

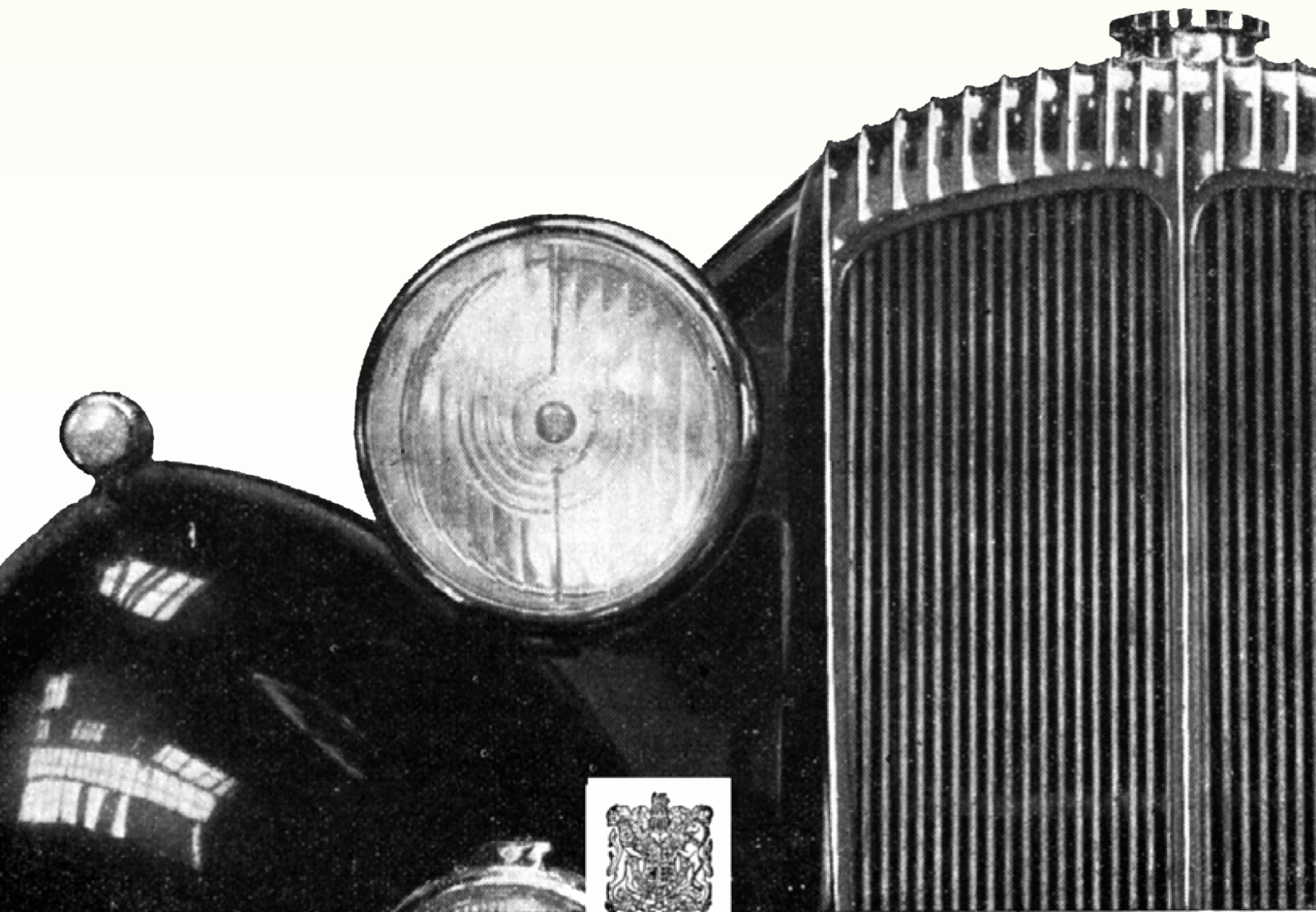
Daimler

&

Lanchester

AUGUST 2020

FLUID DRIVING



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

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OUR NEXT MEETING (CANCELLED)

~~8PM MONDAY, 7TH SEPTEMBER, 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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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

Well here we are at the end of another month of little Club activity. I am still waiting for an engine to come back from being rebuilt & with meetings still in abeyance, not a lot to report. At this stage the November President's weekend is still going ahead & Russell is still following up about our Club Picnic in October.

VALE One of our long standing members, Wingham Keesing has passed away, & we extend the Club's condolences to Dulcie & the family. Wingham was my initial contact with the Club at the time of my joining. John Hiscox will prepare a full obituary for the next issue of the Magazine.

During the month we have welcomed a new member, Graham Irving, who has recently purchased a suspected Royal tour Conquest. Welcome Graham, we trust your stay in the Club & your time with the Conquest will be a pleasant one.

Work has recommenced in a minimal way on the Lanchester project & I guess will proceed at a slow pace until things return to something like NORMAL, whatever that was!

I trust that you will all stay safe & as active as can be until this present state of play comes to some sort of conclusion.

Jim Gellett - President/Editor.

COMING EVENTS 2020

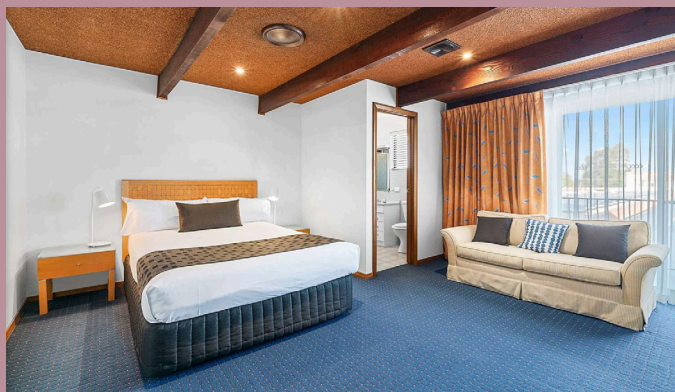
September 2020 Saturday	SP250 - RUN TBA
September 2020 Sunday 13	All British Day - CANCELLED
October 2020 Saturday 17	SP250 - MEETING Norgroves @ Wyee With a run to the Hunter Valley
November 2020 Saturday	SP250 - RUN TBA

COMING EVENTS 2020

November 2020 Friday 13 to Monday 16	Merimbula Week End Get Together - 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	SP250 - Christmas Party TBA
January 2021	SP250 - Tassie Tour - an extended driving and tourist experience in Tasmania.

SPECIAL OFFER FOR DLOCCA MEMBERS

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



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

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SP250 EXHAUST NOTES NSW

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

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

Restrictions have now tightened up again and as such we continue to postpone all runs and meetings until it is safe and legal for us to recommence them.

SP NEWS

The SP that we mentioned in last month's notes for sale at Oldtimer Australia, has found a new owner, we are yet to hear where it has gone, however are hopeful that we will find out soon.

We welcome Maryanne Petersen and Frank Burgess to the SP family. They are now the proud owners of the ex Bruce Perkins car. The car is currently in pieces, Bruce had started the restoration before becoming sick. Maryanne and Frank are keen to see the car restored and back on the road as Bruce had wished.

OTHER NUTS & BOLTS

Alan Mason, who puts together the SP Calendars each year has asked for any SP related photos that you may like considered for next year's calendars to please forward them to him via email. The calendars are prepared, professionally printed and distributed each year with the profits going to the PasSPort publication. Alan's email is soaring.ace@btinternet.com

The following note is from Alan Hunt in respect to the Merimbula run proposed for November.

"Conversation with Daimler Club President. Jim Gellett has confirmed that the Merimbula Weekend, 13 to 16 November will proceed although we are concerned that our friends from Victoria may not be able to join us. The run has strong support from the Darters of NSW. Already booked are Warren & Chris, Stephen & Helen, Jeff & Janelle, Alan & Carolyn, Tony & Rosie, Cameron & Anne, David & Dallas, Bruce & Heather and Chris Mosse-Robinson. This would be a good time to consider appropriate routes for the SP250 group. Maybe we could travel down by the picturesque coast road and back by the fun mountain road via Nimmitabel, Cooma and Queanbeyan. If you are considering joining the Merimbula weekend or if you have suggestion on the route please contact Alan Hunt (hunts@optushome.com.au)."

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



Recent Barn Find by Charles Hibbert in Eugene, Oregon USA.

With thanks to Carolyn Burch for the following:

These lockdowns are getting annoying and quite frankly I've had enough. I've discussed the matter over a cup of tea with the kitchen sink, and we both agree that the experience is draining.

I didn't mention anything to the washing machine as she puts the wrong spin on everything.

Same with the fridge, he only gives cold shoulder. I asked the lamp, but she couldn't shed any new light on the situation.

The vacuum cleaner was rather rude and told me to suck it up Princess. The threshold was no better, it suggested I get over it.

The carpet advised me to sweep my feelings under the rug. But the fan was more upbeat and thought that the crisis would soon blow over.

The toilet looked a bit flushed and didn't offer an opinion.

The wall didn't say a word either, just gave me a blank stare.

The doorknob was more forthcoming - told me to get a firm grip on the situation and move on.

The front door declared I was unhinged and so the curtains told me to.....you guessed it right - pull myself together.

Then the chair told me to table it, and the table remarked, I didn't have a leg to stand on. When I told the table to break a leg, the mirror said that my comments reflected poorly on my thinking.

However, in the end, the iron set things straight. She said everything will be fine.

No situation is too pressing for long anyways.

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.



SECRETARY REPORT

Hi Everyone .

I trust all members , family & friends remain well & safe at this time.

I am aware that I say that at the being of every report, but it is a matter that engages my priority thoughts as I know we all are experiencing difficult times & all to varying degrees.

I commend those that keep the magazine going out at the moment, as it is currently our essential & vital communicator.

In regards Club Meetings I received last week an email from the Ryde Eastwood Leagues Club, wishing all its patrons well, but noting they still have significant restrictions .

Whilst they are now able to open their meeting rooms, to an extent, it remains restricted & exact numbers must be provided to them in advance. In providing an allocation the Leagues Club must first determine & be satisfied that the users of the room shall maintain social distancing. Potentially someone at the meeting would be nominated as a marshal to ensure compliance.

In lieu they suggest a meeting may be able to be held in their bistro or coffee lounge with a meal being served & social distancing being maintained

The maximum number of such a meeting is 10.

Realistically then it may be a little longer before we are able to have a meeting.

The Committee will discuss this & send out advise if there is any change.

In the mean-time continue to stay buoyant about things in general, as the current situation, at some stage will be referred to as being in the past tense

(For some - myself for example, it is becoming easier & easier to remain “buoyant” as the Covid “curve” has a somewhat different conation.)

As always keep the wheels moving

Russell

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

PREVIOUS OWNER OF MY DH27 – LORD ROWALLAN

Lord Rowallan's name is Thomas Godfrey Polson CORBETT and was the older son of Archibald Corbett who was born in 1856. Archibald was a property developer in the eastern suburbs of London and became a Member of Parliament for Glasgow in 1885 as a liberal. He retired from the House of Commons in 1911 and was created 1st Baron Rowallan of Rowallan in the County of Ayr. On his death in 1933 Thomas became the 2nd Baron Rowallan.

Thomas was born in London and later education was at Eton College. For some reason the family called him Billy. When war broke out in 1914 he secured a commission in the Ayrshire Yeomanry which was sent to Gallipoli in October 1915. From there they went to Egypt as part of the cavalry reserve in the Second Battle of Gaza. Then he transferred to the Grenadier Guards and sent to the Western Front to fight the German Spring Offensive. He attempted to dig out some wounded soldiers and while under heavy fire and in full view of the enemy he received a leg wound which left him with a permanent disability. For his efforts he was awarded the Military Cross

After the war he became a breeder of pedigree dairy cattle on his farm in Ayrshire and campaigned for the eradication of bovine tuberculosis

Then the second world war started and as part of the Royal Scots Fusiliers went to France in 1939 He was evacuated from Cherbourg and became the commandant of a training centre to junior officers. His methods of teaching led to the creation of the "Rowallan Company" at the Royal Military Academy Sandhurst in 1977.

He had long been associated with the Scouting movement being district commissioner for Ayrshire Scouts from 1922 After the war he became Chief Scout of the United Kingdom, and the British Commonwealth and Empire holding this position until 1959. He also served on the World Scout Committee of the World Organisation of the Scout Movement for 6 years. This body awarded him their only honour, the Bronze Wolf, while the American Boy Scouts awarded him the Silver Buffalo Award.

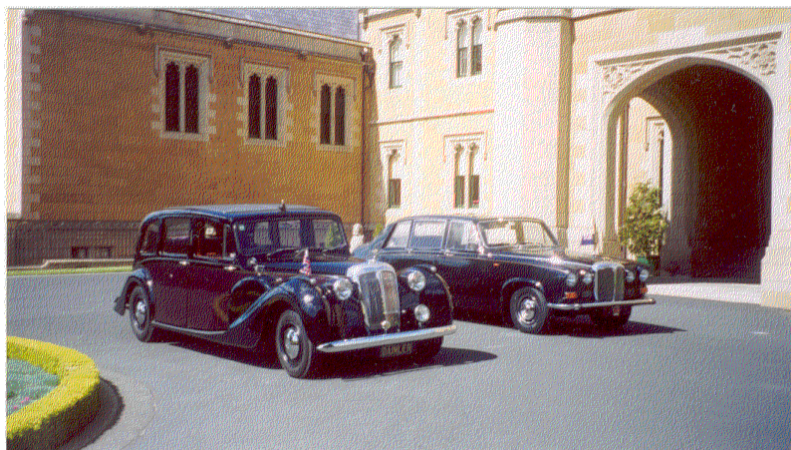
Other gongs were to receive the Freedom of the City of Edinburgh and to be appointed a Knight of the Order of the Thistle. He was also a governor of the National Bank of Scotland for 6 years from 1947, and a Britannia Class locomotive was named in his honour.

What more can a man do?.Become Governor of Tasmania! This position he held from 21st October 1959 to 25th March 1963 during which time a power station and its associated dam and lake were named after him. He built up a herd of Jersey cattle at Government House and sailed a yacht which he later gave to the local Sea Scouts. And he owned a Daimler DH27 which I bought in 1982.

He died at Rowallan Castle near Kilmarnock on 30th November 1977, aged 81.

This is the company I keep

John Hiscox – regards to Wikipedia



NOT THE LANCHESTER REPORT - SPECIAL SPORTS

I put the S-Type in for service and found I have a damaged bush on the front passenger lower control arm. Ordered the part from SNG Barratt UK and it was in the US in 2 days. Been sitting there ever since thanks to limited flights, hopefully to arrive Monday or Tuesday.

Been to the Motor Trimmers several times for the Special Sports. They have made the inner hood lining and the calico lining to hold the padding. No foam all materials that would have been used originally. See photos. Once the hood is finished the car will go to my mechanic to get some seals replaced and a thorough going over mechanically whilst I install the interior carpet and seats. Then to the paint shop to detail the paint and it will be ready to go.

For those that don't know, I have sold my V8 saloon instead of the Mark IX Jaguar as I had previously planned. I took the V8 on the one and only Sprite run in June (post Covid phase 1) and was reminded of all my problems with arthritis, getting in/out of the car and long distance driving, so it wasn't such a difficult decision despite it being my dream car.

Having sold the V8 and the cancelling of all foreseeable events for both DLOCCA and SCCA I have decided to put some more effort into the appearance of the Mark IX as I am actually completely comfortable getting in/out and driving it for long distances. The fuel bill is another matter though. From memory I had spent about \$6000 on chrome work and that was without re-chroming the top of door frames. So I have removed the door frames and glass from quarter windows and sent it all for re-chroming.

Whilst doing this I accidentally split the leather in the rear seat back, a pointy elbow and 60 year old leather I am afraid. I have therefore decided to get all the seats re-covered. The Motor Trimmer doing the hood for the Special Sports wasn't keen on doing the seats from scratch and quoted a frightening worse case scenario bill. However they are more than willing to install new covers and so I have ordered these from Aldridge Trimming in the UK as they have all the original pattern templates for the Mark IX and many other makes and models.

So hopefully by the time we get back to running social events I will have two cars to choose from.
Graham McDonald Home: (02) 9533 3128 Mobile: 0422 972 094



MORE ON THE DOCKERS

Reproduced from the UK "Driving Member"

So much of Daimler history is wrapped up in the Docker name and it is certainly worth looking at the family background. Sir Bernard Docker's father was on the Board of BSA when they acquired Daimler in 1910 and there was a Docker involved for the next 46 years until Bernard was removed by his codirectors in 1956.

Bernard was born in Edgbaston, Birmingham in 1896 and was the only child of Frank Dudley Docker - a self made businessman and financier and Lucy Constance Docker. Dudley Docker was an accomplished county cricket player and was the son of a solicitor. He had no interest in joining his father's practice and at the age of 19 joined his brother's varnish business Docker Brothers.

Bernard Docker was educated at Harrow School and then had to be crammed for a place at Oxford for which he was eventually successful except for the intervention of the First World War. His father, fearing conscription for his son, moved him into one of his businesses that had transferred to make munitions for the war effort. After the war he was appointed to the Board and became deputy chairman at a very young age. Clearly his father was grooming him in his like but Bernard would never be the man his father was.

Bernard Docker in April 1933 married an actress Ivy Sweet (1908-2003), daughter of William James Sweet. This marriage was broken up by his father after a few months when he had her followed and found her liaising with another man. The marriage was dissolved in January 1935. Ivy, whose stage name was Jeanne Stuart had studied as a dancer as a young girl and had acted in London, Broadway and later in movies. By all accounts she was gentle and feminine with good looks and they did keep in touch after the divorce. She eventually married into...

Norah Collins married Sir Bernard Docker (now aged 55) in 1949, this being her third marriage and his second. She also had a son Lance by her first marriage. She was not considered to be the prettiest of her siblings but was both determined and popular. She was unquestionably glamorous. She disliked poverty and as soon as she was old enough she headed off to London and became a dancer at the Cafe de Paris where she received the highest prices for dances with the regular male attendees {reputed to be £1 per dance!}.

At the age of 31 she married the very wealthy Clement Callingham thirteen years her senior - of the famous Hcnekevs wine and spirits merchants. In addition to their son Lance, they also had a daughter who passed away at nine months of age. Clement died in 1945 and the following year she married 69 year old Sir William Collins - chairman of Fortnum and Mason - and he then passed away two years later. She readily admitted that she married him for his money!

In 1949, when Lady Norah and Sir Bernard married, he had been divorced for 13 years. This had a big impact on Bernard and may explain why he left it so long to remarry and tellingly only after his father had died. By all accounts his marriage to Norah was a good one with both having a taste for the good life (especially pink champagne) and it lasted 30 years until his death. Bernard was one of the wealthiest men in Britain in the 40's and 50's.

It is worth noting that there was considerable paternal influence in Bernard becoming a member of the Daimler board in 1940 and the Chairman of the BSA Group in 1941. His father Frank Dudley Docker was one of the most successful and influential industrialists in the Midlands at the turn of the century and Bernard was his only son.

A few years before his death. Dudley became aware of his mortality and in his haste to assure his legacy, he suddenly, and without prior notice, sacked Sir Geoffrey Burton who was chairman of both BSA and Daimler so that his son could take over.

Having read many books and articles about Sir Bernard it is impossible to find out how much influence or

MORE ON THE DOCKERS

interest he had in Daimler although he did manage to have his wife accepted on to the board of Hooper & Co which was a wholly owned subsidiary of Daimler. We do know that when Bernard was removed from the board of BSA it was cited that there had been a complete lack of communication and he spent too much time on his personal lifestyle.

And it seems that Norah who had shown no interest in her previous husband's businesses suddenly became interested in Daimler, stating that "it was in danger of becoming a relic". ... "Daimler can't survive on status alone. It's got to sell to the masses". She was fundamentally correct in her assessment and with her new position at Hoopers she worked closely with the company to produce the one off 'Docker Daimlers' that went on to win gold and silver medals at the next 5 British Motor Shows, The 'Gold Car' was presented in 1951, 'Blue Clover' in 1952, 'Silver Rash' in 1953, 'Star Dust' in 1954 and 'Golden Zebra' in 1955.

Of course she had no concept of money or values, and no business sense, but that should have been down to others. Having said that, big businesses with powerful owners were not questioned in the way that might happen these days. In the end Sir Bernard was removed from the board of the Midland Bank in 1953 (due to bad publicity surrounding possible currency infringements) and also the Daimler board in 1956 due to excessive expenses being put through the company - first jewellery and a castle in Wales to name but a few!

In the end, Daimler moved too late in the difficult developing car market and never had the vision to deal with the changing post war world. Without Sir John Egan Jaguar would also have been merely a footnote in history and the demise of British Leyland demonstrated that building cars for the masses was not the only solution.

It is sad to note that all of the fortune built up by Dudley Docker was spent by his son and future daughter-in-law's lifestyle. When Bernard's father Dudley died in 1944 he left nearly £1m in his will. Bernard and Norah in the 30's had one of the most expensive privately owned yachts in Europe and massive income from his directorships and shares. It all went away and when Bernard died in 1978 the Hampshire estate (and the yacht) had long gone and Norah went to live in Majorca living off the final proceeds of sales including her jewellery. She died in 1983 at the Great Western Royal Hotel in London.

There's a certain irony to the life of Sir Bernard Docker. His father was obsessed with the dynasty that he had worked so hard to build and, being the only son, much was heaped on Bernard's shoulders to continue the name and the influence. Had Dudley Docker not interfered with his son's first marriage who is to say that they would not have had children and maybe a son to carry on the name.

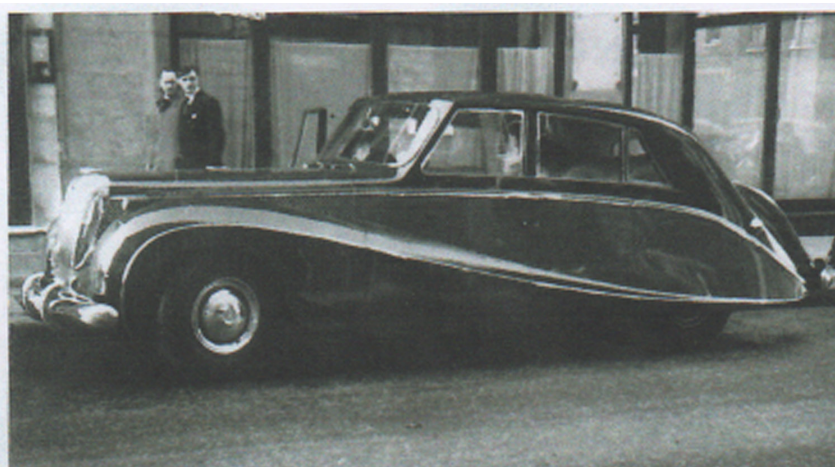
MORE ON THE DOCKERS



Dudley Docker



Ivy Sweet



Daimler Stardust - always a headturner!



Lady Docker



Lance, Bernard and Norah

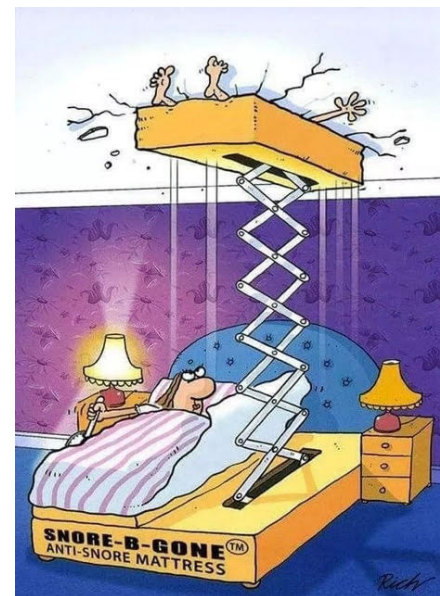
A LITTLE LIGHT HUMOUR



**Everyday Covid Check:
At 5PM open a bottle of
wine, smell it, then pour it
in a glass. If you can smell
it and taste it, you are
good. Celebrate by
finishing the bottle. You
are welcome!**



**People who
wonder whether
the glass is half
empty or half full
miss the point.
The glass is
refillable.**



**WHEN WE COME OUT OF THIS
AND I ASK YOU WHERE YOU
WANT TO EAT, I DO NOT WANT
TO HEAR, "DON'T KNOW." YOU
HAD 45 DAYS.**

**Me: Alexa what's the
weather this weekend?**

**Alexa: Doesn't matter
you ain't going
anywhere.**

**DOES ANYONE KNOW
WHICH PAGE OF THE
BIBLE EXPLAINS HOW TO
TURN WATER INTO WINE?**

ASKING FOR A FRIEND.

**DUE TO MY
ISOLATION. I
FINISHED 3 BOOKS
YESTERDAY.
AND BELIEVE ME.
THAT'S A LOT OF
COLOURING.**



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 Gellett, 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

Or overflow to:

Summerhill Motel

(02) 6495 3111

E: info@summerhillmotorinn.com.au

Your organising committee,

Jim Gillett, Richard Bowen, John Hiscox

And Peter Grant

THE LANCHESTER REPORT

Hi everyone

Friday 28 August - Present Merv McDonald and myself. It had been suggested that someone try to start the Lanchester after such a long layoff period, which Russell Turner had attempted unsuccessfully. I had some rubber to purchase for my Mark IX so on the way we stopped at Penrith Old Rubber and also purchased some pinchweld for over the top of the rear quarter windows of the Lanchester.

Russell had charged the battery in preparation for our visit but could not assist further as he is self isolating in preparation for an operation. I could not even bring him any cake!!!

Well I would like to say that we were successful in starting the car but that was not to be the case. Initially, we weren't able to get spark to the plugs but the engine was turning over and we had fuel to the carburettor. It also first appeared that there wasn't even spark at the points. I traced voltage to the starter solenoid and to the main fuse block and to the voltage regulator. To be sure I sprayed all junction box connectors and tightened all their screws.

We managed to get spark to the points although later found the original low voltage wire from the distributor to the coil was only connected by one strand of wire. We also found that the high tension spark plug and coil leads had poor connection to their brass washer ends and so Merv soldered all five of these and re-terminated the low voltage wire to the coil.

Whilst Merv soldered I installed the new pinch weld so at least we achieved something. However, despite all our effort we still could not get spark to the plugs. It was getting late by this stage and so we decided that we would return next week with a spare coil. All very strange given we had run the engine many times in the past.

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

**Today I saw a
dwarf climbing
down a prison wall.
I thought to myself
That's a little
condescending**



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).

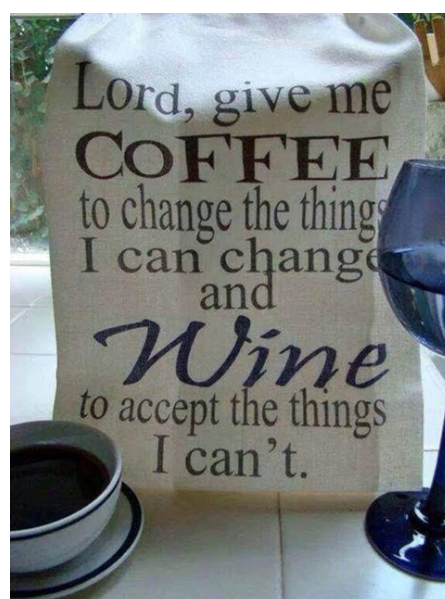
I was also interested in a gearbox but first I'll investigate getting the bands relined.

Attatchment 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 summary 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.

1949 DAIMLER DB 18 CONSORT RESURRECTION

PART FIFTY SIX - REASSEMBLING THE BODY PART 8

Fitting the rear mudguards is another time-consuming process which involves positioning a seal between the body and the guard. The beading on the edge of the seal needs to end up flush with the join between the two panels, which requires that the flat portion of the seal be cut allowing it to pass around the mounting bolts. I do this by loosely bolting the guard into position; feed the seal into the gap between the panels to identify where the flat section needs to be cut; and then when all of the cuts have been made, progressively tighten the mounting bolts.

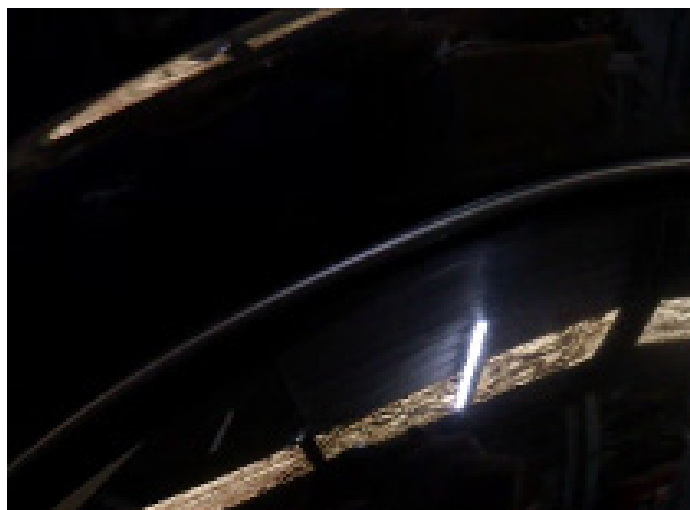
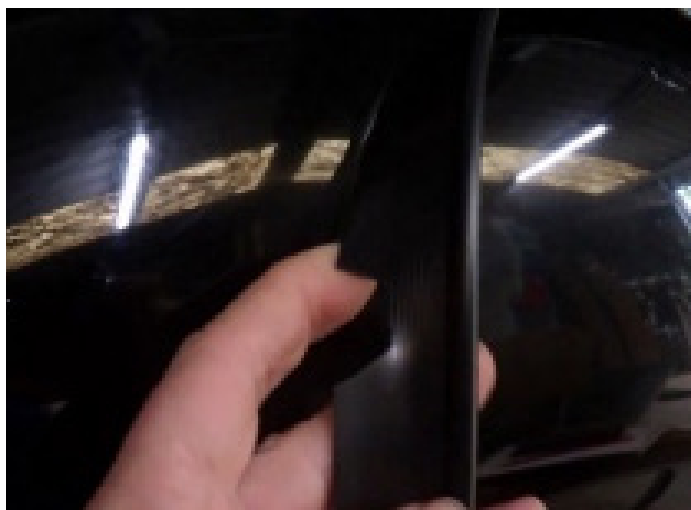
The bumper bar that came with the vehicle appeared to be undamaged but before having it re-chromed, I did a trial fit just to make sure. However, the final fitting took a lot longer because of the amount of adjustment provided by the slotted holes on the mounting brackets. The initial temptation is to tighten the bolts which attach these brackets to the chassis mounts, before bolting the bumper bar to the brackets – only to find that the eight mounting holes do not line up. The way I ended up fitting it was to not fully tighten the bracket mounting bolts, which allows the bracket to be moved to achieve proper alignment. The bar is then removed, the bracket mounting bolts tightened, and the refitted. I have also fitted a set of motorcycle indicators to the mounting brackets with LED bulbs.

Rubber seals have now been fitted for both the boot lid and the tyre door. I already modified the drainage in the tyre well area by piping any water through the body to the outside. Two new rubber seals have been added – the first to the area between the bottom of the boot lid and the top of the tyre door, and the second between the bottom of the tyre door and the body. I am hoping these seals will remove most of the water problems as well as providing a firm fit for the tyre door when closed. Time will tell.

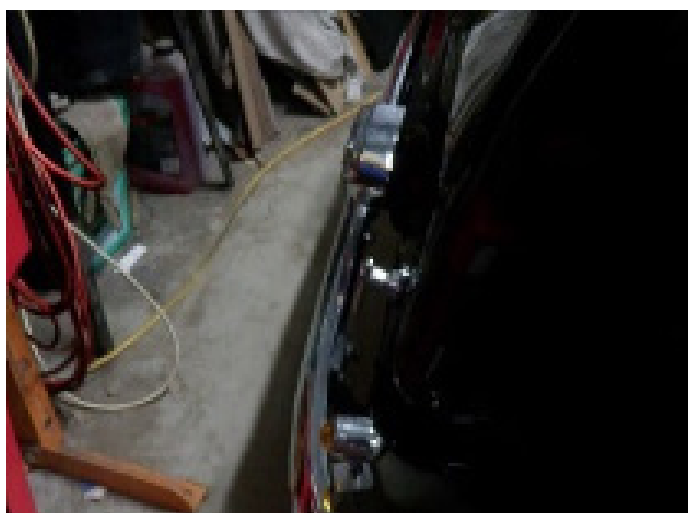
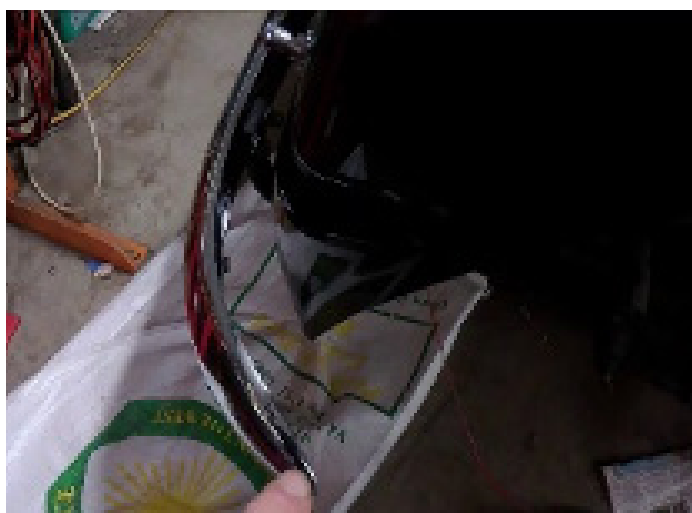
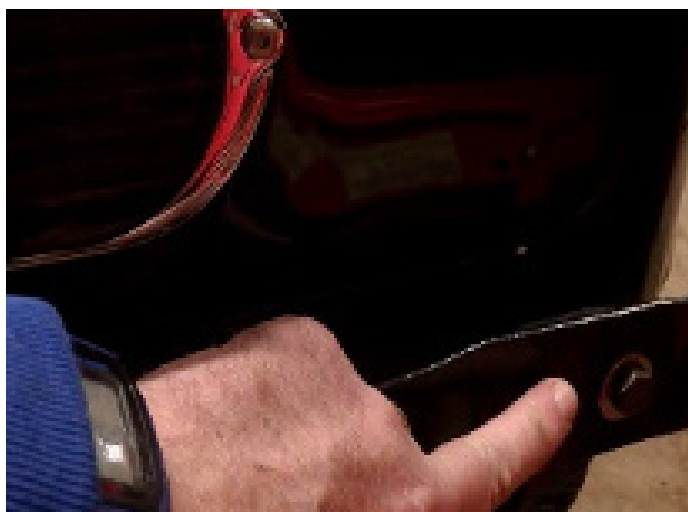
Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 56](#)

Denis Leys



1949 DAIMLER DB 18 CONSORT RESURRECTION



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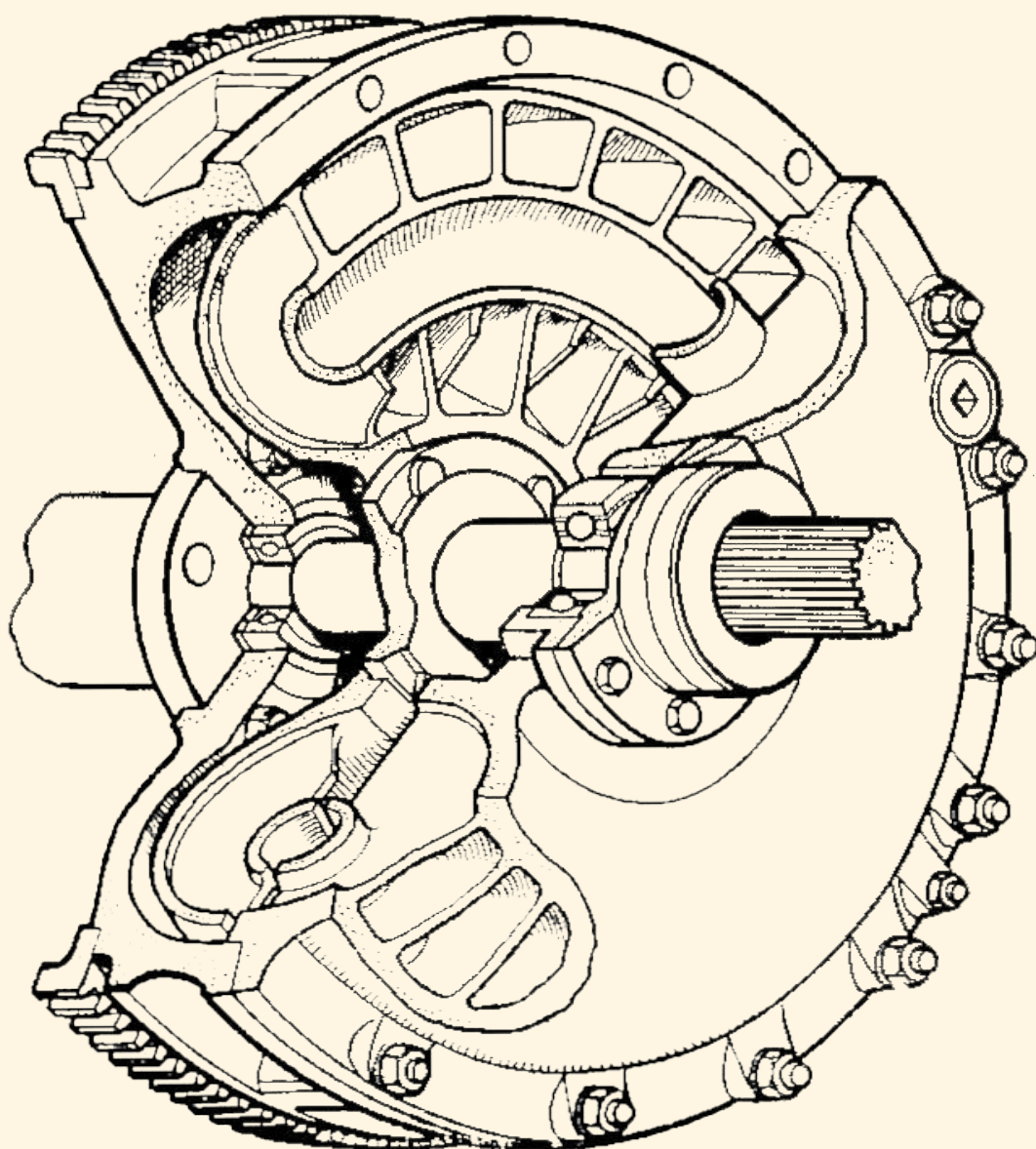
35 Rooks Road Mitcham, Victoria 3132 Australia



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



Please address all correspondence to:

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

www.dlocaustralia.org