

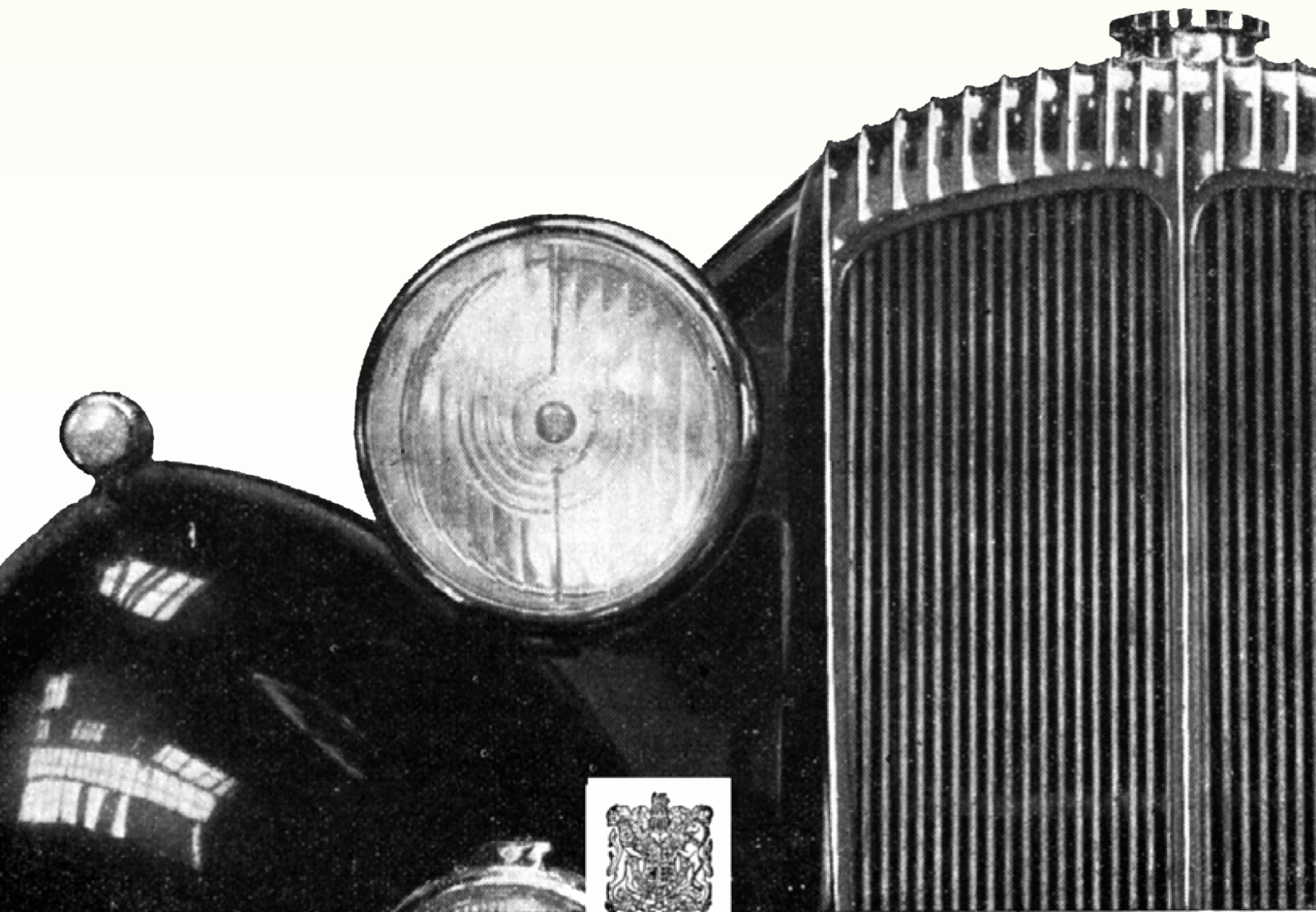
Daimler

&

Lanchester

SEPTEMBER 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, 5TH OCTOBER, 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 Gullett	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

Hullo from Covid land! As you know we still can't meet as a Club, due to restrictions imposed on us by the Ryde-Eastwood Club, however we will be having a committee meeting to discuss some important Club issues, such as the Merimbula weekend, the Club Christmas party & other things.

Hooray! I have got my engine back & am now in the process of checking, reassembling & reinstalling in the car. Due to the intricate & delicate nature of this procedure I am not nominating a completion date, however, maybe sometime in the coming months, some good news shall issue forth. Whatever the outcome I am sure that it will be "as good as new". For those who are interested in the finer details, the new piston rings are from a Holden Grey motor, the bearings are from a 4 cylinder Lister diesel, (made in Mexico). The replacement Crankshaft is 20 thou undersized & new bearings have been fitted to the camshaft. Somewhere during the exercise, the thrust washer spacers went missing so we now have similar from a Chrysler installed. The end result will prove to be better than John Hiscox's Rolls!

It is great to see that our membership is increasing during this time & that others are also busy making their cars better, including Richard Thwaite, with his "new" gearbox, obtained from Ian Rowlandson in Victoria, & has been installed & declared "Covid free" & test run successfully.

MERIMBULA WEEKEND. Please keep your eyes peeled in the October issue for final details for this November event.

Jim Gellett - President/Editor.

COMING EVENTS 2020

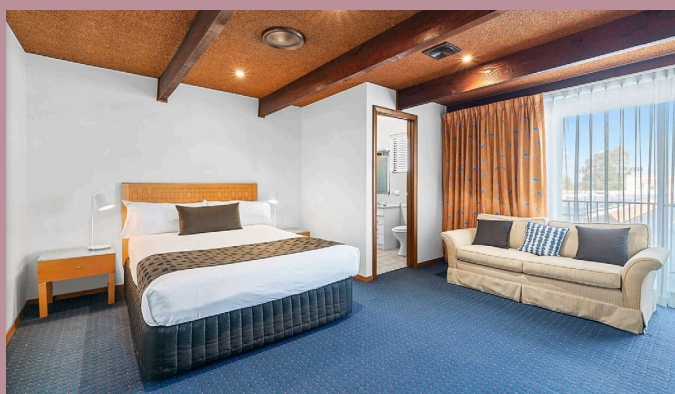
October 2020 Saturday 17	SP250 - MEETING Norgroves @ Wyee With a run to the Hunter Valley Cancelled
November 2020 Saturday	SP250 - RUN Cancelled
November 2020 Friday 13 to Monday 16	Merimbula Week End Get Together - Accommodation should be booked at the Pelican Motor Inn direct by you and do mention you are with the Daimler Club. Telephone: (02) 6495 1933 E: info@pelicanmotorinn.com.au
December 2020 Saturday	SP250 - Christmas Party TBA

COMING EVENTS 2020

January 2021	SP250 – Tassie Tour - an extended driving and tourist experience in Tasmania. Cancelled
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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.

We continue to monitor restrictions in place and will advise when normal runs and meetings are to recommence. For the time being all runs and meetings have been cancelled.

SP NEWS

We welcome Trevor from Warrandyte Vic to the SP family. Trevor is now the proud owner of the ex Bruce & Pam Lilly SP (Originally Graham Eliths car with the fastback conversion) that was recently sold by Oldtimer Australia in QLD. The car remains in Qld at this time. We will put Trevor in touch with the Vic guys and some of our Qld owners.

Currently on Carsales is the ex Mike Roome racing SP advertised for sale. This SP is left hand drive and was prepared in the USA by Wirewheel. Merv, Tracey and I saw this car a few years ago at Lakeside in QLD at the Macleans Bridge Sports and Classic Car Festival. [View the advertisement here](#)

Roger Anson has hit a further milestone in his restoration of the car raced by the Geoghegans, with a Pink Slip being obtained this week in preparation for registration... Congrats Roger

OTHER NUTS & BOLTS

Alan Mason, who puts together the SP Calendars each year is currently in the process of producing them and hopes to have them available mid November. The calendars are professionally printed and distributed each year with the profits going to the PasSPort publication. Alan's email is soaring.ace@btinternet.com if you would like to preorder either the wall hanging version and/or the desk version.

As per our email a week or two ago the Tassie Rally has been cancelled for the time being due to the uncertainty surrounding travel as we emerge from the Covid Pandemic.

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.

A new Motor Museum opens Friday 2nd October 2020 at Coomera on the Gold Coast, their Facebook page is <https://www.facebook.com/goldcoastmotormuseum/>

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



Mike Roome Racing SP 250



SP Rally 2009 Bellingen NSW

VALE - WINGHAM KEESING

Our long standing member Wingham Keesing died recently and his funeral was on Thursday, 3rd September. Wingham joined the Daimler Club in 1978, a month before John Steel and another month 'till I joined. There were many club outings over the years with Wingham and Dulcie, but in more recent times Wingham's health had not allowed him to participate any further. To keep in touch with the club though, he kept his role as our contact with the outside world, being the publicity officer and listed in the phone book. (if you can get one)

Wingham owned a Series 1 Sovereign which was sold a few years back, and a grey 2 1/2 litre V8 which son Wayne has promised to get back into running condition. Hopefully he will join the club and bring Dulcie to some outings. Dulcie used to make and bring along to picnics, a mouth watering trifle.

Many years ago, Wingham and John Steel bought a V8 they saw advertised, did it up and re-sold it, hopefully at a profit. Strangely I knew Wingham slightly in our earlier lives when we were both studying accountancy and worked in the same building, Brook House, 17 O'Connell St, City, he on the 6th floor, me on the 7th.

Due to Wingham's illness there are many members now who did not know him or Dulcie, but some of us oldies, John Steel, Colin Cox, Victor Nash, Peter Grant, John Hurst and myself and Eve wished to be present for his farewell. A few others who, because of distance couldn't attend, nevertheless sent their condolences.

Hopefully this will not be the end of the Keesing connection.

John Hiscox



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 .

Again I trust members , family and friends are keeping well.

Ryde Eastwood Club advised me recently that although the meeting rooms are unavailable at the moment we are able to meet in the lounge or bistro in a group of up to 10 people at a table, so that is a start in being able to resume Club meetings .

As a result our President is now taking the opportunity to arrange a Committee meeting to discuss the way forward , as we hopefully start to return to Club activities as time moves on .

That is good news.

Also despite the current circumstances we find ourselves in, I have also received a number of new membership applications for processing , since our last magazine.

That should encourage us that although club activities have been curtailed enthusiasm and interest in the Club continues unabated .

Members and friends are continuing to work on returning broken cars to the the road and a number of rebuilds and restorations are progressing well.

I am aware of commentary over a number of motoring groups that during this period of time there has been a resurgence in profile in classic and unique cars as people contemplate the quality of life or their driving experience ,as it where, given the restrictions that were placed on driving and travel generally .

I am reminded of seeing a large American four door saloon in my local Springwood shopping centre recently . The car was historic plate registered and had not been restored or rodded . It was an original car honestly presented and proudly showing its age.

The Duco paint work and bright work was completely gone and preserved with the surface rust colour showing through. It was parked in the street and passers -by were engrossed by it .

As I was eye -gazing it myself , a nice little fully restored Morris 1000 drove past.

People where definitely out and about in their classic cars drawing a crowd .

Imagine what a BSA, Lanchester or Daimler would have done to the levels of enjoyment and excitement of the people of the Springwood village .

I am definitely going to drive my Daimler into the town at the first opportunity to keep our marque in the public eye .

Looking forward it appears , although there is a lot of hurt in the community , things are progressing forward in a positive manner so that is encouraging .

Keep the wheels turning .

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

DAIMLER NUTS AND BOLTS

The Daimler Company, despite making most of the components itself to complete a vehicle, bought in it's nuts & bolts, requiring a high standard of dimensions & quality steel. The supplier for many years was the Coventry Chain Company & at an unspecified date lowered their standards that did not meet Daimler's specification.

So in 1907, Daimler gave the Chain Company 30,000 pounds to move their factory & again manufactured nuts & bolts to their former high standard. Why the Daimler Company did not make these nuts & bolts is not known.

What is known, is that Percy Martin, Daimler general manager, & Aleck Hill were close personal friends & three years later Daimler was merged with BSA who wanted to enter the car manufacturing industry.

Another item bought in were engine valves & when tested were below the standard required & also clutch taper pins supplied by the Steel Nut Company were the wrong type. Daimler then manufactured both items themselves.

Why the Daimler Company did not manufacture these parts themselves we shall never know!

In 1912, Daimler, under contract, manufactured complete engines for the Rover Company, at a cost of 100 pounds each.

This same year, the Daimler Motor Company had stock valued at 300,000 pounds & a further 92,000 pounds owed to them by various firms.

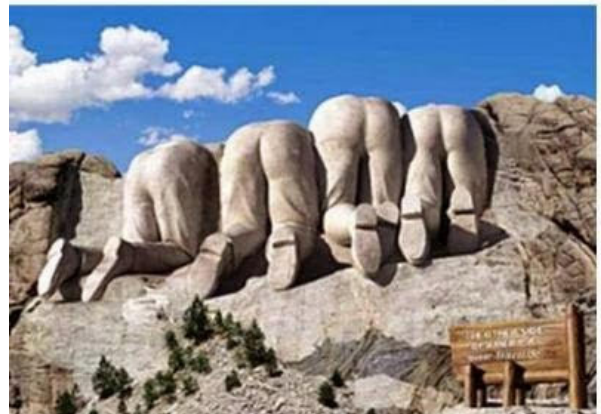
John Steel

Technical adviser to the Lanchester Project.

Ref; Thom & Donnelly – A Thesis on the motor car industry since 1890

**So in order to
enter stores now,
do I need to bring
a face mask or a
brick?
2020 is confusing!**

*You know, there are some
things that you just never
think of like Mt. Rush-
more from the Canadian side.*



Sorry for dropping the ball with follow-up visits to Springwood to work on the Lanchester but let me explain.

The motor trimmers finished the hood on the Daimler Special Sports and I had it moved to my mechanics to get various mechanical jobs done I could not get done at home. The first was to do an engine oil flush and we started the engine only to find we could not get neutral as we could when the car was at home before being sent to the motor trimmers.

Focus therefore changed from the engine to the gearbox and the diff pinion oil seal and fluid flywheel seals that needed replacement. Whilst the pinion seal was easily replaced the fluid flywheel seal requires removal of the gearbox. This would also permit examining the problem with selecting neutral. The pinion seal and the output shaft oil seal are the same and I just took the seal housing and the tail shaft flange to a bearing/seal store and a suitable replacement obtained also for the output shaft seal at less than \$8.00.

Well advice to remove the gearbox is that you remove the output shaft first to permit removal of the gearbox, but unfortunately this shaft was stuck in solid. Our only choice was to move the engine forward and tilt it backwards to remove the gearbox. Please note the Special Sports gearbox has the oil pump mounted to the front of the gearbox, so you do not need to remove the bell housing to extract the gearbox.

With the gearbox finally out I sought greatly appreciated advice/assistance from Steve Moore and Peter Grant. Peter provided several manuals and Steve advice over numerous phone calls and also 2 visits. I now understand Steve's reluctance to work on these gearboxes. The manual does not follow the deconstruction/re-assembly process needed.

My gearbox had to be disassembled and the output shaft pressed out. The splines on the output shaft were subsequently filed to allow easier removal in the future. It was found that there was no spacer washer installed behind the centre bearing and the oil pump appeared to have been installed incorrectly, possibly allowing the gearbox to overheat, causing the jammed output shaft and also the inability to select neutral. It is now reassembled and back in the car but re-assembly of the engine in place is still in progress.

The fluid flywheel seal was actually easy to replace with the gearbox removed. The Special Sports fluid flywheel uses a triangular metal plate bolted in and a spacer to hold the seal in place. To extract the seal 2 holes were drilled in opposite sides of the seal and a screw screwed into each hole. By screwing the two screws in equally together the seal is easily pressed out. You can then press the new seal in making sure to grease the face of the new seal first.

Whilst on the hoist, the wheels have been taken to a tyre shop and new tyres and inner tubes will be obtained due to the age of the original cross ply tyres. Hopefully the gearbox and diff oil will arrive at the same time and free up the hoist for other work by my mechanic.

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

WINSTON CHURCHILLS' DAIMLER

Reproduced from DLOC of WA Magazine - September 2020

Silver and Black 1939 Daimler DB18 Drophead Coupe



Built in 1939 and featuring coachwork by Carlton Carriage Co, the Daimler was used by the Prime Minister (Winston Churchill) during his election campaigns in 1944 and 1949. The historic motor boasts a 2.5-litre engine, does 0-60mph in 17.9 seconds with a top speed of 76mph, the Drophead Coupe uses a four-speed Wilson pre-selector in tandem with a Daimler Fluid Flywheel rather than a conventional manual or automatic gearbox. Gears are selected by hand before a "change pedal" is used to enact the shift.

In 1939, the Daimler Motor Company had chassis allocation to build just 23 drophead coupes. These were bodied by various external coach builders including Abbot, Charlesworth and Carlton Carriage Company as in the case of chassis '49531'. Of the allocated 23 it is understood from research in association with the Daimler and Lanchester Owners' Club (DLOC) that only eight 1939 DB18's were built before the Daimler plant in Coventry was tragically bombed in the Blitz of 1940 with severe consequence to the production of these cars. Of the eight built, by this time, four were confirmed destroyed in the bombing (Chassis* 49529, 49535, 49538, 49539), and a fifth was sold for scrap following the damage it incurred (Chassis 49533).

Today, only this car, chassis 49531 is 'known'. The remaining DB18 has lived a cherished life having been retained by the Daimler Motor Company from its completion in 1940 to 1950 to be used for Special Domestic Occasions such as the pre and post-war electioneering undertaken by Sir Winston Churchill in Britain in 1944 and 1949. Churchill was captured on film several times atop the hood of EKV 881 with speaker systems adorning the bonnet area allowing him to address the crowds who lined the streets to see him.



The silver over black paintwork contrasts with a three-position chocolate-coloured folding roof and green leather interior, formed of a bench seat in the front and a sideways seat in the rear, it has Jaeger Instruments. During its life, the car has spent time in the USA and Germany, as well as the UK, and undergone a full restoration by German expert E. Thiesen of Hamburg.

TOP 10 CAR PRODUCING COUNTRIES

Reproduced from DLOC of WA Magazine - September 2020

PRODUCTION IN 1950		PRODUCTION IN 2019	
USA	8,005,859	CHINA	25,720,605
UNITED KINGDOM	783,672	USA	10,880,019
CANADA	387,726	JAPAN	9,684,298
FRANCE	357,512	GERMANY	4,661,328
GERMANY	306,064	INDIA	4,516,017
ITALY	127,847	MEXICO	3,986,794
AUSTRALIA	58,000	SOUTH KOREA	3,950,617
SWEDEN	28,000	BRAZIL	2,944,988
UKRAINE	18,300	SPAIN	2,822,355
INDIA	14,688	FRANCE	2,202,460

- The above chart shows the Top 10 car producers for the period In order of production numbers. As can be seen from the above chart, in 1950 USA produced the most number of cars but In another 49 years from then until 2019, has only slightly increased Its production.
- China has been the new player in the last 10 years and is now ranked No. 1. They produced 22,572 cars in 1960 and over a period of 40 years had increased its production to 18,764,761 by the year 2010.
- In 1950 Japan produced 31,957 cars rising to 9,628,920 by 2010. Interesting though that for the next 10 years to 2019 their production only marginally increased to a total of 9,684,298.
- Germany has only slightly increased Its production over a 49 year period with India now producing just slightly less then Germany. India produced 14,688 cars in 1950 and by 2010 their production had risen to 3,557,073. Amazing that they ore now ranked 5th
- Mexico and Brazil didn t produce any cars until 1960, South Korea didn 't produce any cars until 1970.
- Spain produced a tiny 253 cars in 1950 and by 1960 production increased to 58,209 rising to 2,387,900 in 2010.
- France produced 357,512 cars in 1950, rising to 2,229,421 in 2010. Production dropped between 2012-2015 to around 1.7-1.9 million, which picked up in 2016 to 2.08 million rising to 2.2 million by 2019.
- Poor old Australia.....Produced 58,000 in 1950 increasing to 475,000 by 1970 And from 1980 onwards saw its production decline to 361,000 in 1980 and gradually decreasing to 173,00 in 2015, Further reducing to 98,632 by 2017 and fading further in 2019 to only 5,606. Our car industry has virtually disappeared.

Did you know that Morocco produce cars for Renault? Indonesia makes cars for several major companies like BMW, Mercedes, Toyota, Volkswagen. How about Iran—their largest car manufacturer is Khodro (no, not cod's roe!!). Some of the Peugeot and Renaults were made in Iran before they were hit with sanctions.

Article written by Bert

CONQUEST CENTURY FOR SALE

1955 Daimler Conquest Century

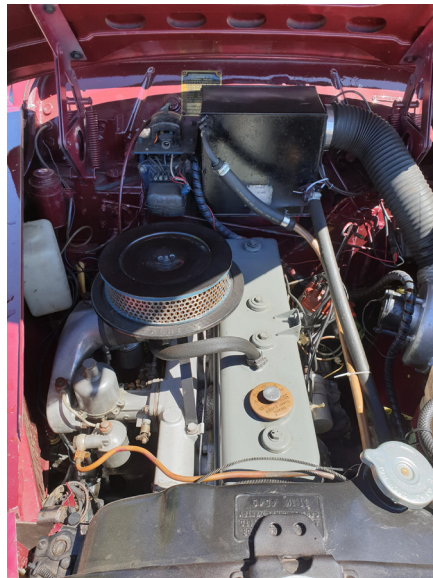
On club rego runs smooth, needs steering attended to as it oversteers badly. Could be partly due to front suspension being too low. I don't have the equipment to raise the torsion bars.

Interior is good however seats have been recovered at some time with velour, but very comfortable.

Asking \$8000 or near offer.

Located Theresa Park near Camden.

0412001615.



A LITTLE LIGHT HUMOUR

a bad day
only
lasts 24 hours

IF TODAY IS THE WORST
DAY OF YOUR LIFE



THEN YOU KNOW
TOMORROW WILL BE
BETTER

MEN DONT GROW UP



WE JUST CHANGE BOTTLES

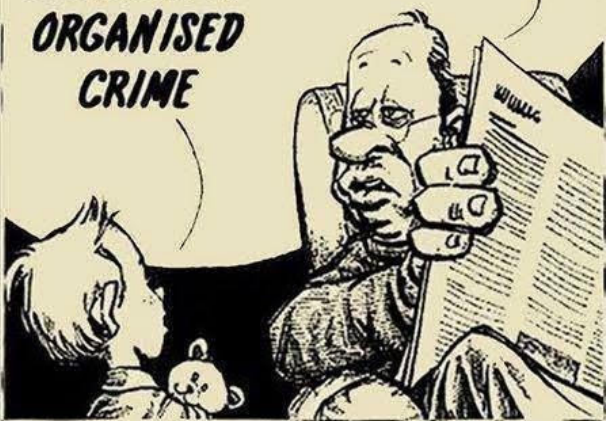


SOME MORNINGS

You Need A Cafe-Mocha-Vodka-Valium-Latte

DAD, I'M
CONSIDERING
A CAREER IN
ORGANISED
CRIME

GOVERNMENT OR
PRIVATE SECTOR?



I MISS BEING ABLE TO SLAM MY PHONE
DOWN WHEN I HANG UP ON SOMEBODY.



VIOLENTLY PRESSING "END CALL"
JUST DOESN'T DO IT FOR ME!

A LITTLE LIGHT HUMOUR



And the winner is....



Internet went down and I had
to spend time with the family.
They seem like good people.

I'M NOT RIGHT IN THE HEAD.COM



Bringing the wife out after a months
lockdown



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.

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

As you have or will read in this month's magazine, Merv and I were unsuccessful last week in getting the Lanchester started. This week armed with a new condenser, a working coil, spare leads and a spare spark plug, we went back to basics. The car's coil showed a 6000+ ohm resistance from the ign low voltage connection to the high tension connection and similarly from the dist low voltage connector as should be for a working coil.

We next tested the spark at the points and Merv found we were getting sparks everywhere when he opened the points with the ignition switched on. It appeared that there was an oily film everywhere in the distributor. Fortunately we had Isopropyl Alcohol there in a sprayer pack and we managed to clean the oil away and tested the points again with a much stronger spark and no shorting.

We then tried to test for a spark at the plugs but with no success. So we tested for a spark from the coil with success. This left the distributor cap as the likely cause for the lack of a spark. Sure enough we could not get a circuit through the centre coil connection of the cap. We initially thought we would need to buy a new distributor cap and phoned Jim Gellest with the news and that a quick check on-line indicated there were plenty for sale anywhere but in Australia.

We decided to have lunch and afterwards had another look at the problematic cap. Merv sanded the tip of the carbon block and we sprayed inside the cap with more Isopropyl Alcohol. Merv also re-soldered the cap end of the high tension lead from the coil. We then returned the cap to the car and tested for a spark at the plugs, which was finally successful.

We then attempted to start the car and found that we could get the car started but it was just running (like a hairy goat my dad would have said). Merv worked his magic and kept the engine running insisting the engine was just cold and also the length of time since last started. The engine slowly warmed up and began running as well as we had all seen in the past. Merv and I were both quite elated with our success especially after last week's failure. We ran the engine for quite some time and even turned it off and on several times and found it started immediately each time.

There is still plenty of mechanical/electrical work to be done such as install the temperature sender capillary bulb, check the fuel tank gauge sender unit and wiring. The rest of the interior needs to be installed and we need to finish rubbing back and buffing the car. Then there is also work to be done with Lanchester House such as the paving, assembling all the parts shelving and sorting our parts.

Russell is yet to find out when he is likely to have another operation on his ear so Merv and I plan to have next week at least off and both wish Russell well. We hope to do more regular trips to Springwood in the future and will keep you all advised.

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 can help and he can pass on to Dave



If Jealousy had a face



**So in order to
enter stores now,
do I need to bring
a face mask or a
brick?
2020 is confusing!**

CONQUEST GEARBOX SAGA CONTINUES

RICHARD THWAITES

Dear counsellors,

I have been proceeding towards installing the ex-Rowlandson gearbox. This week I had a tag-team working bee of local mates who helped with manhandling the original box out through the floor and poking the replacement into place, using a trolley-jack and a lot of huffing and puffing.

I've now almost completed the installation, and now believe I may have discovered the cause of the grinding noise that preceded my gearbox failure, though the two events may not be directly related. I've yet to start disassembling the old box for analysis.

One of the last items to go back in before I can test under power is the starter motor. Checking it over, I found that the lightweight Pinion Restraining Spring (p/n 255728) had broken and was half missing. This could mean that the starter pinion might not withdraw fully and reliably when torque is released after starting - it could have intermittent and noisy contact with the starter ring, and that would go away after a while. There is also a cap on the pinion end of that spring, which can rattle if not under tension.

I've seen new old stock of that spring in UK and in USA, both with huge mail charges attached. Any ideas of where to look in Australia for a supplier?

I have got items like that in the past from Autosurplus in Melbourne, and have sent them an email enquiry.

Attached is photo of the replacment box just barely mounted. The whole front floor had to come up to get it in/out.

regards to all in various degrees of isolation,

Richard



REPLACEMENT GEARBOX - SUCCESSFUL TEST

RICHARD THWAITES

Happy to report successful road-test of gearbox (s/n90627 ex-Rowlandson) replacing my original (s/n 84868).

It seems to be running at least as well as my original. A healthy whine is heard in neutral and reverse, but this might be louder than I'm used to because I have not yet bedded in all the flooring. The new box seems to be better adjusted than mine was - smoother pedal action. From the position of the adjusters, I'm guessing that there might be more meat on the brake bands as well.

There was an issue in calibrating the control rods. For a while I could not get the box to pre-select accurately across the range of the quadrant. Eventually I compared the external selector levers on both boxes. I noticed the lever on the new box was bent in about 10degrees compared to the old box lever - probably during transport or handling. This would result in effective increase of the lever radius, producing less rotation of the cam for a given angle of rotation at the quadrant. These levers are just cut and bent from mild steel bar. It was easy to pull it back into shape by hand. Selection then became normal. It's annoying that Daimler/Lanchester were taking these trivial "economy" measures - on pre-War boxes I have seen, the levers are sturdy forged items.

While waiting for Steve's starter-motor pinion return spring to arrive in the post, I have borrowed a Lucas 418G starter-motor (identical part number) from a friend with a Riley Pathfinder. That's how I got mobile. When my starter is complete again, I'll swap it back, check all gearbox and bell-housing mounting bolts, and properly restore flooring.

With this box installed, I'd be confident of heading off on the planned Merimbula run, if it is able to go ahead. Fault analysis on the old box will be interesting, but now without urgency.

Thanks again for all help and advice,

Richard

JOHN HISCOX SHOWS HIS TOYS



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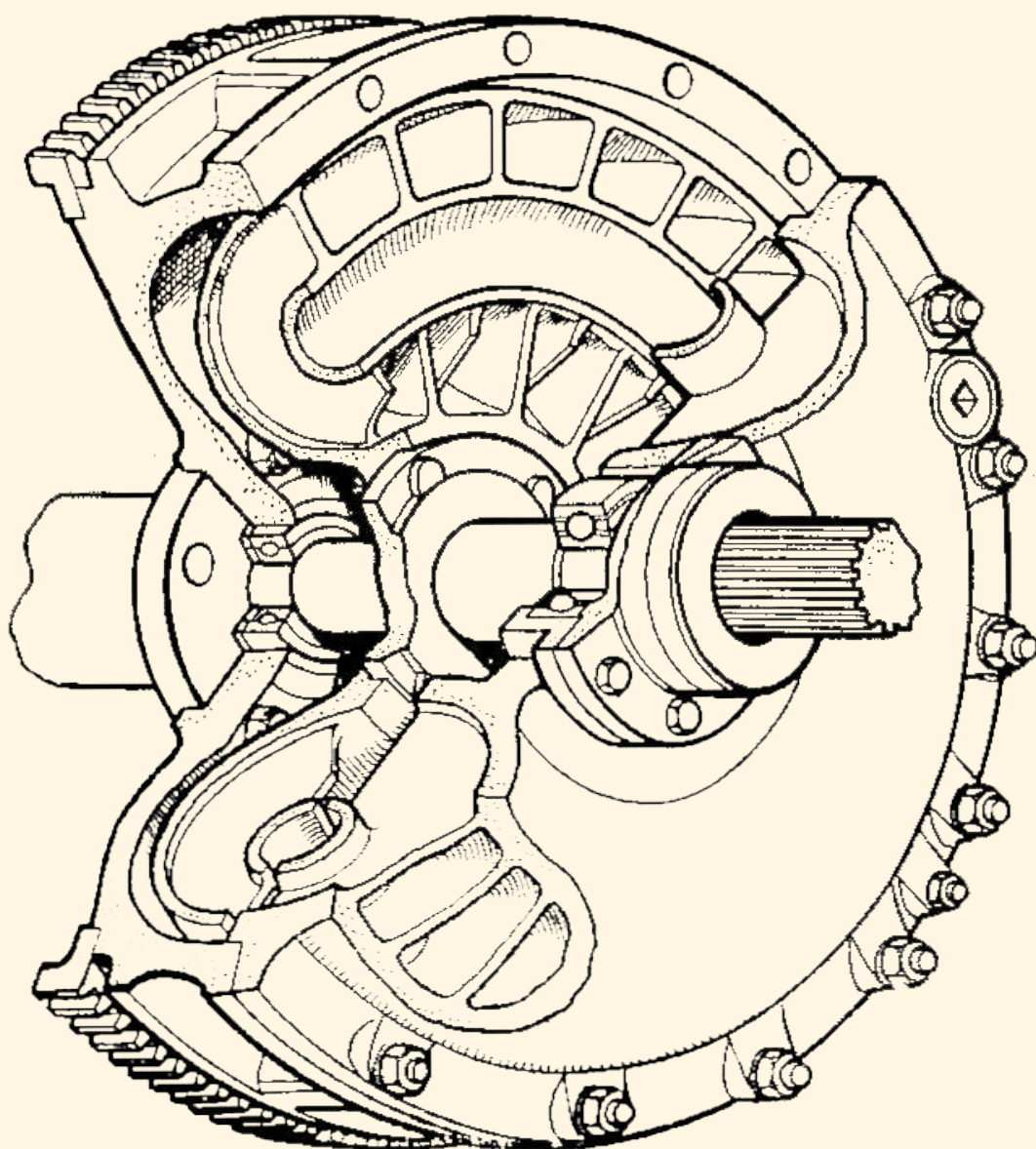
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WANTED - PARTS FOR 1949 SPECIAL SPORTS

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