

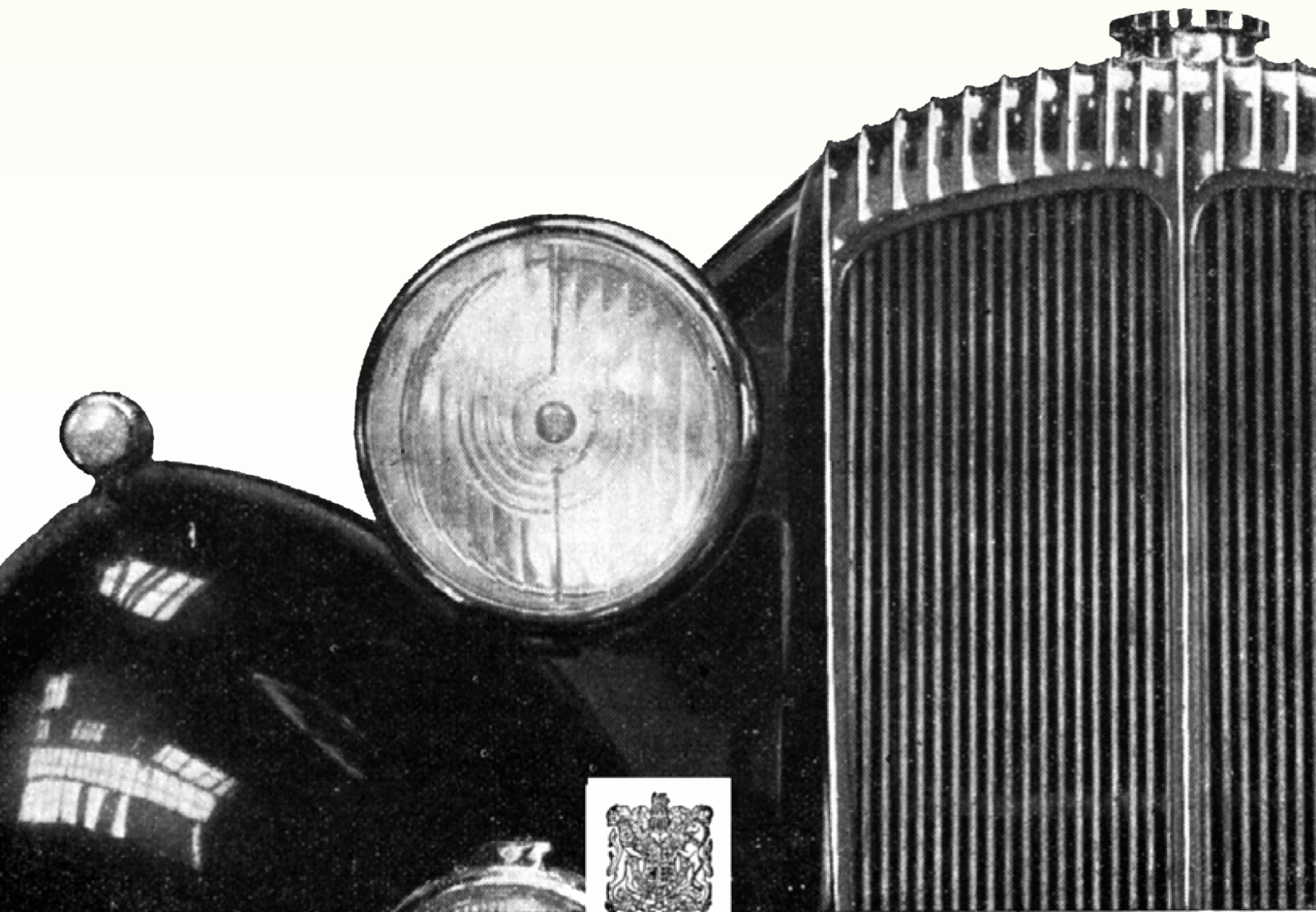
Daimler

&

Lanchester

JUNE 2020

# ***FLUID DRIVING***



BY APPOINTMENT

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

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## OUR NEXT MEETING (PROPOSED)

**8PM MONDAY, 3RD AUGUST, 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 Gellet	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

## SUPPORT OUR VENUE

### **RYDE EASTWOOD LEAGUES CLUB, RYEDALE ROAD, WEST RYDE**

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



# PRESIDENT/EDITOR'S REPORT

## PRESIDENT'S REPORT

Welcome to another month of partial lockdown. I hope you are all keeping safe & well. As we crawl back towards some form of normality, it is to be hoped that we will be able to resume our normal Club meetings at the Ryde/Eastwood Leagues club for the AUGUST meeting, barring any unforeseen glitches. In the meantime I trust we are all keeping busy polishing our cars & getting them ready for the All British day on September 13th, maybe with a reduced format, yet to be decided by the powers that be.

In view of the fact that we missed out on the National Rally this year, it has been decided that on the second weekend in November, which would normally be the President's weekend, that we would have a combined run with the Victorian group, to Merimbula on the South Coast of NSW, which should avoid any border issues & who knows, all of this nonsense should be nearly over by then. The dates & contacts etc appear in the events section of this publication. Please book early so as not to miss out. This will be a 4 day event & we are looking forward to getting out & about again.

The saga of my Daimler continues as we await the arrival of the new big end bearings which will hopefully arrive this week so that we can have the engine back ready to be refitted by the end of next week, 10th July. It has certainly been an educational journey if nothing else & I can now provide advice to anyone about to undertake a similar exercise.

In other Club news, it has been reported that Fabian Marsden is not in good condition at the moment & I am sure we all wish him well & a speedy recovery.

I look forward to getting back together soon.

Jim Gellett - President/Editor.

## COMING EVENTS 2020

August 2020 Friday 7	<b>SP250 - MEETING</b> Hunts @ Dural - CANCELLED
August 2020 Saturday 8	<b>Mystery Run</b> - Stay tuned for more details
September 2020 Saturday	<b>SP250 - RUN</b> TBA
September 2020 Sunday 13	<b>All British Day</b> - Expected to be held this year but without the fair. Details coming soon.
October 2020 Saturday 17	<b>SP250 - MEETING</b> Norgroves @ Wyee With a run to the Hunter Valley



## COMING EVENTS 2020

November 2020 Saturday	<b>SP250 - RUN</b> TBA
November 2020 Friday 13 to Monday 16	<b>Merimbula Week End Get Together</b> - Accommodation should be booked at the Pelican Motor Inn direct by you and do mention you are with the Daimler Club. Telephone: (02) 6495 1933 E: info@pelicanmotorinn.com.au
December 2020 Saturday	<b>SP250 - Christmas Party</b> TBA
January 2021	<b>SP250 - Tassie Tour</b> - an extended driving and tourist experience in Tasmania.

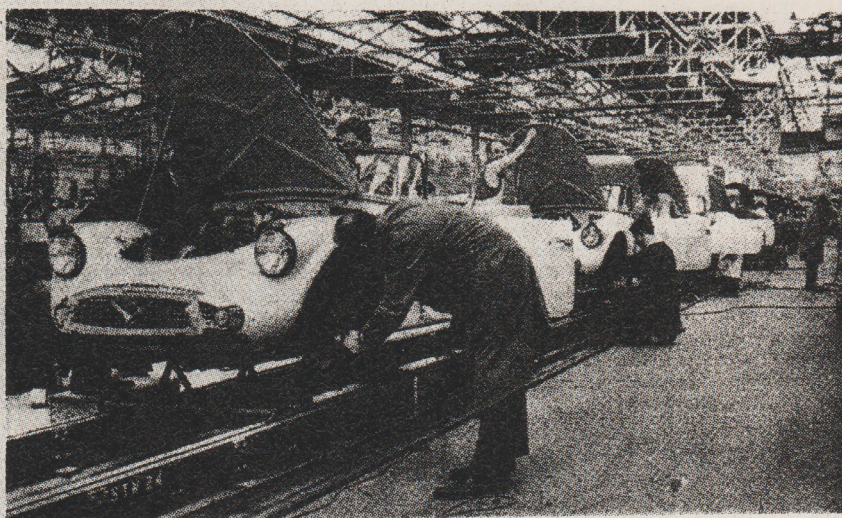
THE AUTOCAR, 3 JUNE 1960

911

# JAGUAR BUY DAIMLER

**Sir William Lyons  
takes over Britain's  
oldest manufacturer**

LAST Friday's announcement that Jaguar Cars Ltd. had completed negotiations to buy the old-established firm of Daimler has been generally regarded as a sound and logical step in the development of both these famous makes. It has been obvious to those who know the Jaguar works well that the factory has been bursting at its seams for some time; and this in spite of the new buildings erected following the disastrous fire in February 1957. The purchase will allow valuable expansion space for Jaguar, which is not otherwise available without their making a move from Coventry to a perhaps remote development area.



*Present Daimler vehicle output will continue; seen here is the SP250 production line*

# SP250 EXHAUST NOTES NSW

## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

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

Given the changes that came into place on June 1st, which allowed us to go for leisure drives here in NSW, a reminder that if your vehicle is on the 60 day log book scheme, remember to fill in the log book if you take your club plated car out..

We were to have a meeting during June, however given the current ongoing Covid 19 Pandemic and the restrictions on the number of people allowed in a specified area, this meeting was cancelled.

It was however decided that a small trial run would be undertaken to test how the rules as they stand at the moment affect our interactions. Overall this was successful with six SP's in attendance, a Daimler Conquest Roadster, a Triumph TR5, a BMW 330 and a Super Seven. In all, 18 people, just under the 20 limit. We met and drove to Patonga for lunch, which was held outside with the social distancing rules generally being adhered to.

Whilst successful, the rules currently in place do restrict our interactions with each other, and as such, limit the type of run that can be undertaken. We will look at this further and try to put in place a couple of similar runs where we can still "social distance". If anyone has any ideas or would like to organize such a run please get in touch. (Currently max of 20 people in an outdoor situation, or at a private residence with the 4 Sqm rule also applying. Max 10 people per restaurant booking)

The Organizing Committee of the Hunter All British Day at Newcastle have advised that they have cancelled the event for 2020, and look forward to 2021.

The ALL British Day at Kings School is still likely to be going ahead at this stage, however without the Fair. The Art Show is also still due to go ahead at this stage. It is all dependent on what Government Restrictions are in place for September (This is the latest as at 12/6/2020).

As you are all aware, we have cancelled / postponed all SP events until it is safe and legal for us to resume. We will investigate further runs that fit within the legal guidelines that are in place at the present time.

## SP NEWS

The SP that was in Balmain, known as "Batman", is currently undergoing restoration in Victoria by John Spry. The wheel flares etc have been chopped off the car and the body returned essentially back to its original look. Work Continues.

## OTHER NUTS & BOLTS

Well my Grill surround is back and refitted to the car after being run into back in March, looking SPecial again... Astor Metal Finishers in Villawood did a great job in panel beating the dent and twist out and then rechroming it. The cost was very reasonable as well.

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



Staples Lookout Central Coast NSW June 2020

### A win for the Daimler SP 250

A Daimler SP. 250 won the scratch race for Production Sports Cars at the Warwick Farm racing circuit near Sydney, Australia recently. The field included the large Austin Healey models, various Morgans, a Triumph and an MGA Twin Cam, which finished second.

The drivers and mechanics are all in the same family, who own Geoghegan Motors, Liverpool.



The Geoghegan family, Tom, father, younger son, Ian—the driver—and elder son Leo, with their winning Daimler SP250.

## 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](#)



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.

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





## HUNTER REGION ALL BRITISH DAY



The poster features the Jaguar Drivers Club Hunter Region logo at the top left, the text 'HUNTER REGION' in a stylized font, and a Union Jack flag. Below this is the title 'ALL BRITISH DISPLAY DAY'. The central part of the poster is a collage of five photographs showing various classic and modern cars at a display event. A large, diagonal red 'CANCELLED' stamp is overlaid across the center of the collage. At the bottom, the location 'FORESHORE PARK WHARF ROAD NEWCASTLE EAST' and the date 'SATURDAY 25TH JULY 2020' are listed, along with the display hours 'Display 9.00am till 2.00pm'. A small map of the United Kingdom is in the bottom right corner.

**JAGUAR DRIVERS CLUB  
HUNTER REGION**

**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 (CONT'D)

51724, the second one built and delivered in May 1949 has the same headlights and no overrides (M). Was this the original colour ? The dashboard (N) seems to be a modified one of the original GG. i.e. less dials, no wireless and all white appearance.



M



N

52802 is a chassis no. way out of sequence, but was delivered in September 1949. In 1994 it was a winner at Pebble Beach (A), but note the headlights are PF770s and the parkers are small oblong glass on the guards. Still no overrides. As this article(A) was written in 2007 I wonder if the correct photo was used as the last line says it has been completely restored. Later photos (B & F) show it in restored condition and with the GG headlights and overrides. Now look at the dashboard (C & D). This is similar to the GG (Z) but still different. Note the gear lever, which is extended to the edge of the wheel, and indicator (more elaborate than ordinary DEs) and that only one toggle controls the wipers. (normally 3). The dials are white as compared to black.

The vehicle was donated to a museum, its curator saying "the donors wanted to be sure it was preserved and exhibited rather than sold to an indiscriminate fate..... and we will be good stewards of this wonderful automobile (A). Three years later they sold it for US\$502,000!!!!. Nice little earner.

**Rare 1950 Daimler "Green Goddess" Donated to LeMay - AMERICA'S CAR MUSEUM**  
52802

1950 Daimler DE36 Hooper Green Goddess Drophead Coupe

Tacoma, WA November 12, 2007; It is with great pleasure that we announce the addition of a truly significant and stunning automobile to the LeMay Museum's collection - the 1950 Daimler "Green Goddess" Drop Head Coupe. This gift was generously given to the Museum by Wes and Nancy Lematta. This Daimler broadens the Museum's collection by adding an important element of world history to the visitor experience.

President and CEO, David Madeira said, "I am delighted by the Lematta's donation of this rare and beautiful vehicle. The Daimler was a prized part of their personal collection and they wanted to be sure it was preserved intact and exhibited in America's Car Museum rather than sold some day to an indiscriminate fate. Wes and Nancy are leaving part of their legacy with the Museum and we will be good stewards of this wonderful automobile." Wes Lematta is founder of Columbia Helicopters, which is also the named sponsor of the new Museum's helipad.

This Daimler is one of only eight built by the oldest British marque and was once part of the famed Harrah car collection. The first Daimler built was called the "Green Goddess", a moniker that was bestowed upon all eight cars, however, each car is actually slightly different from the others. The Lematta's Daimler has been completely restored and earned a class win at the 1994 Pebble Beach Concours d'Elegance.

A



## THE GREEN GODDESS - JOHN HISCOX (CONT'D)



*B*



*C*

## THE GREEN GODDESS - JOHN HISCOX (CONT'D)



*D*



*E*



## THE GREEN GODDESS - JOHN HISCOX (CONT'D)



F

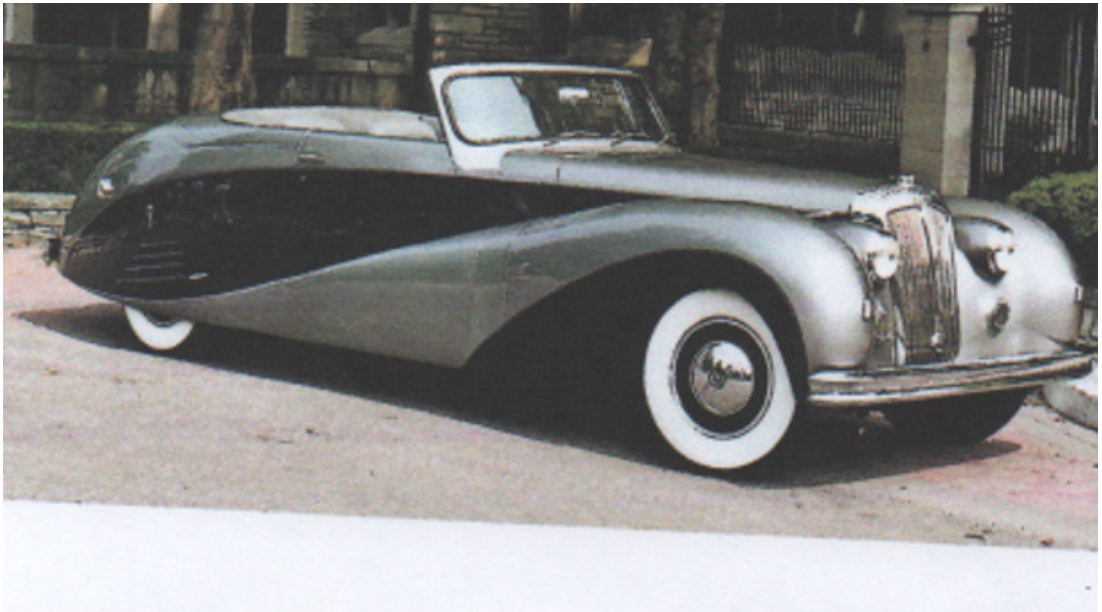
51745. This was probably no.4 but I have no delivery date. It has the same headlights and has grown overriders. The body no. is 9539 whereas the one above is 9538. It was built for the Maharajah of Mysore and more recently owned by the late Clive Cussler and is now in his museum.

51752 has body 9540 so is in the range of the two above, but was not delivered till March 1950. This is a left hand drive model with PF770 headlights, but no information is available, other than it was destined for the New York Show in 1950. The photo below maybe this car



## THE GREEN GODDESS - JOHN HISCOX (CONT'D)

51753 was delivered in June 1950, is now owned by JDHT (Jaguar Trust), is left hand drive and has the later headlights and oblong parkers.(S) I rode in it at the 2002 International rally. Again notice slight differences in the dash (T)



S



T

## THE GREEN GODDESS - JOHN HISCOX (CONT'D)

51754 was delivered in November 1950, is left hand drive and later headlights and parkers. I saw this car in a museum in Victoria, British Columbia in 1982.(R) It has passed through a couple of hands to Jim Walters where it was partly burnt in his factory fire. Luckily a lot of the smaller bits had been put elsewhere and so survived. He is now restoring it, which seems to be his forte as he has rebuilt over 20 Morgans, an Aston Martin and a Lagonda. Although the fire set him back financially he will get to it this year. His dashboard would be interesting to see as he says it was partly burnt, but has been able to locate a D shaped speedo and the square instruments, but still needs the D shaped tacho. This seems to indicate it is similar to the early cars.



*R*

52825. Whether or not this car was bodied (9642) or not, I'm not sure, but it was used to replace, in part, the body on the original GG in the early '50s. This body had PF770 lights and parkers on the top of the guards.(1). This chassis has been rebodied and thus becomes a normal DE36.

All this information has come from Brian Smith's Daimler Days, Christine from W.A., Peter Grant and my own collection of stuff.

John Hiscox



## SECRETARY REPORT

Hi Everyone

I trust you and your families and friends are continuing to stay well.

As we continue to move through these strange and difficult times we are reminded of the importance of our families, friends, the community around us and of course our Daimler associations.

As restrictions continue to ease we can look forward to more interaction with each other as time goes on.

We can now even drive our historic and classic cars for “fun“, or those “maintenance checks“, so things are definitely on the improve.

How is everyone progressing with those repairs or extra coats of polish and the like that we didn't have time to do, before what will probably be referred to, in the future, as the “Pre-Covid” world.

It seems like half the year has already gone. Hey Russell - guess what it actually has !

Well that can only mean then, that when we are all in the “Post-Covid” world, we really need to give the DLOCCA, and everything it offers all of us, a really big push along and catch up for the remainder of the year.

Some members have already provided some great ideas for “re-energizing” ourselves when we become fully active again, which is excellent. So keep the ideas and suggestions coming in as they do provide a significant input to the Club.

I have also heard via the Daimler “grape vine” that there has been the occasional re-building of engines, the acquisition of cars and the near completion of other cars etc., all of which attests to the determination of our members to promote historic and classic cars.

Speaking of the grape vine it is reported in the media that the “consumption of the grape in its fermented juice form“ has increased markedly during the shutdown, which is interesting .

I cannot however imagine that would apply to Daimler people, as given the marque of our cars being British, we are more inclined to “the infusion of the leaf“ by way of a good strong cup of tea ????

Keep the wheels turning

Russell

When parents start to crack during lockdown



**THE WORLD IS NOW  
VEGAS. EVERYBODY'S  
LOSING MONEY, IT'S  
ACCEPTABLE TO DRINK  
AT ALL HOURS AND NO  
ONE HAS ANY IDEA  
WHAT DAY IT IS.**

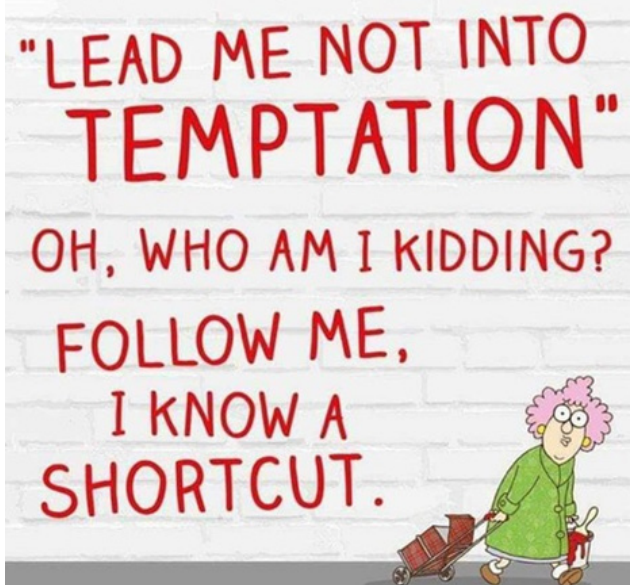


## A LITTLE LIGHT HUMOUR

**If you want to save money at Xmas, now's the perfect time to tell the kids that Santa didn't make it through the pandemic**

**I just read a book on marriage that says treat your wife like you treated her on the first date.**

**So after dinner tonight I'm dropping her off at her parents' house.**



# MERIMBULA WEEK END GET TOGETHER

## **Proposed Dates - 13th - 16th November 2020**

Given the sad postponement of our planned 2020 National Rally in Hahndorf earlier this year members expressed an interest in getting together for an informal weekend when travel restrictions had eased sufficiently to allow us to confidently book a venue.

The NSW Club's President's Weekend is traditionally held in November, Jim Gillett, our President proposed that it would be ideal to combine that week end with this get together and with the help of Richard Bowen in Victoria and committed New South Wales members a week end away in a location more or less mid-way between Melbourne and Sydney has been planned and we have chosen the town of Merimbula as our week end destination.

Merimbula is about 580 km north east from Melbourne along the Princes Highway and about 530 km south from Sydney. It is located on the spectacular south coast of New South Wales and handy to Eden, Bega and Tathra and a popular holiday destination.

The accommodation chosen is at Pelican Motor Inn where a room should be in the region of \$130.00 per night with continental breakfast extra at \$20.00 per person. Some rooms maybe more if a suite or with extra facilities. Overflow rooms are available at Summerhill Motel next door.

We have arranged a \$25.00 per head BYOG and soft drink barbecue on Friday night at the motel's marquee and we will arrange reasonably priced venues for dinner on Saturday and Sunday, to be advised. All very low key with the emphasis on a very social get together, no formalities and some interesting runs to be organized for Saturday and Sunday, with those heading home to Sydney having the chance of a visit to Mogo Zoo on the way home.

We invite you to let us know if you will be joining us for what will be a very relaxed and fun weekend, within the Daimler Clubs family.

If you could please let us know by End of June so we can then arrange dining venues that would be great.

Please make your own booking at the motel.

Pelican Motor Inn

(02) 6495 1933

E: [info@pelicanmotorinn.com.au](mailto:info@pelicanmotorinn.com.au)

Or overflow to:

Summerhill Motel

(02) 6495 3111

E: [info@summerhillmotorinn.com.au](mailto:info@summerhillmotorinn.com.au)

Your organising committee,

Jim Gillett, Richard Bowen, John Hiscox

And Peter Grant



Hi all

Yesterday I had to head back to the motor trimmers as the colour and type of fabric I had chosen for the hood was only available in rolls of 3. Pretty frustrating really. So I have chosen another fabric from the same German Manufacturer which means it will be at least 6 weeks before the hood will be done.

The car is leaking oil from the pinion bearing seal and so I had ordered a new seal from David Beale. The seal arrived yesterday including instructions on replacement which I thought was good given it is a worm drive differential. My plan is to get the car towed back to Chris, my mechanic, after the hood is made and I will install the interior trim whilst he changes the pinion seal and I think also the fluid flywheel seal. Then change all fluids, a tune up and a full check of everything and most importantly to me balance the drum brakes. I have recollections as a kid of my dad having lots of trouble with some cars getting the front drum brakes to keep the car in a straight line when braking.

Out of curiosity, on interstate rallies do you need to re-adjust the brakes after such a long distance given they are not self adjusting?

Haven't heard what is happening with the modifying of the rear bumper as yet.

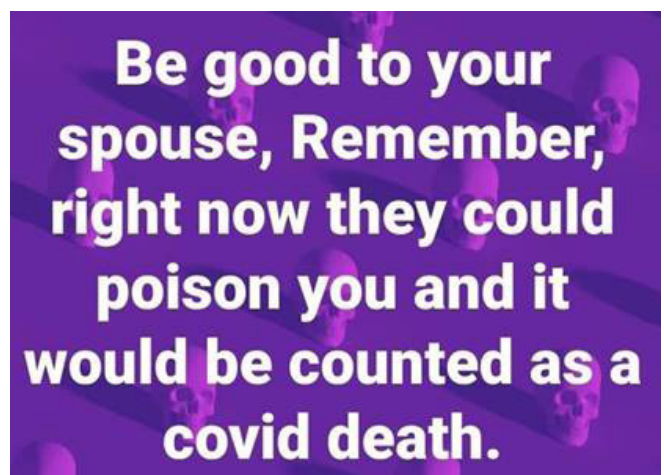
PS We were at the doctors today for Joan to do a blood test and I saw this sign that I thought you all may appreciate.

They said it was safe to go out to the shops wearing a mask and gloves.

Well they lied everyone else was wearing clothes.

--

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



## WANTED - PARTS FOR MY DJ250

Where can I source front and rear screen rubbers from? Mine are ones without brightwork.

Not so urgent - 5" driving lights (inboard of headlights) complete assemblies and 1 front overrider - doesn't need to be perfect ( so it can match the other one).

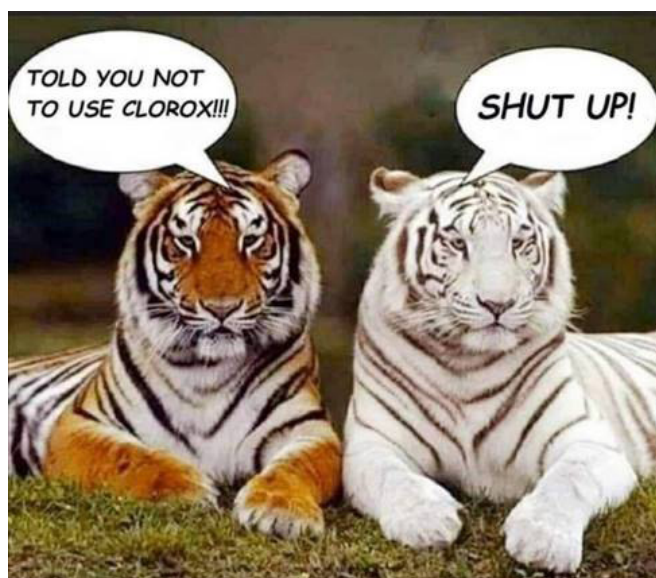
I was also interested in a gearbox but first I'll investigate getting the bands relined.

Attachment is to remind you of the car.

Dave Ward,

Birdwood

Please contact Howard Parslow if you cn help and he can pass on to Dave





## 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.

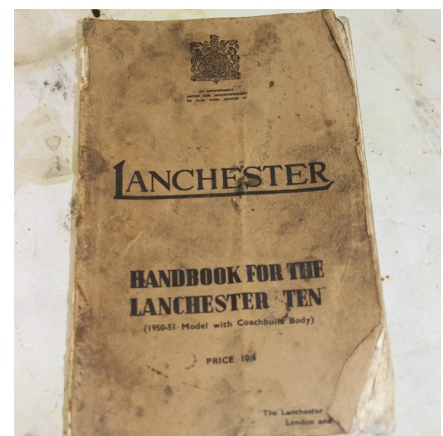
If you are taking such a vehicle to a mechanic it is suggested it be for essential work and you have a prior appointment with the mechanic.

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

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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 FOUR - REBUILDING THE ENGINE PART 4

I found a box containing several carburettors, but I am not sure which one belonged to the 1949 engine. I also have another one which I removed from a 1951 engine which included all the linkages. Unfortunately, no single carburettor was suitable for use because of either wear in the butterfly shaft, or damage to the fuel bowl.

The problem was resolved by assembling a new carburettor using the main body including the suction chamber from one, and the fuel bowl from another. The butterfly shaft in this composite unit has no wear and the inside of the fuel bowl looks new. I fitted a new set of seals during the reassembly.

After fitting the carburettor to the inlet manifold, I connected the three linkages between the accelerator pedal and the throttle lever on the carburettor. The length of these links need to be set to ensure that when the pedal is fully depressed, the throttle is fully open, and when the pedal is released, the throttle lever is fully closed – a bit of trial and error. I also found some wear in the lever mounted below the carburettor which I removed with some brass shim. This wear would have caused imprecision in the operation of the throttle.

The fitting of the carburettor was completed by connecting the throttle and choke cables. I will not be attaching the air filter assembly until after I have started the engine and adjusted the carburettor.

### Denis Leys

Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 54](#)



# 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

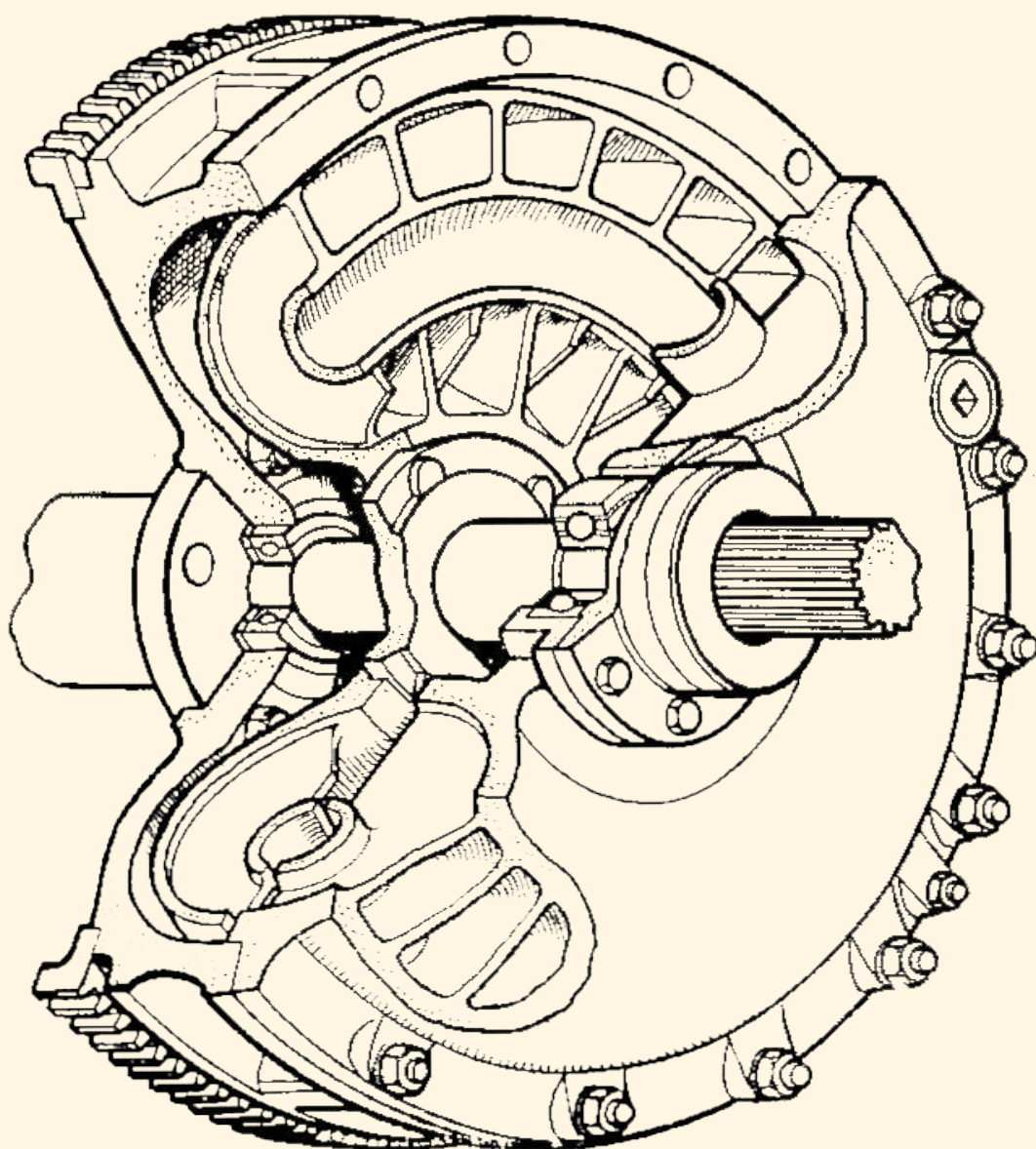
Engine Number 9dbpa163593

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)