

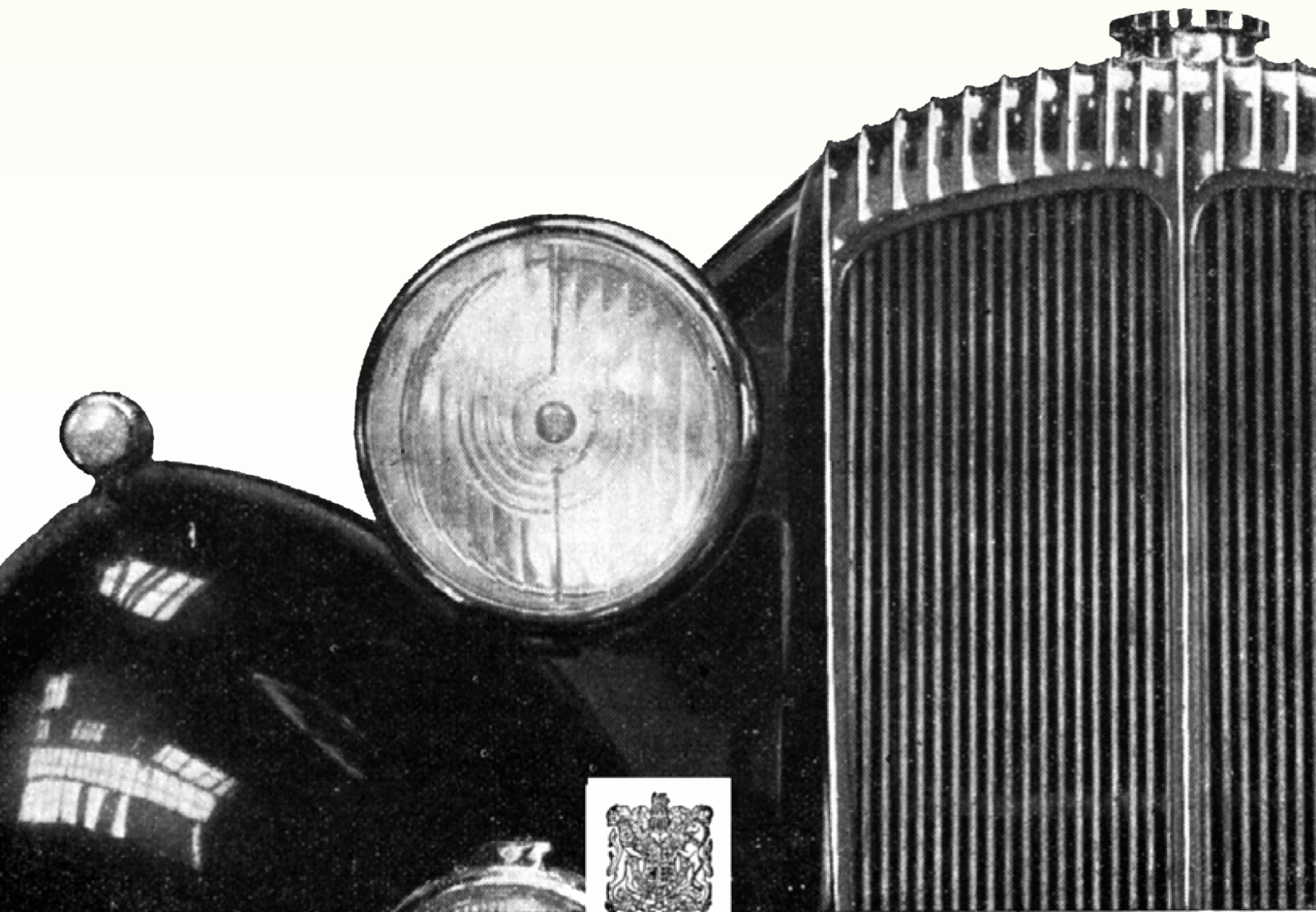
Daimler

&

Lanchester

MAY 2020

# ***FLUID DRIVING***



BY APPOINTMENT

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

## OFFICE BEARERS

President	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Vice President	Merv McDonald	0417429 573	merv.mcdonald@gmail.com
Secretary	Russell Turner	0419 980030	rturner.architecture@gmail.com
Treasurer	Alan Hunt	02 96512961 0438290639	hunts@optushome.com.au
Events Co-ordinator	Ray Palmer	0409 465 446	rpalmer.teacher@bigpond.com
Editor	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Historian	Peter Grant	0414 702 239	peter@schwartz.com.au
Committee Members	Peter Lalchere Linden Braye Ray Palmer Peter Grant	0417 214 697 9550 5496 0409 465 446 0414 702 239	peterlalchere@gmail.com findlinden@hotmail.com rpalmer.teacher@bigpond.com peter@schwartz.com.au
Conditional Plates Registrar	Warren Cole	02 9655-1111	chriscole49@gmail.com
Librarian	Merv McDonald	0417429 573	merv.mcdonald@gmail.com
Membership	John Hiscox	02 9984 1169	de27@bigpond.com
Regalia	Ray Palmer Jim Gellett	0409 465 446 02 9543 2079	rpalmer.teacher@bigpond.com jimgellett@gmail.com
Publicity Officer	Wingham & Dulcie Keesing	02 9759 2812(H)	wkeesing123@optusnet.com.au

## 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.

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	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

Another month of limited movements for our members but some have been kept busy attending to car issues. For my part, I have taken the front of the body off & removed the engine & gearbox, stripped everything down & discovered that the number 6 Big end had packed it in. As the crankshaft had already been ground down to the minimum & the number 6 journal worn down even further, the hunt was on for another crankshaft. One was procured which had been ground down twice & didn't need to be redone, so we are now awaiting some new bearings to fit. Most other things were OK but a newish conrod will be fitted to No 6, after the crankshaft & camshaft have been chemically cleaned to clear the oilways. Some new gaskets will need to be fitted & the reassembly process can get under way. By the time we have finished the partial lockdown should be over & some form of normal life will be resumed.

The Victorian Club have suggested some form of combined event & details are still being discussed so we should have more to report in the next edition. Hopefully things will free up enough to enable us to gather for our Club Picnic in October, here's hoping.

So in the meantime, keep safe & busy doing Daimler things so that our cars can be returned to their gleaming best.

All the best,

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](mailto:rpalmer.teacher@bigpond.com)

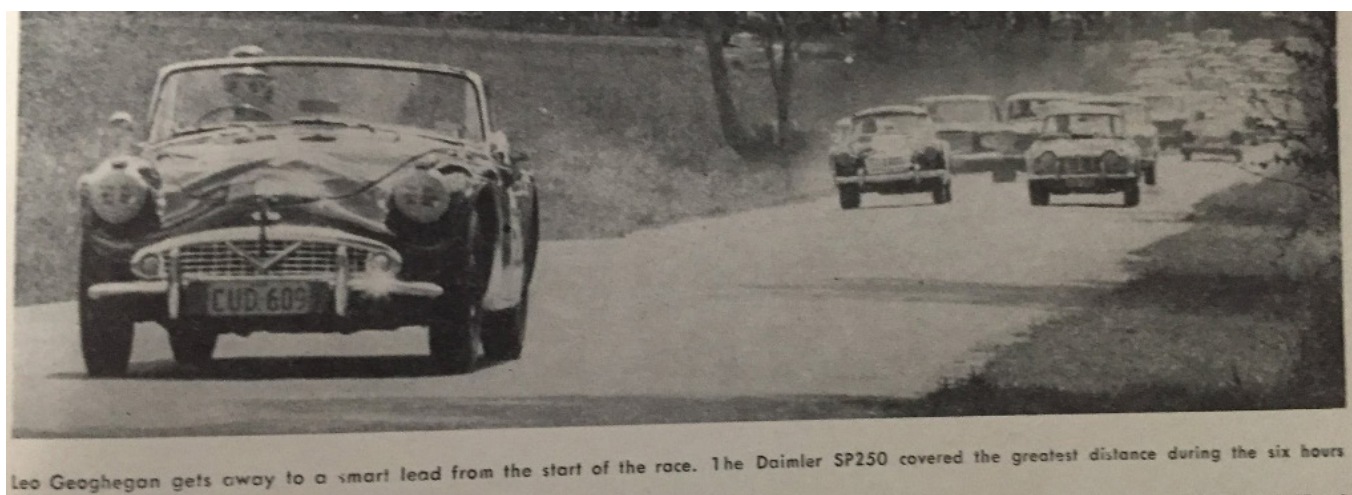
## COMING EVENTS 2020

Saturday March 29 to Friday 10 April 2020	<b>2020 South Australian National Daimler &amp; Lanchester Rally</b> at Henric Resort. Full details are in this issue
April 2020 Saturday 4	<b>SP250 - MEETING</b> 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	<b>SP250 - RUN</b> St Albans - Run & Lunch - John Gallagher Settlers Arms Inn St Albans 2020. 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	<b>SP250 - MEETING</b> Stoodleys @ Glenning Valley with a run to local swap meet.
July 2020 Sunday 9	<b>Mid-winter Run 2020</b> - 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 clubs 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 <a href="mailto:rpalmer.teacher@bigpond.com">rpalmer.teacher@bigpond.com</a>
July 2020 Saturday 25	<b>SP250 - RUN</b> Newcastle All British Day Foreshore Park Newcastle
August 2020 Friday 7	<b>SP250 - MEETING</b> Hunts @ Dural
September 2020 Sunday	<b>SP250 - RUN</b> TBA
October 2020 Saturday 17	<b>SP250 - MEETING</b> Norgroves @ Wyee With a run to the Hunter Valley
November 2020 Saturday	<b>SP250 - RUN</b> TBA
December 2020 Saturday	<b>SP250 - Christmas Party</b> TBA
January 2021	<b>SP250 - Tassie Tour</b> - an extended driving and tourist experience in Tasmania.



Leo Geoghegan gets away to a smart lead from the start of the race. The Daimler SP250 covered the greatest distance during the six hours

*Leo Geoghegan & Bathurst Race 1962 Leo Leading the way*

# SP250 EXHAUST NOTES NSW

## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

We hope that everyone is continuing to remain safe and virus free.

It would appear that from June 1st we will be able to go for leisure drives in our cars if my understanding of the rule changes that come into force from that date are correct ( Please check and confirm this for yourselves).

A reminder that if your car is on the 60 day log book scheme, remember to fill in the log book.

As you are all aware, we have cancelled / postponed all SP events until it is safe and legal for us to resume. As yet that time has not come from my understanding of the rules, and it is still worth being on the side of caution. We will advise when the situation changes.

### SP NEWS

Bruce Thompson has used some of his time in isolation to update the Australian SP Register, and we thank him for his continuing support with this task.

After updating the records he also notes the following:

“We have records of 129 SP250s (including 1 custom built car) that have been in Australia at some stage.

50% were original imports.

50% were imported at a later stage.

8 vehicles have since been exported overseas and 19 are missing/lost/wrecked otherwise whereabouts unknown.

Of the remaining 102 vehicles:

75% are registered in pasSPort.

80% of known vehicles are believed to be running (realistically may be a bit less than this)

20% are in storage or under restoration.

Regards

Bruce

### OTHER NUTS & BOLTS

Tony Luongo has recently changed his gearbox to a Toyota 5 Spd, utilizing the kit from Dellow Automotive, Unfortunately the conversion was not plain sailing, as it would appear that someone at Dellow messed up in the making of the new bell housing, this has now been rectified.

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.

Regards

Tony Luongo

Mark Brooks

sp250group@gmail.com

## SP250 EXHAUST NOTES NSW



*SP250 Meeting Hazeltons March 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

QUALITY  
RESORT **SIESTA**<sup>TM</sup>

416 - 422 Wagga Road, Albury, NSW 2641

P. + 612 6025 4555 | F. + 612 6040 1664 |  
[www.siesta.com.au](http://www.siesta.com.au)



## 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 poster features the Jaguar Drivers Club Hunter Region logo at the top left, with the text "HUNTER REGION" and a Union Jack flag to its right. Below this, "ALL BRITISH DISPLAY DAY" is written in a stylized font. A large photo shows a row of classic cars parked on a grassy area. Below this, four smaller photos show individual cars: a red sports car, a red sedan, a blue classic car, and a dark blue modern car. The text "All British Display Day 2019 - Newcastle Foreshore" is visible in the bottom left of the large photo. At the bottom, the event details are listed: "FORESHORE PARK", "WHARF ROAD", "NEWCASTLE EAST", "SATURDAY 25TH JULY 2020", and "Display 9.00am till 2.00pm". A map of the United Kingdom is shown in the bottom right corner.

**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](mailto: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

## THE GREEN GODDESS - JOHN HISCOX

Following an article by Christine of W A club on her research of the Green Goddesses, it has brought up some interesting thoughts. For instance of the 8 bodies built, how many had those Perspex D motif headlights and how many had the PF770 headlights. It looks like 4 of each but did any restorers cheat. I wish I could get photos of all the dashboards, because the 5 I have are all different. So let's start with the series in chrono order.

51233 the original, entered life at Earls Court in October 1948 and after returning to Hooper for some cosmetics, was used by Sir Bernard Docker from June 1949 till probably about 1953, which is about the time it was rebodied. I have referenced most of the photos below

\*this is an early photo showing the headlights which I presume have the parking lights incorporated therein. Note there are no overriders in this photo.(0)

\* (1) the car as bought by John Sweeney in 1996 after rebodging from no. 8 Note parking lights on top of the guards, not on any of the others. During restoration the original guards were used due to the positioning of the radiator and as the original outlines of the lights were to be seen. The bumper appears to have been cut to accommodate the number plate.

\* (2-7) as restored at Pebble Beach 2018

\* (Z) the original dashboard with ivory steering wheel

\* (8-9) it went to auction in 2009 showing black steering wheel and black seat piping

\* (3-4) the dashboard at Pebble Beach, with white steering wheel

\* (4 & 9) note green piping in 4, but not in 9.



*Photo 0*



## THE GREEN GODDESS - JOHN HISCOX

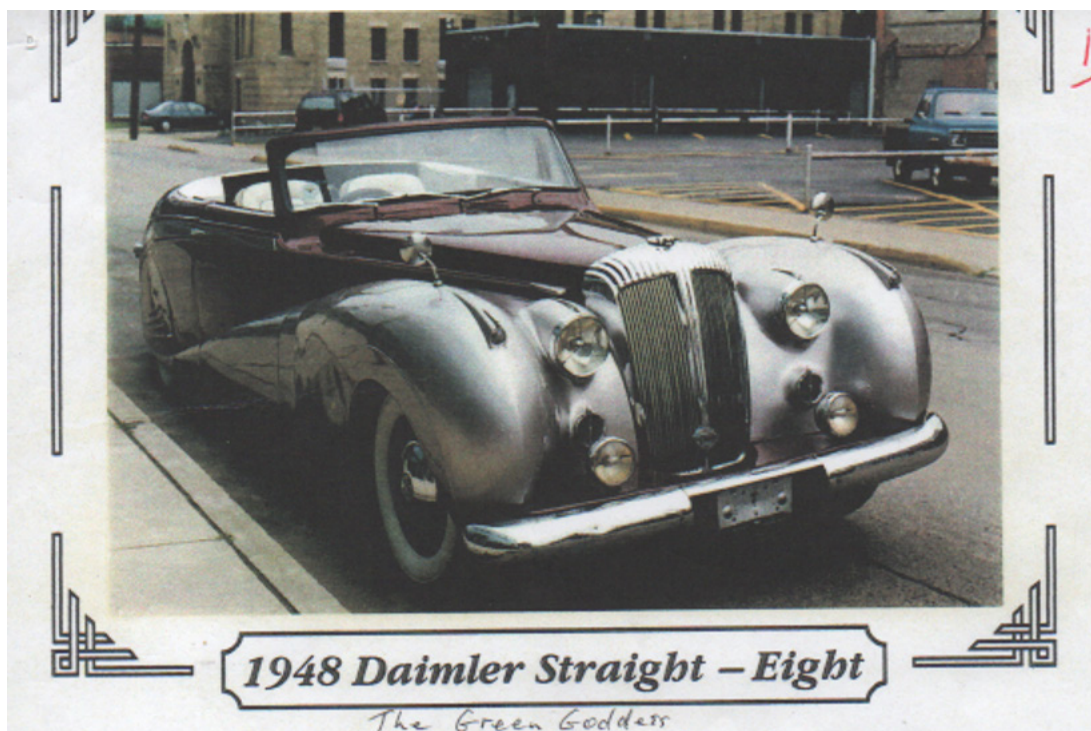


Photo 1



Photo 2

# THE GREEN GODDESS - JOHN HISCOX

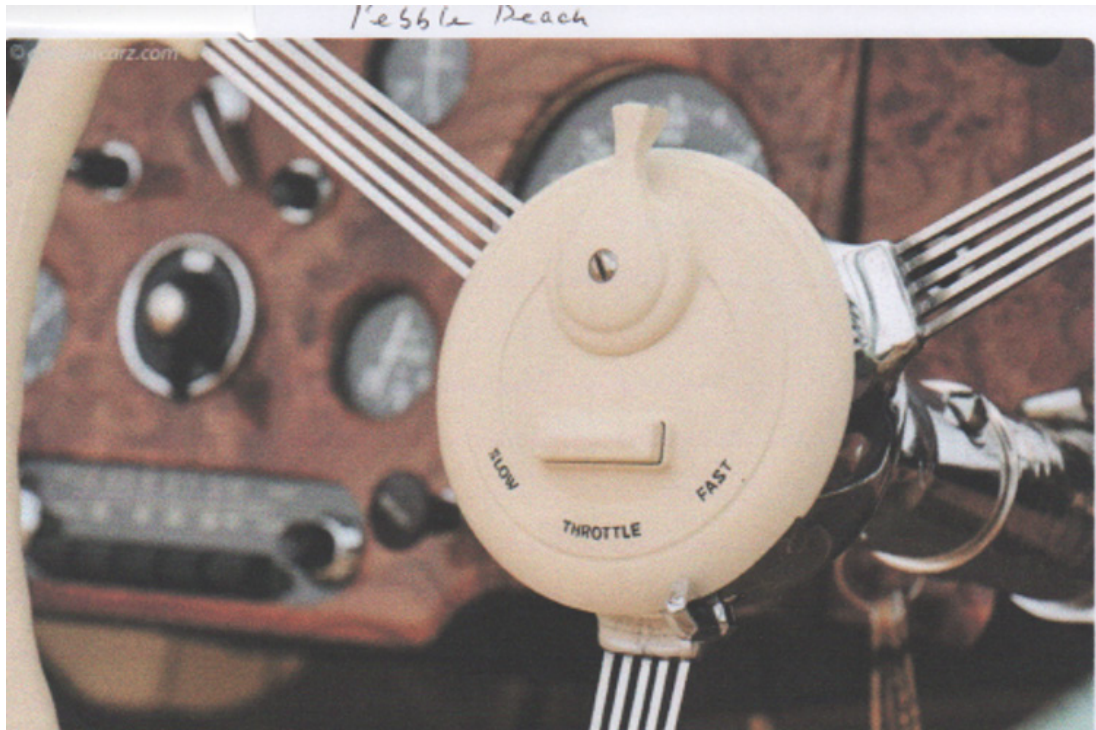


Photo 3

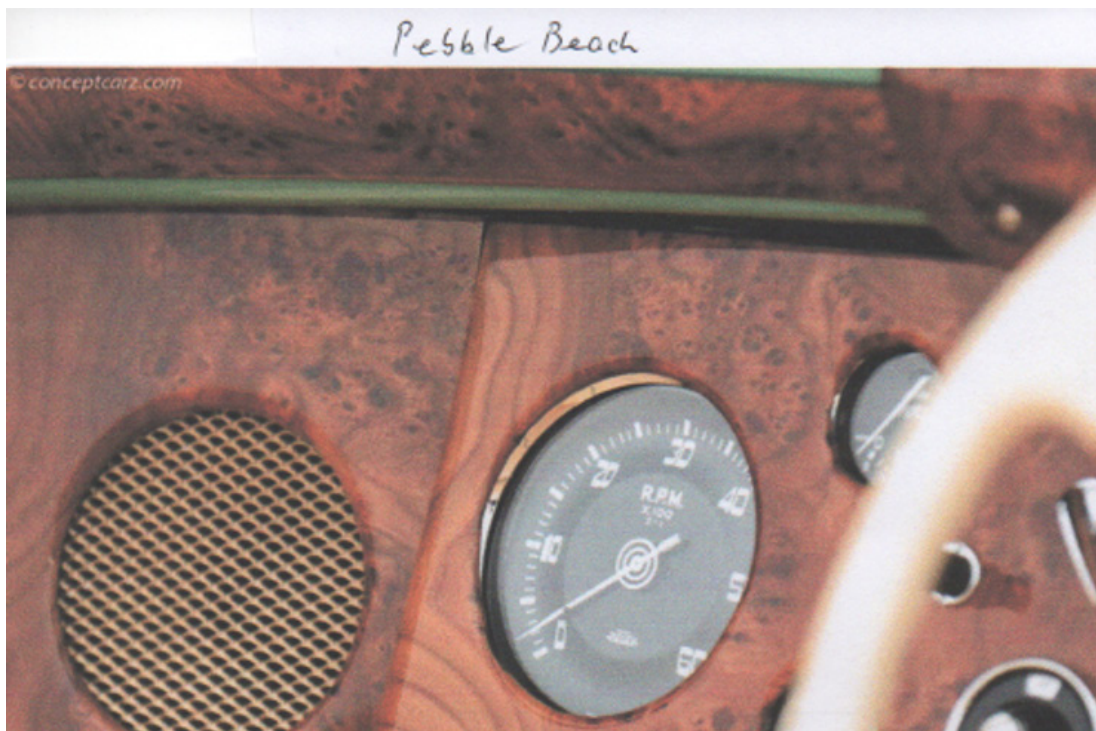


Photo 4



## THE GREEN GODDESS - JOHN HISCOX



Photo 5



Photo 6



Photo 7

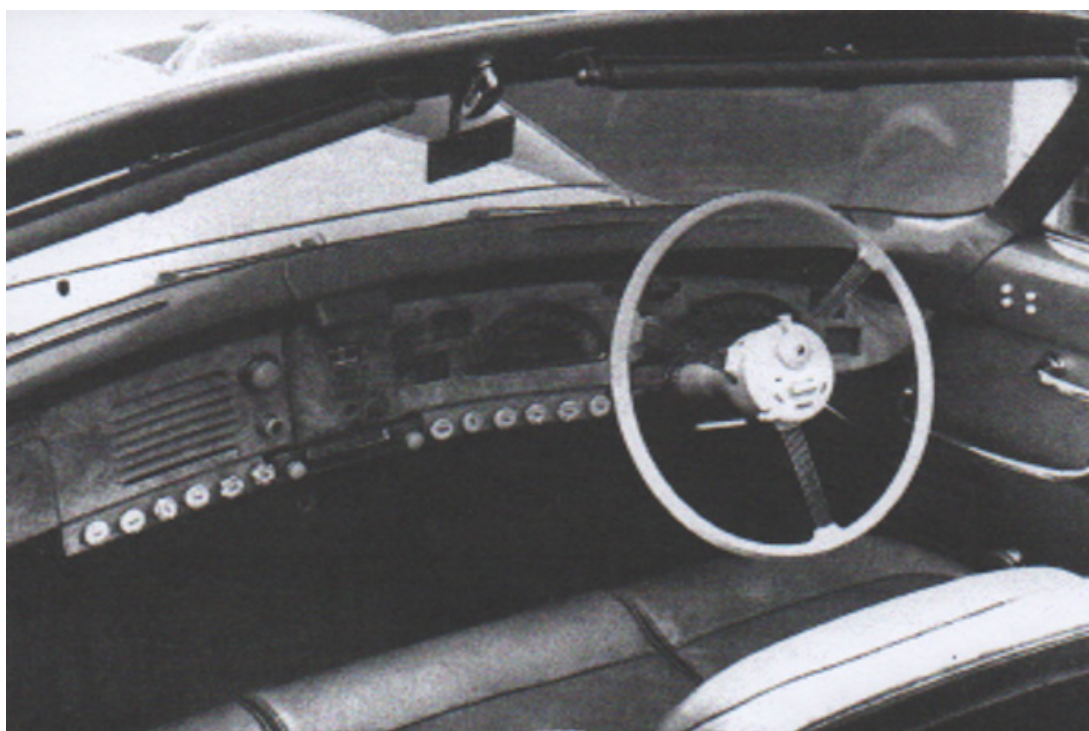


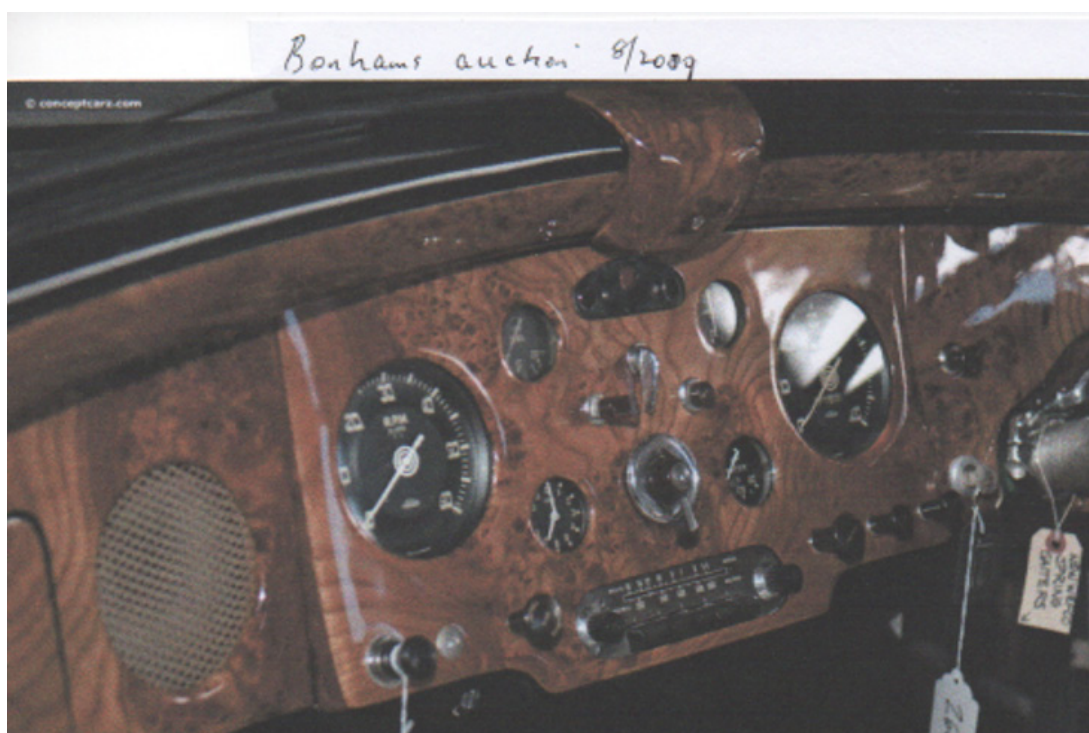
Photo Z



## THE GREEN GODDESS - JOHN HISCOX



*Photo 8 - Bonhams Auction 8/2009 at Quail Lodge Resort*



*Photo 9*

*Continued in the next issue*

## SECRETARY REPORT

Are we there yet ?? - says the voice/s in the back seat of the Daimler as we once enjoyed our country drive.

Not quite yet it would seem - but apparently getting closer which is encouraging.

I trust everyone is keeping well.

We have seen limited examples of “the not so endearing qualities” of human nature during these unusual times.

However, predominately we have seen the best of altruistic values emerge and actioned , within the community, in providing help and assistance to others and often in some of the most innovative ways.

It is not yet clear what the world will look like and how we will live our daily lives, after everything settles down.

We can however be absolutely sure that the Daimler fraternity will be as strong as ever before , if not stronger.

This experience gives the Club an ideal opportunity to accommodate the future, as it evolves.

This may encourage some changes , highlight the things that the Club does well and reinforce those things that members, family, friends can identify as having missed the most, during the Club activity down time.

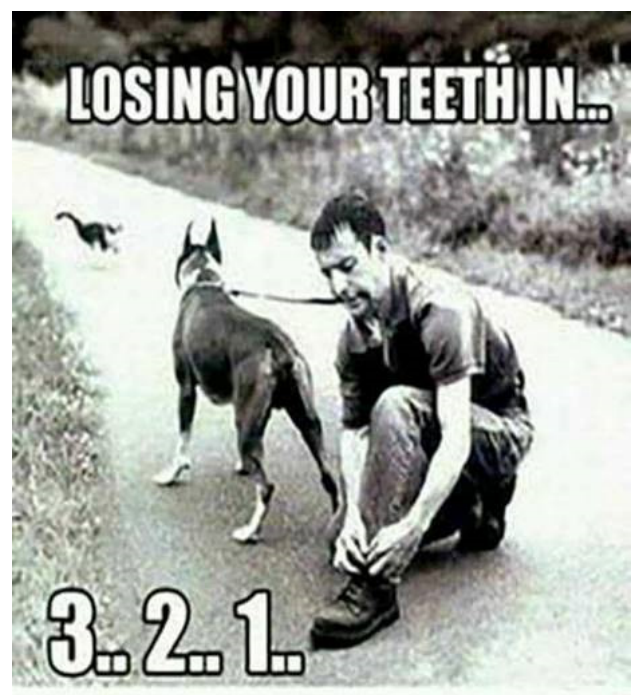
Some exciting, interesting times lay ahead for the Club but as always it's the members, family and friends that make the Club what it is and what it can be.

Therefore if anyone has had any ideas, considered feedback, been inspired in any way during the “free -time” we have had, all in many different ways over the passed months, please let any Committee member know.

Our President and myself are also keen to hear from you and look forward to re-engaging with everyone as soon as it is safe to do so.

Keep the wheels turning. Best and enthusiast wishes to you all.

Russell





On my first drive in Daisy Mae I quickly came to an opinion regarding poor braking and heavy steering. Surely something must be wrong. Surely such an expensive car when new could not be sold like this. An investigation is required.

**BRAKES** All wheels off, master cylinder out. All drums and shoes in good condition. No hydraulic leaks, cables correctly adjusted, front cylinder pistons working well. Re assemble with thorough hydraulic bleed and on the road for trial. Result. No improvement. What to do? Talk to the experts Warringah Brakes.

Their answer. Fit a vacuum brake booster similar to modern cars and pick up vacuum from the manifold. The manifold was tapped into and appropriate brass fitting inserted. The motor was run to test the level of vacuum. Result. Less than 3 hg. which is not enough to work a booster properly. At least 10 hg. is required and with double diaphragm boosters 18 hg. is necessary. An electric vacuum pump was fitted and the booster now works as designed with braking similar to a modern car. It now requires only a quarter of the pedal pressure as previously and all 4 wheels can be locked up in an emergency.

W.B. explained to me that motors designed before W.W.2 were of lower compression than today and cam profiles were different with different valve timing. This lead to low manifold vacuum which was desirable to allow as much air fuel mix into the cylinder as possible without restriction. To assist with this some motors had blowers which eliminated any vacuum completely. Increased compression in modern motors and different valve timing creates a vacuum in the manifold which is used to operate a booster.

**STEERING** Living in an apartment with 2 floor parking below I had 8 full lock turns to get the car to the street. One of these was less than 41 feet which necessitated a 3 point turn. By the time I got to the street I was ready to come back. What to do ?

Front wheels off again. All steering gear out. King pins out and Marls steering box filled with correct lubricant. Lubrication system changed from oil to grease. All ball joints checked. King pins and pivot buttons in new condition and reinstalled with correct gap between castings. Found nothing wrong.

In conversation with David Cornwallis Md. of Marls he suggested SHORTENING the Pittman arm to increase the mechanical advantage of the steering box . This would in turn make the steering lighter but require more " arm twirling ". The wheel as original could be turned a little over 2 ½ turns lock to lock. He argued that the box could take 3 ½ turns lock to lock giving a 33% reduction in steering effort. He was persuaded to make 2 shortened arms one of which is now fitted to Daisy Mae.

## DAISY MAE DB 18 SS

**RESULT.** Steering on straight roads and normal corners the difference is not greatly noticeable but on full lock corners and parking it has made a worth while improvement.

It is interesting to note that steering on the Consort is easier than the S.S. because it has LONGER steering arms giving a similar result to shortening the Pittman.

Am happy to answer any questions regarding the above. John Robison. 02 9972 0007





Britain's oldest surviving marque, Daimler, originated from a meeting between Gottlieb Daimler and a young British engineer, Frederick R. Simms, in the late 1880s. Simms acquired the British rights to the Daimler engine and, in 1893, founded the Daimler Motor Syndicate under the arches of Putney Bridge, where Daimler engines were fitted into river launches. The first Daimler-engined car arrived in England in 1895, and Simms sold his rights to the British Motor Syndicate, which launched the Daimler Motor Company in January 1896. The first Daimler cars to be built in Coventry appeared in 1897, and were closely based on the contemporary Panhard and Levassor; the marque gained prestige in 1900 when the Prince of Wales purchased a 6hp phaeton. Some four years later the now traditional Daimler fluted radiator shell was introduced on the chain-drive L-head fours, most of them large and powerful, that made up the firm's range until 1909.

In that year, Daimler was the first to adopt the "Silent Knight" double sleeve-valve engine. The sleeve-valve soon became standard, and its silent, sedate running gave the Daimler a great following in society. Continued Royal patronage helped too, though George V's lofty cars of 1910, 1925 and 1931 showed scant progress in styling. By the late 1930s, however, non-royal saloons with bodies by Hooper or Barker had a fairly modern appearance.

In the late 1920s, some of the 7.1-litre Double-Six V12s designed by Chief Engineer Lawrence Pomeroy, Sr, of Vauxhall fame were strikingly handsome. Pomeroy also designed the first fluid-flywheel transmission soon used in conjunction with the Wilson Preselector gearbox to give the easiest gearchanging until the advent of automatics, and the 4.6-litre straight eight of 1935-40; as with other Daimlers introduced since 1933, it had overhead rather than sleeve valves.

From 1946 to 1959, Daimler production centred on six-cylinder cars of comparatively modest size. The sole exception was the heavy 5.5-litre DE36 straight eight of 1946-53. It is best remembered for the extravagant bodies built for Managing Director Sir Bernard Docker and his wife. Among the most pleasing sixes of the 1950s are the 75bhp 4-litre Conquest saloon (originally priced at £1,066 plus tax) of 1953-6 and the livelier Conquest Century (100bhp and 100mph) in open and convertible form.

The last true Daimlers before Jaguar took over in 1960 were two widely differing cars, the dignified but fast (119mph) Majestic Major 4.6-litre V8 saloon, and the SP250. This glass-fibre bodied two-seater 2.5-litre V8 sports car could reach 123mph, but the ugly body was poorly made and the car soon succumbed. Its engine also powered the Jaguar-bodied Daimler 250 saloon of 1962 to 1968.

# Daimler

**1953 D-N** six-cylinder; 2,433cc  
75bhp @ 4200rpm; fluid  
flywheel and pre-selector  
gearbox; automatic chassis  
lubrication.



Frederick W. Lanchester (1868-1946) of Birmingham made contributions to aeronautical theory before the Wrights left the ground. Also outside the automotive field, he was a poet, musicologist, and radio manufacturer. His prototype car, an air-cooled single cylinder model constructed in 1895, was the first in the world not influenced by stationary engine practice. Production Lanchesters of 1900-1903 had engines with two air-cooled cylinders, each with its own crankshaft and flywheel assembly for smooth running, mounted amidships. A single valve per cylinder served for both intake and exhaust. The three speed final drive was via worm gear. The first water-cooled series appeared in 1902 and the first four, of only 2.5 litres, in 1904. From that year, nearly all Lanchesters had overhead valves instead of the old combined inlet/exhaust valve. When F. W. Lanchester left the firm in the charge of his brother George in 1912, the cars were fours and sixes of relatively conventional appearance, except that the engine's location beside the front seat gave a stubby effect. Two years later, George's sporting L-head Model Forty with six cylinder engine had an orthodox bonnet.

The Lanchester's most glorious decade was the 1920s. The impressive overhead cam 6.2-litre Forty of 1919-28 was favoured by the Duke of York, later King George VI. The equally exclusive Twenty-One, originally of 3.1 and later of 3.3 litres, was marketed from 1923 to 1931. The advanced 4.4-litre straight eight Thirty and an ohv Forty appeared in 1928.

The British Small Arms company, which had owned Daimler since 1910, acquired Lanchester in 1931 and moved its operations to Coventry. Soon, most Lanchesters were in effect junior Daimlers—ohv fours and sixes of 1.3 to 2.5 litres. From 1946, beginning with the 1.3-litre four cylinder Ten saloon, only the grille retained a vestigial resemblance to the old line. In 1951 came the somewhat smartened 2-litre Fourteen four cylinder saloon with torsion bar independent front suspension, automatic chassis lubrication, and the traditional Daimler preselector transmission with fluid flywheel. Variants of 1952 were the Vega export saloon and a four seater convertible coupe, both with all steel bodies. None of them sold well, and the last production Lanchester, the 1.6-litre Sprite, appeared in 1956.



**1952 Convertible** four-cylinder; 1,968cc;  
ohv; 60bhp @ 4200rpm; pre-selector gearbox;  
hydraulic operation of hood mechanism.





CONTINUING THE THEME FROM THE MARCH 2020 ISSUE DAIMLER DE36 GREEN GODDESS, WITH UP-TO-DATE NEWS

Peter Grant of DLOC NSW kindly shared an article with me about the Green Goddess that was written by Martin Buckley in the UK, available on the internet (<https://drive-my.com/en/test-drive/item/4153-1948-daimler-de-36-dhc-green-goddess.html>). The article is a general write-up about the manufacture of this impressive Daimler, but it also features photos and mention of the GG that is currently owned by Ahmad Hamatto, Chassis # 51724 and verifies that this car is indeed for sale in the UK by Vintage & Prestige Motors, in Grays Essex.

In the March issue I wrote that I had had differing reports about the whereabouts of this Goddess and the puzzle of where it is currently eg in the UK? Illinois at the Volo Museum? Chicago with the owner? Chris Kishtoo of Vintage & Prestige Autos (V & P) kindly provided me with information on the history of this car. So I was glad to have received confirmation that it is for sale in the UK, and not in Chicago. Regardless of this, I still had several questions that required answers, to complete the story on #51724.

I contacted Mr Hamatto via email and he gave me additional information to complete my story of how his GG got from A to B since, he purchased it in 2001. He has verified that he bought the car in 2001 via a dealer in the US by the name of Charles Crail, although the GG was in the UK at the time. Digressing now..... Because there's some fascinating stuff on the internet. Having researched who Charles Crail is I found out that he deals in expensive collectible cars. He started out as a cameraman and met some quaint personalities, and then he started to buy & sell Rolls-Royces. I think it all started when he made a TV film about the making of the movie 'Those Magnificent Men in Their Flying Machines'. He fell in love with two rare old Bentleys that were rented for a scene in the movie. Bentley differs from its sister car the Rolls, only in the design of its radiator and nameplate. So he bought them. He got fed up with the movie scene and commenced a business in British luxury cars.

Along the way he has dealt with lots of movie stars and showbiz personalities. He's seen cars in odd places such as the time when he went to a modest house in L.A. There wasn't a garage and he wondered where they kept their Rolls. Of all places, it was in the living room, a 1934 Phantom 2, with carpeting all around it! They had converted their garage into a living room! The owners had a hose attached to the exhaust so they could start it once a week! To get the Rolls out of the house, Crail had to incur the cost of replacing the wall that had to be knocked down.

Crail's super-rich international clientele would fly in from as far as Hong Kong and Pakistan to view his collection of cars. He's still in the same business today. He once said "finding an old Rolls is just as exciting as finding a lost Rembrandt. It's the excitement of the find, not the money." Here's the link to his story: <https://www.charlescrail.com/about>. Another coincidence I found is that in 1984 the 1954 Dockers Daimler known as the 'Stardust' DK400 was on display in Crail's showroom, estimated to be worth US \$125,000 at the time. It ended up being sold to the Blackhawk Museum in Japan. (Refer to my Dockers article in April 2020 issue).

Now back to 2001 and the GG..... Mr Hamatto did the deal with Crail for the purchase of #51724, then he shipped the car to Prague for the restoration project to commence. He said that "it was in good running condition" and a full restoration was completed 14 years later, in 2015. Mr Hamatto gave me photos of the car to show when it was stripped down to bare alloy (see next page). In 2015 the car was shipped to Mr Hamatto in Chicago and because it had arrived in the US for the first time, he had to pay customs and duty. Ouch!!!

## ARTICLE FROM CHRIS LODEWYKE - DLOC WA

During my research for the article in the March 2020 issue of our club magazine on the GG, Daimler Days Vol. 3 written by Brian Smith stated that the car was in Chicago with its present owner, Mr Hamatto and in running condition. (It's a nice coffee table book purchased for 'him indoors' as a Xmas present, a while back). But I then recently found several for sale ads in the US showing Mr Hamatto's GG for sale on a few occasions since 2017. Not only on consignment with Volo Autos (associated with Volo Auto Museum in Illinois), but also with Hyman Motors in St Louis, owned by Mark Hyman. The clue that gave it away in the ads that the car belonged to Mr Hamatto were the words "the car had been restored in Europe". To satisfy my curiosity I asked Mr Hamatto if this was correct, that the car had been stored in several places since he took delivery in 2015 from the dock in the US. He confirmed in an email to me that after taking delivery of his car in 2015, he took the car to the Volo Auto Museum in Illinois and it stayed there for a couple of years, or less. After that, he contacted Mark Hyman in St Louis to ask him if he could find a new home for his GG, but regrettably after a year or two a new home could not be found for this lovely car. Mr Hamatto then decided to ship the car back to England and V & P arranged collection and shipping. The car is currently awaiting a buyer. The question that I did not ask Mr Hamatto is, why did he ship it to England? Why didn't he send the car to Crail in Santa Barbara, because he buys & sells rare cars?



*Above: Photos of Mr Hamatto's GG stripped down to the bare metal, awaiting restoration at the workshop in Czechoslovakia.*

There are several reports in various publications online that Hooper Coachbuilder's records show (and known to the DE36 Registrars, Historians and Daimler enthusiasts) that #51724 was noted as being intended for delivery to a 'F. Nield Esq' on 6 May 1949. There is a handwritten note in the Hooper archives that says "2nd built of seven – built for King Farouk – Never took delivery. Sold to England F. Nield". The King of Afghanistan had also ordered a limousine at the same time, which was the next chassis number. There is even a pencil written note on the chassis cards. But an F Nield can't be traced. An interesting interpretation is that it was a pseudonym for the King: the F could stand for Farouk, and the 'Nield' for it to be delivered to the Nile Delta, ie Cairo. No-one knows for sure. But I do know that in the UK, the surname 'Nield' is not an unusual one. Maybe there is an actual person by the name of F. Nield and it has nothing to do with King Farouk. It's all supposition, anyway I guess no-one will ever know the real story. When Afghanistan was in a crisis, both politically and economically, King Farouk had to go into exile in '52. As a result, if it was true that the car was ordered for the King, presumably he would probably have had to cancel his order and waive his down payment. Another guess is that it was a government gift in exchange for military benefits, Farouk had done this before: Hitler gave him a Mercedes-Benz 540K convertible in exchange for access to ports and airports.



Farouk's cars were always red; he was a car enthusiast, regularly at the shows, and had a fleet of 55 cars. After the war Farouk increasingly bought English products but in 1948, the year he would have seen the Green Goddess at Earls Court, he got into the Palestine conflict with Israel. Maybe the gift had been cancelled? I guess we will never know....

The only other owner apart from 'F Nield Esq, whomever that may be, is a Roger Cullingham of Windsor, UK who purchased the car in 1979. My own research tells me that Mr Cullingham was 31 years of age when he purchased this GG and he held the position of Director over the years at various companies in the UK. He must have been on a good salary to have bought such a car at that young age!

The Goddess that still hasn't been accounted for as yet...

I reported in March 2020 Chassis #51752 – body #9540 – Mar 1950 - was on display at the 1950 New York Show but it hasn't been seen since. It's a left-hand drive, and only one of three that were built, confirmed as such in Hooper's records. Peter Grant came across a photo of a GG, dark colour green or black over cream with inboard headlights and no other details. We can't make out for sure from the photo if its left-hand drive. Peter Grant is seeking further information on my behalf, in the hope that it could be the missing one. (See photo below).

Confirmation of GG, chassis # 52802—you will recall I mentioned in my March 2020 that Mark Hyman of Hyman Motors purchased it from LeMay Museum Washington in 2010. It has taken a few months to receive an email response, but Hyman Motors have now confirmed that this car is still owned by Mark.

I have recently been in touch again with Jim Walters the current owner in British Columbia, Canada who has now given me details of the history of this GG and its numerous owners since the late 1950s. It's a coincidence that Jim Hiscox of DLOC NSW recalls seeing this car on display at the British Columbia Museum in 1983 but he didn't know the chassis or body number or any other details at the time. He later wrote to the museum to ask for further information and photographs, but their response wasn't helpful.

When I spoke with Jim again, he did confirm that the GG in the Museum in 1983 is the one that he now owns, purchased by him in 1992 from Murray Gammon who was selling off the cars from the museum and winding down the business. Current news is that Jim Hiscox, The DE36 Registrar of DLOC NSW is going to contact his friend in the UK who in turn will contact the JDHT, as they might be able to assist Jim with sourcing the D shaped tachometer for his dashboard. Also the PF770 small rectangular headlights that Jim needs for his car are the same as the ones on the GG owned by JDHT. It would appear that not all of the 7 GG were the same, some had different dashboards and not all of them had the same headlights/sidelights (some had headlight shields and some had inboard headlights.), the 3 Left-hand drives shipped to the USA, in particular.

The Goddess used in a movie scene ..... Featured on the front cover of the DLOCWA magazine this month

In the magazine article mentioned earlier, Martin Buckley commented on a Goddess featured in the 1953 film 'Trouble in Store' which was Norman Wisdom's first film. The car on the front cover of this month's DLOCWA magazine shows the registration plate of MUC 680. But I doubt that this would have been the car's true plate to protect the identity of the owner of the car. It is thought that this left-hand drive GG is the one that eventually passed ownership to Clive Cussler which is on display in his museum in Colorado. My theory of 'MUC' being used might be the British way of subtle humour, eg 'MUC' short for the word "muck" with reference to the saying "Lord/Lady Muck" which would be used to describe someone

as being “high and mighty” (or “above themselves”). This saying might have been used to describe the person who played the part of the manager of the store in the film, Mr Freeman, who is pictured in the opening scene seated in the rear of the GG. Mr Freeman might have been described as being ‘Lord Muck’ appearing to be “high & mighty” being driven to work in a limousine, looking like royalty.



*COULD THIS BE the 1950 missing Goddess—last seen in New York at the Motor Show. It looks like a left-hand drive?.*



*Goddess featured in the 1953 film 'Trouble in Store'*



## 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.

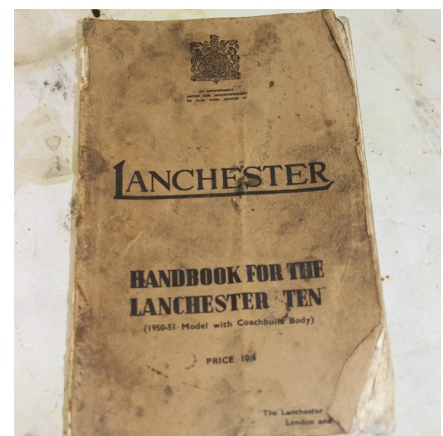
If you are taking such a vehicle to a mechanic it is suggested it be for essential work and you have a prior appointment with the mechanic.

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](mailto:johnssontm@bigpond.com)



## 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](mailto: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](mailto:grahamcoleman7@bigpond.com)

# 1949 DAIMLER DB 18 CONSORT RESURRECTION

## PART FIFTY THREE - BODY REASSEMBLY PART 6

The gear selector on the steering column uses multiple links from the lever on the column to the gearbox. The problem with linkages like this is that any wear in the individual links can cause difficulties in gear selection. A number of these links use ball caps which are good when new but deteriorate over time. I replaced the link rod from the end of the steering column with a generic motorcycle gear linkage and replaced the ball cap on the end of the link to the gearbox.

Although these changes removed most of the slop in the gear selection, I found significant movement between the gear selector shaft on the column and its bronze retaining bush. I also found that this wear on other columns I have is storage had been rectified by fitting a simple metal tag between the bush and the shaft. Fitting this removed all the remaining slop in the gear selector.

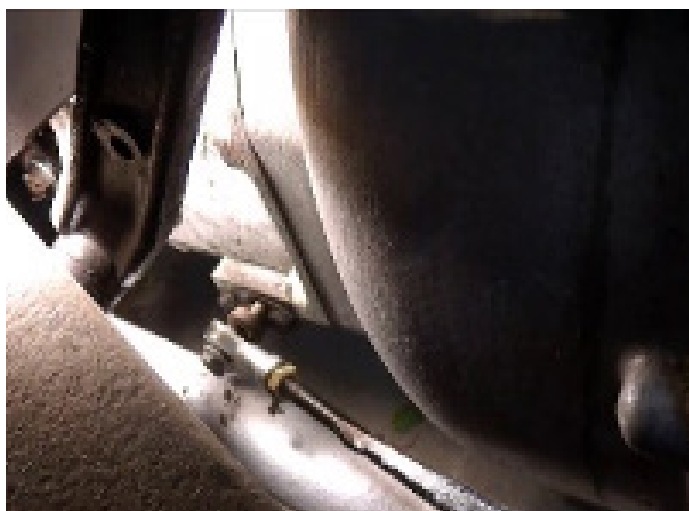
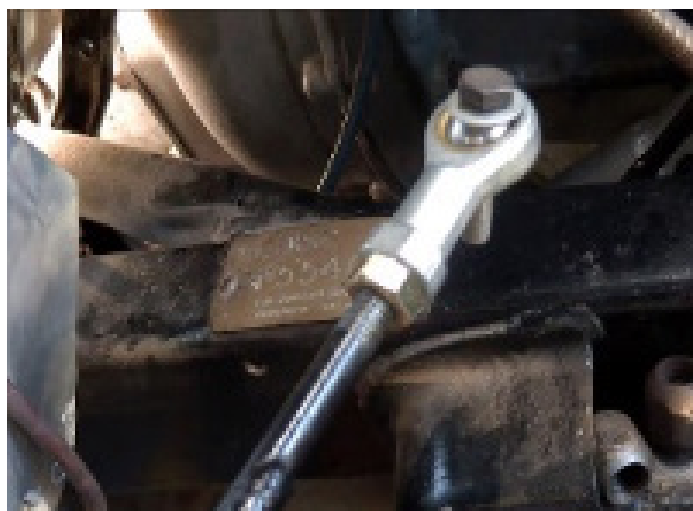
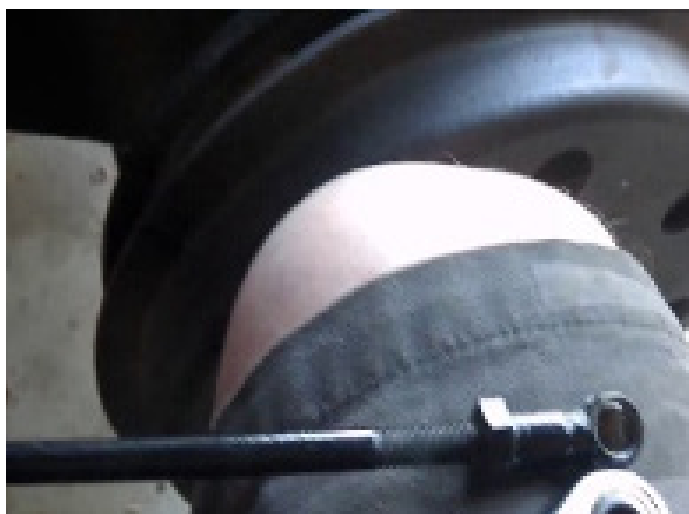
One thing I should have done before putting the body back onto the chassis, was to replace the fuel lines. There are two fuel lines running inside the chassis from the engine bay at the front, to the fuel tank under the boot – the main line, and a reserve line which picks up fuel from a lower point in the tank. Both lines were blocked. Because of the access difficulties, I decided to run only one fuel line to the tank connecting it to the reserve line pick up on the tank.

I used ¼ inch copper fuel line running it inside the chassis from the engine bay to the rear wheel arch area where it exits and is mounted outside the chassis under the differential. In the engine bay I have bypassed the reserve fuel tap and fitted a fuel filter between the pipe and the fuel pump.

### Denis Leys

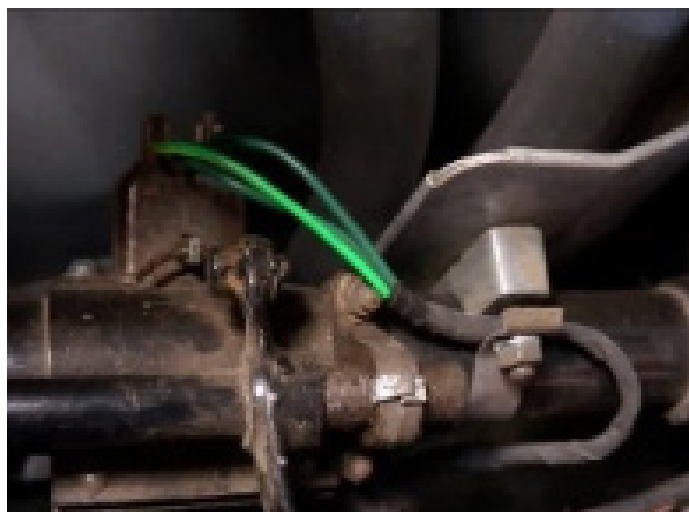
Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 53](#)





## 1949 DAIMLER DB 18 CONSORT RESURRECTION



## 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](mailto:rosieran@dodo.com.au)





# DAIMLER FOR SALE - DECEASED ESTATE

Daimler DK Saloon 1988 Model

Vin Number sajdkalh3af563441

Engine Number 9dbpa163593

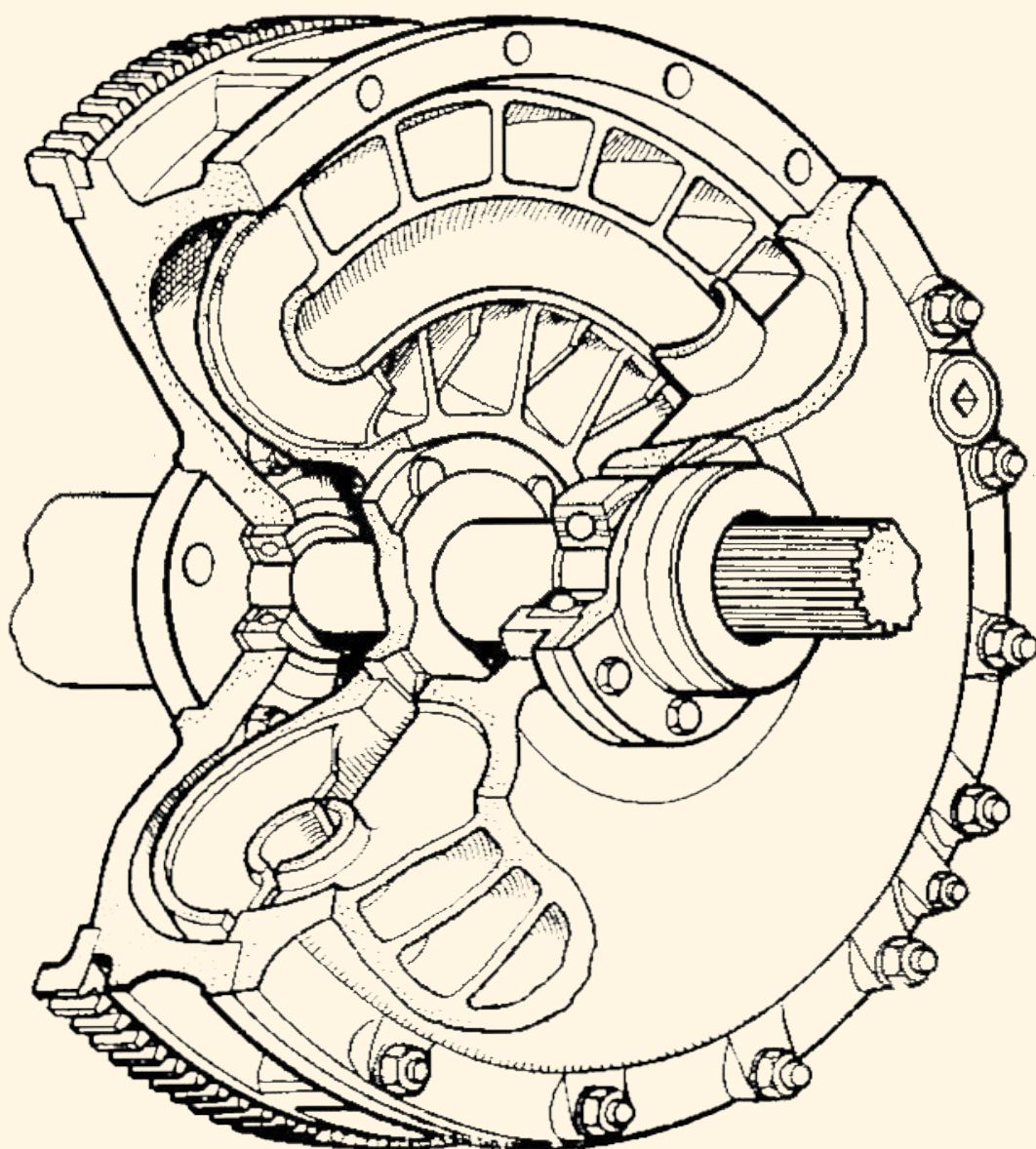
271,000 klms

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](mailto:darren.gillett@bigpond.com)







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)