

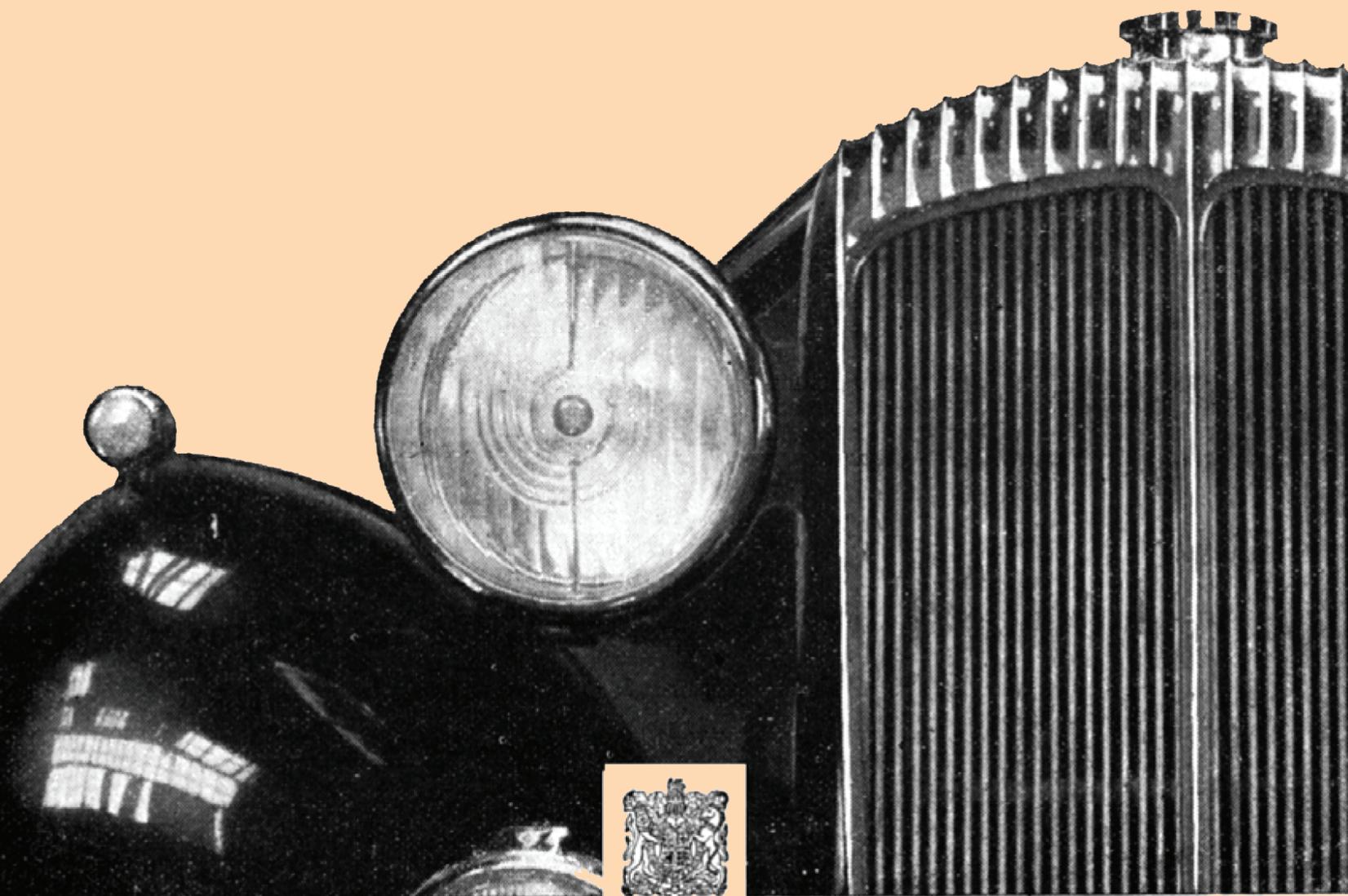
Daimler

&

Lanchester

AUGUST 2021

FLUID DRIVING



BY APPOINTMENT

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

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OUR NEXT MEETING (CANCELLED DUE TO COVID)

~~7:30PM THURSDAY, 9TH SEPTEMBER, 2021 AT STRATHFIELD GOLF 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 Gellett	02 – 4758 7125 0419 796 371
2.5 litre V8	John Steel	02 9983-9734(H)
SP 250	Merv McDonald	0417429 573
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02)4739 3301

SUPPORT OUR VENUE

STRATHFIELD GOLF CLUB - 52 WEEROONA AVENUE STRATHFIELD MEETINGS HELD ON THE SECOND THURSDAY OF EACH MONTH

Strathfield Golf Club provide 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 visiting the Golf Club and providing patronage to the club as a reciprocal thank you for their generosity.



PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

As you have already guessed, there is not a lot to report this month. Sadly though we have lost 2 very treasured members of the Daimler family this month, Ian Hill from New Zealand & our member Bob Aylward. Ian was known to many as an attendee at a number of National Rallies & was good enough to escort our parade of cars & dinner attendees with the sweet dulcet tones of his bagpipes. This always added culture & style to these events. Bob was a very active member of our club & displayed great interest & assistance in the Lanchester restoration project. He was also the proud owner of a magnificent & largely original 250 V8 saloon, which has fortunately now passed to another member of our Club.

As you can see from the events schedule, most have now been cancelled until the position is made clearer by the powers that be, regarding our permitted movements in & around our State & indeed our Country. The national Rally still appears in the Schedule, although if it still proceeds, it will take a more informal style than previous National Rallies. It has however been decided to conduct our general members meeting on Thursday 9th September at 7:00pm via Zoom (or equivalent) & the details for connecting to this are outlined in the events calendar & other sections of this communication. The agenda will be quite short with plenty of time allotted to "catching up". The other advantage of meeting in this manner is that you will be able to consume many glasses of red wine DURING the meeting, without anyone else knowing! Other forms of beverage will also be acceptable if that is what you choose! Just because you are attending via your computer does not mean you can turn up in your pyjamas! Suitable attire & background should be considered. This, after all is a Daimler/Lanchester meeting.

I & the Club are indebted to our member, Max McCoy for facilitating this event & if members are happy with this format we will consider continuing to meet in this manner during the continued lockdown conditions.

I trust you will all stay safe & well during this Pandemic.

Regards & Safe travels,

Jim Gellett - President/Editor.

COMING EVENTS 2021

September 2021 Thursday 9	DLOCCA Monthly Meeting - 7:00PM - ONLINE MEETING. ACCESS BY CLICKING ON THIS LINK
September 2021 Sunday 12	Australiana Village? - CANCELLED DUE TO COVID RESTRICTIONS
September 2021 Saturday 11 to Sunday 12	SP RUN Jugiong Weekend - CANCELLED DUE TO COVID RESTRICTIONS

COMING EVENTS 2021

Oct/Nov 2021 Fri 29 to Mon 1	SP 250 National Rally. CANCELLED DUE TO COVID RESTRICTIONS
December 2021 Sunday 12	Christmas Picnic. at Woronora Dam picnic grounds from 10AM. More details will be provided when available
April 2022 Thursday 7 to Sunday 11	National Rally - Wagga Wagga. Further details to be provided after the Rally Committee do their preparation.

SPECIAL OFFER FOR DLOCCA MEMBERS

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



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

QUALITY
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SP250 EXHAUST NOTES NSW

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Monitoring of Covid restrictions continues. We trust everyone is safe and well and managing to avoid the virus. Please check your local state restrictions.

SP NEWS

So we went from “I got nothing...lol “ last month to... Welcome Andrew Buick to the SP family. Andrew has purchased the ex Ross Bishop SP Chassis Number 104352 in Victoria, sold through Oldtimer Australia. Andrew is yet to take possession of the car due to Covid restrictions, and having to make some room in his garage. Andrew has been in touch with the DLOCV and we look forward to meeting him in the future.

As far as I am aware the SP in QLD and the one in WA mentioned a couple of months ago are still for sale, with the restrictions holding up possible sales.

OTHER NUTS & BOLTS

Kent Sutton in QLD has modified his intake manifold to allow the SP to breath better and installed HD8 SU's for a bit of a power boost. David Stoodley is progressing with the SP450 towards completing it ready for registration.

For the time being runs and meeting have been postponed until it is safe and legal for us to recommence them.

October 29th – Nov 1st SP 250 National Rally. Orange NSW AS PER RECENT EMAIL THIS EVENT HAS BEEN CANCELLED FOR THE TIME BEING. IF YOU BOOKED A ROOM AT THE MOTEL IN ORANGE PLEASE CANCEL YOUR BOOKING DIRECTLY WITH THEM. PLEASE GET IN TOUCH WITH ALAN HUNT TO HAVE YOUR FUNDS RETURNED IF YOU HAVE PAID THE REGISTRATION FEE.

Now to keep the old grey matter amused and employed, John Gallagher has provided the following brain teasers:

Aunt Tabitha was extremely touchy about her age. When a nephew was impudent enough to ask her, she cunningly replied that she was 35 years old, not counting Saturdays and Sundays. How old was she?

Asked about his children, a father replied, “They are all redheads but two, they are all brunettes but two and they are all blondes but two.” How many children does he have?

Bill and Ben's combined age is 91. Bill is now twice as old as Ben was when Bill was old as Ben is now. How old are they?

Beatrice ate $\frac{2}{3}$ as many cakes as Annabel would have eaten if Annabel had eaten 6 more than half as many as Beatrice would have eaten if Beatrice had eaten 3 less than Annabel would have eaten. Just how many cakes did Beatrice eat?

If six squirrels can eat 6 acorns in $\frac{1}{10}$ of an hour, how many would it take to eat 100 acorns in 6000 seconds?

In a local hardware store, 1 cots 14c yet it costs 28c for 50 and 42c for 144. What is being bought?

Email me your answers and I will let you know if you are correct..... sorry no prizes, other than the knowledge that your brain is still functional after all this Covid down time. If I remember I will let you know the answers next month.

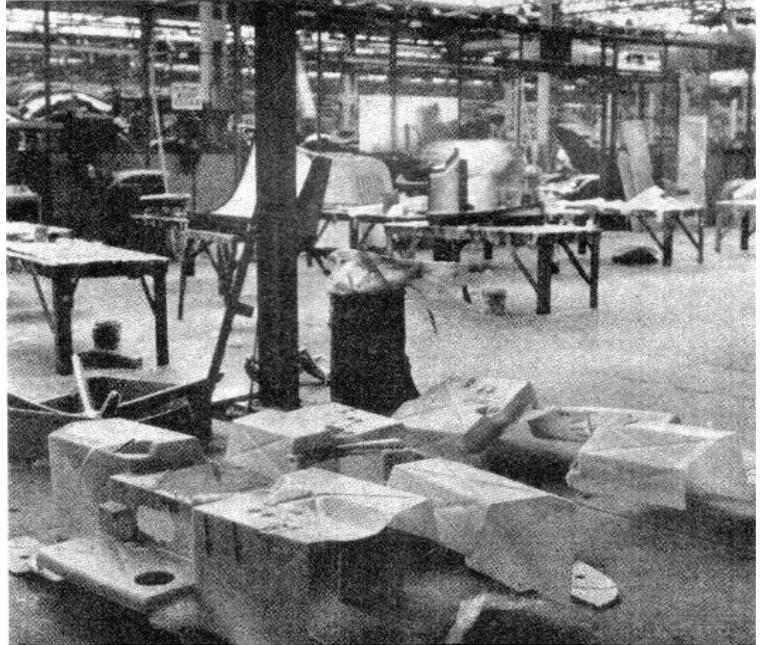
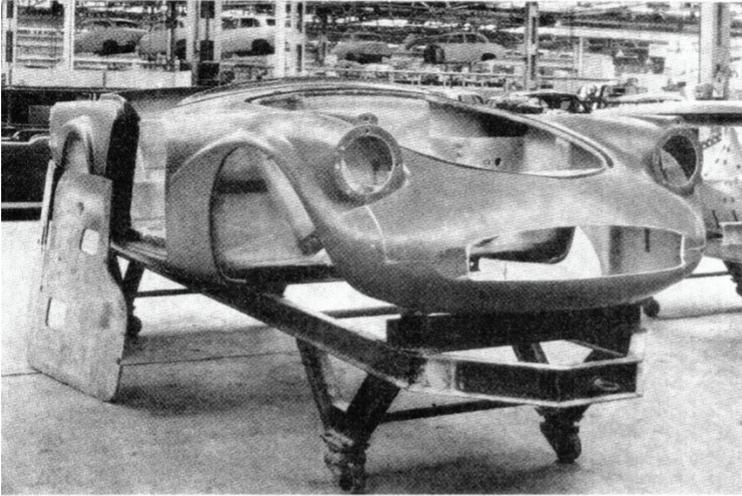
Regards

Tony Luongo & Mark Brooks

sp250group@gmail.com

SP250 EXHAUST NOTES NSW

Last month we had a couple of photos from the factory production line of the SP body, I was asked by a few of you if there were any more so here are some more.....



Daimler SP 250s in production at Radford alongside the Majestic saloon.

Daimler Factory Early 60's

SECRETARY REPORT

Hi Everyone

Time for the secretary report again .

However with nothing to report this month, instead of throwing a few words out there for general consumption as it were, I considered doing something different by way of promoting a Daimler event we can all do at home, given our current circumstance.

LETS DO A CLUB COLOURING COMPETITION .

Of course there are some rules.

- You are not required to take a covid Test to participate
- You must be a club member or a club associate or a family friend or someone known to any of the first three or a pet or a close contact to any of the previous nominations so you can be Traced .
- The competition has No Restrictions as to age , so be free to explore .
- The judge's (me) decision will be final with no correspondence entered into so as to maintain Social Distancing.
- You must Sanitize all pens , pencils , paints , highlighters and any other colouring utensils prior to and after you do the colouring .
- You must wear a Mask if you do the colouring with a group of more than one inside and also if you do the colouring outside, unless you are exercising at the same time.
- There is however no Curfew applicable so you are able to stay outside between 9.00pm to 5.00am and colour in the dark if you so choose .

Please email your scanned submissions to me or post hard copies to my mailing address (as noted in the Magazine)

Entries must be submitted prior to our Christmas function or this time next year or whatever comes first.

All submissions regardless of quality of the work will be considered as this competition is regarded as an Essential service .

Novelty prizes will be awarded and the winners will be notified of results within 24-48 hours

The colouring competition official entry form can be downloaded by clicking on the link below:

[**DOWNLOAD COLOURING COMPETITION ENTRY**](#)

Keep the wheels turning.

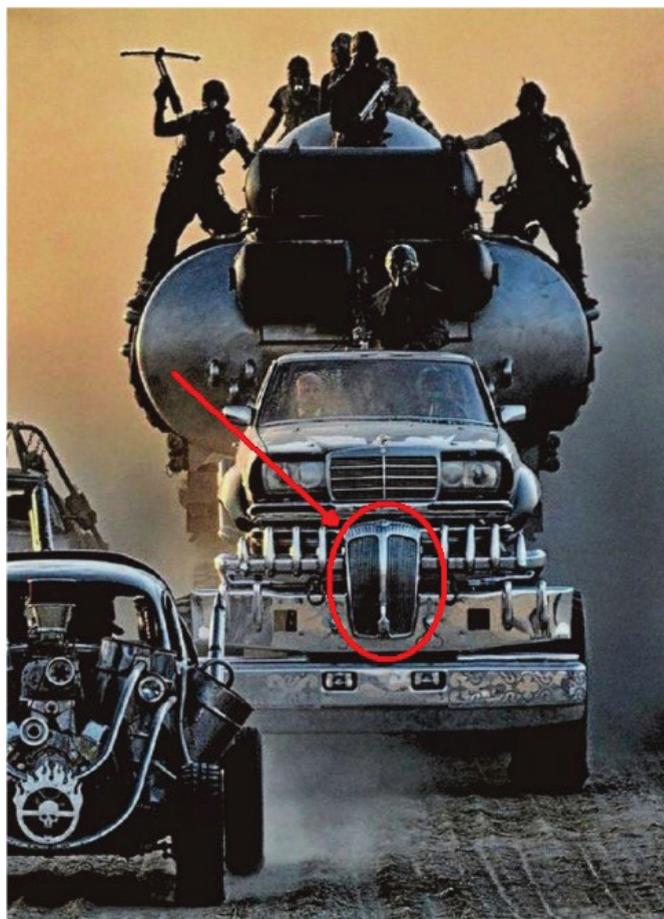
Stay safe. Russell

MAD MAX DROVE A DAIMLER

Locked down, one's thoughts turn to the Apocalypse. From there it's a short drift to the post-apocalyptic world of Mad Max. Some members will be familiar with this, particularly the SP250 rev-heads.

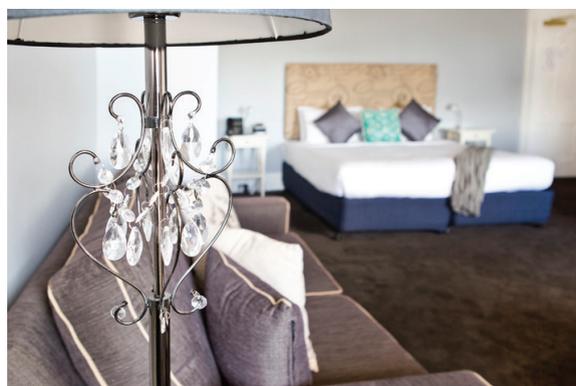
The local paper recently printed a still shot from Mad Max II, in which Max steals a monster truck carrying precious fuel belonging to a group of feral survivalists. I'm sharing this because I noticed that this monster truck carries a Daimler grill. I think it is most likely a DB18. Would anyone like to correct me?

Richard Thwaites



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



A LITTLE LIGHT DAIMLER HUMOUR



SOCIAL REPORT - AUGUST 2021

Well this is most unusual that I am starting this report for the September magazine, in the first days of August. Now I can only hope that members don't mind me commenting on all things beyond the state of our events as there is little to say about cancelled events.

- Sunday the 12th September Pioneer Village Wilberforce with Breakfast at Northmead/North Parramatta Mac Donald's Cancelled!! [for the third year running]
- All British Day Sunday 17th October at The Kings' School North Parramatta. Cancelled!

FUTURE OUTINGS; [on at this stage] Sunday 17th October Springwood via Breakfast 9AM Eastern Creek MacDonald's M4 then proceed to Norman Lindsay's House Springwood 11 AM lunch [tba] 1 pm. Event To be confirmed next month.

I had hoped to have a run to Springwood to Visit Norman Lindsay's home [with breakfast at MacDonald's on the M4 at Eastern Creek then lunch somewhere in Springwood local possibly outdoors on the day of the now cancelled All British Day. If the lockdown is lifted at this time]

[However if the lockdown is lifted please come to this event]

Norman Lindsay's House Springwood. Sunday 17th October

Now my psychic /medium skills [as somewhat akin to Rosemary Brown; British psychic concert pianist; look her up if you never knew of her, she can speak with everyone famous and play their music including Bach, Beethoven ,Chopin and dozens more]] are operational soooo

I predict all three events at this stage will occur! Regardless of; Hail, Floods, Rain, Earthquakes, Bushfires, Fuel prices, [I paid \$2.00 a litre for 98.octane last week at BP Pott's Hill] Rising sea levels and other events including protests, truck blockades, sit-in's and toilet paper shortages.....!

But just not all this year!

Now I also will assume that the readership doesn't mind other issues covered in this column from time to time especially when I have to report on 'non-events'. I look at the silent majority as being happy. But feedback is welcome and feel free to ring me with questions, suggestions or comments. Silent majority or minority!!!!!!!!!!!!

MITSUBISHI AND DAIMLERS

So in relation as to why a 1991 Mitsubishi Magna finds its way into the Daimler Club's annals. Well , I can only comment from my perspective! It is my opinion that everyone reading this magazine should be aware that we are all [in my opinion] responsible for the RMS Clubs' Historic Rego Scheme. How you may ask? Well the proper correct use of the Scheme and the log book system is obvious. But think of this! It may come to pass one day that a creature in high echelons of government and or the bureaucracy decides to inflict high costs on us or worse try's to remove our democratic rights to drive old cars ,be they steam cars, pre 1915 electric cars, petrol or diesel pre war or post war cars / vehicles and or as in my cars; which range in age from 1947 to the early nineties. Think of this! The more cars and commercial and military vehicles rescued and placed on Historic plates the more influence the motoring enthusiasts' lobby and repair industry will have; should the day come when fees are raised or future restrictions attempted to be applied

My Magna has had the fuel tank removed as there was a fair amount of rust and scale in it as it sat for nearly fifteen years. This should solve the occasional hesitation which occurred when hot under load. This is a reminder to keep the fuel tanks full on cars that sit around. Now the DE 27 is currently at

SOCIAL REPORT - AUGUST 2021

Burt Brothers and is receiving a water pump overhaul and then a full service and I will have the fuel tank inspected to ensure there is no corrosion sitting in the tank.

I sent an email to a few members detailing Daimlers including three DE Daimlers and a DB all requiring restoration in the latest Bonham's Auction in England. No doubt I would bring them out here for a facelift if I win the next Powerball. One is a Hooper bodied car.

HISTORIC PLATES

I estimate that the new logbook scheme has more than doubled the number of vehicles now on Historic and Modified plates in many Motoring Car Clubs. My estimate is that some 160,000 or many more vehicles, are now on such schemes just in NSW. Not to mention the boost in work for all manner of trades; bodyworks, timber coachwork, fabrication, upholstery, paint and panel beating, glass and bumper bar repair, chrome and resilvering, instrument and wheel repairs not to mention specialist mechanical repairers, and suppliers related to restoration and repair of older vehicles, trucks, commercial vehicles and ex- Military vehicles and Historic racing cars.

Just last week [early August] Highway Patrol stopped me in my 1991 Magna. I thought they were going to query where I was heading. No. They breath tested me, then I was politely asked to show my log book which was filled in and signed. Both Officers knew exactly all about the Scheme and curiously asked what club I was in. Not only did I tell them that I was in the Daimler, Humber and Mercedes - Benz Clubs; I showed them the folder I keep for each car [in this case the Magna] on Historic Plates which has the Certificate of Rego, RMS receipt, Insurance and the bill of sale for the vehicle. I could tell they were impressed! They waved me on and it was my impression they had not seen such a new looking car such as a Mitsubishi Magna on Historic Plates. So don't forget to fill the log book in before driving.

I just think that the digital world and ever increasing Government interventions in all areas of life is being fuelled perhaps too much in the guise of the Public Health issues and alike. Certainly I much prefer to be able to go into a Government office or Council or private firm over a matter than having to wade through digital forms and endless links and cyberspace, assuming that the virus will be stifled. I hope it's not an excuse to ramp up more and more restrictions, regulations and all manner of new rules which now remind me of the writings of George Orwell and Aldous Huxley. If you are not familiar with both writers look up the novels and associated films and commentary on '1984' and 'Brave New World'. Both monumental works in 20th century literature and written during or as a response to the turmoil of the 1920's 1930's and 1940's totalitarian regimes.

Ray Palmer

VICTORIAN EVENT LATER THIS YEAR

As we in Victoria have been particularly hard hit by the various Covid lockdowns, the DLCV has decided to blow the cobwebs and accumulated soot from our exhaust pipes and have a decent run before Christmas. This follows from last year's aborted trip planned for Merimbula.

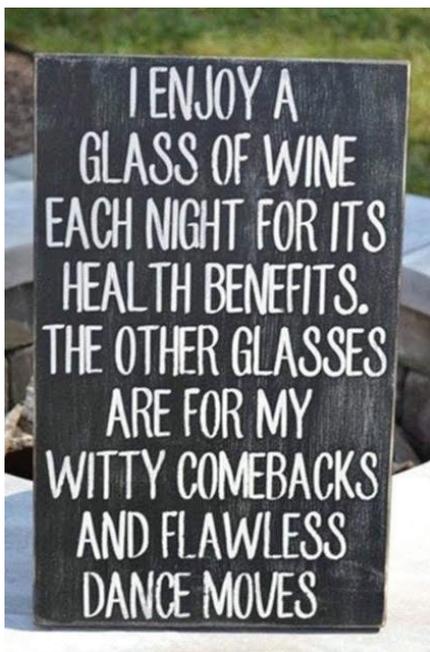
We have chosen Swan Hill as our destination, and propose spending up to four nights there, sampling what the district has to offer. We will be checking in on Sunday 7 November and departing four days later on Thursday 11 November.

As Swan Hill could be considered geographically convenient for Daimler owners from both South Australia and New South Wales, we are inviting all like-minded Daimler members to join us on the banks of the Murray, State Premiers permitting.

The Rally Committee consists of Peter Towns and Richard Bowen, and they will shortly be providing broad details of our plans but meanwhile keep the above dates free for a great gathering of the Clan.

This gathering is one of the casual variety, previously so well organized by the NSW Club in Cootamundra in 2017 and more recently the run to the Gulf of Carpentaria. The aim is to keep formalities to a minimum and give all participants the opportunity to have enough freedom to set their own agenda within the bounds of Club spirit.

David Waugh - President DLCV



Day 12 of Coronavirus quarantine... I found a new hobby "toilet paper art."



FOR SALE

2.5 V8 motor and 2 spare heads located at Jagara Spares. The V8 engine is complete but condition is unknown. He advises the following prices.

Engine plus both spare heads \$1500.

Engine alone \$1000.

Heads alone \$450 each. I.e. \$900 pair.

So if you are looking for any of these give Geoff Sara a call 02 9531 8155.

SP250 FOR SALE

I bought Ian Rowlandson's Dart maybe 15 months ago from a mate who had just bought it. We are in the Maserati Owners Club together

I have had some nice work done on it and it is fully fettled and detailed. RWC just issued

But medical things have prevented me ever driving it in the last year. My lady in Sydney doesn't do open air motoring. I didn't know that.....

So I am moving on. Chasing a Rolls Royce Silver Cloud III. A swap for the Dart is likely

I gather some members were sad that they didn't know that Ian's car was on the market, so I want them to know

Details are:

Ian's Rowlandson's car

Paint blemishes addressed

New windscreen

New Motolita wheel. "D" horn button commissioned and made

Fully fettled and detailed

New fuel pump

New brake master cylinder

Thermo switch fitted to the fans

New balljoints

Original hard top as delivered, now found and now with the car

Soft top and tonneau in great condition

Fully RWC

I have all the documents that came with the car

Original Owners Manual

Original full Service and Maintenance Manual

Four chrome wire wheels

A Moss gearbox

Ross Bishop

Mob/cell: +61 (0) 412 563300

Email: rossbish@ozemail.com.au

MY DH27 IS FOR SALE

Reluctantly, after 39 years of ownership, I need to move the DH along to someone who can appreciate it and use it as Eve and I once did. Age has caught up with us, so that maintaining it is getting beyond me.

It has vice regal heritage, is no. 49 of 50 built in 1952 and still has the St. Edward crowns on the rear doors. The interior, being dashboard, carpets, seats and other woodwork are in very good condition, although there are some blemishes in the paintwork. There is an electric division and face forward occasional seats in the rear. The motor of 4.1 litres, six cylinders, is in good condition, as is the gearbox.

I am asking \$50,000 for it, and a similar period Rolls-Royce with provenance would be double that price. In fact two examples of 1960s Rolls-Royces have been valued at nearly \$1M.

I would like to see a Club member interested, but otherwise I will be sending it to auction at Shannons, probably in June.

John Hiscox 0438 225 884.



1951 DB18 CONSORT FOR SALE IN CANBERRA

Former DLOCA member John Tonkin is now looking to sell the DB18 Consort (Chassis no. 56556) that he has owned since 1967.

The car has been awaiting restoration for about 20 years, since a blown head gasket took it off the road.

All parts are present, though not all in place. In addition there is a second body and chassis and sundry other spares that John would like to dispose of with the car.

Woods are in good condition and headlining mostly intact. Chromes also mostly in good condition.

Owner is open to reasonable offers. Contact John Tonkin at (02) 6295 6786



USEFUL INFORMATION ON CONDITIONAL REGO

USE OF VEHICLES UNDER CONDITIONAL REGISTRATION FOR ESSENTIAL PURPOSES DURING COVID-19 Reproduced from Upper Hunter Motoring Association - April 16, 2020

It has come to our attention that the NSW police have pulled over a number of vehicles on conditional registration (H, D or J plates) and questioned whether their use is for essential purposes. The Council of Motor Clubs (CMC) has sought clarification from the policy branch of Transport for NSW (RMS) and has received the following advice.

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 CMC interpret it. Those reasons could be considered spurious by any person of authority who stops a vehicle and questions its use.

There obviously can be no club events where people gather and the CMC suggest that no club sanction or organise any such activity.

If on conditional registration with the log book arrangement, every trip made under the allowable essential purpose usage criteria must be noted on the log book sheet. If on conditional registration but NOT on the log book arrangement, you cannot use your vehicle as there are no club events and the trips allowed/noted in our rules and regulations are not considered to be essential under lockdown restrictions.

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.

Note that two unrelated people in the front seat of a vehicle are breaking the distancing rules. If they are not family or do not live together, then they are unrelated. Go it alone is the safe way if you must go out in ANY vehicle.

It is suggested that members who do NEED to use a vehicle under conditional registration have a copy of this advice with them.

1954 DAIMLER CONSORT, PARTLY DISASSEMBLED

Dear Daimler Car Club Members.

I am a friend of the elderly owner of a 1954 Daimler Consort, partly disassembled, and enough parts to re-build the car and have a trailer-load of spares to boot.

My friend (Jack Miller) has several restored vehicles and he intended to restore this car, but time and tide have caught up with that project and he now wants to dispose of the car and parts to anyone who's prepared to make an offer, and give the project a chance of happening. Alternatively, somebody might end up with a large cache of parts, for very little money. Offered only as a package, not for sale in bits and pieces.

Jack (and I) are both beyond the age of serious computer-based advertising and hoped someone in a club might be interested in the car and parts shown in the 16-page attachment.

He would be happy to pay advertising fees, or whatever, to any club magazine or other possible sales outlet which might introduce this package to an interested party.

Apart from your own membership, can you suggest any way for my friend to dispose of his car and parts? They are stored in a farm shed at Inverloch, about 1.5 to 2 hours drive from Melbourne. Any assistance would be much appreciated. And, it might make another Consort owner very happy!

Thank you and regards.

Harry Dunn..... 0401 266 202 and 5674 3823, or owner Jack Miller : 0458 313 104



1954 DAIMLER CONSORT, PARTLY DISASSEMBLED



1949 DAIMLER DB 18 CONSORT RESURRECTION

1949 DAIMLER DB 18 CONSORT RESURRECTION PART 66

Body Reassembly Part 16

Having a Lockdown should mean that I have more time available for restoring my vehicles, but for me that is not the case. Lockdowns also mean home schooling and as my grandchildren live with me, I have been supervising a one room school for 2nd, 5th, and 6th class children. More time consuming and stressful than restoration. That said, I am still making progress with fitting panels, particularly the bonnet.

The two halves of the bonnet are joined by the hinge bar with the hinge itself being covered by a polished stainless-steel strip. The hinge bar also goes through locating holes at each end of this strip – the front hole being fixed to the strip and the rear being removable.

To assemble the bonnet the bar is fed through the bonnet halves first; the rear locating hole on the cover is removed and inserted over the hinge from the front of the bonnet; and the rear locating hole is then sild over the bar and reattached to the cover.

Assembling the bonnet is much easier than fitting and aligning it. The correct fit requires sufficient clearance between each half of the bonnet and both the body and radiator surround. The hinge bar is held in place by two chromed locating pieces which are held in place by set screws. The locating pieces allow for some movement, but the main adjustment involves moving the radiator surround.

The alignment of the radiator surround is achieved by lengthening/shortening the two stay bars between the body and the radiator support. Unfortunately, the radiator surround does not move when you have all the front panels bolted up tight. I ended up having to loosen all the bolts for the front-end panels to get the correct fit between the bonnet, body, and radiator surround.

During the alignment process I had to lift and lower the bonnet halves dozens of times and hold them open while adjusting the length of the stay bars. I ended up making a support bar which loops through the bonnet catch, and hooks through the engine side panel. This bar holds the bonnet half open without having to flip it over.

The final panels to be fitted to the vehicle were the two stone guards under the front mudguards.

Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 66](#)

Denis Leys

1949 DAIMLER DB 18 CONSORT RESURRECTION



TWO DB18 VEHICLES FOR SALE

The guys name with the two DB18s is John Donaldson . He lives in Melbourne and is hoping to get \$2000 for the cars but advises me he is negotiable. Phone 0419682969



TWO DB18 VEHICLES FOR SALE



DAMAGE REPORT ON PRESELECTOR GEARBOX

I finally got the time under ACT lockdown to disassemble the jammed gearbox and identify the damage. I think my hypothesis about oil starvation is probably borne out by the physical evidence. The 3rd Gear planetary gear bushes (no ball or roller bearings) have heated up, softening the mountings and expanding the gear wheels. One of them has eventually seized, and engine torque has then broken two teeth on another planetary and torn the other two sideways from their mounts in both the planet carrier and the 2nd gear brake drum in which they are mounted.

Process:

To tackle this on my own, in a confined space at the back of my garage, I modified a (cheap) hydraulic engine crane, using shortest boom and replacing the standard 2metre steel legs with 1.4metre structural pine legs, allowing legs to turn under a narrow bench. When the drums were exposed, it was obvious that the spacings were wrong, and drum 2 could not turn independently of drum 3. The 3rd gear planet carrier was clearly way off-centre, once seen. Heat damage and distortion of the bearing holes can be seen on the base of the 2nd gear brake drum as well as on the top of the planet carrier. Seized pinion is rightmost below, showing heat damage but with bearing rivet in place. Broken pinion teeth and debris from rivets were found in the drum. All other components seem to be OK. Issue now is whether the gearbox can be restored with serviceable salvaged parts or remanufactured drum, carrier and all planetary gear components.

Richard Thwaites



TOYOTA WARNS

BY BRYAN PRESTON MAR 19, 2021 12:50 PM ET

Depending on how and when you count, Japan's Toyota is the world's largest automaker. According to Wheels, Toyota and Volkswagen vie for the title of the world's largest, with each taking the crown from the other as the market moves. That's including Volkswagen's inherent advantage of sporting 12 brands versus Toyota's four. Audi, Lamborghini, Porsche, Bugatti, and Bentley are included in the Volkswagen brand family.

GM, America's largest automaker, is about half Toyota's size thanks to its 2009 bankruptcy and restructuring. Toyota is actually a major car manufacturer in the United States; in 2016 it made about 81% of the cars it sold in the U.S. right here in its nearly half a dozen American plants. If you're driving a Tundra, RAV4, Camry, or Corolla it was probably American-made in a red state. Toyota was among the first to introduce gas-electric hybrid cars into the market, with the Prius twenty years ago. It hasn't been afraid to change the car game.

All of this is to point out that Toyota understands both the car market and the infrastructure that supports it perhaps better than any other manufacturer on the planet. It hasn't grown its footprint through acquisitions, as Volkswagen has, and it hasn't undergone bankruptcy and bailout as GM has. Toyota has grown by building reliable cars for decades.

When Toyota offers an opinion on the car market, it's probably worth listening to. This week, Toyota reiterated an opinion it has offered before. That opinion is straightforward: The world is not yet ready to support a fully electric auto fleet.

Toyota's head of energy and environmental research Robert Wimmer testified before the Senate this week, and said: "If we are to make dramatic progress in electrification, it will require overcoming tremendous challenges, including refuelling infrastructure, battery availability, consumer acceptance, and affordability."

Wimmer's remarks come on the heels of GM's announcement that it will phase out all gas internal combustion engines (ICE) by 2035. Other manufacturers, including Mini, have followed suit with similar announcements.

Tellingly, both Toyota and Honda have so far declined to make any such promises. Honda is the world's largest engine manufacturer when you take its boat, motorcycle, lawnmower, and other engines it makes outside the auto market into account. Honda competes in those markets with Briggs & Stratton and the increased electrification of lawnmowers, weed trimmers, and the like.

Wimmer noted that while manufactures have announced ambitious goals, just 2% of the world's cars are electric at this point. For price, range, infrastructure, affordability, and other reasons, buyers continue to choose ICE over electric, and that's even when electric engines are often subsidized with tax breaks to bring price tags down.

The scale of the switch hasn't even been introduced into the conversation in any systematic way yet. According to Finances Online, there are 289.5 million cars just on U.S. roads as of 2021. About 98 percent of them are gas-powered. Toyota's RAV4 took the top spot for purchases in the U.S. market in 2019, with Honda's CR-V in second. GM's top seller, the Chevy Equinox, comes in at #4 behind the Nissan Rogue. This is in the U.S. market, mind. GM only has one entry in the top 15 in the U.S. Toyota and Honda dominate, with a handful each in the top 15.

Toyota warns that the grid and infrastructure simply aren't there to support the electrification of the private car fleet. A 2017 U.S. government study found that we would need about 8,500 strategically-placed charge stations to support a fleet of just 7 million electric cars. That's about six times the current number of electric

TOYOTA WARNS

cars but no one is talking about supporting just 7 million cars. We should be talking about powering about 300 million within the next 20 years, if all manufacturers follow GM and stop making ICE cars.

Simply put, we're going to need a bigger energy boat to deal with connecting all those cars to the power grids. A LOT bigger.

But instead of building a bigger boat, we may be shrinking the boat we have now. The power outages in California and Texas — the largest U.S. states by population and by car ownership — exposed issues with powering needs even at current usage levels. Increasing usage of wind and solar, neither of which can be throttled to meet demand, and both of which prove unreliable in crisis, has driven some coal and natural gas generators offline. Wind simply runs counter to needs — it generates too much power when we tend not to need it, and generates too little when we need more. The storage capacity to account for this doesn't exist yet.

We will need much more generation capacity to power about 300 million cars if we're all going to be forced to drive electric cars. Whether we're charging them at home or charging them on the road, we will be charging them frequently. Every gas station you see on the roadside today will have to be wired to charge electric cars, and charge speeds will have to be greatly increased. Current technology enables charges in "as little as 30 minutes," according to Kelly Blue Book. That best-case-scenario fast charging cannot be done on home power. It uses direct current and specialized systems. Charging at home on alternative current can take a few hours to overnight to fill the battery, and will increase the home power bill. That power, like all electricity in the United States, comes from generators using natural gas, petroleum, coal, nuclear, wind, solar, or hydroelectric power according to the U.S. Energy Information Administration. I left out biomass because, despite Austin, Texas' experiment with purchasing a biomass plant to help power the city, biomass is proving to be irrelevant in the grand energy scheme thus far. Austin didn't even turn on its biomass plant during the recent freeze.

Half an hour is an unacceptably long time to spend at an electron pump. It's about 5 to 10 times longer than a current trip to the gas pump tends to take when pumps can push 4 to 5 gallons into your tank per minute. That's for consumer cars, not big rigs that have much larger tanks. Imagine the lines that would form at the pump, every day, all the time, if a single charge time isn't reduced by 70 to 80 percent. We can expect improvements, but those won't come without cost. Nothing does. There is no free lunch. Electrifying the auto fleet will require a massive overhaul of the power grid and an enormous increase in power generation. Elon Musk recently said we might need double the amount of power we're currently generating if we go electric. He's not saying this from a position of opposing electric cars. His Tesla dominates that market and he presumably wants to sell even more of them.

Toyota has publicly warned about this twice, while its smaller rival GM is pushing to go electric. GM may be virtue signalling to win favour with those in power in California and Washington and in the media. Toyota's addressing reality and its record is evidence that it deserves to be heard.

Toyota isn't saying none of this can be done, by the way. It's just saying that so far, the conversation isn't anywhere near serious enough to get things done.

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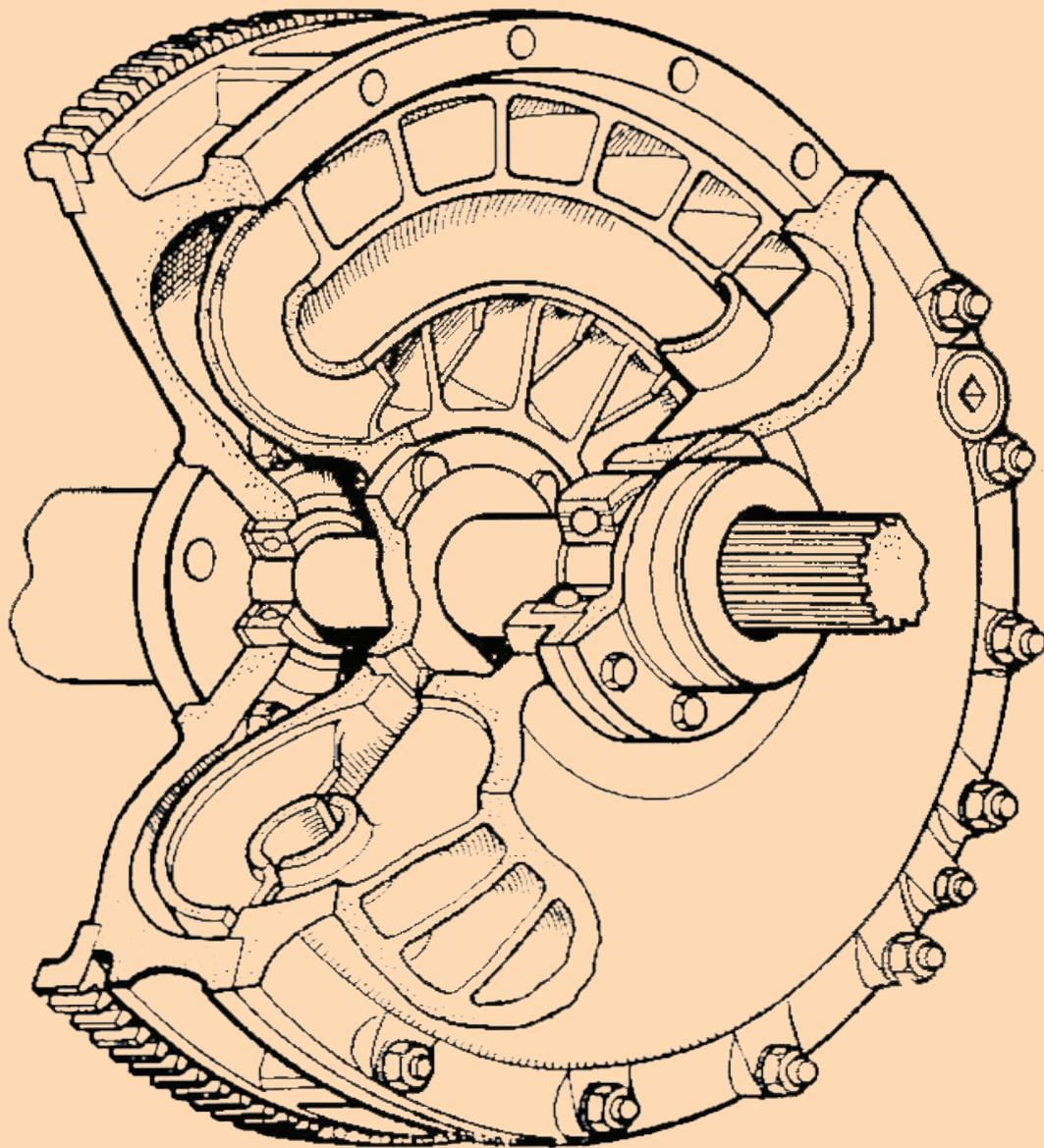
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