

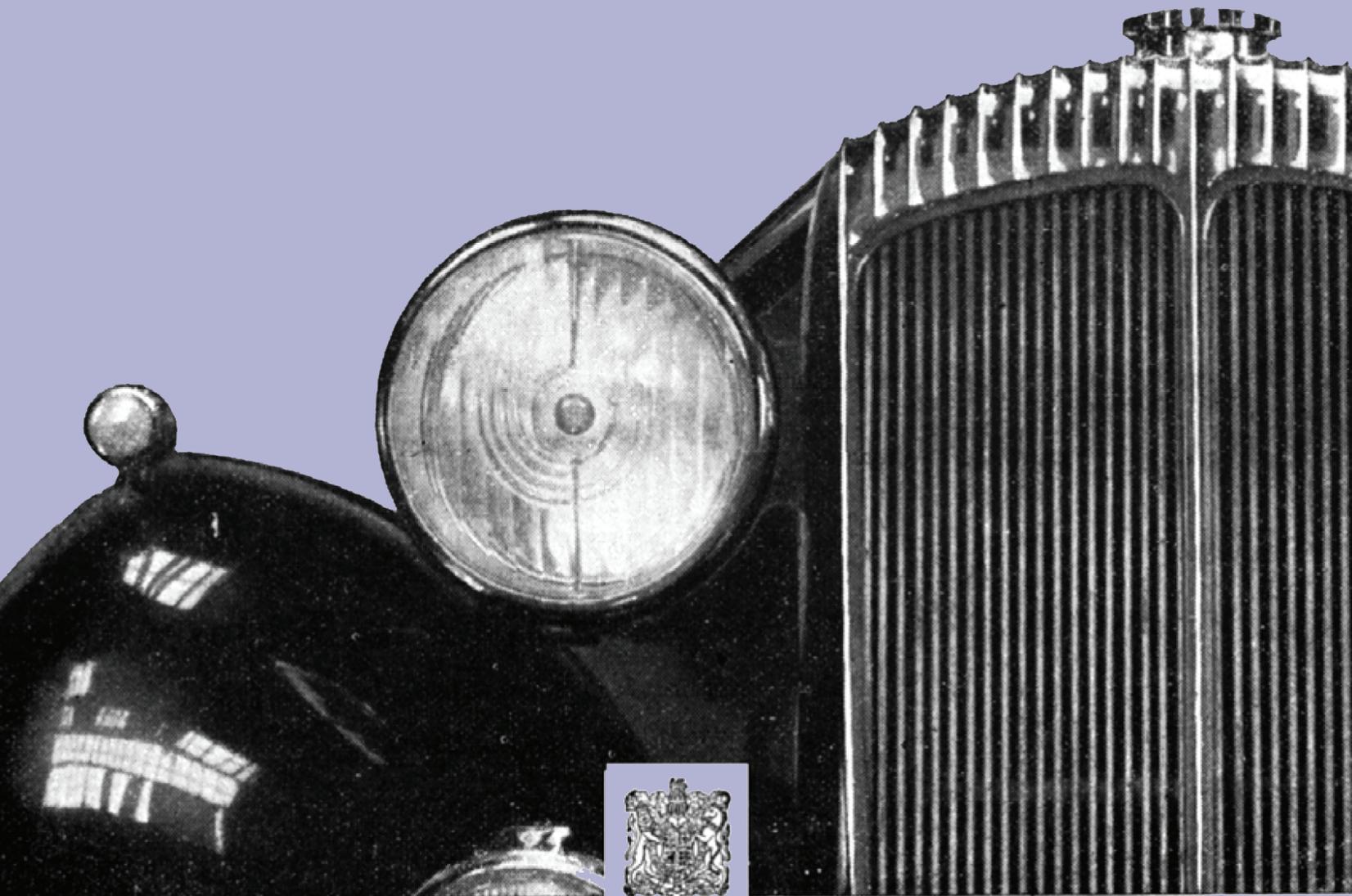
*Daimler*

&

*Lanchester*

APRIL 2022

# *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, 12TH MAY, 2022 AT STRATHFIELD GOLF CLUB**

### **D.L.O.C.C.A. ANNUAL SUBSCRIPTION**

JOINING FEE	\$30.00
STANDARD MEMBERSHIP	\$50.00
ASSOCIATES:	\$5 EACH

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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

Members would have by now learned of the shocking tragedy that has befallen our long standing and highly valued friend and Vice President Warren Cole. Words cannot adequately convey the feeling of sadness and emptiness that I have felt since learning of Warren's passing. The expressions of sympathy and grief from so many of you have been overwhelming and have proven what a loss we have all suffered.

We have included an obituary for Warren in this edition and I urge you all to show your support and friendship to his family at this awful time.

I hope that you are still able to enjoy my trip report covering the Wagga National Rally. It was a great success and I am sure that everyone who attended enjoyed themselves, catching up with old friends or making new ones. We should consider it as Warren's parting gesture to the Club he loved, that as a Committee Member on the Rally he went to such great lengths to make sure that it was such a success.

For May, we will be visiting a recommended CMC site for National Motoring Day (15 May). I do hope that you will be able to attend as it is important for us to be out in our cars showing them off on the day.

As winter descends, I urge everyone to be careful of their health, keep up to date with the covid regulations and stay safe and well.

And again, my heart goes out to Christine, Gavin, Linda and the whole family on their loss.

Peter Grant

## COMING EVENTS

May 2022 Thursday 12	<b>DLOC Meeting</b> - To be held at Strathfield Golf Club, commencing at 7:30pm. You will need to be double vaccinated and provide evidence of such at the door of the club. We look forward to seeing everyone attend.
May 2022 Saturday 7	<b>SP250 Run</b> - Wollombi run ending at the Myrtle & Stone pub. Details shown in SP250 Report in magazine
May 2022 Sunday 15	<b>National Motoring Day</b> - Details in this issue
June 2022 Sunday 12	<b>Proposed Event</b> - Details to follow but could be the Australian Motorlife Museum. Keep this date free

## COMING EVENTS

July 2022 Sunday 10	<b>Combined Clubs Event</b> - Mid-winter run to the Grandview Hotel in Wentworth Falls with the Rover, Armstrong-Siddeley and Alvis Car Clubs. Seating booked for 40 people in the rear dining area of the hotel. You will need evidence of full vaccination for entry.
July 2022 Saturday 30	<b>Hunter Region All British Display Day</b> - details in this month's edition

## 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

### EXHAUST NOTES

The following report is a little light due to Covid isolation

### RUNS AND MEETINGS

### NEXT RUN

**SATURDAY MAY 7th** The plan for another day out is as follows. We hope this time that everyone will be happy to end up at a cafe instead of a picnic lunch :

9.30am arrive for coffee and nibbles at Peats Ridge.

For the Southerners get off the M1 at CALGA not far after the weigh station onto PEATS RIDGE ROAD. Likewise for the Northerners get off M1 after climbing the hill from Ourimbah onto PEATS RIDGE ROAD.

All continue on PEATS RIDGE ROAD to the shops and servo. Opposite the servo (AMPOL) drive in and turn left over to our destination, THE HARVEST KITCHEN ( Growers Market ). Plenty of parking.

Here there is coffee ( takeaway containers) and a variety of nibbles. Plenty of seating around. You can browse or buy the nick naks along with Fresh produce.

Depart here 10.30am. Turn right onto PEATS RIDGE ROAD travel about 100 yards and veer left onto GEORGE DOWNS DRIVE and on for several kms through the crossroads at CENTRAL MANGROVE on for a while to KULNURA past JERRYS CAFE and not long after look on the left for signage to MANGROVE CREEK DAM lookout. Have a stretch here and viewing before heading back again onto to the main road which leads onto GREAT NORTHERN ROAD and on to WOLLOMBI.

Turn right at the WOLLOMBI PUB and a little further along on the right is our lunch venue

MYRTLE & STONE. Some parking is off the road and hopefully Saturday not as busy as Sunday. The cafe is licensed for those keen to have a glass or two. We hope to arrive here about midday.

On leaving for home the Northerners can continue on to CESSNOCK and surrounds. Southerners can retrace steps back to the M1 or maybe turn off at or near CENTRAL MANGROVE and head back through Spencer and Wisemans Ferry.

WE NEED TO ADVISE NUMBERS FOR LUNCH AT MYRTLE & GRAPE so please let us know within a few days of the run.

We hope an enjoyable day will be had by all.

Janelle and Jeff 0418433801.

Regards

Pat Ferrier & Tony Luongo

[sp250group@gmail.com](mailto:sp250group@gmail.com)

# NATIONAL MOTORING DAY - 15TH MAY 2022

Sunday 15th May 2022 is the 16th National Historic Motoring Heritage Day, a day celebrated annually on the 3rd Sunday of May is an initiative of the Australian Historic Motoring Federation and is supported by heritage and historic motoring clubs throughout Australia.

The day gives owners of all types of vintage, veteran and classic vehicles an opportunity to get out for a drive and meet other like-minded enthusiasts. Some go for long drives, some prefer a short local trip, some attend club gatherings in large numbers, others choose to go their own way.

There are many suitable advertised destinations and this year, Here are some:

## **East Kurrajong School of Arts - Stanley Park East Kurrajong**

See link at [www.eastkurrajonghall.com](http://www.eastkurrajonghall.com)

**HOBBY & MOTOR SHOW**  
14th & 15th MAY 9am-3pm  
East Kurrajong School of Arts  
Stanley Park, East Kurrajong

Classic & Vintage Vehicles, Tractors,  
Antique Tools & Machinery, Arts & Crafts,  
Family & Local History, Fused Glassware,  
Handmade Jewellery, Medieval Miniatures Display,  
Plants, Rocker Cover Races, Stamps & Coins,  
Vintage Homeware Displays, Woodworking.

HOME MADE REFRESHMENTS & BBQ

**ENTRY Adults \$5  
Kids under 15 Free**

Contact: Ann 0245 765 031  
Donna 0412 931 971

[www.eastkurrajonghall.com](http://www.eastkurrajonghall.com)

www.councilofmotoringclubs.org.au April 2022 - Page 6 PO Box 4733, North Rocks NSW 2151

## **Australian Motorlife Museum at Kembla Grange**

See link at <https://www.australianmotorlifemuseum.com/>

Either one is about two hours drive perhaps the Motoring museum may be preferable.

Plan B is that all members with Historic plates are encouraged to drive someone on this day.

## WARREN COLE - 17.03.1947 - 01.05.2022

Everyone in our Club knows Warren Cole. Some may know him as Warren F. Cole, Surveyor, others as Warren, or for the toothless grandchildren, Wawwen, but all will know him as a wonderful Club man, a great friend and motor vehicle enthusiast, lifelong and steadfast partner to Christine and a great family man to his children Gavin, Linda, their spouses and children.

I have been privileged to count Warren as a good and close friend, my “go to” Surveyor and a thoroughly nice guy. Always quick to make light of difficulties, Warren has been very much a “can do” person, someone who grew up in an old-fashioned home and has continued the very best traditions of that upbringing, treasuring the fine trades of years gone by, collecting classic surveying instruments, respecting authenticity in both things and people, and being an outstanding family man and friend.

I am a bit of a Johnny Come Lately to the DLOC, having only joined in 1990, just prior to the first ever National Rally, and Warren had been a member by then of probably 12 years + years. He and Christine were enthusiastic club members, I would see them at every meeting and run, every event, and I became friends with them, got to know their children and of course, the ever-growing collection of cars, antiques and motor bikes.

I watched them create a home at Arcadia after their move from West Pennant Hills, putting up with a demountable home while they built, mostly with their own skill and labour a fine stone homestead overlooking the Hawkesbury River, and in true Warren and Christine style that homestead became a beacon for a warm welcome and generous hospitality to their family and friends.

I even witnessed Warren in a suit, not his usual shorts, at the weddings of his children, welcoming their spouses to the family and then in time being the most active and adventurous of grandfathers to his four grandchildren, proudly seeing them grow and flourish to become fine young members of the community, with wide and varied talents and gifts.

But always, having to return to the ever-increasing fleet of classic cars and bikes taking up the space in the ever-growing facility of sheds and stables, barns and containers at “The End” their wonderful home. Even the spectre of bush fires threatening their home was turned into more of a fireburst of human energy than conflagration, with Warren enlisting the help of friends and family to drive the cars to safety.

Warren was that burst of energy, he existed on four hours sleep a night and juggled a successful career as Surveyor with family needs, oil and grease and probably half a dozen Enthusiasts clubs to cover his yes, I’ll say it again ever-growing fleet of classic cars and bikes, not to mention building, carpentry, music boxes and restoring contraptions of all sorts.

And that is why the news of his sudden and untimely passing hurt so much. It was just beyond belief to accept that someone with so much energy, so much life would be taken from us literally in a heart-beat, by what could only be considered as the most unlikely of accidents, a sunny Sunday morning’s planned drive to the Blue Mountains being cut horribly short when his treasured Daimler New Drophead Coupe ran off the road and hit a tree.

As I write this we do not yet know what really happened. Investigations are being carried out and I hope that the results of those investigations will help us understand what happened, whether another vehicle was involved or if not, what.

That is a sad, sad end to Warren’s life, but we should all celebrate that it was a life that was lived well and with warmth and humour and understanding.

# WARREN COLE - 17.03.1947 - 01.05.2022

What we should remember and cherish is the privilege of having known Warren, spent time with him, shared his enthusiasm and benefited from his accumulated wealth of knowledge, had a drink with him, broke bread with him, talked with him and valued him as a wonderful friend and inspiration to live life according to your own principles and follow your passions.

Since news of the tragic accident has spread, I have been fortunate to have been contacted by many club members and without exception all have expressed a shared sense of loss and sadness at what has happened.

We are all still stunned and shocked by Warren's passing and his absence will show us just what a huge part of our Club was supported by him and his hard work, it will be an impossible gap to fill, and we will feel that very much in the years ahead.

It will be our duty to honour his memory by following his lead and throwing ourselves into living life as he did and sharing our good fortune with our friends and family, offering our help when needed and injecting our enthusiasm and passion into everything we do.

I can only add that I personally will miss him terribly, we were so looking forward to working together to invigorate our Club, and I will always treasure our friendship and the memories of times together.

To Christine, Gavin, Linda and the whole family, on behalf of the Daimler and Lanchester Family, deepest, deepest sympathy and condolences on the loss of a wonderful husband, father and grandfather.

Peter Grant



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.



## MINUTES OF APRIL 2022 MEETING

### MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER & LANCHESTER OWNERS CLUB OF AUSTRALIA INC. HELD AT STRATHFIELD GOLF CLUB, 52 WEEROONA ROAD STRATHFIELD ON THURSDAY 14 APRIL 2022

The meeting failed to achieve a quorum of members and as such all matters were deferred to the May 12 Meeting where it is hoped that a number of members will attend.

## NATIONAL RALLY 2022 REPORT

It had been such a disappointment to me, and I am sure to many, many others, that the South Australian Register had to reluctantly cancel the planned National Rally to Hahndorf, originally slated to be held in 2020, then postponed to 2021, and then finally cancelled.

That Rally would have been a wonderful trip back to South Australia but covid 19 put paid to it being held and so it then fell on the New South Wales Club to organise and plan the 2022 National Rally.

The Rally Committee was formed and consisted of Jim Gellet, Ian Fletcher, Victor Nash, Graham McDonald, Warren and Christine Cole and Malcolm Nixon. The committee met over several months and formulated a plan for the Rally, to be held in Wagga Wagga, just before Easter 2022.

Expressions of interest were sent out to Club Members far and wide and by the eve of the Rally, 47 people had committed to attend.

The committee always knew that numbers would be fluid, given the Pandemic and the vagaries of age and ill health, and the Rally was attended by 42 members of the Daimler Clubs and their friends, and this was a great number.

I must confess to being a bit worried about numbers, but my fears proved to be groundless. It was a really good group of friends that gathered at Wagga, and we all were very fortunate indeed to participate in a well thought out and interesting schedule of events, and a lot of wonderful camaraderie.

Commiserations to Elizabeth Meredith, Graham and Joan McDonald and Richard and Wendy Bowen, who were unable to attend.

I was worried that I would have to leave Sydney later than planned because of work commitments but happily I was able to leave home at about 10.00 a.m. having fulfilled obligations workwise. The weather was appalling. As I was driving along in the soaking rain, the Sydney heavy traffic and battling a persistently foggy windscreen and leaking hood, I did question my sanity. The car also wondered, because I had to take the Liverpool exit from the M5 as I suspected that the fuel filter was getting blocked and had to find a sheltered spot (impossible) to fit a new one. It was horrible, the rain was really heavy, there was water over the road and a brisk wind blowing the rain in all directions. As it turned out, the fuel filter was fine, I think it was more than likely water wetting electrical equipment because after buying two new filters, on driving up on to the exit ramp to get back on to the M5 I drove through a sheet of water on the road and the engine died. I cannot print my thoughts or words, suffice to see that my yellow car turned green with the blue air expelled, but happily, after waiting a few minutes I could restart the car and I took off again, with trepidation, but it turned out fine. The rain hardly let up until after Yass. I stopped at Pheasant's Nest, chatted to an Alvis Club Member there, shook the water off me and then

# NATIONAL RALLY 2022 REPORT

kept on going. It was a slog.

As Richard Thwaites will tell you, the Hume Highway in an old car is not pleasant, but as I headed more into the countryside the rain did ease, so there were actually stretches of road where I didn't need the wipers on, but I do admit to being very relieved when I was able to turn off the Hume on to the Sturt Highway towards Wagga Wagga. I had only seen two familiar cars, John and Eve Hiscox in their 2 ½ litre Vee Eight and Russell and Jenny Turner in their Jaguar, so at least I knew I was heading in the right direction!

On entering Wagga, the Rally Inn was easy to find, and I was greeted by Ian, Victor and Jim, given my Rally Pack and asked to check in, and break out my silly hat ready for the evening's activities.

The Rally Inn was a very good choice. Good quality spacious rooms built around a large central courtyard with a pleasant covered area to sit around a long table and chat by the pool was ideal and the meeting room and dining area were excellent for our numbers. Our hosts and their staff were friendly and made the stay very enjoyable.

The first evening started with a welcome drink and a silly hat, both John and Eve Hiscox being singled out for their excellent chapeaux, and I did like the way the winner was chosen from a short list: by the warmth and volume of the applause from the audience!

We were given a very informative and entertaining talk by local elder Mark Saddler about the customs and heritage of his mob, and a history of the area in general from the viewpoint of the First Nation's people: really an excellent introduction to the region in which we were to be spending the next few days.

The committee had gone to a lot of trouble to find an ideal balance between tourist type activities, car and transport enthusiast attractions and free time.

Friday was probably the busiest day, with a visit to Junee where we had a tour of the Round House Railway Museum, which was excellent, the Liquorice Factory, which is a firm favourite on my visits to Junee, for lunch and product sampling and buying and then on to Monte Cristo Homestead for a talk and a self guided tour of the house and buildings forming the property as it now stands. I had always wanted to see what the place was like and while I did not feel that it was "Australia's Most Haunted House" as the brochures insisted, it was a fascinating restoration of a large and impressive house by the current owner and her Late husband, chock full of opulent Victorian era antiques to create an impression of what life must have been like in the house's heyday.

On the way back to Wagga we undertook an Observation Run over 42 km which was fun, I had Domenica Ashworth as passenger and question answerer with me and it was a wonderful opportunity to be able to talk and reminisce.

The evenings where we went to an outside venue, a coach was provided for us, so it made the logistics of herding over 40 Daimler Club Members and their friends much, much easier.

Happily we did not leave Brian and Vera Sanders behind at any time!

Friday was dinner at Magpies Nest Winery and Saturday at Cotton Tails Winery, where we also had a plasticine modelling contest and quiz to answer.

Each night the din of volatile conversation was overwhelming, the whole Rally was consistently social with lots of laughter and chat and smiling faces.

On Saturday, after breakfast we departed for Wollundry Olives (about 12 km out of Wagga) for a very good tour through the olive groves looking at the different types of olive trees and then the machinery in

# NATIONAL RALLY 2022 REPORT

the processing plant followed by a video of the methods by which the olives were harvested then turned into oil or preserved for table consumption and then a tasting and morning tea. Even the cakes and slices were made with olive oil, a great way to showcase the many uses to which the olives are put.

We were all given a free sample of the oil and many of us then purchased items from the shop on site including oil, soaps, and olives to take home and enjoy.

Fred and Andrew Butcher opted for a day at Temora Air Museum to take part in the flying day and saw WWII era planes buzzing about and reported that it was very enjoyable and a worthwhile day trip for them.

In the afternoon the rest of us could take our choice of alternative things to see and do or repair to the Rally Headquarters for some much-needed time to talk more, drink more and enjoy each other's company.

I am proud to say that I spotted the reason why Peter Towns' Empress was losing water, the radiator top hose was weeping from the radiator header tank connection and repositioning of the Jubilee Clip and retightening sorted the problem (a new hose has now been fitted for security).

The rally program gave us good details on the various alternatives to see and do including the Railway Museum in Wagga, the RAAF Aviation Heritage Centre and Botanical Gardens and Zoo.

On Sunday we had an old fashioned Motorkhana in the Motel Grounds, with Warren, ably assisted by Lindsay Price, myself and Ian Fletcher putting drivers through the gruelling paces of three different parking and driving tests. The best performance of the day was Eve Hiscox in her scooter!

The afternoon was a driving tour around Wagga, led by Malcolm Nixon in his delightful Fifteen Coupe showing us the city of Wagga, through Charles Sturt university and around picturesque Lake Albert.

Those wishing to could then see the rest of the sights and venues recommended by the organisers, some took a tour of Malcom's engineering works, travelling there in his amazing 1912 Daimler Bus and then a walk back to the motel to get ready for the evening's presentation dinner.

The presentation dinner was great. Victor acted a master of ceremonies and Awards were handed out, speeches given and even happy birthday sung to someone who was described as "in nappies" when he joined the Club in 1990 and was about to turn 60 (no guessing who that might have been).

I am sure there will be a list of prize winners printed elsewhere, but I was humbled to be awarded Rally Champion and embarrassed by the hearty applause when it was announced.

The Rally at Wagga reminded me fondly of the earlier National Rallies we have had. The numbers were smaller than peak attendances, but that allowed us a much better chance to speak with everyone there and it was definitely a very relaxed and friendly gathering.

I congratulate the Rally Committee Jim Gellert, Ian Fletcher, Victor Nash, Graham McDonald, Warren and Christine Cole and Malcolm Nixon on a wonderful Rally, which amply rewarded all their hard work and effort in planning and executing a faultless National Rally.

Now if only they could have knocked off the wet water and covid, things would have been truly totally dandy!

The announcement of the next venue for the National Rally in 2024 is eagerly awaited. The Victorian Daimler & Lanchester Club will be hosting us.

Peter Grant

# NATIONAL RALLY 2022 PHOTOS



# NATIONAL RALLY 2022 PHOTOS



# NATIONAL RALLY 2022 PHOTOS



# NATIONAL RALLY 2022 PHOTOS



# NATIONAL RALLY 2022 PHOTOS



## DAIMLER BUS HISTORY - AS SEEN IN RALLY PHOTOS

- Model CC-271 Daimler Chassis No.9 was built in July 1912 and shipped to Australia.
- On 25 January 1913 the Melbourne Argus Newspaper reported the Lord Mayor Melbourne and some Councillors were driven from St Kilda to the City and return in a new Daimler Bus which had been on service for 2 to 3 weeks
- The CC Daimler is powered by a 40HP sleeve valve engine with 110mm bore. The chassis is timber with two steel fish plates riveted each side of the timber. It is understood the unit was shipped to Australia as Bonnet and Chassis with a London "B" type bus body manufactured in Australia late 1912
- The Daimler was purchased by the Melbourne Motor Omnibus Company who went on to purchase five in total numbers: CC-271, CC-275, CC-400, CC-521 and CC-585
- It is interesting to note that the Daimler agent at the time was F. Massey Burnside and he went on to become General Manager of the Melbourne Omnibus Company
- Melbourne Omnibus Company ran Daimler buses until early 1920, when trams took over the services. The Daimler buses fleet was subsequently sold off.
- CC-271 was purchased by a farmer at Wangaratta named Vickers Frost, who removed the bus body and fitted a flat tray for transport of bee boxes
- The Daimler gave good service for many years until disaster struck the motor with a conrod snapping and pushing a hole through the aluminium crank case
- The Daimler was pushed into a shed and left in disrepair
- In late 2011 Malcolm Nixon in Wagga purchased the Daimler from Wangaratta
- Since purchasing the unit, Malcolm's company Nixons Engineering in Wagga Wagga NSW have rebuilt the chassis, repaired the diff, gearbox and driveline
- One of the largest challenges has been the remanufacture of the radiator with 400 brass tubes of 5/16" diameter purchased from the United States with Nixon's apprentices soldering the brass pipes to the end plates and a new bottom tank manufactured
- The motor is now repaired with the holes in the aluminium crank case rewelded, the crankshaft regrinded and four new conrods and pistons have been manufactured. Nixons Engineering have manufactured new sleeves for the motor out of special cast iron
- The Daimler is registered and on the road
- Research on CC-model Daimlers by Richard Peskett shows there were 582 CC Daimlers manufactured with chassis numbers 1 to 582. The CC models were then superseded by CD models with chassis numbers CD-583 to CD-799
- CC models started in June 1912 and ceased in 1914 when World War I started and Daimler's production line turned to making military vehicles. Richard's research states that in March 1913, 444 Daimler CC's had been manufactured.
- CC-271 with Chassis No.9 is a 1912 build and is the 9th chassis to be built by Daimler. It is the oldest Daimler CC known in the world. There is only one other known in the UK which is owned by Russell Cook and presently in an unrestored state
- In Australia this is the oldest restored Daimler commercial vehicle.

## 'DART' POWERS DAIMLER TO 'FINISHING' LINE!

**By Domenica Chincarini Ashworth - Daimler Lanchester Club of Victoria & UK - reprinted from Country Motor - She has authorised us to reprint it and has asked that it be published with a dedication to Warren Cole, in his memory as a Daimler and Daimler SP250 enthusiast.**

The SP250 could easily be considered Daimler's 'icing on the cake', before financial difficulties resulted in the purchase by Jaguar in May 1960. Before the marque's final curtain call in 2006, the Daimler brand had done its fair share of heavy lifting through its 110+ years of motoring history. More importantly, rarely does a marque achieve the length, breadth and scope of motoring as did Daimler, albeit via mergers and acquisitions. Its luxury status was embraced by embassies around the world due to trusted excellence in motoring, not forgetting Daimler's Royal Warrant from 1902 until the 1950s, when they were retired from official duties (still used as Royal limousines for special occasions, notably Royal weddings and the Queen was driving a Daimler until 2008). The Daimler badge appeared not only on cars, but on aircraft, military tanks, trucks, tractors, ambulances, buses, limousines, and hearses etc. In addition, the foundations of its motoring platform pre-1896, was the combustion engine powering the world's first motorcycle in Germany and powering boats down the Thames in London. Wow, what a breathtaking pedigree.

It cannot be emphasized enough, that this distinguished marque's feather in the cap, before relinquishing control to Jaguar company, was producing its very own 2.5 litres V8 engine powered Daimler sports car, literally the jewel in its crown. The SP250 was designed largely in an attempt to save the company from financial woes, aiming to capture a part of the very 'lucrative' US market and its appetite for sports cars emerging in 1950s.

Although planning for production of some 12,000 cars, only 2654 were made between 1959-1964. It was developed with a V8 engine enveloped in a revolutionary fibreglass body, giving it light weight adding to its agility, and spear heading its lightening speed production to a budget. Unfortunately, its sporting nemesis in Jaguars own E-type sports car in 1961, proved untimely and inconvenient for Daimler's SP250 to gain traction. Jaguar motor company understandably closed the door to SP250, securing its own sports edition's eternal success.

The chilling irony for Daimler in the SP250, however, was that the ambitious attempt at the sports car niche market, also played a part its ultimate demise. The SP250 was a major leap and big departure from its perceived conservatism, and it attracted its fair share of controversy at a time it could ill afford such publicity. It can be said that Daimler company was far too ambitious at a time its life force had all but been spent.

Nevertheless, it wasn't dubbed the 'Coventry Corvette' for nothing. It has been said, that the SP250 never quite equalled the sum of its parts, mostly due to budget constraints and commitment under the Jaguar flagship. In considering these parts, however, is it any wonder that unwittingly, they were the crowning achievement. Age is judging this car as truly remarkable for Daimler's herculean efforts in producing a true sports car in every sense of the word, in such a short period of time. This haste in production was not without its risks, necessitating design tweaks with 3 different iterations in the short 5 year production period.

More importantly, at this time, a V8 in an English sports car was rare, more usually used by larger prestigious cars. Rarer still, was the 'parent' V8 engine designed and produced entirely by Daimler, and not a 3rd party engine, which was a more common practice. Even more remarkable was the hemispherical configuration developed to boost power, making it more robust and giving the V8 more even combustion, the likely effect of which resulted in its rare and even tonality. (As a special note, at the same time a 4.5 litre V8 version was also produced for the Daimler Majestic Major, which enjoys 'cult' status!)

This sports car was to be called the Daimler 'Dart' for the launch at the New York motor show in April 1959.

## 'DART' POWERS DAIMLER TO 'FINISHING' LINE!

However, Chrysler raised its ire, given it had already patented the nomenclature 'DART'. Henceforth, it is named after its production number, SP250 derived from Sports 2.5 litre V8 engine.

This minor infringement seems to have commenced the SP250's motoring journey on the wrong foot, which was never quite able to correct itself, essentially due to bad timing and bad luck!

In the meantime, the vital statistic of the SP250 - powered by 2,547cc V8, hemispherical, 2.5 litre engine, designed by Edward Turner, a pioneer in engine design for Triumph motorbikes and his success has been rarely met, with his influence is still felt today. Given the car's US target market, he most likely looked to the V8 Cadillacs for inspiration. The engine featured overhead valves, aluminium cylinder heads and a five-bearing main cranks and twin SU carburetors, with a Borg-Warner automatic transmission. Initially, automatic versions were only available for the US market, obviously deemed more appealing, and where autos were common place. The auto transmission was subsequently made available for all markets as an expensive list option.

Otherwise, the SP250 was more usually mated to a four-speed synchromesh (not 1st gear) manual transmission.

Whether an auto or manual, it was an ingenious power house. It attracted none other than the UK police force, who recognised its unique potential as a high speed, agile, compact pursuit car in London's traffic, ordering 26 auto transmission versions, after testing the manual version, where they stripped the 1st gear and wore out the clutch! A hand fall were also ordered and delivered to the Australia and New Zealand police departments.

Not only were the police force capitalising on benefits of a light, quick, compact V8 for speed, but UK racing car driver, Duncan Black spearheaded the SP250 into sporting history jumping from E to C class in the Sports Car Club of America, only matched by AC ACE Bristol. Here in Australia it was the Geoghegan brothers winning races on Mt Panorama, Bathurst.

It is time to introduce you to my personal journey with the daring "DART"-registered, Signal-red SP250, produced in 1962. My "Dart" was purchased by husband, Keith, in 1983 and used as an everyday car. A 'rolling restoration', it has had 2 repaints, seats retrimmed, automatic transmission rebuild, engine rebuild, but otherwise a very original car. It has standard fitting disc brakes, optional wire wheels, interior leather trim, and a hardtop as a standard for all export cars. It was a car very near and dear to us both, being the car Keith proposed marriage. A resounding "yes", the 'Dart' struck at the heart of an eternal love affair!

I am proud to say that I earned my Sport250 driving badge as co-pilot in the Dart, under the helm of a highly accomplished driver.

We travelled up and down the eastern border of Australia, including several island-hops to the Apple Isle. It has taken us through snow drifts, flooding waters, steaming bitumen and smoking forests. It was intrepid, economical on petrol and has done thousands of kilometres, only suffering one flat tyre and a faulty petrol pump.

It's pouting lips enclosing the bonnet lid, under which reveals its full glory with a beautiful purring engine, a singularly wonderful v8 note, rather like music to the ear. Amusingly, it's "pleasing, deep, twin exhaust note which develops into a throb or bark" and has been described in the early literature as "rather too loud for most British tastes."

Oh, let me not forget a rather convenient big luggage compartment in the boot, bookended with those discrete fins.

One of my favourite memories with this personality-plus sports car, is the time we were driving the Hume Hwy homeward bound to Melbourne from one of many trips to Sydney. Our 'cruise-control' was surreptitiously interrupted by group of Harley Davidson bikies, gathering in an arc, hugging the Dart. While I was a little tense, not knowing what to expect, the unflinching Keith appeared unperturbed, yet 'flattered', maintaining his

## 'DART' POWERS DAIMLER TO 'FINISHING' LINE!

burbling SP250 steady and smooth at 70mph or approximately 4000 rpm. After what was beginning to look like a special escort or convoy, they re-throttled their bikes, and one by one, giving their thumbs-up, sped away, quickly disappearing into the distance. Relieved, I asked Keith what that was all about...he answered with a wide, wry smile and a chuckle-"they were assessing this unusual, seductive sports car, listening to the motor and clearly identifying with the surprising note of V8 hiding underneath the bonnet badged a Daimler!"

Much more can be said of this remarkable sports car, but from my perspective, this brings me back to its most misunderstood, polarising style. When launched at the New York Motor Show, the SP250 was described as the ugliest car on show...but, as an aside, I dare to compare the SP250 evolution in style to that of the voluptuous beauty bombshell in Sophia Loren, who was described as the ugliest baby ever seen by her wet nurse! Equally, the SP250 is finally revealing its becoming beauty with the coming of age.

The design is a complex balance of English classicism including Daimler's fluted or "crinkle" grill with V to denote V8, and adding the New World edginess with rear fins. It can be said, that the basis for which the draftsman/designer Jack Wickes designed the body, was a fanfare of motoring detail designed to encase its heartbeat, the piece de resistance...the superlatively balanced, sonorous V8-engine!

Excuse my indulgence in the Arts, but I cannot help but dub this car as an encapsulating Baroque beauty. A modern interpretation of the period Baroque, it employs illusionistic tricks of design, moulded in fibreglass to enclose the exuberance of music in the engine!!! While the design could almost be described as almost 'ordinary' compared to its eponymous rival (E-type Jaguar), there was the conscience attempt to bring the nose close to the ground for aerodynamic speed, sculpting it into the UK classic charm, and injecting the US wit of the rear fins. It cannot be overestimated that it was a composite that housed its most precious beating heart spearheading UK motoring into racing history. Yes, this 'object d'arte' is an extension of my artistic sensibilities. I consider myself driving a sculptural form, moulded glass, a rare and modern embodiment of 'baroque' form enveloping the engineering masterpiece to create polyphony in form and function.

While the E-type's revolutionary subliminal styling was Jaguar's departure in design, the SP250 instead preferred to directly reference its esteemed pedigree. It managed to assemble a pastiche of US taste meets UK classicism albeit re-imagined. This assemblage is typically described as the Baroque wonderment- a playful interplay and mix of styles, assembled to create a startling response.

Similarly, this response is a 'trademark' of the SP250 styling. While it's launch in New York, labelled it 'ugly', time has marked the SP250 maturing from ugly duckling to emerge as the dignified swans of distinction, holding unique place motoring.

Part and parcel of this rare distinction, like stepping inside a Baroque building through the front door to reveal equally stunning interiors, so too is opening the SP250's bonnet to reveal the proportionately exuberance of Edward Turner, 2.5 litre v8 hemispherical engine that harmonises a distinctive V8 sonority that, to this day, never fails to awe-inspire the young and old, alike.

In conclusion, the essence of the word Baroque was once said to "only be used to describe pearls imperfectly round" - never more appropriately applied to Daimler's SP250.

## 'DART' POWERS DAIMLER TO 'FINISHING' LINE!



## 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

# ALL BRITISH DISPLAY DAY

Please find on the next page the flyer for the Jaguar Drivers Club Hunter Region All British Day on the 30th July 2022.

As in previous years we ask that all clubs are set up in their allocated positions as advised by the marshals at the event and be in position before 0900.

The entrance gate as in previous years will be one location only at the car park area on Wharf Road and will be open by 0730 to allow plenty of time to enter and set up your display.

The gate will close at 0900 so the show can begin and for the safety of the viewing public.

We all hope that after all the postponements caused by Covid that this year will be a great year to meet and celebrate the All British Marque being what ever your selection is.

After all these delays we are all looking forward to view the new and old variations of the British Marque that form the collection of your great clubs.

The presentation will be made around 1300 on the day and that is dependent on the weather conditions on that day.

We ask that cars remain on the park till after the presentation is completed and the safety marshals are in place to allow a safe exit for your vehicle and the general public in the park

2NUR FM will be broadcasting on the day from 0800 so you can listen in on the station on your car radio or you phone.

The Covid regulations that will be present at the time of the ABD is unknown at this time but any new regulations will be advised and enforced for this great day.

We thank you in advance for your attendance at this great day and it will be a pleasure to see you all again after all this time.

Closer to the date of the ABD we ask that your club official advises us of approximately how many cars will attend.

At this time we have at least 3 Trade Displays present and 4 Food / Coffee vendors for the day. Please come along and support these local businesses as they are suffering after all the cancelled events over the last year or so.

We do have a "back-up" date of the 13th. August 2022 "pencilled in with Newcastle Council, in case the July event has to be postponed for whatever reason.

Thank you once again for your support and see you on the foreshore once again.

Ray Bond.

Grand Marshall All British Day 2022.

0414080063

# ALL BRITISH DISPLAY DAY



## HUNTER REGION All British Display Day



Saturday, 30<sup>th</sup> July, 2022



Display  
9am – 2pm  
Food stalls  
available

**Foreshore Park, Wharf Road, Newcastle East**  
Please notify President, Denis Shanahan  
if attending . . . [president@jaguarhunter.org.au](mailto:president@jaguarhunter.org.au)



# 1949 DAIMLER DB 18 CONSORT RESURRECTION

## 1949 DAIMLER DB 18 CONSORT RESURRECTION PART 73

### Fitting New Headlining Part 3

The work fitting the new headlining continues and unfortunately, I have had to backtrack to rectify problems with the trim pieces.

These problems arose when I tried to fit the cover piece over the join between the rear section of headlining with the middle section. Before I could fit the cover piece, I discovered that it was necessary to fit the trim pieces over the doors first. When I did that, they did not fit properly with the trim across the top of the windscreen. This resulted in having to remove the cloth from the windscreen trim and reshape the underlying timber. I should have made sure all the wood trim fitted together before rushing in and gluing the material in place.

It always pays to purchase more material than you need to cover any mistakes. I made sure that all the timber trim from the windscreen to the rear side windows fitted properly when screwed into their final positions before gluing their covering material.

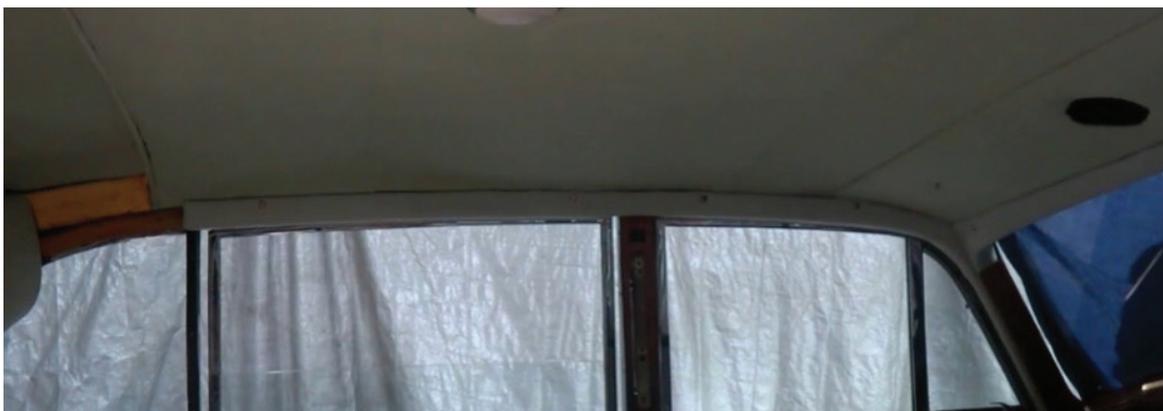
The rear section of headlining is attached to a metal hoop which is screwed to the roof timber and sits above the rear window. The material pulls forward and gets stapled to the top edge of the same roof timber where the middle section is stapled. The joint between the two sections is covered by the trim piece which I screwed into place. The only thing left to finish attaching the headlining is to pull the rear section back and staple it to the timber over the rear window. This process will also add the required tension to this section of the headlining.

Although the headlining is nearing completion, there is a considerable amount of work to be done before the interior of the vehicle is completed.

Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 73](#)

### Denis Leys



## MACS BRIDGE CAR FESTIVAL

TSOAQ have reluctantly taken the decision to cancel the festival due to take place on 22nd May, due to the saturated condition of the Duncan Range. We recently completed an inspection of the facility and unfortunately there has been insufficient time for the ground to dry after the heavy summer and autumn rains. The waterlogged state of the area has not allowed the area to be mowed and there is minimal chance of the ground drying sufficiently to allow safe access for vehicles later in the month.

To those classic car owners who have already paid for their pre-entry tickets we will refund their moneys, can those owners with pre-entry tickets advise Murray their bank account details and we will organise a transfer.

## BEFORE AND AFTER

I received this photo recently of the Queen and Duke alighting the Royal Daimler DE36 limousine 51707.

This is on the Australian leg of the 1953/54 Royal Tour at Newcastle NSW.

It's quite a rare photo as the Royal couple usually traveled in the All Weather or one of the 2 Landauettes.

I rescued the remains of this car that was burnt out in a bush fire in QLD in 1995 and have preserved them and could possibly restore the chassis...one day.

Mark Bearman - Western Australia



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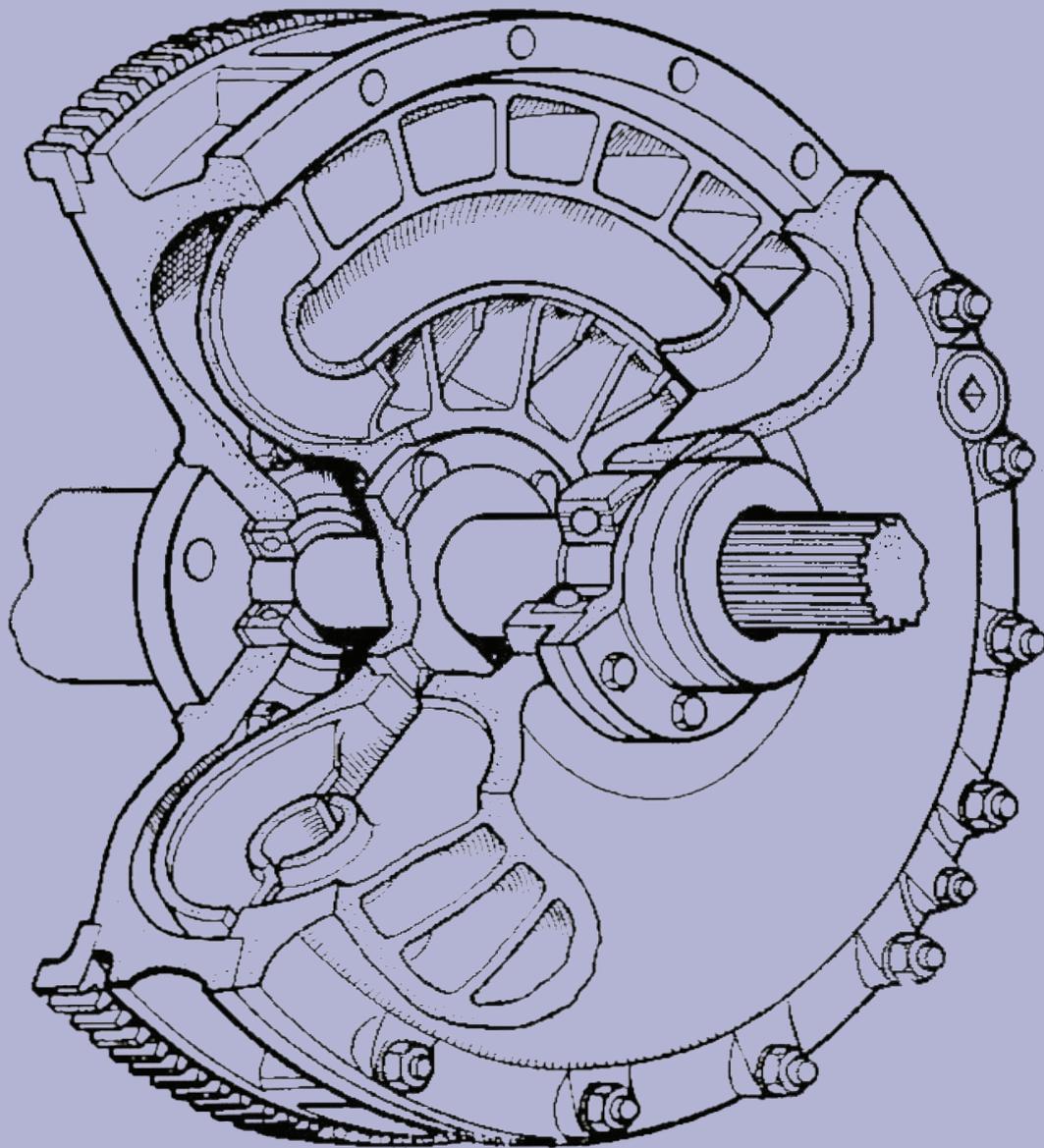
## DB18/CONSORT PARTS FOR SALE

Dear club members, it is my melancholy duty to tell you that Paul and I are no longer Daimler owners. That's the cloud bit. The silver lining bit: over the past 20-odd years we've accumulated a stock (=heaps) of mechanical and electrical parts for the classic DB18, although many parts are also compatible with the Consort. We have a drum-to-drum rear axle, a steering box, the entire steering linkage from steering box to road wheels including original track rod ends and just about a complete front end suspension. But wait! There's more! There's a couple of complete gearboxes plus plenty of gearbox parts, several engine parts including a flywheel with the starter ring gear still in good condition, a complete cylinder head with valves, pushrods and rocker arms, several starter motors, dynamos in Lucas' special equipment finish, a water pump, oil filter and housing, regulator/cutout boxes, trafficator switches, trafficators, a radiator grille and God knows what else. All prices to be negotiated in a gentlemanly manner...how else? If anyone needs any parts you can get me on [stevemoore47@iprimus.com.au](mailto:stevemoore47@iprimus.com.au) or mobile 0435624638.

Thanks in advance.

Cheers

Steve



Please address all correspondence to:

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

[www.dlocaustralia.org](http://www.dlocaustralia.org)