

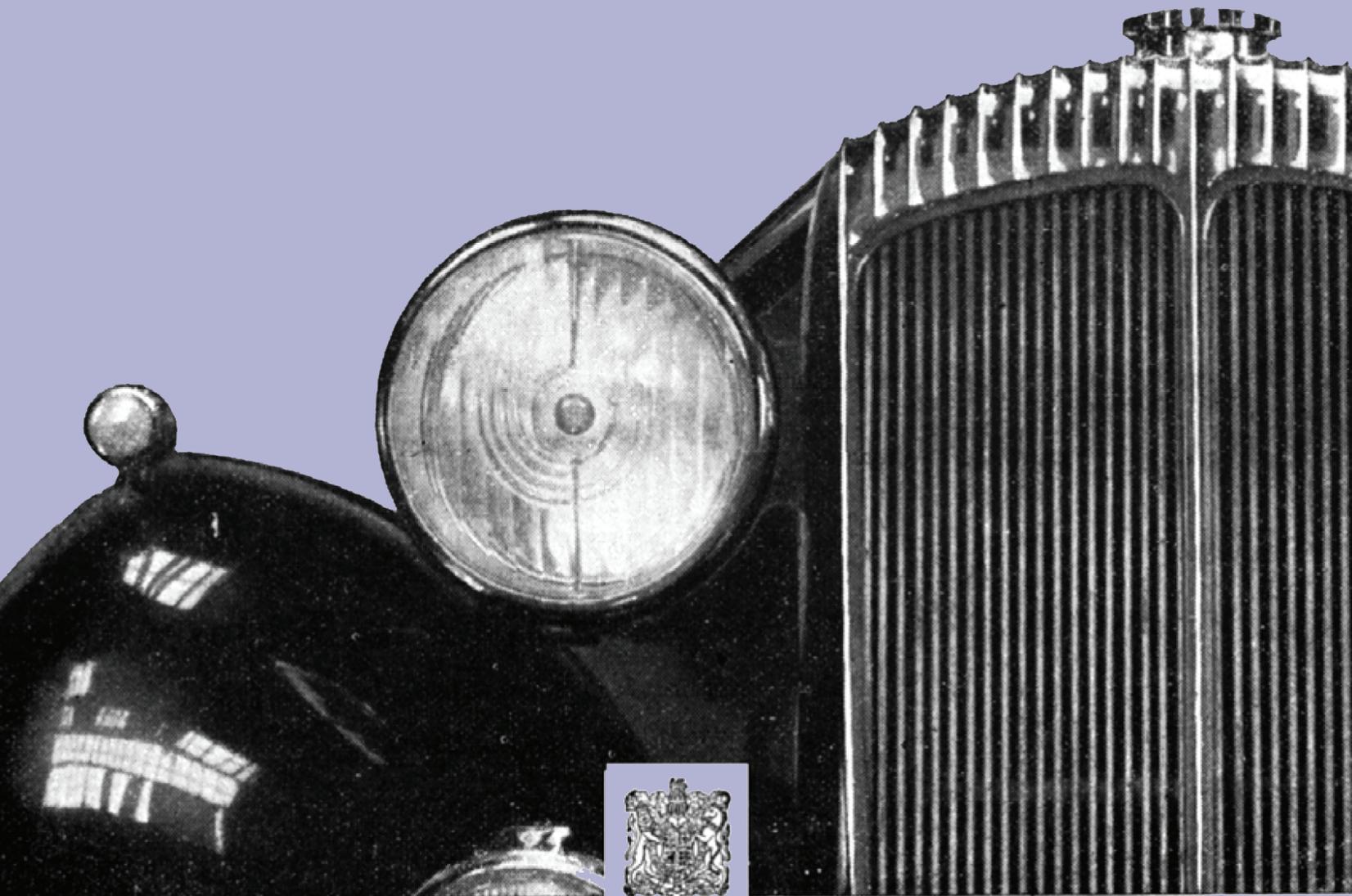
Daimler

&

Lanchester

AUGUST 2022

FLUID DRIVING



BY APPOINTMENT

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

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| SP250 Convener | Tony Luongo | 0438 438172 | TonyL63@outlook.com |

OUR NEXT MEETING

7:30PM MONDAY, 5TH SEPTEMBER, 2022 AT RYDE EASTWOOD LEAGUES CLUB

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

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

The articles appearing in this Journal are taken from various sources and are for your general information and enjoyment only. Readers are advised to use caution in following any technical advice that may be given in these articles as the Club and the Committee can give no assurance as to their accuracy or reliability.

Please address all correspondence to:

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

MARQUE REGISTRARS

| | | |
|---|-----------------------------------|--------------------------------|
| BSA & Other Pre-War | Robert Brandes | 0427 274 004 (mob) |
| Lanchester (to 1931) | Tony Falstein | 0402533131 (mob) |
| Sleeve Valve | Michael Barnes | 0417405766 (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 | 02 4739 3301 (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 (H) |

SUPPORT OUR VENUE

RYDE EASTWOOD LEAGUES CLUB - RYDALE ROAD WEST RYDE MEETINGS HELD ON THE FIRST MONDAY OF EACH MONTH

Ryde Eastwood Leagues 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 Leagues Club and providing patronage to the club as a reciprocal thank you for their generosity.



PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

This month's report was going to be written on a very upbeat note but events have overtaken that hope. Our run which was scheduled for Sunday 14 August was postponed as a number of members indicated that while they would have loved to come, they could not attend, whether for health reasons or just calendar clashes, so stay tuned for an alternative date.

The other disappointment is that the host of the All British Day The King's School has announced that the groundsmen are not confident that the field will be sufficiently dry by the second week of September to have the cars displayed so has cancelled the event. This is galling on so many fronts. I was hoping that it would be a great "shot in the arm" for our Club to attract a good representation of cars and members and to start the warmer part of the year on a "high"; the National Museum of Australia was enthusiastic about bringing the Royal Tour Daimler to the Display and this will now not be happening and I delayed an overseas holiday so as not to be away for the Display Day! The All British Committee will be meeting to discuss if there are any alternatives available.

It is a worrying signal that finding a host field will be ever more difficult for us to display our vehicles to the public. Your committee will let everyone know as soon as there is any news on this front.

Peter Grant

COMING EVENTS

| | |
|--|--|
| September 2022 Monday 5 | DLOC Meeting - To be held at Ryde Eastwood Leagues Club, commencing at 7:30pm. PLEASE NOTE THE CHANGE IN VENUE AND THE CHANGE IN DATE. We look forward to seeing everyone attend. |
| August 2022 Friday 19 to Sunday 21 | SP250 Run - Cootamundra Sprints, Fri-Sun weekend away, Refer previous emails sent or contact David Stoodley or Tony Luongo. |
| September 2022 Sunday 11 | All British Day - At Kings School Parramatta. CANCELLED |
| April/May 2023 Thursday 13 to Monday 1st | Circumnavigate Tasmania - I have block booked accommodation and the ferry for this event and there are still a couple of spaces to be filled. You do not need to bring your Daimler, just a vehicle. If you would like to see the itinerary showing places and events, please contact me. Or you can fly and rent a car as one couple is doing. John Hiscox 0438 225 884 de27@bigpond.com |

BEWARE WHEN YOU SPRAY



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

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

Jaguar Display Day at Newcastle Foreshore 30th July:

We had six spots available on the day, unfortunately only three SP's and one saloon were able to attend. It was a beautiful sunny day with a great run up the freeway. There were many visitors showing a lot of interest in the SP's. Thank you to Mark and Tracy Brooks for organising.

OTHER NUTS AND BOLTS

Sadly we have been informed that the grounds at Kings School Parramatta are unable to be dry enough for the All British Day and it has subsequently been cancelled.

RUNS AND MEETINGS

- Cootamundra Sprints Saturday 20th August, Fri-Sun weekend away, Refer previous emails sent or contact David Stoodley or Tony Luongo.
- David Stoodley has been invited to be the speaker at the Royal Automobile Club's next monthly Fluid Friday, 26 August, which is a casual dinner for motoring enthusiasts with their partners and friends. David will be discussing his SP450 project. David and Dallas will be bringing the SP450 for display and, for comparison, Stephen and Helen Figgis will bring their SP250. For further information please contact Alan Hunt.
- All British Car Display Kings School Sunday 11th September (Now Cancelled)
- Brooke's Car Rally Fundraiser Sunday 30th October, more details to follow (Mark Brooks)
- Boating excursion on Sydney Harbour 13 November 2022 "Martindale" a beautiful 90 year old vessel. Please note, only two positions are left. If you wish to partake contact Tony Luongo or Graham Patterson.
- Martindale was first launched on 19th July 1932. It is an auxiliary ketch rigged motor yacht, 66ft in length, with a beam of 14ft 2in, a draft of 5ft 10 in and a gross weight of 56 tonnes. Her hull is made of jarrah and her deck is teak. Pick up will be from Alexandra St Wharf Hunters Hill at 12 noon. There is street parking available in Alexandra St. It is suggested that people bring something easy for lunch to share and you will also need to bring your own drinks. Hats and sunscreen will also be required as it will be a nice sunny day. The trustees of Martindale would appreciate a donation. People usually donate \$20 - \$50 per head. There is only room for 20 people so please book-in early.
- Saturday 3rd December, SP250 Christmas Party. The date is set, venue yet to be decided. Please keep the day free.
- Circuit Run of NSW October 2023 (Stephen Figgis)

SP250 EXHAUST NOTES NSW

Regards
Tony Luongo & Mark Brooks



Photos from the May run
at Wollombi



FOR SALE

Daimler V8 250 saloon, 1969 MK II

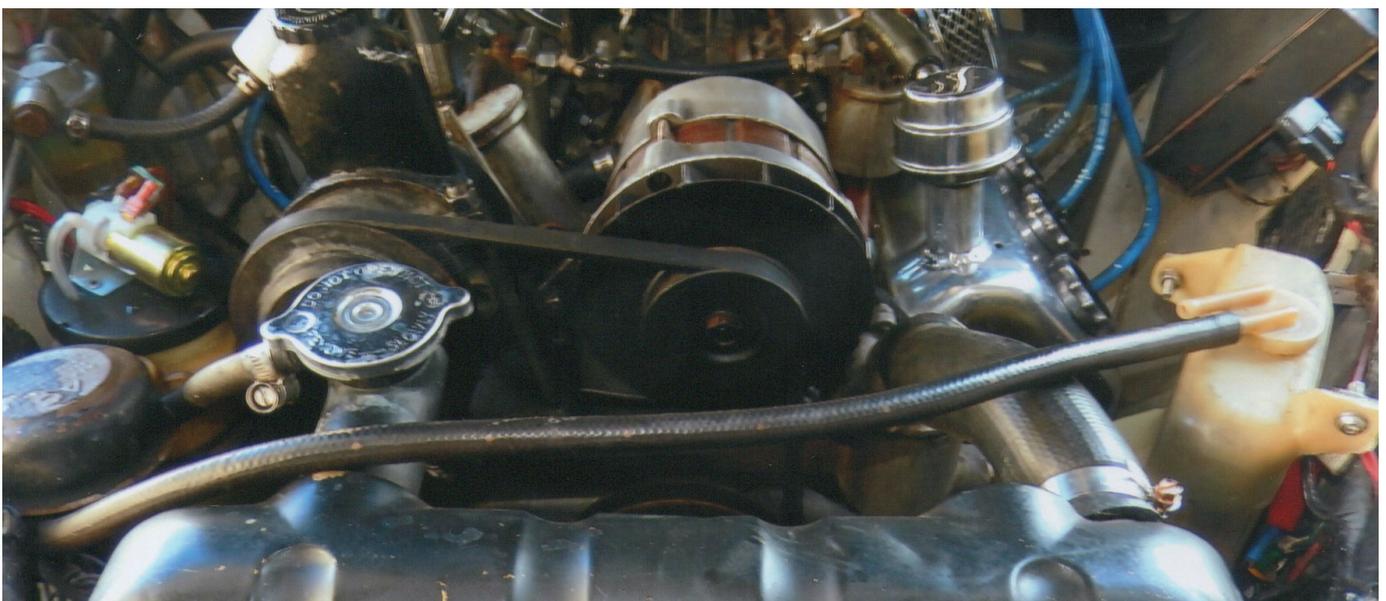
Dual trophy winner Wagga Wagga National rally, Car no PIK 40073W Body No, 4K4121 Engine No 7K4006. Vehicle owned for 28years, History known from mid 80's. Engine & auto transmission overhauled 18,000 miles ago. Full Connolly leather trim, carpet & woodwork replaced 2002. Body fully restored to concourse standard 2020/2021. To be sold unregistered to a NSW buyer as it is a Victorian registered car.

Extras include 1 Motolita wood rim alloy steering wheel, 72 spoke chrome wire wheels with Daimler knock offs, Rack & Pinion power steering, electric ignition & radiator fan, all rubber replaced, 4 inertia reel seat belts.

Old English white with red interior.

NSW buyer price as is \$48900.

Contact Graeme on 0428 678 878.



FOR SALE (CONTINUED)



WANT TO BUY AN UNOBTRUSIVE LITTLE DAIMLER?

After 22 years, the time has come, I feel, to find another custodian for my 2.5 L Empress, aka “Her Imperial Greenness”. It became clear driving to and from the Wagga Wagga rally in April that the steering and braking had become much heavier. Actually they hadn’t, but it was four years since it had been on anything but short local runs, and I was four years older and now in my ninth decade.

Bought in September 2000 from an enthusiast in Sydney, this car is a Hooper-bodied saloon on the same chassis as the Barker Special Sports – DB18, but with twin SU carburettors, overdrive Wilson gearbox and worm-drive diff. 96 of them were made, from 1949 to 1952. This one left Hoopers in April 1951, and has been in light, private use ever since. Except for brief rest periods (being painted, rewired and the like) it has never been off the road. It was imported to Australia in 1997 by the previous owner. Its complete history is known, courtesy of UK DLOC historian Brian Smith. Since about 1980, in the hands of its last three owners, it has been a prime example of the infamous “rolling restoration”. Records are available of work done over this time.

Apart from a bare-metal respray in the original two greens in 2005, plus a recent paint touch-up, virtually all the other work has been mechanical or electrical. Apart from regular servicing, brakes, steering, suspension, carburettors, gear linkages, cylinder head, distributor, wiring etc etc etc have all been repaired/overhauled as required.

With the exception of installation of an electric fuel pump, as far as possible the only departures from originality have been to make the car safer or easier to drive in modern traffic (headlight upgrades, flashing turning indicators, wiper upgrades, wing mirrors, LED stop/tail globes etc)

In 1996 the car was fitted with a fully-reconditioned, ex-UK-military DB18 motor, which (while not strictly original) is a huge asset; the over/under sizes used are on a brass plate on the block. While a tad cumbersome in urban traffic, it is a fine highway car, and returned 24 mpg on the run to/from Wagga Wagga. The interior is virtually original (including the rear-seat sheepskin mats), and its verifiable mileage is 77737. There will be a party in 40 miles. Original-specification cross-ply tyres are fitted. The car has been to every Australian National Rally since 2000, as well as the UK Centenary Rally in 1996, all without a hiccup. There is lots more to tell.

I have no idea what a fair price might be, but I am certainly not looking to make a killing – far from it. I am at least as interested in seeing it go to a home where it will continue to be used, appreciated and cared for. I would appreciate contact from interested folk who might discuss severance terms (ptowns@iinet.net.au).

The car has been on full road-registration (Victoria EMP999) for the last 20 years. While it would fail a RWC at present (see if you can guess why!) it should be straightforward to get to a roadworthy or club-reg-worthy state.

A couple of photos might whet your appetite.

Peter Towns

ptowns@iinet.net.au

WANT TO BUY AN UNOBTRUSIVE LITTLE DAIMLER?



MID WINTER RUN JULY 2022

Well finally after cancelling this joint run because of Covid since 2020 we had a successful Mid Winter Run. The clubs that participated were Rover, Alvis, Armstrong–Siddley and the Daimler Car Club.

The Rover Club were out in force with fourteen members and family attending in at least eight cars. Most of them met me at the M4 Eastern Creek MacDonalds for breakfast. A good cup of coffee and ...

The morning began with very heavy wet weather so I can understand some people would have stayed home however by the time we drove to Wentworth Falls the rain had cleared.

The weather certainly was boat material.

The other clubs came mostly in modern cars but there was one Armstrong–Siddely Sapphire and a Whitley and MG as well.

Daimler members enjoyed the company of past president Jim and his wife along with Peter Grant and others. The room certainly filled up at the Grandview Hotel and I counted about twenty eight had come to lunch.

Joint runs are in my opinion an important activity and I would like to see more members come along to future joint runs and club events.

The Grandview has a very warm and cosy atmosphere especially on such a wet day. I even found a piano in the next room and discovered it was a Russian piano!

Quite a few of the Rover cars were the 'new' Rovers from the late 1990's which included the Rover president's wagon. Everybody I believe had enjoyed the day and by mid afternoon the rain had returned to accompany us back home.

As far as I'm aware the Alvis club will arrange next years run.

I look forward to seeing more members at the Pioneer village in Wilberforce in August.

Ray Palmer

Events Director



ALL BRITISH DAY AT KINGS SCHOOL - CANCELLED

As mentioned in the President's Report the grounds at Kings School are still very soft and have not dried out sufficiently to give the groundsman confidence that they will be dry enough by mid September. As such they have made the difficult decision to cancel the event.

We are waiting on plans as to what can be done or if it can be re-scheduled but at this stage we know it will not be taking place on September 11.

Russell Turner - 0419 980030

MEMBERSHIP CARDS

It was decided at the last meeting that the issue of membership cards be discontinued except for those on historic plates. The cards have no significant value and are not needed for any regulatory purpose. At a minimum it will save the club a postage and stationery cost. Nevertheless, should any member require a card it will be sent to them.

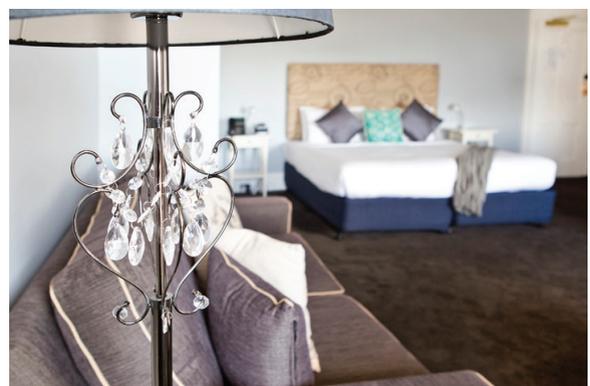
John Hiscox
Membership Secretary.



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 AUGUST 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 MONDAY 1 AUGUST 2022

The meeting commenced at 7.41pm with Peter Grant in the chair.

Apologies :

Russell and Jenny Turner, Ian Fletcher, Linden Braye, John Steel, Graham McDonald, Ray Palmer.

Previous minutes:

The Minutes of the previous meeting were taken as read and approved. Moved: Mark Brooks, Seconded Jim Gellett. Carried.

Business arising from Previous Minutes :

John Hiscox spotted that last month's Minutes were headed May rather than July.

Correspondence :

Fluted Grille Magazine.

Alan Hunt donated his latest UK Driving Member Magazine to the library as it featured two articles, one by Peter Towns on the Wagga Rally and another by Domenica Ashworth on the SP 250.

John Hiscox received a message from Graham brown who has now driven his century 4700 miles since restoration with only a slight top up of the flywheel needed. Henry Follett (US DE27) has also written to thank the Club for the Driving in Style Book and the warm welcome he received on joining.

Business arising from Correspondence :

Nil.

Secretary's Report :

Russell spoke with Peter Grant by telephone and gave the latest news on All British Day (see under that heading).

Treasurers Report :

The Treasurer provided a comprehensive report as to the club's accounts as follows:

Cheque Account Balance @ \$13,867.81.

Term deposit @ \$11049.61.

Lanchester fund remains as a deficit @ \$528.20

New Members :

Nil

John Hiscox received an email from Tony Fardoe UK Club President that they no longer issue membership cards, rather proof of membership will be on the Club Magazine address label. John asked if we could also dispense with the cards, but the response was that they are required for those with Historic Plated vehicles as proof of financial membership. It was agreed that the cards would be issued only to those who have Historic or Classic plated vehicles and that they would be handed out when the white RMS form is returned to the owner to enable the car to have its registration renewed.

Alan Purss and Len Koles have yet to renew their subscriptions.

MINUTES OF AUGUST 2022 MEETING

Social Report :

- 14 AUG: The Club Run this month is to Norman Lindsay Gallery at Springwood. Please ring Ray on 0409 465 446 if you are coming as if numbers can be supplied prior to the day we get a group booking discount. Ray will be at McDonalds off the M4 at Eastern Creek and suggests meeting there at 9.00 a.m. for coffee and then leave at 10.15a.m. for the Gallery. If you are driving there direct plan to be there before 11.00 a.m. ready for the tour at 11.15 a.m.
- 11 SEP: All British Day at the King's School, Parramatta.

Website/Editor:

The written report on the Combined Run will appear in next month's edition, it missed publication this month.

Registrars:

John Hiscox has received a seven-page history of the Dockers and Daimler from an enthusiast and it will be published in instalments in the club magazine. We will try to source illustrations to accompany the text for member's interest.

Regalia:

Ten 60th anniversary of the V8 saloon lapel badges have arrived and were shown to members. John hiscox has purchased one. They are reasonably priced at \$15.00. Peter Grant has the remaining 9 and will bring them to All British for sale.

SP Notes:

The 2022 PasSPort has arrived. A very comprehensive publication of SP owners around the world.

Mark reported on a good Newcastle Display, with three SP's and one V8 saloon attending.

Don't forget the SP Register is organising a trip to the Cootamundra Sprints on 20 August 2020. If interested contact Tony Luongo or Stephen Figgis. A weekend run on the Friday (19/8), Saturday (20/8) and Sunday (21/8) is planned.

Library:

Material has been donated to the library from John Hancox (Qld), Richard Bowen (Vic) and John Hiscox.

Conditional Plates :

Christine Cole has been spending a lot of time at Service NSW lately. One rather unfair aspect of the Historic Plate Scheme is that inheriting a car is considered the same as a transfer and as Historic Plates are not transferable new plates have to be issued and paid for, whereas for fully registered vehicles this would not be the case. The club is going to ask CMC and also the responsible Government body to consider amending the system (as has been done in Victoria).

Technical and spares :

Alan Hunt has had intermittent electrical problems with the SP 250 and the problem has been traced to a faulty rotor arm (button). The part had been supplied with the electronic ignition system only 3 or so years ago. A good precautionary tale if you have similar problems, the rotor was shorting and arcing at 3500 revs causing problems with engine performance.

MINUTES OF AUGUST 2022 MEETING

For Sale or Wants:

Chris Cole will start cataloguing cars that will be for sale that may be of interest for members.

The Century New Drophead Coupe was written off in Warren's accident and will be auctioned through Manheim at Moorebank on behalf of the insurance company in the near future.

Graham Martin (Vic) is to sell his V8 250 saloon ex Brian Sanders.

CMC:

Nil

All British Day:

The date for the Display is fast approaching. Alan Hunt asked whether the Club was going to make the effort to get some of our significant cars to the display and it was agreed that Peter Grant would request John Hurst to attend and bring his wonderful 35/120, Victor will contact Rodney Henderson about his 1912 38HP Daimler. Chris Cole's Lanchester is not running reliably at the moment as it has water pump problems.

There will be further discussion re the set up on Saturday, appointing judges and other matters that can be done ex the club meeting.

General Business:

Victor Nash and Alan Hunt have been instrumental in establishing a motoring enthusiasts' group within the Royal Automobile Club, based at the Club's premises in Macquarie Street in the city.

The Club has a "Fluid Friday" each month where recently a guest speaker has been invited to talk and an informal dinner and a few drinks are enjoyed rounding off the working week. The next evening being held is on Friday 26 August 2022 and the RAC is delighted to welcome David Stoodley to talk about his SP 450 project and the car and two other SP 250's will be on display in the Club Garages for guest and members to view and admire. DLOC members are encouraged to attend and enjoy the club's beautiful rooms as well as enjoy what will be a very interesting and relaxed evening of a mix of technical and social. Alan Hunt is your coordinator

There being no further business the meeting was closed 9:47pm .

PLEASE NOTE THE CHANGE TO THE NEXT MEETING VENUE AND DATE:

The next meeting of the DLOCCA will be 7:30PM MONDAY 5 SEPTEMBER 2022 at RYDE EASTWOOD LEAGUES CLUB 117 RYEDALE RD WEST RYDE.

TASMANIAN TRIP BEING PLANNED

The club is planning a two week trip around Tasmania commencing Thursday 13th April next year. We will visit The Nut, Cradle Mountain, Strahan, the rack railway to Queenstown, the Gordon River, Hobart and the Salamanca Markets, Bruny Island, Port Arthur and up the east coast to Launceston and the Tamar River region, before returning to Devonport and the trip home, arriving back to Sydney on Monday 1st May.

I have block booked accommodation and the ferry for this event and there are still a couple of spaces to be filled.

You do not need to bring your Daimler, just a vehicle. If you would like to see the itinerary showing places and events, please contact me. Or you can fly and rent a car as one couple is doing.

John Hiscox 0438 225 884

CONDITIONAL PLATES REGISTRAR

Hi everyone, Just to let you know, as of now, I am able to carry out the duties of conditional plates registrar. The RMS have been notified and have confirmed the notification. I have the club stamp and all is ready to go. Any inquiries are now able to be directed to me.

Should members find a problem with the RMS they simply request the counter staff to contact the Conditional plates section of the RMS referencing the Vehicle Program where my details are now nominated in the RMS computer. Their direct phone number is 1300791186.

For any clarification please contact me. Stay safe and regards

Russell

FOR SALE - V8 MANUAL OVERDRIVE SALOON

1968 250V8 manual, with power steering. \$46,000. ONO.

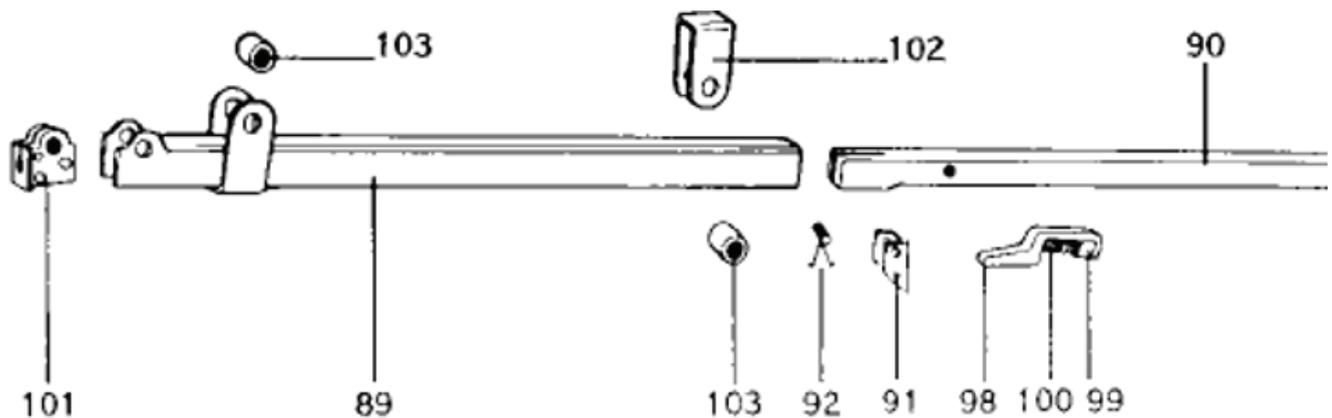
Ron Jones Phone no. is 0408 649 435

Car is in Berrima.



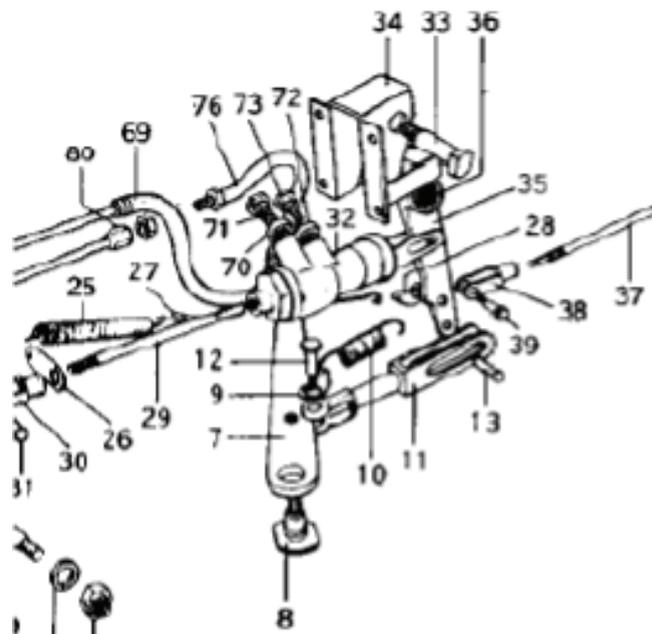
CONQUEST CABLE REPLACEMENT

Sooner or later, a Conquest driver will give the usual yank on their handbrake handle and find it pulls right back to the end of the rail, with no resistance. The inner cable will have parted.



The Conquest handbrake design has the inner cable captured within the flexible metal conduit so that you cannot replace the inner cable without re-attaching at least one of the fixed end ferrules. The cable is about 20 cm longer than the conduit through which it moves. The handle or top end has a fixed channel (No.89) and a sliding inner channel (No.90) to which the cable is anchored. The yoke at the other end of this cable links to the brake rod lever that also connects to the footbrake master cylinder. Because the ferrules at each end are permanently fixed, both the conduit and the final yoke must be in position on the cable before the ferrule is attached to the bottom end of the cable.

The Daimler manual does not show the bottom connection of the handbrake cable at all, but you can see the lever (No. 7) below, and the eventual link to the rear brake operating rod (No.37).



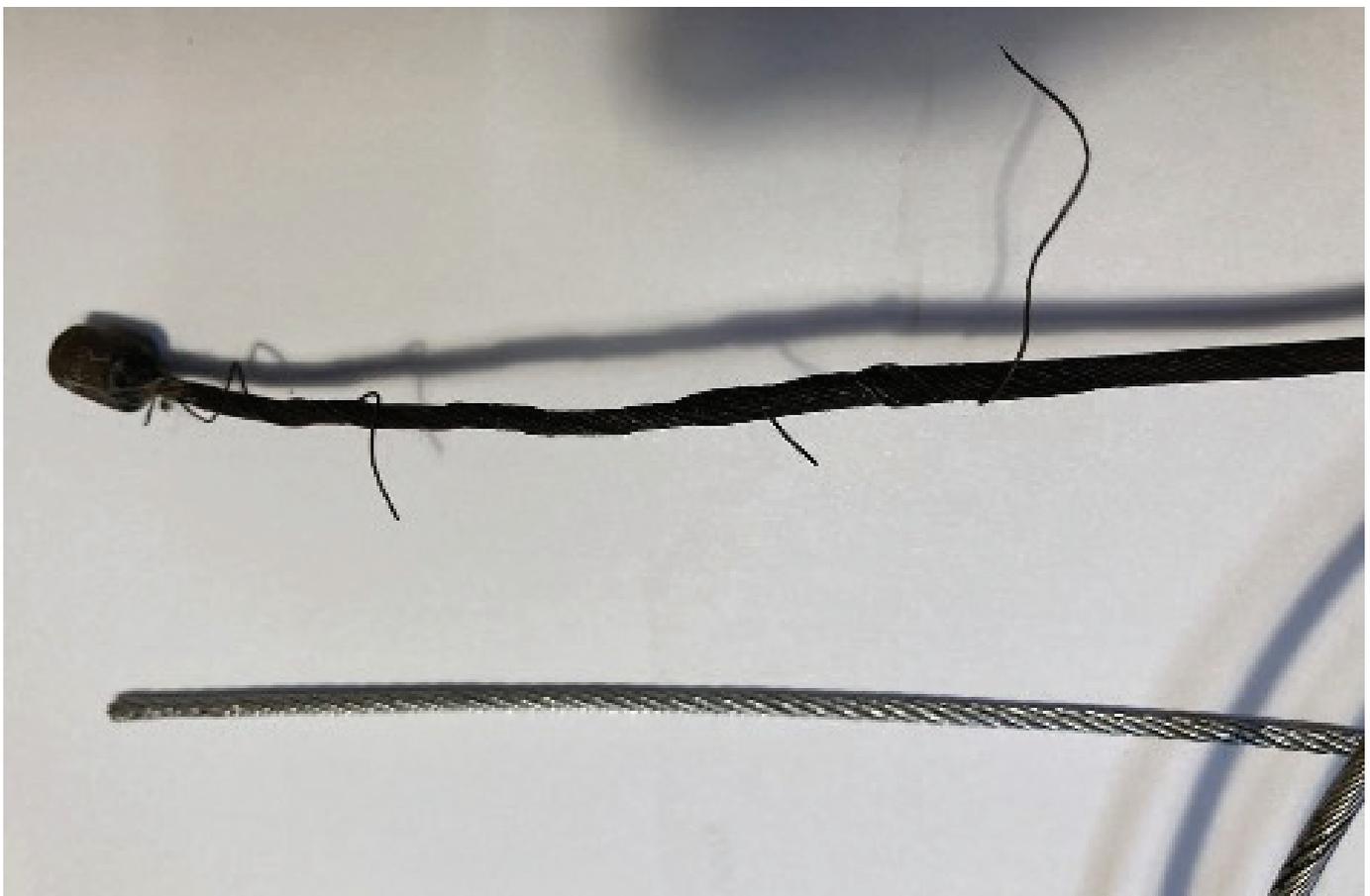
Looking for a replacement cable, I was basically laughed at by most brake shops, except one who said he could send away to have one made up for \$500. One of the UK Daimler parts sources had advertised assembled sets for about the same cost, but stated he would not freight to Australia. And this was BEFORE we trounced UK in the Commonwealth Games!

CONQUEST CABLE REPLACEMENT

As a temporary fix for a 100km run I didn't want to miss, I found I could jerry-rig a bicycle rear-wheel handbrake cable to do the job, using the one intact ferrule of that cable at the handle end, and creating a loop to hold the yoke at the other end, bound as tightly as possible with a very small shackle. It lasted the day, and will be retained for emergencies, but I would not trust it for the long term.

My local DIY circles, including farmers, suggested various gimcrack options including using a length of galvanised multistrand wire from a Hills hoist. Another suggested a marine rigger might put one together. There aren't many marine riggers in Canberra. Stainless steel balustrade cables (used architecturally) have the attraction of coming with a range of fitments that could allow for in situ tension adjustments, but I was not confident that the swaged terminations would be reliable enough or would fit on the short lengths of exposed cable available outside the conduit.

Fortunately, a friend in the local Antique and Classic club, who is a precision fitter by trade, thought he had some suitable cable lying around. We looked at a couple of options including some high-tech cable used to operate the flaps of light aircraft, but we settled on some general-purpose multi-strand stainless steel 2.3mm cable that he had used for clutch and brake cable on other old vehicles.. He turned a couple of replacement steel ferrules for me and attached them to a new length of cable by pushing the ends through a bore in the ferrule, then splaying the cable strands and silver-soldering them. To get the length right, we attached one ferrule, pushed the cable through the conduit and fixed it temporarily in the end yoke, marking the position for correct tension at the lever by fixing the cable with a brass electrical cable connector held in place with grub screws. We then took it all out again to solder the permanent ferrule on the bottom end of the cable at the point marked by the brass temporary connector.



CONQUEST CABLE REPLACEMENT

The old cable had frayed through, strand by strand, at the handle end, where the cable passes from its anchor in the pull-handle into the cast alloy terminating block (Daimler calls it a “cable abutment” – No. 101 in the drawing). This anchors the external conduit at the end of the handle assembly, and there is another one at the other end of the conduit, attached to the chassis. If the cable does not enter the conduit perfectly straight, the cable strands can rub on the edge of the conduit opening. This happens mostly when the handbrake is fully released and the handle pushed right in, because that is when the cable is likely to be at more of an angle to the conduit terminating block. In other words, the fraying at the handle end happens when the handbrake is released, not when it is under tension, whilst fraying at the bottom end is more likely when the brake is under tension. The old frayed cable (unbroken bottom end) and a sample of the new cable are illustrated.

The new cable has a rougher surface than the original, but the finer strands exposed at the surface of the original cable leads to fraying that will increase friction, allow frayed strands to jam the conduit, and eventually break the cable. I made sure to lubricate the new cable with bearing grease before locking it into the conduit. I'll also make a practice of leaving the handbrake lever a centimetre or two shy of fully pushed in, to reduce any angular pressure at the conduit entry.

One good thing about the design is that the handbrake cable never carries more than about 1/3 of the strain that is passed to the brake rods and shoes, because of the mechanical advantage in the way the handbrake lever connects to the main brake rod.

JUST A BRIEF REMINDER OF DAIMLER HISTORY

It was about 1890 that Frederick Simms visited Germany and met Gottlieb Daimler, resulting in a deal that allowed Simms to use all the Daimler patents in Great Britain and its colonies.

He then set up the Daimler Motor Syndicate Ltd in 1893 to act as the agent for any sales that may occur. However a Mr Harry Lawson, owner of the British Motor Syndicate, agreed with Simms and his board members to buy them out, in return for shares in a new company, The Daimler Motor Company Ltd. Simms stayed on as a director for two years and Lawson for two more years.

Henry Sturmeay became the chairman until 1904, but after financial problems a new company, Daimler Company (1904) Ltd, was created with Sir Edward Jenkinson as chairman. Public funds were raised to buy the assets of the old company and in 1906, Jenkinson gave way to Percy Martin, an American. This continued, with cash flow problems, until 1910 when BSA under the stewardship of Dudley Docker, took it over and created a new subsidiary, The Daimler Company Ltd. Percy Martin continued his employment, rising to chairman in 1929, while Lawrence Pomeroy became managing director.

Then Dudley's son, Bernard took control of BSA in 1941 lasting 15 years until replaced by Jack Sangster in 1956. That in itself is another story involving his later-to-be wife Norah. Meanwhile, Jaguar Cars Ltd were running out of space, resulting in Sir William Lyons doing a deal with the BSA board to acquire Daimler.

From then on the British motor industry becomes a mess. In 1966, Jaguar was taken over by BMC, becoming British Motor Holdings and then British Leyland Motor Corporation and Daimler going along with the flow. In 1975 the labour govt nationalised the business with a new company British Leyland Ltd and shortly afterwards renaming it BL Ltd.

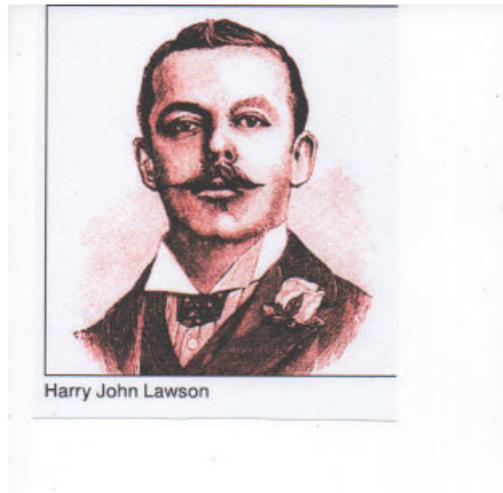
Then Sir John Egan appears on the scene and managed to demerger Jaguar (and thus Daimler) from the government conglomerate, forming Jaguar Car Holdings Ltd and changing . its subsidiary company's

JUST A BRIEF REMINDER OF DAIMLER HISTORY

name to Daimler Motor Company Ltd (why bother). Then Ford comes along in 1989 and buys Jaguar, but in 2008 onells to Tata Motors of India.

The last car to sport the Daimler name came off the production line in 2007.

John Hiscox



FOR SALE



This vehicle appears to be a 1950/51 Lanchester LD10 Barker Saloon. It seems almost complete, and has a motor and transmission but a bit tired. It is believed that the car is out near Parkes.



Enquiries to Hedley.
Phone - 0427 623 656

LANCHESTER LD10 FOR RESTORATION

At the Easter Narrandera Hot Rod run this year, I met a fellow who has what appears to be a Lanchester LD-10. It is fairly complete, though in need of full restoration. He wants to see someone do something with the car (restore or hot rod) to preserve it from getting scrapped; he just requests to be sent pictures of the 'build' and finished product. I have several photos that are attached and appears to be generally solid, though the interior is as weathered as the exterior due to living outside for many years in a truck yard in Wodonga (current location).

If there is someone who has an interest, please put them in contact.

Regards, Paul Fuller scrapperbd@gmail.com M: 0400 332 466



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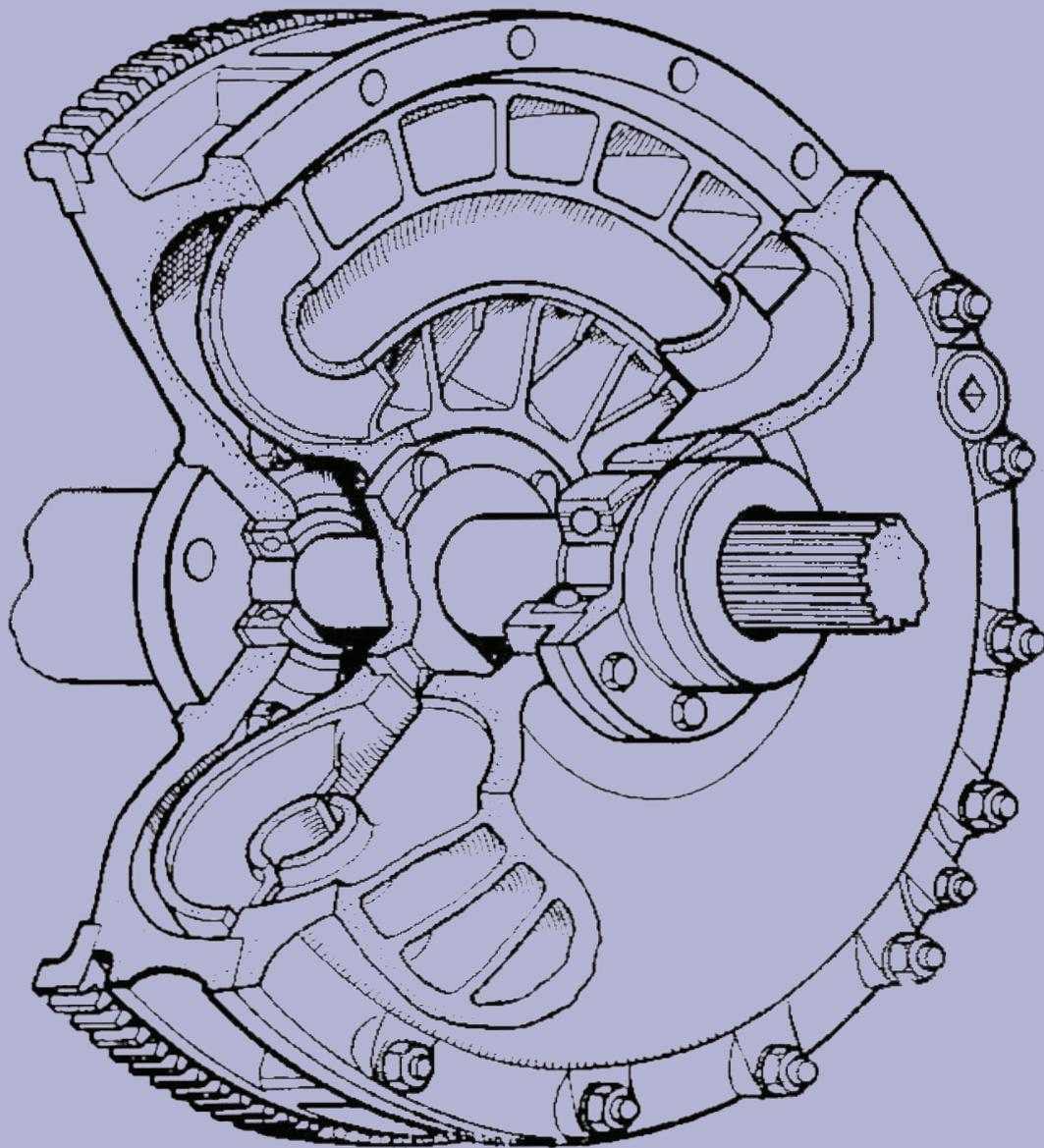
DB18/CONSORT PARTS FOR SALE

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 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