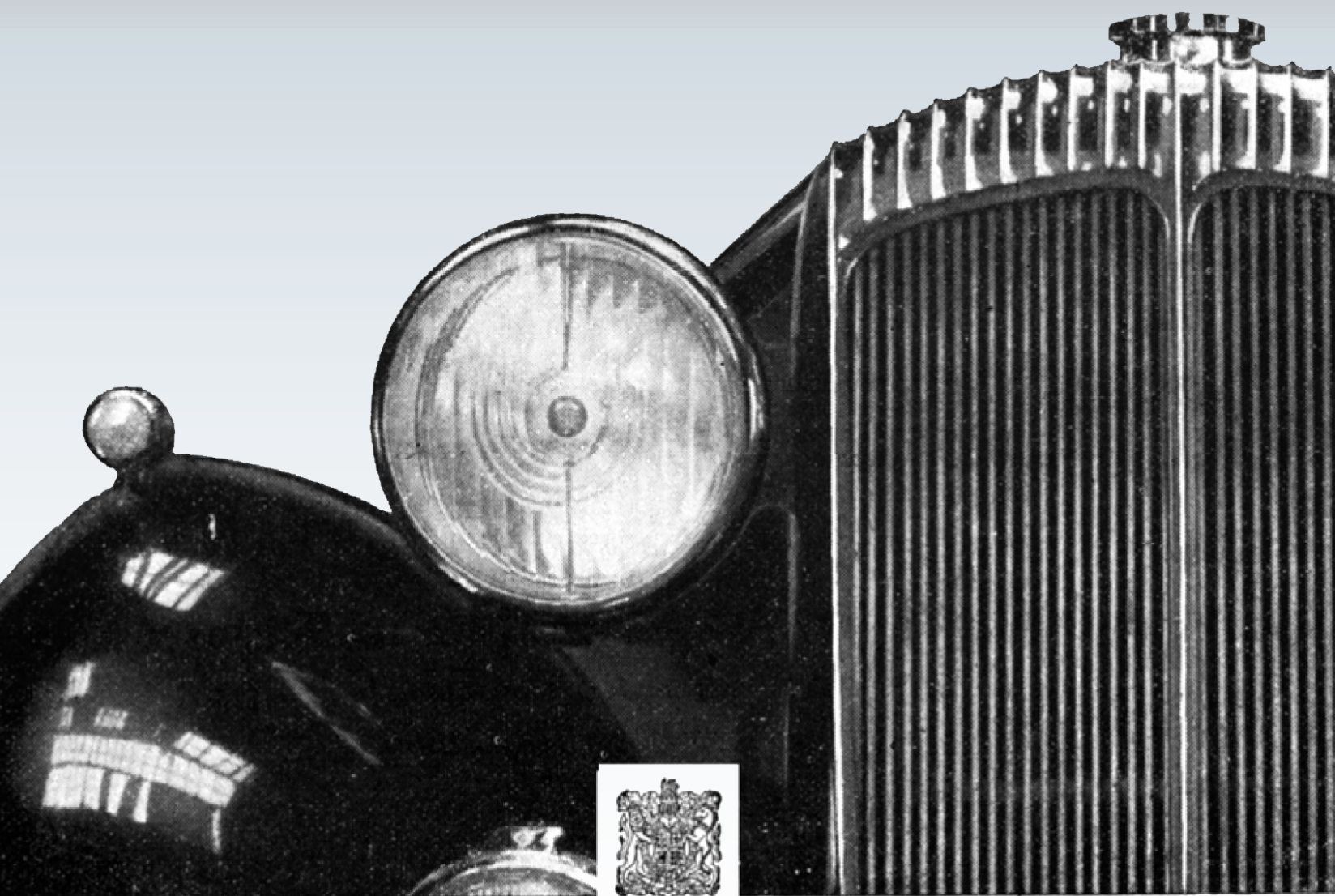
Daimler

&

Lanchester

OCTOBER 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, 4TH NOVEMBER, 2019 AT RYDE EASTWOOD LEAGUES CLUB

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

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

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

Please address all correspondence to:

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

MARQUE REGISTRARS

BSA	Warren Cole	02 9655 - 1111
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	0417405766 (mob)
Other Pre-War	Robert Brandes	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

Welcome to the October edition of Fluid Driving. Gosh, the end of the year is racing towards us, with the President's weekend just over a week away & the Christmas party a month after & then it will be all over till next year.

Don't forget to let me know if you want to do the visit to the Japanese Gardens on the president's weekend, & don't forget to let Chris Hurst know what dish you are bringing to the Christmas party. Give her a ring. Also don't forget to bring a gift of less than \$15 in value for either a male or female for the Christmas tree. And another thing, don't forget to bring something for the raffle. That's about all the "don't forgets" for the Christmas party on the 8TH DEC.

Last month saw a successful Club Picnic, which unfortunately I wasn't able to attend, but from all reports it was a great day. This event may take a slightly different direction next year so that we don't lose the momentum of the event. Further lively discussions will be had at future Committee meetings.

The progress on the Lanchester has been slower this month but a lot of fiddly little jobs have been attended to & the brakes are still a work in progress, but the project is progressing in a forward direction & should be completed sometime next year.

By way of closing, the President's weekend looks like being well attended this year with at least the same number of people attending this year as last year. I am looking forward to a great weekend.

Jim Gellett - President/Editor.

COMING EVENTS 2019

October 2019 Thursday 31	SP250 Run - Optional run to Bright via Tumbarumba. The run plan is - - Meet up at Partrage VC truck stop on Hume Highway before Picton turnoff at 10.00am. - Stay at Tumbarumba Motel 2 Albury CI Ph 02 6948 2494 arriving around 5:00pm . - Leave Tumbarumba at 9.00 with stops at Corryong and Tallangatta - Arrive at Bright around 3.00 pm.
November 2019 Friday 1 to Sunday 3	SP250 Rally - Bright Victoria. See SP250 Notes for program timetable.
November 2019 Saturday 9 to Sunday 10	President's weekend , 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.

COMING EVENTS 2019

December 2019 Sunday 1	SP250 Christmas - Christmas lunch at Geranium Cottage, Dural
December 2019 Sunday 8	Christmas Party 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 Tuesday 7	Cocktail Cruise - This annual event is not to be missed. Details and location will be available soon
January 2020 Saturday 18	SP250 - Summer Breakfast Run - to the beach house of Stephen and Helen Figgis in North Avoca.
April 2020 Thursday 2 to Tuesday 7	2020 South Australian National Daimler & Lanchester Rally - Hahndorf Resort. Full details are in this issue
January 2021	SP250 - Tassie Tour - an extended driving and tourist experience in Tasmania.

SPECIAL OFFER FOR DLOCCA MEMBERS

Save 15% on accommodation bookings at Albury when you mention that you are a member of the Daimler & Lanchester Owners Club of Australia. This offer has been made by our member Ray Jones.



Located in picturesque Albury, a regional city that prides itself on a relaxed way of life, our AAA rated 4.5 star resort offers 88 suites and apartments, five landscaped acres, deluxe lagoon pool, heated indoor pool, spa, sauna, tennis, mini-golf, poolside casual dining at the Cactus Cantina, signature restaurant The Bullring

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DARTING ABOUT

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Firstly, I am sure we would all like to pass on our thanks to Alan for his 2 decades of support and work for the SP group.

As you read this the SP rally in Bright Vic will be in full swing, hoping everyone has an enjoyable time and a safe trip.

SP NEWS

Philip Walkom is currently having his second SP restored at Down Town Customs in Taree, it has been painted and is looking good. A lot of work was carried out on the body. Philip hopes to have it at home for his birthday in November.

Tim Malyon continues his restoration. I understand that the body work is now well underway, and we saw his restored chassis at the recent display day.



Philip's car before and during restoration

OTHER NUTS & BOLTS

We wish Warren Cole a speedy recovery after surgery to fix a blood clot in his leg.

We have set up an Email Account for all SP Group Correspondence. It is sp250group@gmail.com

As yet we have not put anything further into the events calendar as we will look at sending out an email asking what you want to do going forward. We have had a couple of suggestions already, including doing an occasional meeting on a run as opposed to some one's home or on a Saturday, also a visit to a distillery.

DARTING ABOUT

PROGRAM : Keith Bright SP250 Rally 2019

Friday 1st November , meet up at your respective motels for Happy Hour

Pick up your Rally Pack from the committee at the John Bright Motor Inn

Dinner is booked for 6.30pm at the BRIGHT BREWERY www.brightbrewery.com.au

About a 10 minute walk from the Motels, (pay as you go meals and drinks)

Saturday 2nd - You have the morning free to explore Bright and the surrounding area, At 1.30pm meet up at John Bright Motor Inn for a drive to Tawonga South via Tawonga gap (stopping at Top for a photo shoot and taking in the view) approx 30km, 40min Arrive at John Stanley's Stoewer Museum for a talk and view his cars. www.cartalk.com.au/stoewer-car-museum.html Leave Tawonga and travel to Myrtleford via Kancoona Gap and Carrols road Mudgegonga. Approx 100km 90min Or Ovens via Rosewhite and back to Bright. Approx 80km 70min

5.00pm Happy hour. Dinner is booked for 7.00pm at the Alpine Hotel www.alpinehotelbright.com.au Registration fee includes Saturday night 3 course dinner Theme As we are in Bright, please wear your Brightest shirt or top to impress ! (About a 5 min walk from the Motels, drinks at bar prices) (please advise the hotel if you have any dietary requirements 03-57552355)

Sunday 3rd - 9.30am Leave Bright and travel to Mount Buffalo Chalet and Dingo Dell via Porepunkah. Approx 40km 50min 11.30am Leave Mount Buffalo and travel back Bright and find a café for lunch. After lunch at your own pace head to Harrierville . (nothing booked for lunch as some may be departing for home, so just team up and find a pub or bakery or cafe) Plan to leave Bright by 2.00pm for the 22km 25min drive to Harrierville to meet up in Harrierville at about 2.30pm 2.40pm Leave Harrierville Drive up to Mount Hotham Approx 30km 45min or head back to Bright for a quiet afternoon, Mt Hotham back to Bright Approx 52km 65min.

7.00pm Bistro meal at Alpine Hotel. We will need to advise numbers please on Saturday, as some may be departing (pay as you go meals and drinks)

Monday 4th - Say our good buys and head for home, SAFE TRAVELS

Contacts, Ross Edwards, 0408416949 Digby Smith, 049361695 Ian Rowlandson 0415709779

Darting Off

Tony Luongo & Mark Brooks

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@sydneymachinasocialclub.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

FOR SALE - SIR HENRY BOLTE MAJESTIC MAJOR

Peter Grant received a call from Colin Rogers of Robinvale who has the ex Sir Henry Bolte Majestic Major for sale at \$14,000.00. The car is black with red interior, it has done 57000 miles and has some rust in the door bottoms. Colin Rogers: 0428 147 573

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.

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



DAIMLER FAMILY PICNIC

The picnic was again held at Lane Cove National Park this year but at a changed picnic area ie Tunks Hill which was originally a farm property, but it is now under the stewardship of the National Parks.

The grassed area is much larger than the previous venue at Commandment Rock & the shelter shed is slightly smaller & more enclosed so the feel of the grounds was different but definitely inviting.

The enthusiasm for the event & enthusiastic engagement of the 25 or so members & friends who attended however remained unchanged.

The weather was fine & sunny. The conversation flowed freely as did the laughter & that general overall "din" one notices when people are enjoying themselves & having fun. People seemed to stay well into the afternoon long after lunch had been eagerly consumed & the caterer had left for the day.

Steve Moore won the lucky door prize (a quality bottle of red & box of chocolates)

John Robison, Warren Cole & Chris Cole each won an individual novelty prize (the quality of these prizes, although highly coveted at the time, is such that it is difficult to remember what they actually were or for what reason they were given). All in good fun as the phrase goes.

The day was both enjoyable & relaxing as it is when Daimler & Lanchester friends get together.

See you all again at our next Picnic Day.

Russell Turner



DAIMLER FAMILY PICNIC



LANCHESTER AND CAR BODIES

Interest in the Club's Lanchester that is progressing splendidly, has prompted me to find some details of how this model came to be made. Little is said about these Lanchesters in the references I have acknowledged.

It was through Lady Docker, married to Sir Bernard Docker, Chairman of the BSA group, that induced Daimler to produce a car "for the people".

Two smaller cars existed already, the LD 10 & the 14 horse power in 1950. These years & those following became known as the "Docker years"

Sir Bernard with Richard Smith, Lady Docker's brother in law & managing director, sanctioned the chassis for a new model "for the people" & the bodies to be made in aluminium by Carbodies just down the road from the Daimler works. Founded by Richard Jones in 1919 who made some outstanding body styles & London Austin black cabs.

The making of aluminium bodies proved not possible as Carbodies did not possess the special welding heads needed for aluminium & 6 coats of paint were required for the desired paint finish. Why the equipment needed was not acquired is not known. So the bodies were made in steel.

In 1950 a fourteen 1 ½ litre was produced followed shortly by the Leda 2 litre. The front part of the body was later lengthened to accommodate the 6 cylinder engine in the later Conquest model Daimler.

In 1954 a Sprite 4 Cylinder 1.6 litre was produced by Pressed Steel Co in Cowley Oxford, finished by Carbodies ready to be mounted on the chassis at the Daimler works. Carbodies was eventually purchased by the Daimler Company.

From the Lanchester came the popular Conquest & Centuries, a small number of dropheads & two models of the Coupe.

As the decade progressed more lavish & beautiful models were made for the Dockers ostensibly for Lady Docker to publicise them. Their extravagant lifestyle was out of touch with Britain in those difficult post war years & the result is well known, & so ended the "Docker years".

How the Club's car, when completed, will perform with a small 4 cylinder engine powering a heavy six light saloon body remains to be seen.

References, Carbodies, B. Munro. Daimler Lanchester, B. Long & other Daimler information, B. Smith

John Steel,

Mischievous Mechanic & Senior Technical adviser to The Lanchester Project.

HISTORIC AND CLASSIC VEHICLE LOG BOOK

The following communication was received from RMS relating to the use of Log Books:

Transport for NSW recently conducted a review of the Log Book Trial, operating under the Historic and Classic Vehicle Schemes. As part of the Trial, Transport for NSW received feedback from a broad range of stakeholders to evaluate the effectiveness of the program.

From 1 October 2019, the Log Book will become a permanent feature of the Historic and Classic Vehicle Schemes. Transport for NSW will deliver a number of improvements to the schemes over the next 12 months based on the feedback received during the review.

Existing requirements introduced during the Trial will continue to apply to participants, including:

- Vehicles registered under the Historic and Classic Vehicle Schemes can be operated for 60 days of general road use each year, outside of club organised events.
- Each day of general use must be recorded in a Log Book issued at Service NSW branches.
- Owners wishing to opt into the Log Book program should be a member of a Transport for NSW recognised Classic or Historic Vehicle Club, or Approved Organisation participating in the Log Book program.

Information and updates to the Log Book program and proposed improvements will be communicated to Historic and Classic Vehicle Clubs and Approved Organisations in writing in the coming weeks.

Please ensure Transport for NSW has up-to-date club contact details, including a valid email address, so we can inform you of upcoming changes to the Log Book.

If you have any questions related to the Log Book program, please email us at:

IndustryEngagement@rms.nsw.gov.au

Melinda Bailey
Executive Director
Compliance and Regulatory Services Division
Safety Environment and Regulation
Roads and Maritime Services

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 7TH OCTOBER, 2019.

The meeting commenced at 8.00pm with Jim Gellett in the chair

Apologies:

Linden Braye, Peter Lachere , Peter Grant , Colin Cox ,Mark Brookes

Attendees as per list filed with Minutes

Special Guest Howard Parslow was introduced and was welcomed to the meeting

Previous Minutes:

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

Business Arising from Minutes:

Nil

Correspondence:

Nil

Business arising from Correspondence:

Nil

Treasures Report:

Alan presented a written report

Current Account Balance	\$5635.23
Current Term Deposit	\$10924.67
Balance Lanchester Restoration Fund	Minus \$100.83

Alan moved "that the Treasures report be accepted as true and correct and that payments be made as they become due" Second Howard

The following discussion/information ensued as follows .

Cost to stage ABD \$1045.46 with raffle proceeds at a good \$218.00 .

It was agreed that Merv should receive an exgratia payment of \$25.00 to partly offset his costs for the Judges Prizes he presented at this years ABD

It was noted that whilst the the Lanchester restoration fund had now slightly moved into the red side of the ledger, that the project was nearing completion. It was also noted that at the onset of the project both at a General & a Committee meeting level it was MSA that Club funds would be used if required to complete the project .

MINUTES OF A MEETING

Due to the generosity of members with donations of money & free labour the Lanchester has progressed a long way from its humble beginnings to the extent of being able to be displayed at the recent ABD as an albut complete car, with no contributions from Club funds.

This is a significant achievement by Club members

John H recommended that an allocation of \$1000.00 at this stage, from Club funds to complete, be ear-marked & then reassess the progress once this figure had been reached . There was however a general view that this amount, perhaps less, should be adequate to complete

New Members:

Welcome to Tim Mallyon (SP 250) & Morris Piper (pending Hillman Minx)

A complete new members list is to be compiled & a special welcome mail out be co-ordinated

Social Report:

Further details are provided of up coming events in the Magazine but early reminders for the President weekend in November , Christmas parties one for SP250 & another for all other Daimler models or mix n match or attend both & get a double dose of Daimler Christmas magic in December. Then there is the traditional Cocktail Cruise for January 2020

Editor /Web:

Nil

Registrars:

Contact Warren Cole as applicable – he has a lead ,after working on his BSA, as to where one can convert the cork clutch plates to carbon fibre - out Ingleburn way.

Library:

Nil

Regalia:

It was noted that the club is very much in need of updating its regalia inventory both quality & quantity wise, such items as caps, broad brim hats , shirts , scarves , badges, books , posters etc , etc

Howard noted that it would be great if the club could get together a good collection of regalia for the upcoming National Rally in Adelaide for next year . He also noted that there would be strong interest in the purchase of items both from Australian club members but also from those attending from overseas.

Please contact one of the committee members if you have any ideas for items or contacts from whom items are able to be sourced.

At the moment there is one Committee member, Ray Palmer, holding two positions for the club one of which is the Regalia Officer.

With Ray being very busy as Events co-ordinator it would be very much appreciated if some-one would come forward to take up the position of Regalia Officer .

Please contact any Committee member should you be willing to take up this position– lots of assistance is

MINUTES OF A MEETING

always available but the position is of such importance that having a single co-ordinator is highly beneficial to the Club

Conditional Plates:

Warren advised that the trial period for the Historic & Classic log book scheme has now expired. The good news is that the schemes are now fully operational as official RMS / Govt policy . For clarification of details please contact Warren

Technical & Spares:

The Chris Marr Consort has changed hands to now reside with Ian Brenner. (well done – good to see our cars being retained within the broader Daimler family)

For Sale & Wants:

Nil

CMC Report:

Nil

ABD:

See previous magazine report & photographs .

General Business:

It was noted that Alan Hunt handed over the reins as SP250 convenor, to others at the most recent SP250 meeting.

More details on future co-ordination activity to be advised

Warren noted that Alan was presented with a very appealing glass/crystal wine decanter which when shown at the meeting brought many - “ Oh I like that – can you get one for me to please.”

The meeting acknowledged Alan’s considerable contribution to the SP 250 group with resounding applause.

Victor noted that Alan had also handed over to others his position of the Motoring events / Friday night convenor of the RAC.

Alan was again recognised at the RAC recent get together for his considerable contribution to the movement .

The meeting again extended to Alan a rousing applause.

It was noted that the Daimler Christmas party was to be held at John & Christine Hurst home this year. Date & details to be confirmed . Dont forget to bring Santa presents for both girls & boys.

Victor donated some books (due to an urge to do some rationalization of his various “car stuff “) Being candid however, although the books were greatfully picked up by those present at the meeting & were of high quality, there was only “two “ available - so one could perhaps be forgiven in suggesting the “rationalization “ was somewhat of a token effort.

Finally Howard Parslow ,our special guest was given the opportunity to speak .

MINUTES OF A MEETING

Howard had travelled all the way from south Australia to attend the meeting to give a personal update on the arrangements for the National Meeting in South Australia in April 2020.

All that way & all that effort & he only got about 10min to speak

Such is his commitment to the event, that was all the time he needed to further enthuse those present as to what would be happening at the rally .

Lots of different day trips, in venue relaxing opportunities & many Daimlerites already booked in . He has an expectation of approximately 50 cars attending so if you haven't booked into the Venue or haven't registered yet for the event there is no time to loose . He has visitors coming from England & New Zealand already confirmed with interest spread across all Australian states.

It promises to be a wonderful event . Thankyou Howard .

There being no further business the meeting was closed at 9.38pm.

THE NEXT MEETING OF THE DLOCCA WILL BE MONDAY 4TH NOVEMBER, 2019 @ 8:00pm AT RYDE EASTWOOD LEAGUES CLUB.

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



1954 DAIMLER CONQUEST FOR SALE

Hi, I have a 54 Daimler Conquest for sale. The car is absolutely complete though partially disassembled. Body is straight and all doors shut nicely, engine runs and sounds good. Car is on its wheels and is movable. Body has rust in left front door and main body part of scuttle plus a few minor patches elsewhere. I'm too old to take this on so car is for sale \$1500.

Phone (02) 49817721 8 Windeyer Close Medowie NSW 2318.

Geoff Colman (ex Jaguar Daimler Canberra Club member)



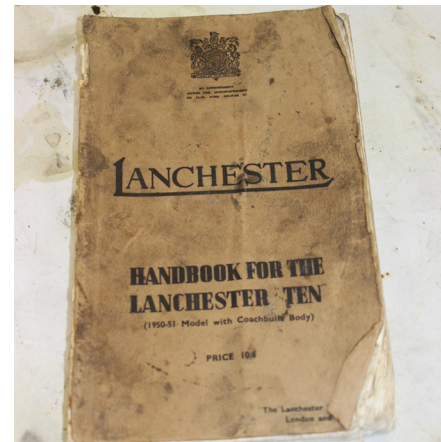
WANTED - PARTS FOR 1949 SPECIAL SPORTS

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

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



1949 DAIMLER DB 18 CONSORT RESURRECTION

PART FORTY SEVEN - FITTING THE WINDSCREEN GLASS

Denis Leys

Although the windscreen was in good condition, the frame needed re-chroming and therefore glass had to be removed. The frame is made of brass with its upper and lower pieces joined with steel with inserts. These inserts were badly rusted, and the screws had to be drilled out before the frame could be separated from the glass. I used a 'Gem blade' to break the seal between the rubber and the glass, using a hardwood block and mallet to gently tap the frame away from the glass.

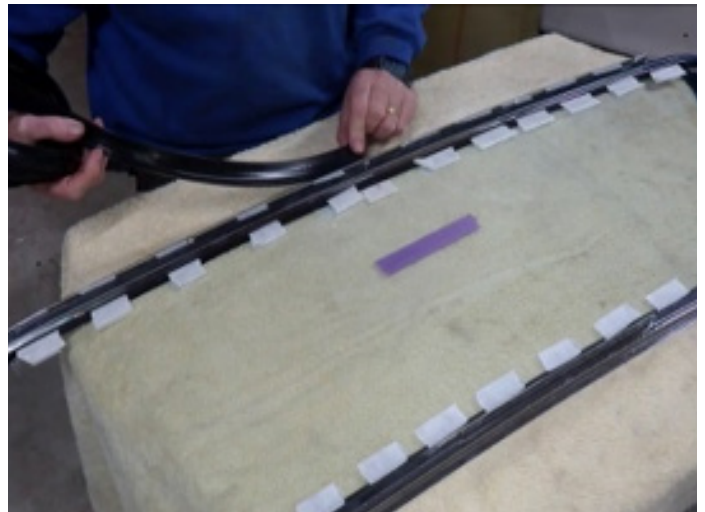
After having the frame re-chromed, I made two new inserts out of brass before starting the painful process of re-fitting the glass with new rubber. Taping the rubber to the glass is the easy part, sliding the two-piece frame over the rubber without tearing it is a challenge, and fitting the tiny grub screws into the inserts on each side of the frame is difficult.

The final task with the Consort windscreen is fitting the rubber between the frame and the body. This rubber is fitted to the outer rim of the frame itself – it fits into a 'C' shaped cavity in the frame. Fitting this rubber is an extremely slow process as you must compress the rubber in order to get it into the cavity. I used a bent screwdriver to do this 3/8 of an inch at a time.

Fitting the completed frame to the body is another story.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 47](#)

1949 DAIMLER DB 18 CONSORT RESURRECTION



THE LANCHESTER PROJECT

Friday 6 September 2019 - Present Jim Gellett, Merv McDonald, John Steel and myself. Today Jim with John Steel's assistance installed the inner door glass felt draft strips. This took most the day for Jim as he had to make the mounting plates as these were missing from the parts supplied with the car. Late in the day, Jim also installed the drivers door card, inner window and door handles and the arm rest.

Merv spent all his time rubbing back the paint work and is pleased with how it is coming up although he says that there is plenty more to be done in the weeks to come.

John Steel also assisted me with attempting to locate the blockage in the brake lines. Unfortunately it appears to be in the steel pipe from the master cylinder flexible line to the T-Junction connector in the engine bay. This is not readily accessible without a hoist so we were forced to abandon any further work at this stage. Jim requested that the driver's seat be installed to permit the car being moved for All British Day, so I assisted John Steel in installing the seat runners and the seat.

Friday 4 October 2019 - Present Jim Gellett, Merv McDonald, John Steel, John Hiscox, Linden Braye and myself. Today Merv and Linden continued work on rubbing back the paint. Jim had made a repair patch for the driver's B pillar anomaly and set it in place. John Steel and I struggled to remove the blocked hydraulic brake line and eventually succeeded. Although this line was subsequently cleared it and the high pressure flexible hose from the master cylinder will be replaced.

John Hiscox located and cleaned the rear quarter window lock mechanisms and with Jim's help installed these in the car. Finally I commenced disconnecting the temporary ignition system and started connecting the permanent system.

Thursday 10 and Monday 14 October 2019 - Present myself. Both days were spent sorting out the wiring. Getting the wires through the fire wall to the dash has become a bit of a challenge as it has been too long since the initial wiring was installed and changes have been necessitated.

On Monday I also re-installed the new hydraulic brake line to the front T junction from the master cylinder in preparation for the brakes to be bled.

Friday 18 October - Present Merv McDonald, John Steel and John Hiscox (narrator). The 2 Js started on bleeding the brakes, but it didn't work, so JH retired and let Merv into his spot. They worked tirelessly undoing this, that and the other and within an hour and a half had the off side working.

As we didn't have a sergeant major today we shifted the lunch hour to one o'clock. After 20 minutes these two energetic souls decided to get the near side done. Wouldn't work, so the rubber connecting hose was removed and checked. Stuffed as a Xmas turkey, so it was decided to remove the off side one as well and get them both replaced. Although the off side had appeared to be ok, when the hose was removed it was found to be partially blocked, hence the replacement. Both the mechanics had grins on their faces at having

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at last sorted out the brakes, subject of course to the replacement hoses.

You might ask, what was I doing!. This shall remain a mystery.

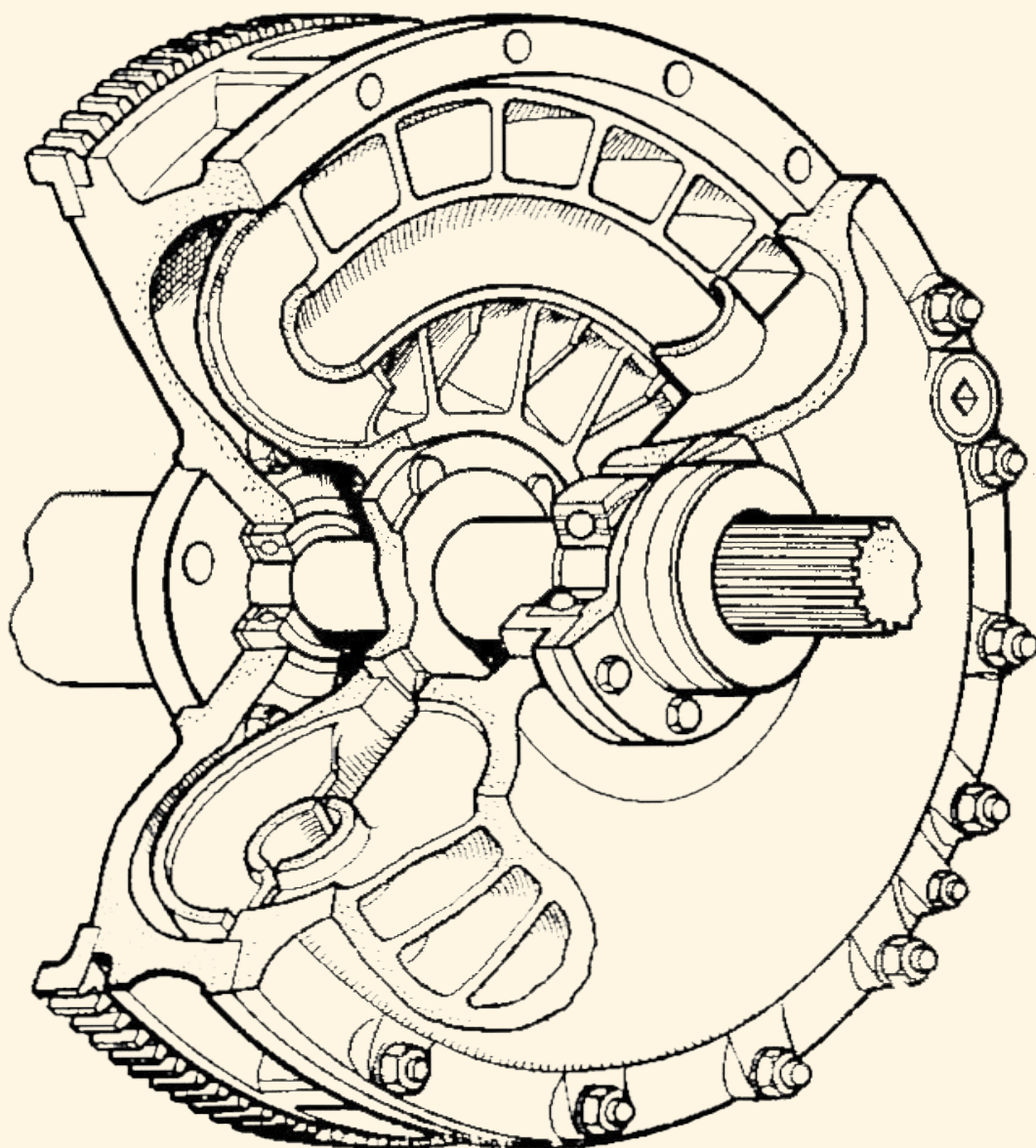
Thursday 24 October - Present myself. Spent the day sorting out problems in the wiring. Found wires to the steering box junction box had been pulled out and were also shorting causing much confusion when testing the indicator and semaphore circuits. The problem was exacerbated by the location of the junction box but I was pleased at the final result where both the indicators flash as does each semaphore on selection. I also managed to connect in several other wires dipper switch, ignition, etc, The problem is in the design and placement of the junction box directly over the access point to the interior of the car. The more wiring you add, the less space and access to manoeuvre.

Friday 25 October - Present Jim Gellett, Merv McDonald, Linden Braye, John Hiscox, John Steele and myself. Today Merv installed several body to chassis spacers and also continued with rubbing back the paint on the car. Jim worked on the driver's side "B" pillar and assisted Merv with rubbing back paint work. I managed to get several more wires connected from the dash and to finally secure the various dash panels.

Just to remind you, the Lanchester Leda has hydro mechanical brakes. Hydraulic at the front and mechanical at the rear. Originally it was found that only the rear mechanical brakes were working. So previously we have replaced or have had rebuilt the master cylinder and due to multiple blockages, the flexible high pressure hose and fixed pipe from the master cylinder to the T-junction in the engine bay. Last week it was also found that the two flexible lines to each wheel were also blocked.

So today, Linden installed the new flexible wheel brake lines and with John Steel they attempted to bleed the brakes. Whilst it was possible to get fluid to bleed from the driver's side bleed nipple (shortest run) it was not possible to get any fluid out of the passenger's side (longest run), although it appeared that the brake was working on this wheel. For most the rest of the day we all became committed to helping sort out the hydraulic brake problem. Eventually it was found that the rear passenger's wheel cylinder was seized and it was removed from the car. The seal in this cylinder is damaged and will be replaced although the cylinder itself is undamaged.

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