

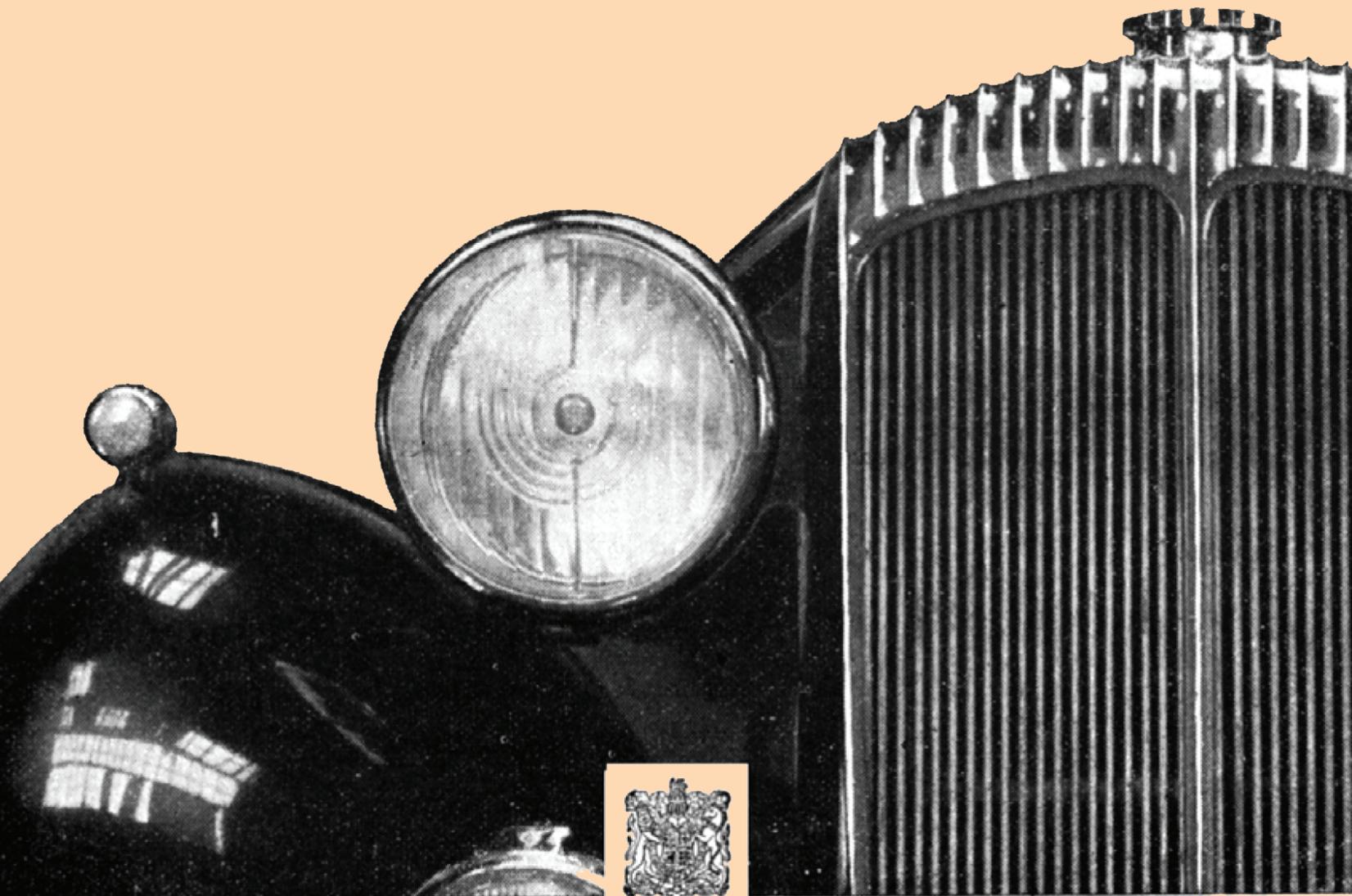
Daimler

&

Lanchester

SEPTEMBER 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

7:30PM THURSDAY, 14TH OCTOBER, 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.

Please address all correspondence to:

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

MARQUE REGISTRARS

BSA	Warren Cole	02 9655 - 1111
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	0417405766 (mob)
Other Pre-War	Robert Brandes	0427 274 004 (mob)
DB range, incl. Consort, Special Sports & LD	Steve Moore	02 9603 4498
DE range, incl. DH & DC	John Hiscox	02 9984 1169
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox Warren Cole	02 4739 3301(H) 02 9655 1111(H)
DJ range, incl. Century & Leda	Campbell Middleton Jim 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

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

Well at long last it looks like we can resume meetings again at the Strathfield Golf Club. Our first meeting there will be on Thursday 14th October at 7:30 PM. To gain admission to the Club, You will need to be double vaxed and provide proof at the door to be able to attend in person. It would appear that the Bistro will be open with a new chef & Menu, as promoted on the Club website. I would also suggest that the spacing regulations will be in force in our meeting room, which shouldn't prove difficult with the usual numbers of members attending our meetings.

Our Club Secretary, Russell has had further surgery on Tuesday 5th October & may or may not be able to attend our meeting, so we look forward to the meeting being accurately recorded by Peter Grant. Get well soon Russell!

Our November President's weekend has been scheduled for the weekend of 20th/21st November in Bulahdelah NSW. A blanket booking has been made at the Lady Jane Motel, but they only have 10 rooms of various configurations & members need to make their own individual bookings. Phone 4997 4274. A group dinner which is limited to Pizzas will also be arranged. It is planned to visit the National Motorcycle Museum of Australia in Nabyac, where they have on display amongst other things a replica of a Daimler Motorcycle, said to be the 1st motor vehicle in the world. They also own an early model Daimler saloon which is being repaired at the moment but may be on display for our visit.

Don't forget to also mark in your diary Sunday 12th December for the Christmas picnic at Woronora Dam. I look forward to seeing you all again.

Jim Gellett - President/Editor.

COMING EVENTS

October 2021 Thursday 14	DLOCCA Monthly Meeting - At Strathfield Golf Club commencing at 7:30pm. Entry permitted to the club to those double vaxed only
October 2021 Sunday 17	Norman Lidsay Run? - CANCELLED DUE TO COVID RESTRICTIONS
November 2021 Saturday 20 to Sunday 21	President's Weekend Away - Bulahdelah - Lady Jane Motel has been blanket booked for 10 rooms. Contact Motel on 4997 4274 to reserve one of the rooms. Full details in the President's Report above.

COMING EVENTS 2021

Oct/Nov 2021 Fri 29 to Mon 1	SP 250 National Rally. CANCELLED DUE TO COVID RESTRICTIONS
December 2021 Saturday 4	SP 250 Run - RUN & BBQ, likely to be Cordeaux Dam, Details to be emailed soon
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

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RESORT **SIESTA**TM

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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

The Ex Don Feore / Greame Martin SP has recently been sold down in Moe Victoria. The new owner has not been in touch as yet, however I am hopeful that we will be able to welcome them in due course.

I have put Graeme in touch with Lex Harris in WA as a person who missed out on his car is still after an SP.

OTHER NUTS & BOLTS

When I put my SP back on the road in 2009, the rear spring packs were that stiff that I had to remove 3 leaves from each side to get any flex from it, in the intervening years I have replace 2 leaves in each side. Given the lockdown I decided it was time to put the last leaf back in each side as we had just started to have the diff centre touch the underside of the body when hitting large holes etc. Whilst checking things around the rear of the chassis I found the fuel hose had been damaged by the leaf plate, awaiting new pipe to arrive so I can fix this.

David Stoodley has been busy not only on his SP project, but also making some bits for a couple of SP owners, they look forward to getting their parts when lockdown is lifted here in NSW. Thanks to David for his continued support of our SP Group.

RUNS AND MEETINGS

For the time being runs and meeting have been postponed until it is safe and legal for us to recommence them, at this stage in NSW we will be able to welcome all back on runs from 1st December. Between Mid October and the beginning of December numbers and other restrictions apply, so we have not planned anything for this period.

October: All British display day A REMINDER THAT THIS HAS BEEN CANCELLED FOR THIS YEAR.
DECEMBER 4th RUN & BBQ, likely to be Cordeaux Dam, Details to be emailed soon.

It seems no one wanted to stress their brains with not a single response to the Brain Teasers in last months notes. Here are the answers anyway.... Aunt Tabitha was 49, How many children does he have? 3, Bill & Ben are 52 & 39 respectively, Beatrice ate 6 cakes, 6 squirrels, house numbers are being bought @ 14c per digit.

Regards

Tony Luongo & Mark Brooks

sp250group@gmail.com

SP250 EXHAUST NOTES NSW

The following photo was professionally taken for Roger Anson of his SP, it is the car raced by the Geoghegans'.



Leo at Eastern Creek NSW and a couple of laps of the circuit.

DAIMLER AND THE COVENTRY BLITZ

Blitz is a derivative of the German word Blitzkrieg, meaning “lightning war”^{*} There were 17 small raids during the Battle of Britain, between August and October 1940, but worse was to come on the evening of 14th November and into the next morning.

At the start of the war, Coventry was an industrial city of around 238,000 people, with industries including cars, bicycles, aero engines, and munitions factories. Daimler and other carmakers were based in different locations around the city, although some had changed from cars to the manufacture of other items required for the war effort.

In an earlier raid in October an unexploded bomb had fallen on the Triumph Company’s factory and a second lieutenant of the Royal Engineers Bomb Disposal Company was asked to deal with it. The bomb was fitted with a delayed action fuse that could not be removed, so he had it put on a lorry while he lay alongside it listening to see if it started ticking when he would warn the driver to stop and run for cover. In the end it was disposed of successfully, but unfortunately, he was killed the next day on another bomb mission.

The major raid on 14th November was carried out by 515 German bombers, the attack code-named Moonlight Sonata. The first wave of bombers was 13 Heinkels to drop marker flares at 7:20pm. The follow up bombers dropped high explosive bombs knocking out the water supply, electricity network, telephones, and gas mains, and cratering the roads to make it difficult for the fire engines. A further attack dropped both high explosive and incendiary bombs, the latter being either magnesium or petroleum types.

Coventry’s air defences consisted of 24 AA guns and 12 Bofors and combined they fired 6700 rounds, but only shot down one bomber. At around 8 o’clock Coventry Cathedral was hit and set on fire as were more than 200 other buildings, The water mains had been damaged so that there was insufficient water to counteract the fires. Approximately one third of the city’s factories were completely destroyed including the Daimler factory and the Humber Hillman one as well. Luckily “shadow factories” had been established so that production could continue.

The Germans dropped about 500 tonnes of high explosive, 36,000 incendiary bombs and 50 parachute air-mines, resulting in 568 people killed and 863 badly injured. Joseph Goebells used the term “coventried” when describing similar levels of destruction of towns.

Further raids occurred in early April 1941 and again in August in all, 1236 people had been killed in the air raids, immediate reconstruction was undertaken under the leadership of motor magnate William Rootes, Coventry Cathedral was left as a ruin, and is today still the principal reminder of the bombing. A new cathedral was constructed alongside the ruin in the 1950s, the two buildings together forming one church. The foundation stone was laid by the queen in March 1956 and the cathedral consecrated in May 1962 One benefit coming from the bombing and rebuilding was the discovery of a medieval stone building, thought to date from the 13th or 14th century.

It was 1989 when the UK Club had their National Rally in Coventry. Amanda, Eve and I attended the rally where we met David and Marie Adcock resulting in a long lasting friendship. Mostly sourced from Wikepaedia.

John Hiscox

DAIMLER AND THE COVENTRY BLITZ



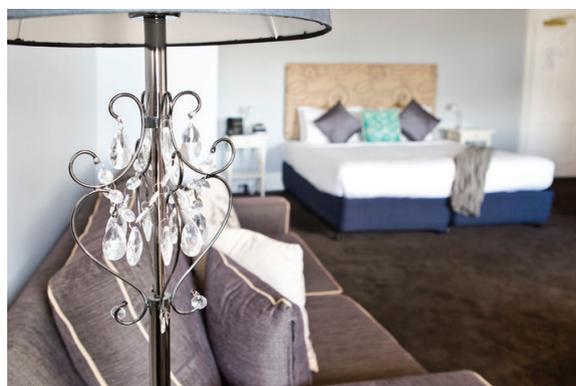
The old Cathedral fused to the new one. (Photo from Wikipedia)



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.



A LITTLE LIGHT DAIMLER HUMOUR

I finally did it!

**Bought a new pair of shoes with memory foam insoles.
No more forgetting why I walked into the kitchen.**

The main function of the little toe on your foot is to make sure that all the furniture in the house is in place.

“I find, these days, that most of my conversations start out with: Did I tell you this already? or What was I going to say?”



IF YOUR EYES HURT AFTER YOU DRINK COFFEE,



YOU HAVE TO TAKE THE SPOON OUT OF THE CUP.

Our wireless doorbells sitting on their chargers....



MINUTES OF MEETING

MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER & LANCHESTER OWNERS CLUB OF AUSTRALIA INC. HELD BY WEBEX ONLINE ON THURSDAY 9 SEPTEMBER 2021.

The meeting commenced at 7:15 pm with the President, Jim Gellett in the Chair.

Apologies:

Russell Turner, John Steel, Carolyn Burch..

Previous Minutes: Nil.

Business Arising from Minutes: Nil.

Correspondence:

Jim reported on the two recent losses to the club, the passing of Club Member Bob Aylward (Sydney) and Ian Hill (New Zealand).

Business Arising from the Correspondence: Nil

Treasurer's Report:

Deposits representing advance payments for the now cancelled SP250 register rally in the amount of \$3450.00 have been refunded.

We have \$19,751.49 available funds of which \$11,039.66 is in a term deposit and the balance of \$8711.83 is in the cheque account.

Moved: Alan Hunt, seconded John Hiscox: "That the treasurer's report be accepted as true and correct. Carried.

New Members: Nil.

Social Report:

As per the magazine.

Jim suggested that we combine the Annual picnic with the Club Christmas Party at Woronora Dam. There

is a shelter there, facilities and everyone could bring food and drink and keep it informal. Whether or not there will be a communal table for food will be decided closer to the day. Several members voiced their preference for the "bring a plate" style of catering rather than everyone just bringing their own.

November Run: As per the magazine, meet at McDonalds Blacktown for the run to Springwood and the Norman Lindsay Museum. Covid regulations permitting.

MINUTES OF MEETING

Editor/Website:

Those getting hard copies of the magazine commented that Australia post was slow. Recently a letter from Peter Grant posted in the city took eight days to reach Chris and Warren Cole.

CMC/All British:

This year's All British Day has been cancelled.

Rally

Jim predicted that the organization for the Rally will be different from previous years due to the difficulties put in our path by covid restrictions.

Malcolm Nixon has been very helpful.

Jim is just reluctant to get too advanced re bookings for events given covid issues.

Swan Hill Weekend

The Victorian Members have organized an informal get together at Swan Hill for the first weekend of November. See Magazine for details. John Hiscox and Peter Grant are your NSW contacts.

Regalia: Nil.

Library:

Mow at Jim Gellett's. Alan Hunt and Peter Grant will attend to sort through as soon as covid restrictions lift and allow them to travel over 5 km.

Merv McDonald has had his knee replacement procedure..

Conditional Plates:

Warren noted that if it is difficult to get to a Service NSW branch members could post their completed forms and a cheque (or ask for Service NSW to ring) for payment.

Registrars:

John Hiscox's 2 ½ litre saloon is still in the country being repaired.

Tony Falstein noted that his Lanchesters were stored in the country and he had not been able to access them for some time due to covid restrictions.

Technical and Spares: Nil.

MINUTES OF MEETING

For Sale and Wants:

John Hiscox has placed his DH 27 limousine in the Shannons November auction.

Ray Males' 20HP 1912 tourer is also in the same auction.

General Business:

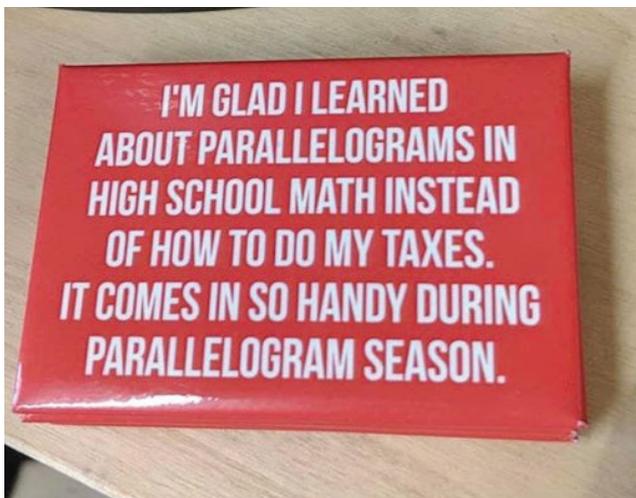
John Hiscox has spoken to John Steel who has not been too well lately. Members send their best wishes to John Steel.

Robert Brandes acquired a three wheeled scooter and whilst driving it home from the Central Coast fell off it and after days in pain had an X Ray to learn that a bone in his leg was fractured. He is recovering well.

Tony Falstein reported on the death in England of Graham Philmore-Bedford, the "go to" Lanchester man and a great authority on these fine cars. He passed away on 29 August this year.

He was the successor to Francis Hutton-Stott the well known Lanchester historian and expert.

There being no further business the meeting concluded at 7.55 p.m. with thanks to Max McCoy for organising the online Webex link.



**WHEN I GROW UP
I'D LIKE TO BE A
RETIRED LOTTERY
WINNER.**

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.

LANCHESTER AND BENTLEY

What is the similarity? They both went broke due to the depression and were taken over by Daimler and Rolls-Royce respectively in 1931. But here, let's talk about Bentley.

Wilfred Owen Bentley was born in 1888, the youngest of 9 children. After leaving school he was apprenticed to the Great Northern Railway and worked on the footplate of a steam loco, hurling coal into the firebox. When visiting France, about 1912, he saw a paperweight made of aluminium which gave him the idea of making pistons 88% aluminium and 12% copper. He adapted this to his current car and won at Brooklands in 1921

He was a captain in the Royal Naval Air Service and used his aluminium pistons in aircraft, resulting in the Sopwith Camel fighter. The "bloody Red Baron" Manfred von Richthofen commenced a strafing attack but luckily W.O. survived by jumping into a canal. He was awarded the MBE for his war effort and given

8000 pounds from the Commission of Awards to inventors, enough to start Bentley Motors.

Setting up in 1919 the first model was a 3 litre, then a 4 ½, then a 6 ½ Speed Six and finally an 8 litre straight 6. Le Mans was a 24 hour race which he thought was very optimistic for a vehicle to finish, but in 1923 John Duff and Frank Clement entered their Bentley 3 litre and finished 4th. The following year they won the race and the legend of The Bentley Boys began.

The entry for 1925 was unsuccessful, but Woolf "Babe" Barnato and John Duff competed in another event in France, which sold Barnato on the superiority of the Bentley. Financially the company was going down the drain so in 1926 Barnato bought it. After all, he was the heir to a Kimberley (South Africa) diamond magnate, his inheritance being held in trust since the age of two.

That year, Dr. Dudley "Benjy" Benjafield and Sammy Davis were competing at Le Mans but crashed with less than an hour to go. However this only spurred them on, to win in 1927 in a 3 litre after 2 Blowers crashed in a multi vehicle pile up.

Enter Joel Woolf Barnato, who with Bernard Rubin won in 1928, then again with Sir Henry "Tim" Birkin in 1929 and finally with Glen Kidson in 1930. Bentley had then won Le Mans for 4 consecutive years. The car used in 1928 was a 4 ½ litre known as the Blower Bentley, and the Speed 6 in 1929 and 1930.

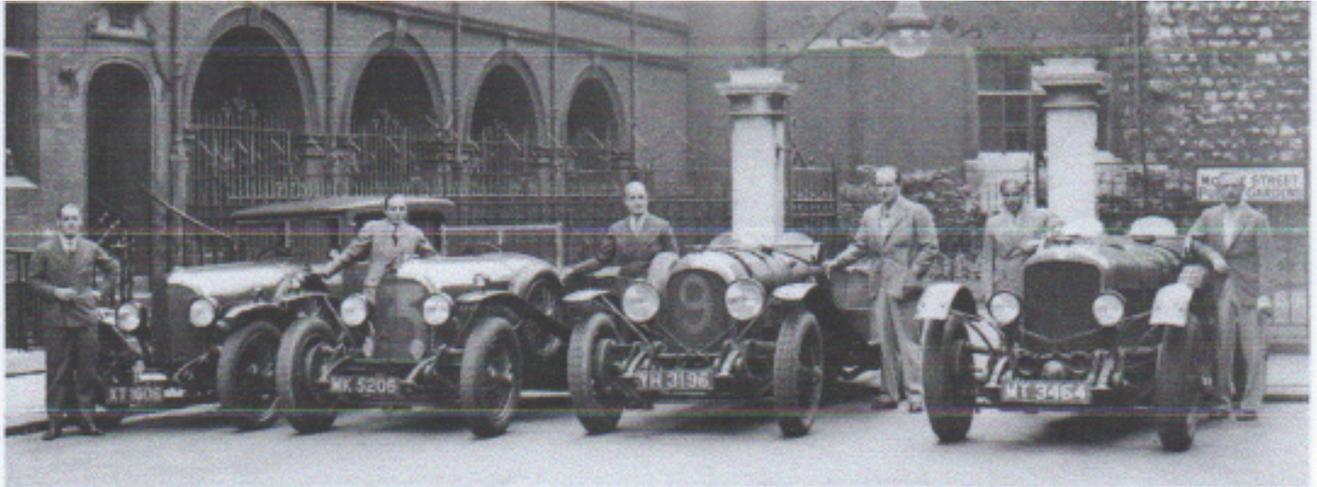
John Duff was a Canadian racing driver, Frank Clement a Bentley test driver, Dr. Benjafield a Harley St specialist, Sammy Davis a racing journalist, Sir Henry Birkin a former fighter pilot and Glen Kidson had been a lieutenant commander in the Royal Navy. Four of these characters lived in adjacent apartments in Grosvenor Square, Mayfair, where parties are reported as having lasted for days and the Savoy Hotel created the Bentley Cocktail.

Apart from racing there is the iconic flying B, designed by F Gordon Crosby, crafted in brass with horizontal wings, each having a different number of feathers to confuse any fraudsters. In 1933 Charles Sykes of Spirit of Ecstasy fame, designed a B with a single trailing wing, but this was changed to a pair of wings.

Other trivia bits are Ettore Bugatti calling the Bentley "the world's fastest lorry", the City of Le Mans re-naming a street "Rue des Bentley Boys", and two of Barnato's ancestors being Joel Joel and Isaac Isaacs.

John Hiscox

LANCHESTER AND BENTLEY



Clement, Davis, Benjafield, Rubin, Barnato and Birkin in Mayfair, London, 1924.

WHEN YOU'RE DEAD,
YOU DON'T KNOW
YOU'RE DEAD. THE PAIN
IS ONLY FELT BY
OTHERS.

THE SAME THING
HAPPENS WHEN
YOU'RE STUPID.

**Try to remember,
the greener grass
across the fence
may be due to a
septic tank issue.**

FOR SALE - 1954 DAIMLER CONQUEST SALOON

1954 Daimler Conquest saloon - Price - \$16,000

- Original owners manual & service manual
- Nothing to do but enjoy
- Cream Semi Auto
- Engine Number 80573
- Rustfree
- Was on Vic Club Reg 1920

I purchased this lovely vehicle at Christmas 2020, then in March a “too good” deal became available for a 1968 Holden HR, which I purchased. The Daimler unfortunately has just been parked under cover since purchased. Started every now & then.

NEEDS TO BE DRIVEN AND ENJOYED

Contact Mick 03 5997 6101 or 0429 229 328 or Email at: micktax@outlook.com



FOR SALE - 1954 DAIMLER CONQUEST SALOON



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.

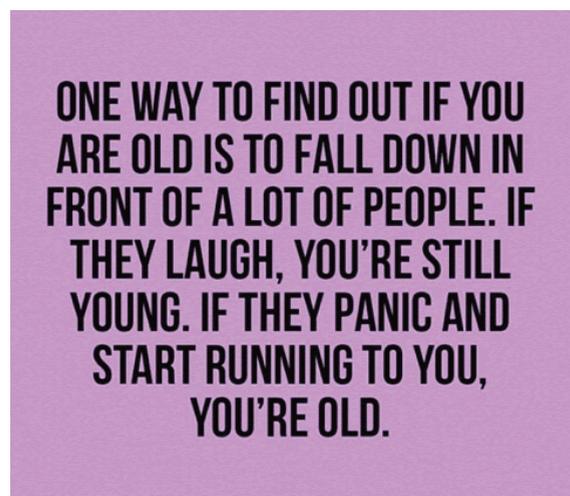
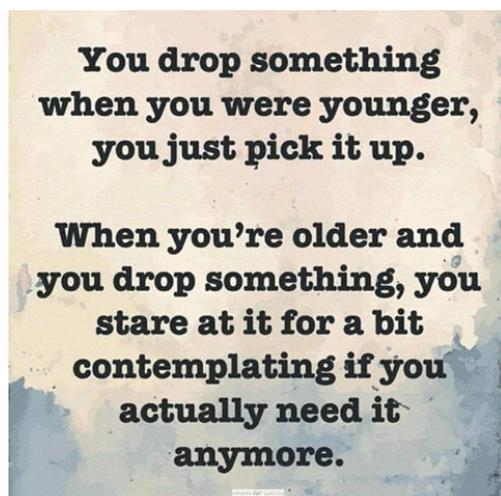
There obviously can be no club events where people gather and the CMC suggest that no club sanction or organise any such activity.

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.



1950 DAIMLER CONSORT, PARTLY DISASSEMBLED

Dear Daimler Car Club Members.

I am a friend of the elderly owner of a 1950 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.

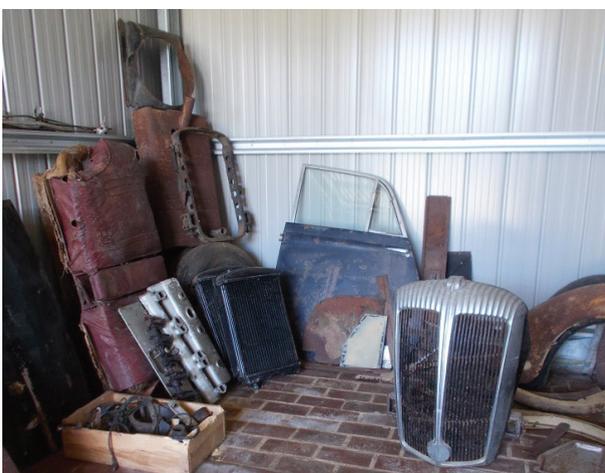
Jack (and I) are both beyond the age of serious computer-based advertising and hoped someone in a club might be interested in the car and parts shown in the 16-page attachment.

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



1950 DAIMLER CONSORT, PARTLY DISASSEMBLED



1949 DAIMLER DB 18 CONSORT RESURRECTION

1949 DAIMLER DB 18 CONSORT RESURRECTION PART 67

Re-Furbishing the Semaphores - Part 1 - Disassembly and Cleaning

Semaphores on older cars look good when they work, but often they do not work properly. It was not until I checked the operation of mine, that I found that they also had problems.

I have a collection of semaphores in various condition. Some do not work at all; others have difficulty raising the arm; and others where the arm does not drop down fully. The good news is that they can be re-furbished if the coil is not damaged. The photograph below shows the unit I chose to refurbish which does not work at all.

First check the condition of the coil. This can be done using a multi meter to see if there is resistance across the unit's terminals. If the coil has resistance the windings should be all right. To get it to work the assembly must be completely disassembled and thoroughly cleaned.

The starting point is to carefully remove the brass pin which connects the arm to the frame. Remove it using a pin punch and a small hammer. When the pin is out, the arm can be removed from the frame, and the plunger which activates the arm can also be removed.

Once the screw holding the coil in place is removed, the component parts are ready for checking and cleaning. I cleaned the plunger and the frame with petrol, and the interior of the coil with a dry rag wrapped around a small screwdriver. I cleaned the exterior of the coil with Wax and Grease Remover, being careful not to damage the winding's coating.

The aim of the cleaning process is to make sure that the arm and plunger move freely. The only places where lubrication is needed are the arm bush, the top of the plunger which the arm rests on, and the rear of the frame where the heel of the plunger slides. Everything else must be clean.

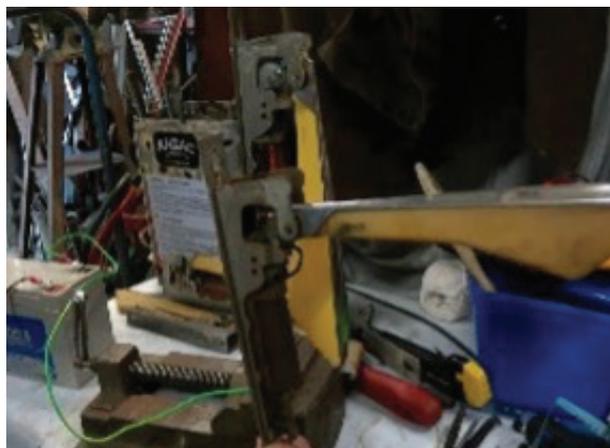
The plastic lens and its stainless-steel cover can be rejuvenated using metal polish. The polish removes the oxidation from the plastic restoring its colour, and the same polish when applied with aluminium foil, restores the shine on the stainless.

Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 67](#)

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



LANCHESTER PROJECT

The lockdowns have prevented the final completion of the club's Lanchester project.

The car is almost finally finished externally with the need to finish the cutting back of the paintwork, however the interior requires some finishing to the seats & floor coverings.

The car is housed safely in "Lanchester House" at Springwood. When allowed out again there needs to be some improvement works carried out to the carport, such as water retaining walls & some pavers laid to the floor. Max McCoy has volunteered to take charge of this part of the project.

Whilst the engine has been going in the past during the time of our ownership, it seems to be reluctant to start at the moment, another thing that needs attention.

I have not been able to view the car for some time, due to the lockdown & some health problems but the car is looking very smart, due to the sterling work carried out by the Crew, Jim, Graham, Russell, myself, Linden, John Hiscox, John Robison, Merv McDonald & others including the late Bob Aylward.

I am looking forward to seeing the car being driven out on it's first of many journeys.

John Steel

Senior Technical Adviser to the Lanchester Project.

FOR SALE

Majestic Major, restoration project or parts. Currently stored in two locations, Grassmere, (Rockhampton) & Mt Cotton, near Brisbane. All parts are cleaned & painted, engine rebuilt, new pistons rings, gaskets & welsh plugs & cylinders honed. Rear axle rebuilt with new bearings & seals, as is the transmission with all new seals A few parts have gone missing. Chassis cleaned & painted with tar epoxy. Price around \$1000.

Contact owner, Lloyd Brown on 0423330834, (text) or email to farqall2@msm.com



Instead of a sign
that says '**do not disturb**'
I need one that says
'**already disturbed**
proceed with caution'



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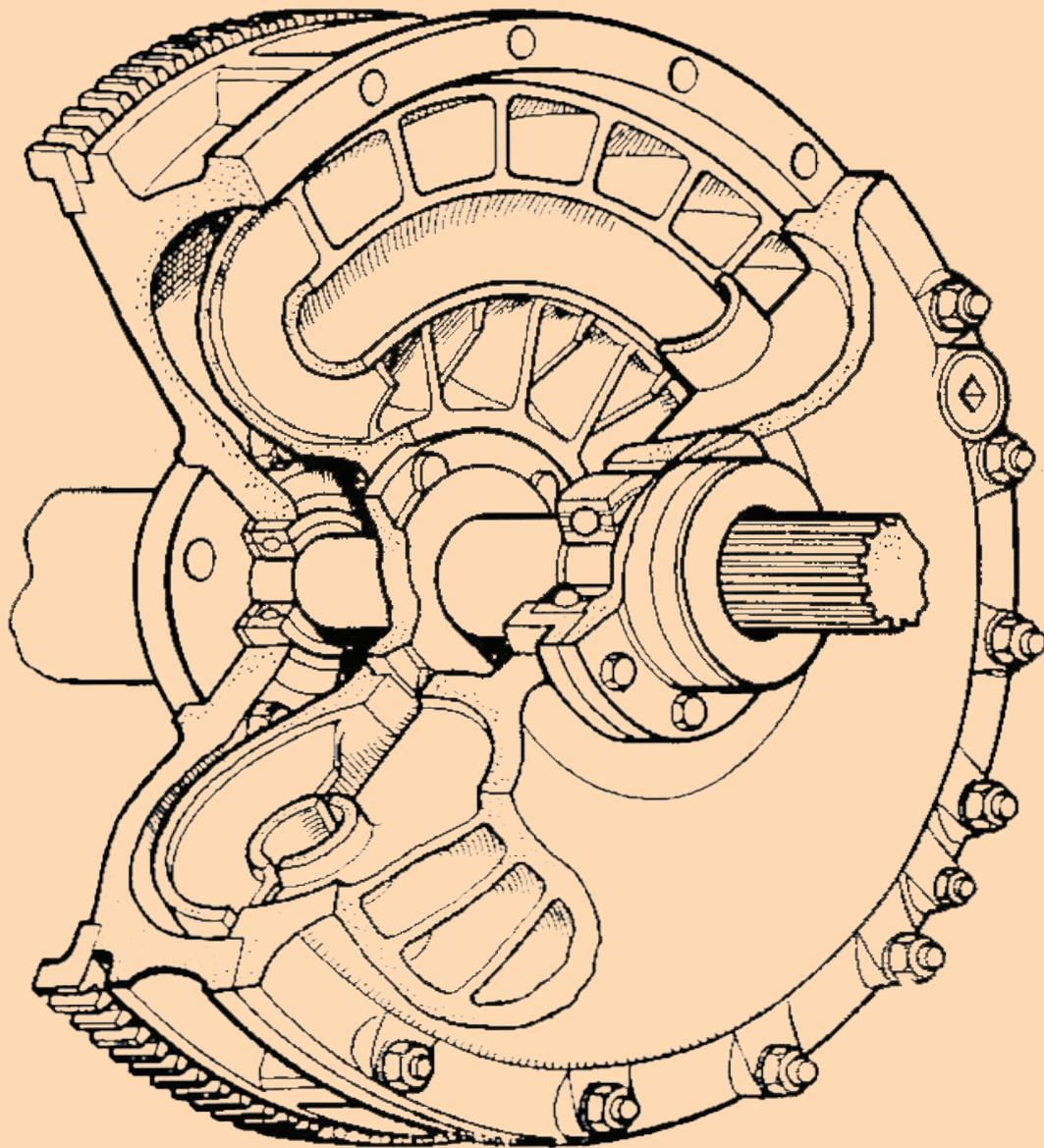
35 Rooks Road Mitcham, Victoria 3132 Australia



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