

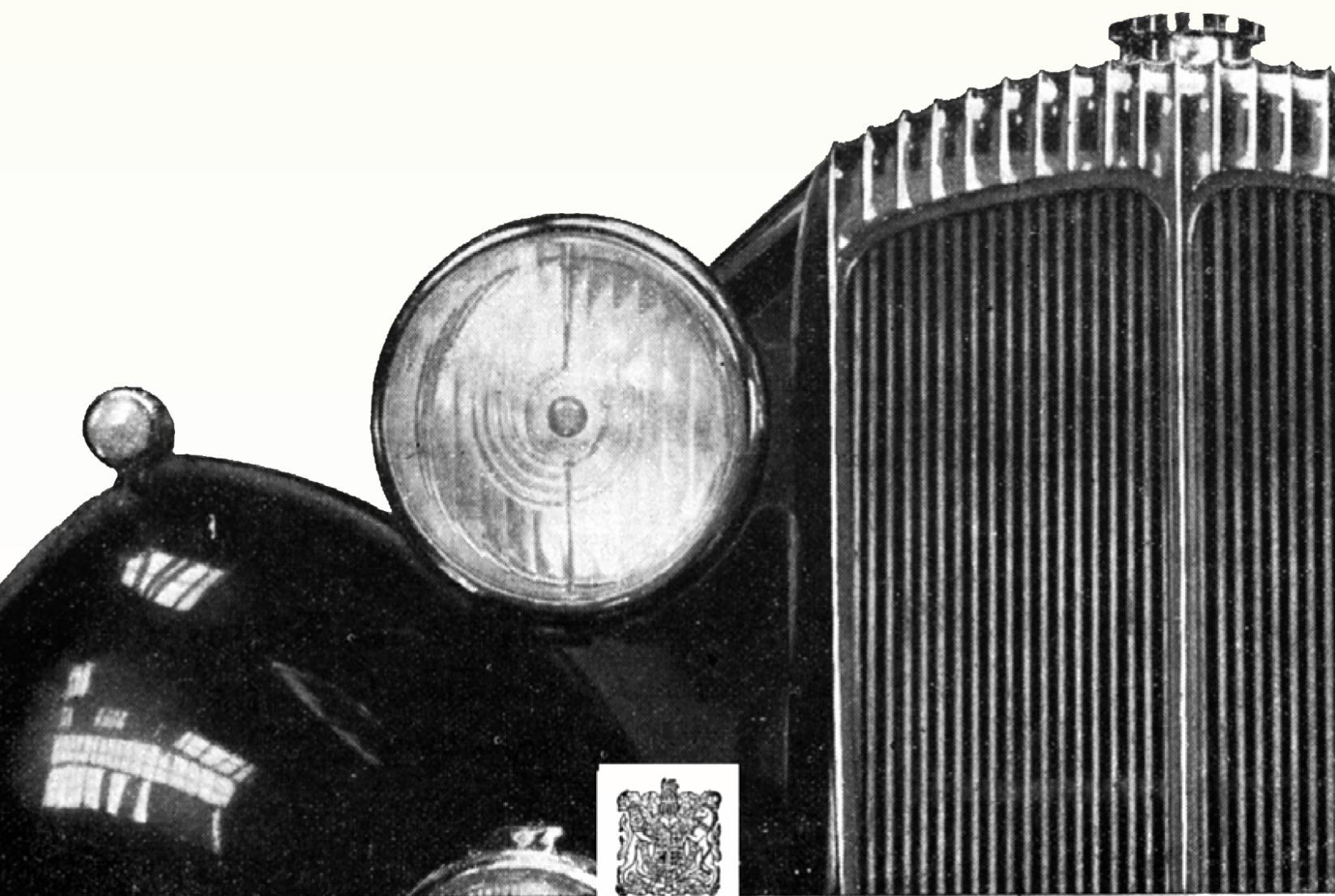
Daimler

&

Lanchester

APRIL 2020

FLUID DRIVING



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

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OUR NEXT MEETING (POSTPONED)

~~8PM MONDAY, 6TH APRIL, 2020 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.

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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	0417429 573
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02)4739 3301

REMINDER

SUBSCRIPTIONS DUE

THIS IS A REMINDER THAT MEMBERSHIP SUBSCRIPTIONS ARE NOW DUE TO BE PAID AND WE URGE ALL MEMBERS TO ATTEND TO THIS MATTER.



PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

Well I guess it has been a bleak month for most of us & this edition of the magazine & it's contents are probably the only form of Club activity that we have had. Some of us have taken the opportunity to carry out maintenance & repairs on our cars & get on with restoration jobs but this has been limited by the restrictions on travel to some extent.

Personally, I have been busy, trying to locate a knock in the engine of my MK2 Century which is proving to be rather elusive as the car still has plenty of power & oil pressure. I have removed the rocker gear, pushrods & tappets & all seem to be in good order. I have removed the oil pump & replaced the spindle bearing, but my engineer friend tells me that it didn't seem to be much different to the one we had removed in respect of firm fitting. So I am baffled & not wanting to put the car back together if the noise persists. We are going to check as many big ends as we can reach & then put it back together & see what happens. Any other suggestions would be gratefully received.

With meetings & events all on hold at the moment it is to be hoped that the news next month will be a bit brighter.

Thanks for your patience,

Jim Gellett - President/Editor.

The state of play at present.

So meetings and events are cancelled or in limbo at present. Please feel free to ring me or email me with future suggestions. I had planned a visit to a brewery on the North Shore and at a later date we will visit an Army barracks. As you know I favour joint runs and look forward to meeting all soon. Have a Corona free day. PS> I have a Toyota Corona but its not catching and a very reliable car now on historic plates.

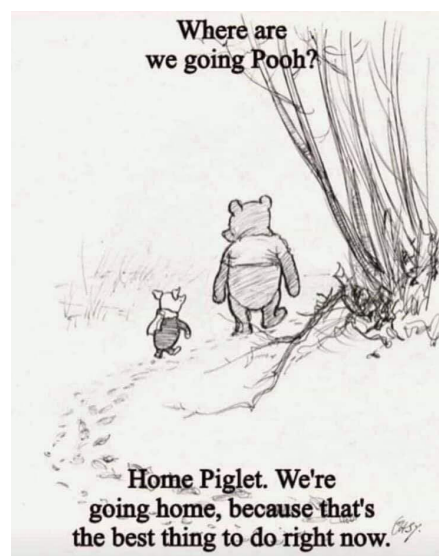
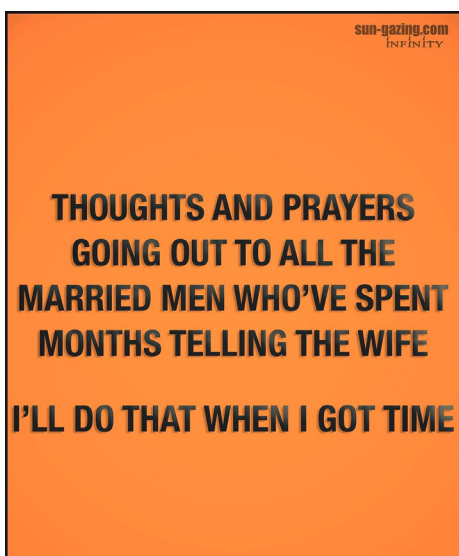
Ray Palmer - EVENTS/SOCIAL Director - 0409 465 446 - rpalmer.teacher@bigpond.com

COMING EVENTS 2020

Saturday March 29 to Friday 10 April 2020	2020 South Australian National Daimler & Lanchester Rally - Winchelsea Resort. Full details are in this issue
April 2020 Saturday 4	SP250 - MEETING Ferriers @ Oakdale - Possible run to local look out 56 Wineshop Road Oakdale Please advise Pat on 0438 351956 by 30 March 2020 if you intend on attending
May 2020 Saturday 16	SP250 - RUN St Albans - Run & Lunch - John Gallagher Settlers Arms Inn St Albans Please advise John on 0418 672 021 or email by Wednesday April 29, 2020. If you intend on attending

COMING EVENTS 2020

June 2020 Saturday 20	SP250 - MEETING Stoodleys @ Glenning Valley with a run to local swap meet.
July 2020 Sunday 9	Mid-winter Run 2020 - It is the Alvis Car Club's turn to organise the Mid-winter Run this year. The venue will be the Settlers Arms Inn at the village of St Albans, beside the Macdonald River. Dating from 1836, the Inn is a notable historic site with a range of meal choices for day trippers. It is very popular with car and motor club members and, in view of this, Alvis Car Club has made an early provisional booking for ca.40 people. If you plan to attend please notify Ray Palmer Events Director Tel 0409465446 sms or ring or email rpalmer.teacher@bigpond.com
July 2020 Saturday 25	SP250 - RUN Newcastle All Birds Day Foreshore Park Newcastle
August 2020 Friday 7	SP250 - MEETING Hunts @ Dural
September 2020 Sunday 13	SP250 - RUN TBA
October 2020 Saturday 17	SP250 - MEETING Norgroves @ Wyee With a run to the Hunter Valley
November 2020 Saturday	SP250 - RUN TBA
December 2020 Saturday	SP250 - Christmas Party TBA
January 2021	SP250 - Tassie Tour - an extended driving and tourist experience in Tasmania.



SP250 EXHAUST NOTES NSW

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

We hope that everyone is continuing to remain safe and virus free. It was great to hear from many of you via email in response to our "SP Family Check".

As we continue with this lock down a reminder that we can only use our cars for "essential" trips, and if your car is on the 60 day log book scheme, remember to fill in the log book.

We can only hope that NSW will follow in Qld's recent announcement that we will be able to go for a "leisure drive or a motorbike ride" soon.

As you are now all aware, we have cancelled / postponed all SP events until it is safe and legal for us to resume.

SP NEWS

The "Daimler SP250 Car Club Worldwide" Facebook page has had a fair number of posts of late, with one new member of the page providing many pictures of SP's at shows in the UK.

Tim Malyon provided a link to his restoration blog ... it is

<http://61dart.simplesite.com/?fbclid=IwAR21tdABuUMLiqaSI94qYeQHGSTi5ZuVE5V41OW0HqXKQfRbGGLvqT-uYqw>

Dallas & David Stoodley have also posted a link to a video from their painter ... it is

https://www.youtube.com/watch?v=Fe_i7XDWCwQ&feature=youtu.be&fbclid=IwAR0e5Mssb8S4thZrEI20gQ4HkkBLInSDO6TKik2t8pOEM1fFPtUS4VZNd3Q

There is also a you tube video of a "Buyers Guide" to the SP250 ... it is

https://www.youtube.com/watch?v=Fjw5t2qwAfM&fbclid=IwAR3KsEBXvbGu6l2AtKlrXLyebJgsCQu0zMBK0pzpwzLc4uU33DFU_JNLRks

Shannons, have also posted a video on the SP250, with footage of Domenica Ashworth and her SP ... it is

https://www.youtube.com/watch?v=lfalpkgiaL0&feature=youtu.be&fbclid=IwAR3y-zQDnl6til7UCZeS8t5lwTJom9gOj58SiaB1mo_e0cxu3ex1vFtf3p4

OTHER NUTS & BOLTS

A number of other SP's continue to be under restoration at the present time, we look forward to hearing of their progress and completion in the future.

David & Dallas Stoodley have an SP front and rear Bumper Bar for sale, Please contact them if interested.

Tim Mallyon 's request for a Heater has been fulfilled, thanks to all who replied to him.

Ian Rowlandson (Victoria) has Sold his SP, the new owner is looking for a Hardtop for it.

Regards

Tony Luongo

Mark Brooks

sp250group@gmail.com

SP250 EXHAUST NOTES NSW



SP250 Rally Albury 2011

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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2020 BAY TO BIRDWOOD

For those members interested in this South Australian event, which is celebrating its 40th year.

Click on the link below to register your vehicle to be one of the 1750 participants in the 40th anniversary event on Sunday 27 September.

The Bay to Birdwood has moved with the times and only online entries will be accepted this year. Please ensure you are familiar with the event rules and regulations before you register. If you need assistance please call us on (08) 8568 4019.



Categories available for the 40th Celebration Year are:

- Pre 1950 - Regular entry \$75 | Motorcycle \$60
- Pre 1950 - Concours d'Elegance or Preservation Award \$145 | Motorcycle \$115
- Post 1950 - Regular entry \$75 | Motorcycle \$60
- Post 1950 - Concours d'Elegance or Preservation Award \$145 | Motorcycle \$115

Spaces are limited in each category so don't delay.

[CLICK HERE TO REGISTER](#)



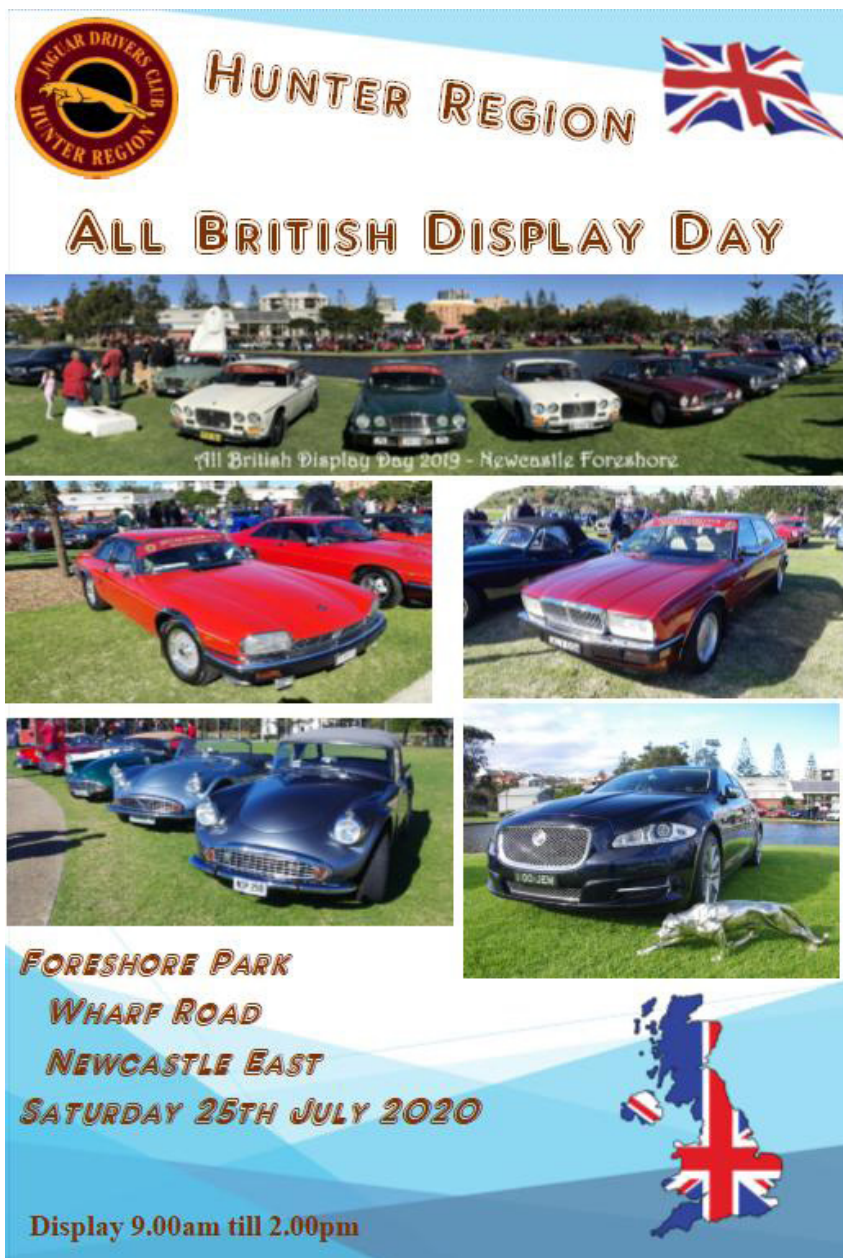
THE ROYAL AUTOMOBILE
CLUB OF AUSTRALIA
89 MACQUARIE ST, SYDNEY
PHONE: 02 8273 2300



Throughout the Club's history Members have enjoyed a range of social activities themed around the automobile and whilst the interests have widened; travel, touring and collecting automobiles and their memorabilia have remained key areas.



HUNTER REGION ALL BRITISH DAY



The image is a promotional poster for the Hunter Region All British Display Day. At the top left is the Jaguar Drivers Club Hunter Region logo, featuring a leaping cat. To its right, the text 'HUNTER REGION' is written in a stylized font, followed by a Union Jack flag. Below this, the main title 'ALL BRITISH DISPLAY DAY' is prominently displayed. The central part of the poster contains four photographs of classic and modern British cars: a white classic car, a dark green classic car, a silver classic car, and a red classic car in the top row; a red classic car and a red classic car in the middle row; a blue classic car and a blue classic car in the bottom left; and a dark blue modern Jaguar in the bottom right. Below the photos, the text 'All British Display Day 2019 - Newcastle Foreshore' is visible. At the bottom, the location 'FORESHORE PARK WHARF ROAD NEWCASTLE EAST' and the date 'SATURDAY 25TH JULY 2020' are listed. The display time 'Display 9.00am till 2.00pm' is also provided. A large Union Jack flag is positioned on the right side of the bottom section.

HUNTER REGION

ALL BRITISH DISPLAY DAY

All British Display Day 2019 - Newcastle Foreshore

**FORESHORE PARK
WHARF ROAD
NEWCASTLE EAST
SATURDAY 25TH JULY 2020**

Display 9.00am till 2.00pm

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

TRAVEL DIARY FROM RAY GRIMSHAW - 2006

Europe 2006

Ben Marie and I left Darwin on the 28 August 2006 for what turned out to be the trip of a life time. The first part of the trip was associated with classic cars and the second a river cruise on the Rhine and Danube Rivers. Because the two parts are poles apart I have treated each separately.

Classic Cars.

Following an over night stop in Singapore arrived to the mayhem of traffic around London – One and a half hours to get from Heathrow to the hotel in London, forgot the jet lag dumped the luggage and set out to explore using one of those see London buses, stopped at the new Eye queued for a ride and then had the most wonderful views of the city.

Thursday 31 August

Weather fine

The following day the tour started in earnest. We were joined by 30 Aussies from all over and just about every occupation you could think of and even including a pensioner. Our first stop was at the workshop of RS Williams who restores older Aston Martins. They do their own tooling on the premises and have made minor modifications to the original to overcome weaknesses in the engine suspension etc. As you can imagine Ben was in his element together with other members of the party who are restorers or technically minded. The ladies in the party were equally impressed and even I could appreciate the work they are doing. A few of their finished vehicles had already gone to Goodwood Park in readiness for the historical racing.

From Aston Martin we went to the Brooklands Museum. This is situated at the old Brooklands track and features historic vehicles which raced here prior to World War 2 and also the aero planes which were made and used Brooklands. Part of the banked track is still there and volunteers took us for a ride on the remaining sections. Mercedes will be opening premises there soon and have undertaken to rehabilitate more of the old track. It was quite an experience to walk through the air museum which included planes from World War 1 to the Hawker Harrier. Outside is their latest acquisition a Concorde.

From Brooklands we went to the Mc Laren Technology Centre and in particular the F1 workshops. The technology which goes into these cars is amazing including the special metals which are lighter and stronger than titanium and the carbon fibres. 600 people are employed in respect of the Formula 1 project and 400 on the street cars. The street cars include the new Mercedes Gull Wing. No photographs were allowed in the plant though when we arrived Mc Laren was having the press preview on the latest Gull Wing. We were told no photos so we all in unison had our cameras out and had photos of the new Merc. The cost of this so-called workshop was sterling 300m about \$Aud750m. The tour took just over 1 hour.

Friday 1 September 2006

Weather Fine

In the morning we traveled down to the first day of the Goodwood Park revival meeting This was practice day and walking through the car park I have never seen so many exotic cars in one place – you name it and they were there. The so-called warm-up sessions were all fair dinkum with all types staying on and coming off the track. A few comments about Goodwood Park. Shortly after World War 2 the track was developed by the Earl of March to assist car racing in the UK He made use of the area which had been used as an airstrip during WW2. The early 1950's was not the time to establish a car racing circuit and the project was not continued with. The meetings have now been revived by the current Earl. This year nearly 200,000 people attended the Historic car meeting which not only included cars but also planes with Spitfires Sea Furies and Mustangs giving a number of demonstrations each day

TRAVEL DIARY FROM RAY GRIMSHAW - 2006

Saturday 2 September 2006

Weather Cold and Wet

This was the first day of racing proper – amazing. Saw a Ferrari Monza completely redesigned and a modified Austin A30 thrashing Jags. For sheer driving I could not go past the cars of the 30's. Seeing these vehicles with narrow tyres doing their 4 wheel drifts, really beating each other up and seeing the road handling and noise of the little Bugatti's was amazing. I have not been to a historic meeting in Australia but would love to see something akin to this in Darwin.

Saw Brocky driving his Holden and Mustang round Goodwood though he ran out of road a number of times in the Mustang.

Sunday 3 September 2006

Weather continuing cold and wet.

Today was the anniversary of the start of WW 2 and at Goodwood there was an emphasis on the wartime aircraft available. The racing continued at a fast space with more magnificent cars in the car park. It was good to see a Daimler sports as one of the main stewards' car.

A few more words covering Goodwood. Behind the stands there are a multitude of stalls selling restoration of vehicles to car badges. Every conceivable item for a car could be acquired and the stalls were crowded at all times. We were lucky to have seats in the stands for all three days which kept us dry and had a good view of the track.

Monday 4 September 2006

Weather becoming fine

Today was a day of travel. By bus from Portsmouth to Heathrow, Heathrow to Frankfurt and then bus to Stuttgart. On the bus we diverted and had a look at the motor cycle track where the 500cc race – stuck to the autobahns which meant we did not see much.

Tuesday 5 September 2006

Weather fine

Left the hotel to go to the Mercedes Museum. This was only opened in May. It has 8 levels – take a lift to the top and gradually walk down. The first level features the original Mercs, the development of the motors including Daimler's concentration on boats and Benz concentration on cars. As you walk down various events are portrayed e.g. sinking of the Titanic, WW 1 and 2, the Depression, rise and fall of the Nazis and the Merc cars of that period featured. Our worthy tour director had suggested 2 hours to have a look – I told him if he thought he was going to shift the mob in less than 4 forget it so lunch was rearranged to have it at the museum. The vehicles on show are only a small part of the Merc collection and they are periodically rotated – interesting to note they are all goers. When we eventually got to the ground floor made our way to the basement where there is the Merc shop and also the showroom for the modern cars. Taking pride of place is the Maybach and then the rest of the current Merc range.

After a quick lunch onto Porsche. Museum had not changed since I was there two years ago and we were preparing to head back to the hotel when they arranged for us to go through the assembly area. Two hours later we were finished but what an experience. I had not been through an assembly area since I went through GMH in 60's. Each car is identified by a tag which can tell the assembly line what kind of a vehicle it is, what fittings are required, right or left hand drive etc. Where Robots are used the machine reads the tag and e.g. picks up the correct window screen put it in place, or welds the body to suit the model. When it

TRAVEL DIARY FROM RAY GRIMSHAW - 2006

came to the internal finishes the majority of this is still done by hand. One of the interesting points we picked up is that beer is allowed during the breaks from the assembly line – don't know what Safety Sam would say about that but we are in Bavaria?????

Wednesday 6 September 2006

Weather fine

Today we were traveling to Munich but first stop was the Merc Classic Centre. Well what an eye opener. This is actually a restoration "workshop" run by Merc where they will not only restore the vehicle but also sell it if it is of sufficiently high standard. When the factory was bombed during WW2 they had the fore sight to place all their archive plans in bunkers; consequently they have the detailed drawings of every model built. In this way they are able to tool up any part which maybe required and this service is available to all restorers throughout the world. When we were there they were working on a limo which Hitler had presented to Gen Franco in the late 30's. This monster had a 7.6ltr motor which was on the bench being serviced had the plans attached to a pegboard if any parts had to be made. Other vehicles in the workshop were a 30's open toured belonging to the King of Jordan also with the 7.6 motor, two Gross's, two silver bullet racing cars from the 30's and a Gulling They showed us their full equipment – quite fascinating. One little matter we did pick up. On the premises they also have their warehouse where the rest of Mercy owned classics are stored. Inspections can be arranged but this would have taken at least another 2 hours??????? The classic vehicles can also be hired for promotion purposes or a pleasant drive through the Black Forest

From the restoration centre we set out for Munich stopping at Augsburg for lunch. Marvelous how these European small town can boast an extensive tram system

Thursday 7 September 2006

Weather fine

In the morning we went to the Deutsches transport museum. Apart from interesting cars the museum holds one of the two first railway engines ever built. A British invention the other machine is in England but the one here actually works which the curator had great delight in starting for us. The museum also held one of the finest collections of bicycles I have seen.

After a quick lunch on the run we arrived at BMW which is one and a half hours north east of Munich... The site used to be Goggomobile and is now the main assembly plant for BMW. Here there are 26,000 employees the majority of whom are bussed in for their shifts. An interesting look at employment – each August the plant closes down in order that the employees can go to their small farms and conduct the harvest. We were taken on a 3kms inspection. Well this was a big assembly much of the work being carried out by robots. All vehicles going through are equipped with a chip which tells the various stations what kind of a vehicle and the various fittings required – similar but much more refined than that of Porsche. The part that amazed me was the different models together on the same line all being assembled at the same time. The majority of the work is rotated by the employees so that they do not get bored. At this assembly line the bodies for the Rolls Royce Phantom are hand made before being shipped to the UK to be finished. These bodies are stainless steel and aluminum and we were all looking forward to area. However this was not to be. A couple of us had noticed a soft top Roller body and further body being shaped. On questioning appears they are two prototypes the convertible looked a real winner but the other car was a small Roller – it will be interesting to see what happens.

Friday 8 September 2006

Weather fine

TRAVEL DIARY FROM RAY GRIMSHAW - 2006

Today was a day of travel – Munich to Mullhouse. Originally we were going direct via the autobahns. We diverted and went south to Lake Constance through Switzerland to Basle and then into France to Mullhouse. Had lunch at Lindau a town on Lake Constance which was founded by the Romans and has preserved its walled city that was developed in the 13th and 14th centuries. Lake Constance was also the area where the airships were produced during the 20th Century and is once again in production making the modern smaller ones.

A beautiful drive through Switzerland and then to the Alsace town of Mullhouse.

Saturday 9 September 2006

Weather fine

For classic Rev Heads this was a special day – the Musee National Collection Schlumpf. Originally the collection came together thanks to the Schlumpf brothers in secrecy and was only discovered when the textile mill went into liquidation and the brothers crossed the border to Switzerland. The employees forced their way into the discarded mill and found the collection which at that stage was Bugatti's – 150 in all. The local residents and employees realized the importance of the collection and raised sufficient funds to keep it intact.

We spent 5 hours at the collection which was not enough though I did find 3 Daimlers. The collection is predominantly French with pride of place going to 3 Bugatti Royale's though the marque which surprised me was the Hispano's. They had in the collection at least 15 Hispano's. Beautifully finished and the rival of any of the European or American exotica.

Very difficult to say any more except it is the most outstanding I have seen – much better and bigger than Beaulie, Hides and Birdwood and I wonder if any of the cars the go on the road

Attached is their own restoration workshop – closed when we were there - just as well as we would have lost the majority of the group.

Back to the hotel for normality.

Sunday 10 September 2006

Weather fine.

Another day of travel but what a day. Through beautiful Switzerland and then to the Italian side of Lake Maggiore at Verbania. The lake is 40kms long but more of that later. We had lunch at Luzern. If ever I retired outside of Australia Luzern is the town but not until I had struck Tatts 10 times to be able to afford it. It was lucky that this was my third visit and I acted as tour director. It is situated on Lake Luzern and for over 1000 years was the leading city state to oppose European states especially the Hapsburgs in annexing the Swiss - won as the states found Switzerland just too hard to conquer. A side comment Hitler came to the same conclusion even though the majority of the country speaks German and recognized Swiss neutrality.

We were driving through Switzerland including the St Guthbert tunnel 17kms and then Italy on the day of the Italian Grand Prix. The Italian motor cyclists – kamikaze pilots – thought they were at the grand prix. We were on single lane roads now and the bikes were passing us on the lake road with inches to spare with the oncoming traffic. I was seated up the front and it was quite interesting.

TRAVEL DIARY FROM RAY GRIMSHAW - 2006

Monday 11 September 2006

Weather fine

No cars today – oops wrong again Ferrari's Lancias Jaguars parked at the Hotel. Down to the village and then onto a boat to take us round part of the lake to show us some of the "weekenders" of the establishment of Milano. Many of these palaces were built in the 16 and 17 hundreds and are massive – 3 to 4 levels and in the main are on islands in the middle of the lake. We embarked on the island of Isola de Pescatori which originally was a island of fishermen. The main street is one and half metres wide with shops and restaurants on both sides – spent money on the grand children and then to lunch. Very pleasant and then in entered the dream of my life – image of Pierre Angeli – zoomed up the camera a took a shot and then she lite a cigarette bombed out again.

Back to the magnificent hotel and walked down to the village for dinner,

Tuesday 12 September 2006

Weather fine

Another day of travel but we upset the schedule by deviating to have a look at Monza where the Italian Grand Prix had been run and then to the Mille Miglia Museum which were not part of the itinery. But first of all a pleasant drive to Milan and then to the Alfa Romeo Museum. This was surprisingly good. Though Alfa has been rescued (taken over) by Fiat the Museum remains intact starting from the first Alfa's to the late 90's. One of the race vehicles was a V12 of the late 30's – consisted of 2 V6 motors, 2 diffs. 2 gear boxes connected by a steel rod connected to the gear lever; quite a machine which must have been ??! to drive

From Alfa we side tracked to Monza which was cleaning up after the Grand Prix – fascinating having a look at the old banked concrete track and then off to Brescia where the Mille Migila Museum is situated – not good a waste of time and then a drive to Modena. Hotel was not serving dinner so found a good restaurant adjoining the hotel

Wednesday 19 September 2006.

Weather Fine

Today was the day of Italian Exotica. First to the Panini Family. The last time Maserati went broke the collection was on the market and the Panini Family bought the lot. They are well known cheese makers from their own herd – mainly Friesians – and the collection is housed in its own building together with other classic cars, classic motor bikes and outside old tractors including a steam driven tractor. In total there are about 30 Maserati's in the collection plus about 15 other makes and 50 motor cycles. The Panini who showed us round participates in historical racing and rallies and makes sure all the cars have a run at least once a week.

From Maserati we headed for the Ristorante Cavallino opposite the Ferrari Factory for lunch and then to the Ferrari collection. However we had all been ambushed by one of the many Ferrari Shops and considerable Euros helped the Modena economy. Back to Ferrari. Consists of both Formula 1 and road vehicles including prototypes. Interesting that all Ferrarri's are pre ordered before assembly starts and they produce just over 5000 road vehicles a year – not bad for Italian erotica. We were not able to get to the factory but viewing the collection took a little more than 2 hours.

We left Ferrari and headed for Lambourgini. This is another Italian company which was always in financial difficulties but is now owned by Audi and its future seems secure. Spent over an hour looking at the collection and then to our surprise we were taken through the assembly line. Well what a difference. No robots here all done by hand and jobs rotated so the guys don't get bored – you get the feeling that the

TRAVEL DIARY FROM RAY GRIMSHAW - 2006

members of the team are proud in what they do. Noted that Lambo no longer produce the marine motors used in off shore racing and we did not notice any of the special off road vehicles used by the Italian army. Audi have introduced quality control which was sorely needed.

Thursday 14 September 2006

Weather at first fine but finished up with a thunder storm

So had finished the Motoring part of the tour – so a few comments would not go amiss.

Accommodation

On the Continent magnificent – easily equal to Aussie 4 and 5 star.

Interesting observation – having dinner at the Hotel du Parc in Mullhouse when I noticed Marie's eyes go bigger and bigger; I looked around and a table in the dining rooms were two bulldogs – the French love their dogs.

Hotels in the UK good by their standard about 3 star Regency was much better than the Holiday Inn at Portsmouth but the Holiday Inn tried hard – Marie was even able to buy a pillow from them as she had left hers in Singapore

Tour Director

Thought we were in trouble to start off with, but who could cope to start off with a bunch of rev head Aussies. Cas was marvelous once he had been trained and I can recommend him for any future tours.

The Fellow Tourists

What a marvelous bunch. All fitted in well and though it was car orientated the ladies present seemed to have as much fun as the guys.

Suggestion

Just one

When going through the Merc Restoration Centre try to arrange a tour of their storage area – this will take another 2 hours

And I still think a distinctive Polo shirt would be good – everyone commented on ours.

SECRETARY REPORT

Hi Everyone

I trust you, your families & friends are keeping well at this time.

One could say that organized Daimler Club events & activities have been a little on the “light” side recently!!

As there was no meeting last month there are no minutes to prepare for this magazine so just a few words instead.

Alan was good enough to provide an update on our current finances as at 28.4.20 , that being \$9265.06 in the Current account & \$10955.27 in the Term deposit.

I am aware some members are taking this quiet period to get a little ahead on car maintenance, restorations or just sitting down with a good book to read, something like the “ full workshop manual “ for your particular Lanchester or Daimler or similar. Others may simply be enjoying the break away from car matters.

In any event at some point it will all start back up & we will once again be enjoying the DLOCCA spirit & revelling in each others company , socializing , attending events & meetings, & being more involved than ever, now that there has been a time out to reflect on what our Club offers all of us.

Of course, it is clear, many people are experiencing difficult circumstances, anxieties & hardships at the moment. Our best wishes & sincere thoughts go out to all , whether associated with the Club or not.

As has often been said in the commentaries – we are all in this together & together we will prevail.

I have not referenced the word yet but when this pandemic is well behind us, & it is safe to do so, lets have a POST “Covid “ CELEBRATION event.

In the meanwhile keep the wheels turning .

Russell

**THEY SAID A MASK
AND GLOVES WERE
ENOUGH TO GO TO
THE GROCERY STORE**

**THEY LIED,
EVERYBODY ELSE
HAD CLOTHES ON**

*If you die, your wife
will sell your CAR at
the price you told her
you bought it.*

**So please...
STAY HOME!!**

DOCKER'S DAIMLERS, WITH THE 'FEMININE' TOUCH

Although I have not read the book, 'Docker's Daimlers' written by Richard Townsend ISBN 9781445663166, or any other books on the subject matter, I decided to find some facts myself via the internet about the 'feminine' cars that Lady Docker (LD) had designed and commissioned. In my opinion, she certainly had an eye for detail as the cars were very luxurious. As Director of Hooper, LD started a marketing/publicity campaign for Hooper with plans for 'special' cars to be built each year for the Earls Court Motor Show. I understand that no expense was spared and she got what she wanted, to the demise of Daimler in the end. The life of luxury lived by the Docker couple eventually came to an end in May 1956 when Sir Bernard was fired and removed from the BSA's board of directors; the Docker 'show' cars were then stripped of their expensive trimmings and were sold. Forced out of Daimler in 1956, traces of LD's influence lasted another four years and then the firm fell into the jaws of Jaguar and was, in all but name, obliterated.

1951 the 'Golden Daimler' – DE36

This was the first one that was built which was a touring limousine, finished in black body paint. It was aptly named because of the use of gold for all of the cars trimmings (which replaced the use of chrome), in addition to 7,000 gold stars on the black exterior paintwork of the car, on the sides at waist height. LD had very expensive tastes it would seem, and the upholstery and head-linings were made from gold silk brocade. If that wasn't enough, the cocktail cabinet in the rear contained a Cartier gold & crystal cocktail set, and a gold & black china tea set. Also a gold vanity set for the Lady and gold-plated radio controls in the armrests. The list goes on. It was truly a luxurious car, fit for a queen! LD estimated the production cost to be around GBP 8,500. The story is that LD used GBP 900 worth of gold plating which at that time was a huge amount of money, enough to purchase 2 Morris Minors and maybe enough money left over to buy a motorcycle. (Photo on Page 21)

The Late John Sweeney's blog from 2000 mentions quote:

"The Docker's Gold Car is near me in Lennox, Massachusetts, USA, and is being maintained, but not restored as I understand it. It had been sitting for some years, and most of the seals were deteriorated. The gold plating and stars, as most know were removed by Hoopers once the Dockers released the car to the public market. The full length star panel is now just painted gold, with an otherwise black body and chrome trim. The interior appears to be intact and original. In the 1950s the recessed headlights were converted by Hoopers. The lights now look like an XK120 or Bentley Mk. VI from the 1950s. My car had the headlight treatment also converted in 1953. I acquired castings of the original recessed headlight surrounds, fluted and ribbed like the radiator shell. And I am having the headlights reconfigured to the original 1948 design."

(NB John Sweeney was a previous owner of a DE36 Goddess—refer Chris's article in the March issue).

1952 – the 'Blue Clover' – DE36

This DE36 coupe was painted in two-tones of blue and grey and the lighter coloured panels were covered with a pattern of four-leaf clovers painted in a darker colour. The seats were upholstered in lavender blue leather with dark blue piping. Another extravagance of an interior, instead of wooden veneers was the use of grey-blue lizard skins, covering the steering wheel, the inside door panels, the cabinets. The cabinets of course included fine cut glass drinking ware, fine crockery as well as linen. It seemed to be a standard requirement that LD had the interior designed to make space for a mirror & comb, a clothes brush and a powder compact, as well as room for her manicure set, and of course her leather suitcases. It was described as the 'most elegant thing at the Earl's Court Show' that year. This impressive Daimler has been

restored and is on exhibit at the Samsung Transport Museum in Yongin, South Korea. (Photo on Page 21).

1952 – the ‘Silver Flash’ Chassis #85001 body #9966

2-door 2-seater Coupe with a body made from aluminium panels. A bit of a conundrum here because Hooper’s records refer to the car as being on a 3-litre Regency chassis but the chassis of 85001 was a Lanchester Fourteen chassis modified to fit a Daimler Engine. The Silver Flash had a glass roof fitted and a re-styled radiator grille that was ‘fluted’. The green body paint didn’t seem to match with the black leather upholstery with red piping, red crocodile leather dashboard and other leather trim. Only two days in from the Motor Show, LD ordered the chief designer to repaint the body metallic silver. The red leather interior was complemented with red crocodile leather suitcases which fitted into the space behind the seats, strapped down and attached to the floor. And not forgetting LD’s fastidiousness for good grooming, a vanity drawer was fitted under the dashboard to hold her powder compact and a clothes brush, as well as a silver cigarette case and lighter. It ended up being imported from England to Kansas City, Missouri in 1966 by Gordon Lieftring, the then Director of Engineering at ROBO Car Wash Inc. It was then sold by James Leake Auction in 1974. It has been mentioned in several publications that the “whereabouts of the car is unknown” and of course being curious, I started to trawl the internet for any snippets of information that I could get.

I came across a blog from 2012 about the Dockers Daimlers and it was mentioned by Alan Lieftring in Kansas USA (Gordon’s son), quote: “Dad passed away in 2000, and mom gave me a box of negatives that I scanned and inverted. Most of them were the Docker’s Silver Flash. Dad sold it in 1970. No idea to whom. It showed up in an auction flier in the mid 70s, painted tan and brown with Oldsmobile wire basket hubcaps. No idea if the car has survived or where it could have gone.” Alan kindly sent me several photos of his Dad’s car which have been included in a book, ‘Docker’s Daimlers’ by Richard Townsend and in a British club publication ‘The Driving Member’ in addition to being included in ‘Daimler Days Vol. 3’ by Brian Smith. Alan also commented that the “author of the book and the Driving Member magazine didn’t turn up anything new about the Silver Flash other than the “chassis number listed in the sale bill was different to the chassis they thought would have been used.” (The chassis being #76698 vs 85001). (Photos on Pages 20 & 21).

My research came to an abrupt end after receiving Alan’s email of information and all of my internet searches since then hasn’t turned up any new information. However, I have made contact with DLOC in North America as I know Bob Santoro, DLOC President (he’s on Facebook and owns a red Daimler SP250), in the hope that perhaps that someone might have seen or heard of the Silver Flash in recent times. I also contacted Andy Reid in the USA via Facebook who is the East Coast Editor of ClassicCars.com (and I also know that he covers various Concours) in the hope that he might have seen or heard of the Silver Flash. I am eagerly awaiting his email response.

1954 – the ‘Stardust’ - DK400

This Daimler was similar in design to the ‘Gold’ car which was a touring limousine painted in royal blue & silver with 5,000 silver six-point stars applied on the exterior sides of the body. The car was built on a DK400 chassis # 92700. Like the Gold car the theme continued, with the rear compartment being upholstered and trimmed in hand-woven silk brocatelle. It was reported to have cost GBP 12,500 to build. The cabinets again, being covered in crocodile leather (in pale blue). Not forgetting the standard crystal decanters and fine china and silverware as well as crocodile leather suitcases were featured in this luxury car. The bonnet also featured a mascot modelled on LD herself. Many years later the car was found abandoned on a farm in Wales and restored to show condition in 1980. Geoffrey Francis the heraldic artist was commissioned to reapply the stars to the coachwork. It ended up being sold and shipped to the Blackhawk Museum in Japan. It was then auctioned at Goodwood Revival in 2014, tipped to be sold for more than GBP 160K. It sold at Goodwood Revival for GBP 110,000 (\$213,821). Current whereabouts is unknown. (Photos on Page 20).

1955 – the ‘Golden Zebra’ – featured below

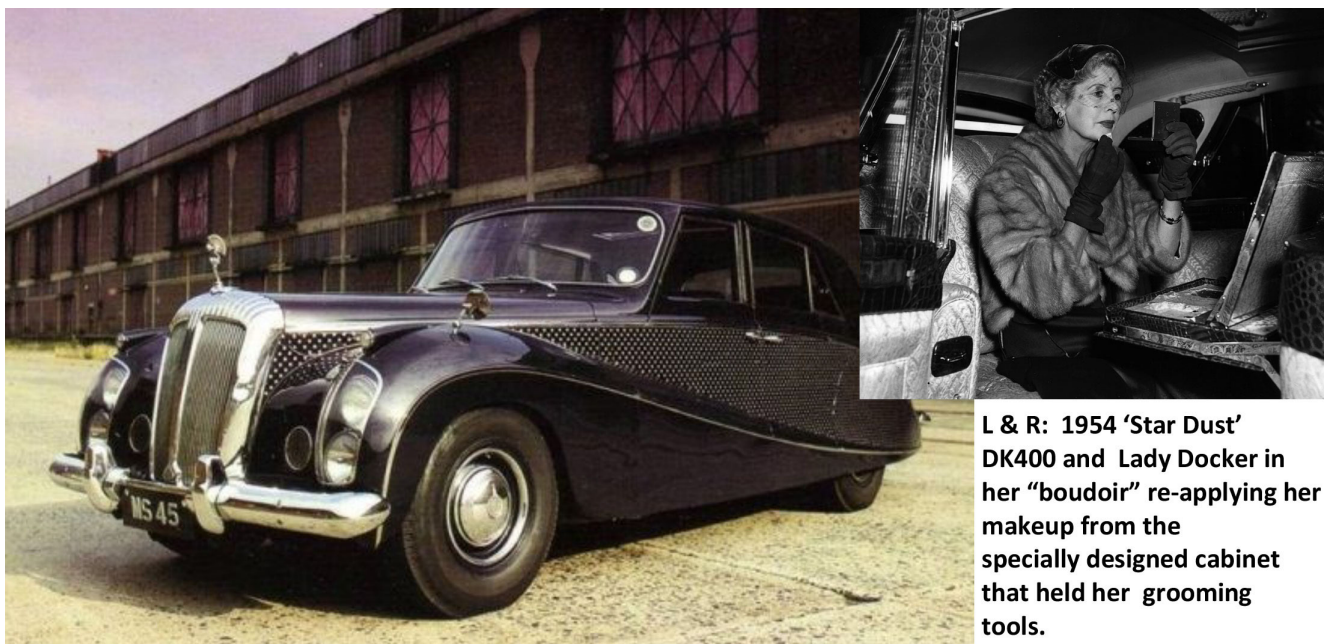
This is by far my favourite of the Docker's cars, based on a DK400 Chassis # 92705. Chrome fittings were not used on this car, and gold plate was used instead, with a gold-plated zebra sculpture being fitted to the radiator grille. The bodywork was finished in ivory white and the interior was trimmed in ivory coloured leather (six genuine zebra hides were used). The opulence here in my opinion is the genuine ivory set in gold framework used on the dashboard. Matching ivory coloured material with small gold spots was used for the head-lining. The cut glass and china theme continued as well as LD's grooming tools and an ivory handled umbrella. And of course her usual leather suitcases..... In 1956 the Dockers were invited to the April wedding of Prince Rainier to Grace Kelly and they shipped the Golden Zebra and Stardust to the South of France for their use.

In 1966 Henley's of Chester (a Daimler distributor) offered it for sale at GBP 1,400 with 25,000 miles on the clock. After several owners it ended up in California. Daimler collector John Wentworth bought it in the USA, and returned it to the UK in 1988 to begin the restoration work. The work was completed under the direction of his widow after his death. It required expert craftspeople to assist with this project, eg sourcing suitable Kenyan zebra skins, the engine was reinstalled, instrument panels reconditioned and the gold plating was carried out by Kingsley Chrome. There was no way that the original ivory dashboard could be replaced and instead a combination of flamed sycamore and ivory wood was used to give a zebra patterning feature. In addition, two cabinets were made for the rear compartment and a gold fabric was used to replicate the original head-lining. After all the hard work that commenced in 1988, the car was finally finished in 2006.

The restored car was auctioned by Bonhams in December 2006 and was sold for GBP 177,500 (incl buyer's premium), which is around \$350,000 Aus in today's currency. The car sale included such items as restoration invoices, invitations to the Royal Wedding in Monaco and the Grand Opera. The Golden Zebra is now on exhibit in the Louwman Museum in The Hague, Netherlands. The museum collection of over 230 cars has been assembled by two generations of the Louwman family and was founded in 1934. It is considered to have the largest collection of cars in the world from 1910 or older. I contacted the museum and received verification that this Daimler is still in their collection.

Written by Chris Lodewyke







ABOVE: More photos of the Silver Flash
Current whereabouts is unknown



LEFT: 1952 Blue Clover—DE36
Currently in Japan



LEFT:
1951 Golden Daimler
Currently in the USA

DAIMLER FOR SALE - DECEASED ESTATE

Daimler DK Saloon 1988 Model

Vin Number sajdkalh3af563441

Engine Number 9dbpa163593

271,000 klms

Comes with all service and owners books and Jaguar toolkit with cassette from Jaguar when buying vehicle

Price - \$12,500 ONO. Please contact Darren Gillett at darren.gillett@bigpond.com



CMC USE - UPDATE AS AT 2ND APRIL 2020

Important Message From the CMC Use of Vehicles under Conditional Registration For Essential Purpose - Update as at 2nd April 2020

It has come to our attention that the NSW Police have pulled over a number of vehicles on conditional registration (H, J, D, E and S plates) and questioned whether their use is for essential purposes.

Vice President Boyd Symington finally got through to Transport for NSW (RMS) Policy Branch with a great deal of persistence.

This is a summery of their response:

As long as club members follow NSW State restrictions, such as only going direct to the mechanic, the shops, medical practitioners, pharmacies or to work they are allowed to use HVS and CVS vehicles with the filled out log book. That does not include trips to try the car out or charge the battery etc. as far as we interpret it. Those reasons could be considered spurious by any authority who pulls you up.

There obviously can be no club events where people gather. We suggest that no club sanction or organise any such activity as fines are substantial.

Note that two unrelated people in the front seat of a vehicle are breaking the distancing rules. If they are not family or live with you then they are unrelated.

So go it alone is the safe way if you must go out in ANY vehicle.

If your club is not on the log book scheme then you cannot use the vehicle as club events are forbidden under the rules.

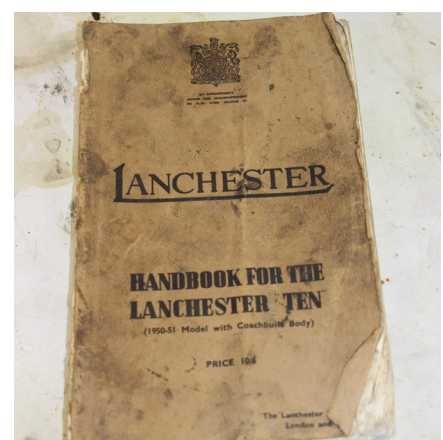
If you are taking such a vehicle to a mechanic it is suggested it be for essential work and you have a prior appointment with the mechanic.

Conditional number plates are a dead giveaway with all these scanning cameras in EVERY Police car nowadays.

It is suggested that members who do NEED to use a vehicle under conditional registration have a good reason ready.

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



FOR SALE - DAIMLER 104 SALOON

1955 Daimler, purchased by my father (deceased) 12 years ago who purchased it from long term owners (dec.estate). My father spent a lot of money on the car mechanically (not cosmetically). Keen to sell, offers over \$12,000.00.

Car is in Tasmania.

Roseanne Randall

Ph 6229 6387 or 0407 721 232

Email rosieran@dodo.com.au



STERLING MOSS - 17 SEPT 1929 – 12 APRIL 2020

I took this photograph at Warwick Farm in February 1963. The day was so hot that racing had to be suspended so Stirling Moss and Graham Hill entertained the crowd by driving the Clerk-of-the-course car around the horse track waving to the crowd. It may be an interesting photograph particularly for Daimler enthusiasts.

Alan Hunt



THE GOVERNMENT HAS TOLD US TO STAY AT HOME.

What you can do while you are in isolation:

- ☐ Call a friend, ask him/her how they are doing on a project.
- ☐ Thoroughly clean your car(s) inside and out.
- ☐ Tidy your work bench, clean your tools.
- ☐ Sort your car magazines.
- ☐ Label car parts with name, year, condition, approximate current value, source, etc.
- ☐ Make lists: parts needed, part to be sold, consumables needed, tasks needed by each car
- ☐ Take your car for a drive to purchase 'essentials', ie food, pharmacy, post office, etc.

SPARE PARTS SUPPLIER

AUTO SURPLUS

VETERAN • VINTAGE • CLASSIC • MODERN

Suppliers of brakes, ignition systems, engines, steering and suspension and gaskets for vintage and classic vehicles.

Call - 03 9873 3566 or visit their website at <https://autosurplus.com.au>

Monday - Friday Hours: 9:00am - 5:00pm | Saturday Hours: by appointment only

35 Rooks Road Mitcham, Victoria 3132 Australia



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

1949 DAIMLER DB 18 CONSORT RESURRECTION

PART FIFTY TWO - ENGINE REASSEMBLY PART 3

Re assembly of the engine continues as I sort through the various parts I have on hand. I managed to find a suitable fuel pump which was stripped down and thoroughly cleaned. Although the original valves and diaphragm seemed serviceable, I replaced them.

The exhaust and inlet manifolds were also cleaned with the former being painted with heatproof black paint. I also managed to find all the brass manifold nuts, but before fitting the manifolds, the manifold stud threads were also cleaned up. Once again fitting was easier without the mudguards in place.

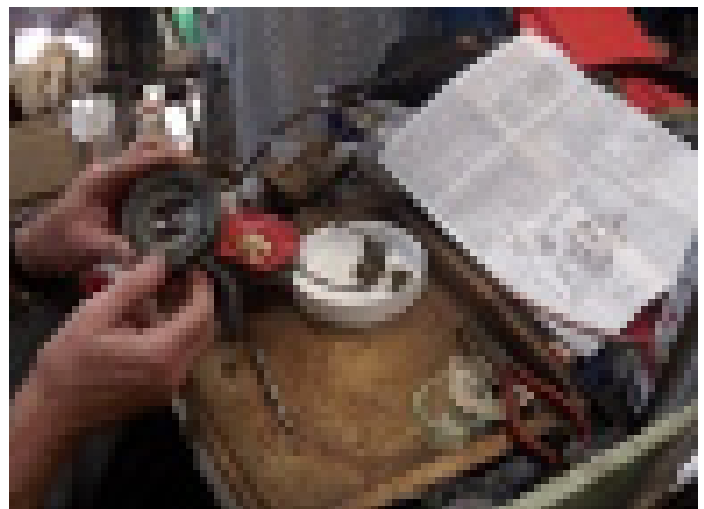
There is only one place in Australia to get the Harmonic Damper reconditioned (Precision Parts in Wagga), and they don't have the tooling to recondition one from the Consort. Without this tooling, having one reconditioned is cost prohibitive. However, they offered an alternative by fitting the Consort's crankshaft pulley to a Toyota damper backing plate. The damper dimensions are like the Consort and at a cost of around \$100, it seemed to be a reasonable solution.

Fitting the damper made it possible to finally connect the new engine and gearbox mounts. The only problem I encountered was finding a serviceable adjustable gearbox stabiliser link. Mine was broken and the adjustable shaft was replaced with a welded bolt. I have also fitted the generator which has been given new brushes, and the torsion bar which runs between the two front lever arm dampers was also reconnected.

Denis Leys

Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 52](#)



1949 DAIMLER DB 18 CONSORT RESURRECTION



NOT THE LANCHESTER REPORT -

Since my last email I have finished assembling the front of the Special Sports as per the photo. I'm in trouble with Brent for the photo being out of focus not blurred as I usually do, but it is a new phone and it doesn't work like my old one, so I'm still learning. Brent has changed the settings so taking photos will be easier to do. The headlights can't go in till the chrome headlight spears come back from chrome plating as I am not a contortionist.

There was a lot of messing around getting the doors and wings to even roughly line up and it seems that this was not done by the previous owner before the car was painted. So I've done my best. Putting in the rubber door seals has actually helped the alignment or I'm just getting less critical each day I see the car. FYI I used David Spears rubber door seals along the sills but I opted for the more standard "dining chair" profile rubbers up the A pillars. It actually squeezes into the "U" shaped metal gutters quite well and still provides a drainage course along with a seal to the door.

Warren Cole has found a front and rear bumper for me to use as a guide for me to get a new rear bumper made from steel. Interestingly Warren thought the rear bumper was off his Special Sports, but if it is it is not a direct fit for my car and lacks the holes for the over riders to be mounted. I have therefore made a cardboard cut out of the rear of my car with the dumb irons marked in position. I have sent Warren's rear bumper and my mounting brackets and chromed over riders with their locations traced out on the template to the chrome platers who have some one who can make a new bumper for an as yet unknown cost.

I got to see Warren's Special Sports chassis and it confirmed a concern I had for the fuel tank in my car. His chassis has straps for the fuel tank and mine doesn't. So I will be on the hunt for a set of fuel tank straps from the wreckers. My 92 Commodore wagon had them but any car will do,

The front bumper assembly was fun, Merv had re-welded the broken backing bar for me and he had done it pretty straight. However even with a spacer plate to match the opposite repaired side I ended up turning it end for end to get the gap to each front wing lined up. So I'm not sure if each wing is exactly the same shape. Drilling holes in this bar to mount the two front indicator lights was really difficult as it is extremely hard and I needed to re-sharpen my drill bits several times to get through.

There are still a few little things to do but I am almost at the stage where the car needs to head to the motor trimmers to get the hood done.

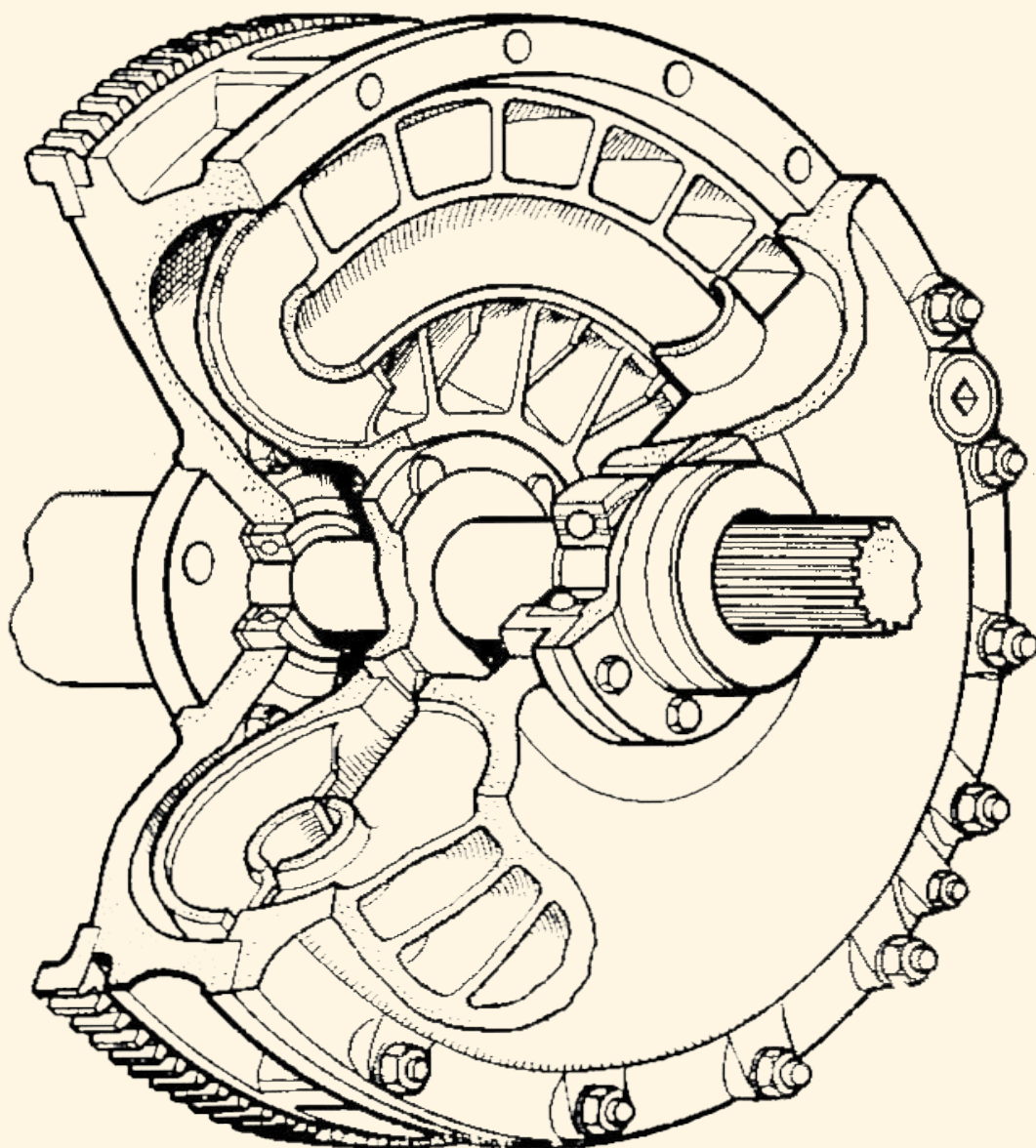
Stay tuned. Graham McDonald Home: (02) 9533 3128 Mobile 0422 972 094

(CONT'D) DAIMLER SPECIAL SPORTS



Did you wash your paws?





Please address all correspondence to:

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

www.dlocaustralia.org